

NORTH PARAMOUNT GATEWAY SPECIFIC PLAN PROJECT SCH NO. 2021080622

prepared for:

City of Paramount
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Paramount, CA 90723

prepared with the assistance of:

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December 2022

Draft Environmental Impact Report

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SOLUTIONS, INC

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DRAFT ENVIRONMENTAL IMPACT REPORT (STATE CLEARINGHOUSE #2021080622)

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ACRONYMS AND ABBREVIATIONS

°C	degrees celsius
µg/m ³	micrograms per cubic meter
AB 52	California Assembly Bill 52
ACM	asbestos-containing material
AF	acre-feet
ALUC	Airport Land Use Commission
ALUCP	Airport Land Use Compatibility Plan
amsl	above mean sea level
AQIA	Air Quality Impact Analyses
AQMP	Air Quality Management Plan
APN	Assessor's Parcel Number
ATCM	airborne toxic control measure
BAAQMD	Bay Area Air Quality Management District
BACM	best available control measure
BACT	best available control technology
Basin	South Coast Air Quality Basin
BAU	business as usual
BFE	base flood elevation
bgs	below ground surface
BMPs	Best Management Practices
CAA	Clean Air Act of 1970
CAAA	CAA Amendments of 1990
CAAQS	California Ambient Air Quality Standards
CalEEMod	California Emissions Estimator Model
CALGreen	California Green Building Standards Code
CAP	Climate Action Plan of 2013
CARB	California Air Resources Board
CBC	California Building Code
CCAA	California Clean Air Act of 1988
CDFW	California Department of Fish and Wildlife
CC&Rs	Covenants, Conditions, and Restrictions
CEC	California Energy Commission
CEQA	California Environmental Quality Act
CESA	California Endangered Species Act
CGEU	California Gas and Electric Utilities 2016 California Gas Report
CGS	California Geological Survey
CH ₄	methane
CHAPIS	Community Health Air Pollution Information System (CARB)
CHRIS	California Historical Resources Inventory System
CNDDDB	California Natural Diversity Database
CNEL	community noise equivalent level
CNPS	California Native Plant Society
CO	carbon monoxide
CO ₂	carbon dioxide
CO ₂ e	carbon dioxide equivalent
CRHR	California Register of Historical Resources
CTP	Clean Truck Program
CUP	Conditional Use Permit
dB	decibel

dba	A-weighted decibels
DPM	diesel particulate matter
DTSC	Department of Toxic Substances Control
EIR	Environmental Impact Report
EMS	Emergency Medical Services
ESA	Environmental Site Assessment
FAR	floor area ratio
FEMA	Federal Emergency Management Agency
FESA	Federal Endangered Species Act of 1973
FMMP	Farmland Mapping and Monitoring Program
gal/day	gallons per day
GHG	greenhouse gas
GWP	global warming potential
Handbook	Air Quality and Land Use Handbook: A Community Health Perspective (CARB 2005)
HAPs	hazardous air pollutants
HCM	Highway Capacity Manual
HCP	Habitat Conservation Plan
HDT	Heavy Duty Trucks
HFCs	hydroflourocarbons
Hot Spots Act	Air Toxics Hot Spots Information and Assessment Act of 1987
HP	horsepower
HPLV	High Pressure Low Volume
HVAC	heating, ventilating, and air conditioning
ICU	intersection capacity utilization
I	Interstate
LBP	lead-based paint
LCFS	Low Carbon Fuel Standard
LEED	Leadership in Energy and Environmental Design
LEV	Low Emission Vehicle
LID	low impact development
LOS	level of service
LSTs	localized significance thresholds
MACT	maximum available control technology
MBTA	Migratory Bird Treaty Act of 1918
MCC	Material Culture Consulting
mgd	million gallons per day
MMRP	Mitigation Monitoring and Reporting Program
MMT	million metric tons
MPO	metropolitan planning organization
MT	metric tons
MT CO _{2e}	metric tons of carbon dioxide equivalent
NAAQS	National Ambient Air Quality Standards
N ₂ O	nitrous oxide
NAHC	Native American Heritage Commission
NALs	numeric action levels
NCCP	Natural Community Conservation Plan
NESHAP	national emissions standards for HAPs
NH ₃	ammonia
NHPA	National Historic Preservation Act of 1966
NHTSA	National Highway Traffic and Safety Administration
NMC	New Model Colony
NOP	Notice of Preparation

NO ₂	nitrogen oxide
NO _x	nitrogen oxide
NOI	Notice of Intent
NPDES	National Pollutant Discharge Elimination System
NRCS	U.A. Department of Agriculture Natural Resources Conservation Service
O ₃	ozone
ODC	Ontario Development Code
ONT	Ontario International Airport
PA	Planning Area
Pb	lead
PDF	project design feature
PFCs	perfluorocarbons
PM _{2.5}	particulate matter less than 2.5 micrometers in aerodynamic diameter
PM ₁₀	particulate matter less than 10 micrometers in aerodynamic diameter
ppb	parts per billion
PPP	Plans, Programs, and Policies
PRC	Public Resources Code
PRIMP	Paleontological Resources Impact Mitigation Plan
PWS	public water supplier
REC	recognized environmental conditions
ROG	reactive organic gas
RTP	Regional Transportation Plan
RWQCB	Regional Water Quality Control Board
SB	Senate Bill
SB 18	California Senate Bill 18, Ch. 905 (2004)
SC	Standard Condition
SCAB	South Coast Air Basin
SCAG	Southern California Association of Governments
SCAQMD	South Coast Air Quality Management District
SCCIC	South Central Coastal Information Center
SCE	Southern California Edison Company
SCS	Sustainable Communities Strategy
SF	square feet
SF ₆	sulfur hexafluoride
SIP	state implementation plan
SO ₂	sulfur dioxide
SO ₃	sulfur trioxide
SO ₄	sulfates
SoCalGas	Southern California Gas Company
SO _x	sulfur oxides
SP	Specific Plan
SR	State Route
SR-60	Pomona Freeway
SR-83	Euclid Avenue
SRA	Source Receptor Area
SWPPP	Storm Water Pollution Prevention Plan
SWQMP	Storm Water Quality Management Plan
SWRCB	Storm Water Resources Control Board
TACs	toxic air contaminants
TIA	Traffic Impact Analysis
tpy	tons per year
TTCP	traditional tribal cultural places
TUA	traditional use area

USDA	United States Department of Agriculture
USEPA	United States Environmental Protection Agency
USFWS	United States Fish and Wildlife Service
UTRs	utility tractors
UWMP	Urban Water Management Plan
VdB	velocity levels expressed in decibel notation
VMT	vehicle miles travelled
VOC	volatile organic compounds
WDR	Waste Discharge Requirements
WFA	Water Facilities Authority
Williamson Act	California Land Conservation Act of 1965
WQC	Water Quality Certification

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1. Executive Summary

This Draft Environmental Impact Report (EIR) evaluates the environmental effects that may result from the construction and operation of the proposed North Paramount Gateway Specific Plan (NPGSP) Project. This EIR has been prepared by the City of Paramount in its capacity as Lead Agency, as that term is defined in §15367 of the CEQA Guidelines (14 California Code of Regulations §15000 et seq.) and in conformance with the California Environmental Quality Act (CEQA) (Public Resources Code §21000 et seq.). This EIR has been prepared to identify, analyze, and mitigate the significant environmental effects of the proposed Project.

CEQA requires each EIR to reflect the independent judgment of the Lead Agency, including but not limited to the thresholds of significance used to analyze Project impacts, analyses, and conclusions regarding the level of significance of impacts both before and after mitigation, the identification and application of mitigation measures to avoid or reduce Project-related impacts, and the consideration of alternatives to the proposed Project. In preparing this EIR, the City of Paramount has employed CEQA and environmental technical specialists; however, the analyses and conclusions set forth in this EIR reflect the independent judgment of the City as Lead Agency.

The Draft EIR is being circulated for review and comment by the public and other interested parties, agencies, and organizations for 45 days in accordance with State CEQA Guidelines Sections 15087 and Section 15105. During the 45-day review period, the Draft EIR will be available for public review at the City's website below and physically at the City of Paramount Planning Department counter.

<https://www.paramountcity.com/government/planning-department/planning-division/environmental-documents>

Written comments related to environmental issues in the Draft EIR should be addressed to:

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1.1 PROJECT LOCATION

The City of Paramount ("City") is located in the southeast portion of the County of Los Angeles and is surrounded by the cities of South Gate and Downey to the north; Bellflower to the east; Long Beach to the south; and Compton, Lynwood, and unincorporated Los Angeles County (East Rancho Dominguez) to the west. Major freeways and highways bordering the City of Paramount are the I-105 freeway to the north, State Route 19 (Lakewood Boulevard) to the east, State Route 91 to the south, and the I-710 freeway to the west.

The NPGSP planning area encompasses approximately 112.02 acres and is located in the northern portion of the City of Paramount and is generally bounded by the City of South Gate border and Howe Street to the north, the Metro/Union Pacific railroad to the west, Rosecrans Avenue and Pacific Electric railroad right-of-way to the south, and Anderson Street to the east. The local vicinity and the boundary of the NPGSP area, as illustrated in Figure 3-2, *Local Vicinity*.

1.2 PROJECT BACKGROUND

Both the Clearwater North Specific Plan and the Howe/Orizaba Specific Plan, adopted in 1987, focused on high-density housing opportunities. The two specific plans envisioned both medium-density and high-density residential areas, with a maximum density of 70 dwelling units per acre (du/ac). Since the passage

of Proposition FF in 1988 (codified into the Paramount Municipal Code as Chapter 17.20), the medium- and high-density zones applied by the specific plans have been replaced with a lower-density zone to comply with the Proposition's imposed citywide maximum density cap at 22 du/ac., thereby rendering the specific plans largely irrelevant.

The latest draft of the Housing Element Update (October 2022) includes several provisions which aim to ensure the City can meet the required "fair share" of affordable housing units as specified by the State of California. The update notes that Chapter 17.20's 22 du/ac cap is incompatible with current California state laws regarding required density bonuses applicable to affordable housing projects. Furthermore, the Housing Element Update includes a program to clarify the inapplicability of the proposition either through the adoption of a resolution or other binding commitment. As such, the 2021 Housing Element Update includes language that requires that this NPGSP utilize density minimums and maximums that are comparable to the State's requirements.

1.3 PROJECT DESCRIPTION SUMMARY

The proposed Project replaces two existing specific plans - the Clearwater North Specific Plan and the Howe/Orizaba Specific Plan - into a single specific plan, slightly expands the planning area to incorporate additional key parcels along Paramount Boulevard and provides a land use plan to support reducing vehicle miles traveled (VMT), sustainability efforts, and economic vitality near the planned West Santa Ana Branch (WSAB) light rail transit station at the Paramount Boulevard/Rosecrans Avenue intersection.

Proposed General Plan Amendment

The proposed NPGSP would be implemented through a General Plan Amendment that would include identification of the NPGSP and change of General Plan Land Use designations along Paramount Boulevard from Commercial and Multiple-Family Residential to Area Plan.

Proposed Zone Changes

The proposed NPGSP would replace the current zoning standards with customized standards for mixed-use infill development and comprehensive design standards for the built environment. The NPGSP would revise the existing zoning designations and boundaries of Multiple-Family Residential (R-M); General Commercial (C-3); Commercial-Manufacturing (C-M); and PD-PS (Planned Development with Performance Standards) to the proposed NPGSP zoning designations of Multiple-Family Residential, Medium Density (R-M) (distinguished from R-M-HD); Multiple-Family Residential, High Density (R-M-HD) (a new zoning designation per the proposed NPGSP); Mixed-Use, Medium Density (MU-1); and Mixed-Use, High Density (MU-2).

The maximum residential density would increase from 22 du/ac to 30 du/ac in the Multiple-Family Residential (R-M) and Mixed-Use, Medium Density (MU-1) zones, and to 40 du/ac in the Multiple-Family Residential High Density (R-M-HD) and Mixed-Use, High Density (MU-2) zones. Maximum building heights and floor area ratio (FAR) would generally remain consistent with current standards, with a 30 to 45-foot height limit and 1.5 to 2.0 FAR maximum for applicable zoning designations. The General Plan Land Use Map designation "Area Plan" would be expanded to encompass the entire NPGSP area.

The maximum buildout of the proposed NPGSP zoning in 2045 would be 5,044 residential units and 31,171 square feet of retail and office space.

1.3 PROJECT OBJECTIVES

CEQA Guidelines §15124(b) (14 California Code of Regulations [CCR]) requires "A statement of objectives sought by the proposed project. A clearly written statement of objectives would help the Lead Agency

develop a reasonable range of alternatives to evaluate in the EIR and would aid the decision makers in preparing findings or a statement of overriding considerations, if necessary. The statement of objectives should include the underlying purpose of the project.” The proposed NPGSP outlines a variety of “Guiding Principles” and related Goals that form the Project Objectives of the Project, including the following:

- Encourage focused growth strategies along Paramount Boulevard near the I-105 and the Paramount/Rosecrans station that preserve a majority of the existing lower-density neighborhoods and allow for intensification along Paramount Boulevard and Rosecrans Avenue to support the use of transit without contributing to overcrowded conditions.
- Reinforce and enhance existing commercial corridors through the introduction of new building types, a mix of housing and commercial uses, and placemaking strategies that create a unique brand and sense of place.
- Develop a phased approach to development that allows for the highest and best use of transit-oriented development (TOD) sites.
- Address connectivity/mobility issues, at a high level, that go beyond the Specific Plan’s study area such as connecting to Downtown Paramount to the south, South Gate to the north, neighboring transit such as the light rail station at the C Line (Green Line), and other destinations.
- Use complete street approaches for the design of existing and new streets that balance the needs of pedestrians, cyclists, and vehicles.
- Strengthen bicycle and pedestrian connections to the proposed stations and the regional bike and park system.
- Address longstanding environmental justice issues by creating new public amenities, improving air quality through reduced congestion and lower car use, building high-quality, affordable housing, and connecting residents to quality jobs through transit and active transportation investments, all of which contribute to a reduction of greenhouse gas (GHG) emissions and vehicle miles traveled (VMT).
- Respect the existing character and scale of adjacent low-density housing.
- Promote a diverse housing stock with products that are offered at a wide range of sizes and affordability.
- Provide strategies for introducing new open space and recreational opportunities for neighborhood residents in new developments.
- Close to the Paramount/Rosecrans station, consider reduced parking ratios that discourage the use of private vehicles.
- Ensure that new housing developments are well connected to the station through wide, clear sidewalks, bicycle lanes, and amenities such as convenient bicycle storage.
- In all project disciplines, consideration needs to be given to how Covid-19 and related public health issues may affect the Specific Plan’s regulatory framework. High level strategies should be identified to give the City tools for growth, order, and a sense of normalcy under uncertain future conditions.
- Ensure consistency with current and previous planning efforts such as the forthcoming Clearwater East Specific Plan Update, The Paramount/South Gate Station Area Vision Plan, the WSAB Corridor Transit-Oriented Development Strategic Implementation Plan (WSAB TOD SIP), and SCAG’s Connect SoCal Plan.

1.4 SUMMARY OF ALTERNATIVES

Section 6.0, *Alternatives*, of this EIR analyzes a range of reasonable alternatives to the proposed NPGSP. The alternatives that are analyzed in detail in Section 6.0 are summarized below.

- **Alternative 1: No Project/ Buildout of the Existing Zoning.** Under this alternative, the proposed Specific Plan would not be approved, and no amendment to the existing General Plan land use and zoning designations would occur. The existing land use designations would remain. In accordance with the CEQA Guidelines, the No Project Alternative consists of the circumstance under which the Project does not proceed. Section 15126.6(e)(3)(A) of the CEQA Guidelines states that, when the project is the revision of an existing land use or regulatory plan, policy, or ongoing operation, the “no project” alternative will be the continuation of the existing plan, policy, or operation into the future. Thus, the projected impacts of the proposed plan or alternative plans would be compared to the impacts that would occur under the existing plan.

Accordingly, Alternative 1: No Project/ Buildout of the Existing Zoning provides a comparison between the environmental impacts of the proposed Project in contrast to the result from not approving, or denying, the proposed Project. Thus, this alternative is intended to meet the requirements of CEQA Guidelines Section 15126.6(e) for evaluation of a no project alternative.

As detailed in Section 6.0, *Alternatives*, the No Project/ Buildout of Existing Zoning Alternative could eliminate the significant and unavoidable impacts related to air quality but would not eliminate the significant and unavoidable and greenhouse gas emissions or noise impacts that would occur from implementation of the proposed Project. This alternative would result in a decrease in development in comparison to the proposed Project. Thus, a decrease in air quality emissions, greenhouse gas emissions, fuel energy, and vehicular noise would occur in comparison to the proposed Project. However, it is likely that greenhouse gas emissions thresholds and noise thresholds would continue to be exceeded under the No Project/Buildout of Existing Zoning Alternative. In addition, the No Project/Buildout of Existing Zoning Alternative would not meet the VMT Screening Criteria, and impacts related to VMT would be potentially significant, would require mitigation, and would be greater than the proposed Project.

Further, this alternative would not eliminate the potential impacts to cultural resources, paleontological resources, tribal cultural resources, and utilities that would require mitigation to be reduced to a less than significant level. The No Project/ Buildout of Existing Zoning Alternative would not require a General Plan Amendment or a zone change, as required by the proposed Project. Implementation of the No Project/Buildout of Existing Zoning Alternative would not meet most of the Project objectives.

- **Alternative 2: Reduced Intensity Alternative.** The Reduced Intensity Alternative would reduce the intensity of the proposed NPGSP zoning designations, and therefore, the buildout of the plan area. Under this alternative, a 30 percent reduction in the allowable number of dwelling units, retail commercial uses, and office uses would be developed throughout the NPGSP. Thus, under the Reduced Intensity Alternative a maximum of 3,530 dwelling units and 21,820 square feet of retail commercial, and office uses would be developed within the NPGSP area through the year 2045. Under the Reduced Intensity Alternative, the maximum residential density would increase from 22 du/ac to a maximum of 30 du/ac with a corresponding maximum building height of 30 feet throughout the plan area. Under this alternative, redevelopment and infill development would still be concentrated on underutilized parcels within 0.5-mile of the planned WSAB light rail station. This alternative includes all of the circulation, streetscape improvements, and infrastructure improvements that are included in the proposed NPGSP.

As detailed in Section 6.0, *Alternatives*, the Reduced Intensity Alternative would not eliminate the significant and unavoidable impacts related to air quality, greenhouse gas emissions, or noise that would occur from implementation of the proposed NPGSP. The volume of air quality and GHG

emissions and the amount of noise sources would be less under the Reduced Intensity Alternative; however, thresholds would still be exceeded with implementation of existing regulations and mitigation measures.

In addition, the Reduced Intensity Alternative would not eliminate the potential impacts to cultural resources, paleontological resources, tribal cultural resources, and utilities that would require mitigation to be reduced to a less than significant level. The Reduced Intensity Alternative would also require a General Plan Amendment and a zone change, as required by the proposed Project. Thus, the Reduced Intensity Alternative would not eliminate the significant and unavoidable impacts of the Project or the need for any mitigation. The Reduced Intensity Alternative would meet most of the Project objectives, but not all, and not to the same extent as the proposed Project.

1.5 SUMMARY OF IMPACTS

This Draft EIR provides program-level information and analysis related to development and operation of the proposed NPGSP at buildout. As set forth in State CEQA Guidelines Section 15146, the information herein corresponds to the degree of specificity within the proposed NPGSP and provides a level of detail needed for evaluation of potential environmental impacts from implementation of the Project. However, future development projects pursuant to the NPGSP may require additional detailed plan level CEQA analyses.

Table 1-1 summarizes the conclusions of the environmental analysis contained in this EIR. Section 2.0, *Introduction*, and Section 5.16, *Mandatory Findings of Significance*, determined that the proposed Project would not result in impacts related to certain thresholds from CEQA Appendix G including Agriculture and Forest Resources, Biological Resources, Mineral Resources, and Wildfire. Thus, no further assessment of those impacts was required in the Draft EIR. Therefore, the numbering of impacts shown in Table 1-1 reflects the omission of further evaluation for certain thresholds.

Relevant requirements that reduce the potential for environmental impacts are identified, and mitigation measures are provided for all potentially significant impacts. The level of significance of impacts after the proposed mitigation measures are applied are identified as either significant and unavoidable, less than significant, or no impact.

Table 1-1: Summary of Impacts, Mitigation Measures, and Level of Significance

Impact	Level of Significance before Mitigation	Mitigation Measures	Significance after Mitigation
5.1 Aesthetics			
Impact AE-1: The Project would not have a substantial adverse effect on a scenic vista.	Less than significant	None required	Less than significant
Impact AE-2: The Project would not damage scenic resources, including, trees, rock outcroppings, and historic buildings within a state scenic highway.	No Impact	None required	Less than significant
Impact AE-3: The Project would not substantially degrade the existing visual character or quality of public views of the site and its surroundings. The Project is in an urbanized area and would not conflict with applicable zoning or other regulations governing scenic quality.	Less than significant	None required	Less than significant
Impact AE-4: The Project would not create a new source of light or glare that would adversely affect day and nighttime views in the area.	Less than significant	None required	Less than significant
Cumulative	Less than significant	None required	Less than significant
5.2 Air Quality			
Impact AQ-1: The Project would conflict with or obstruct implementation of the applicable air quality plan	Potentially Significant	MM AQ-1 Dust Control. Prior to the issuance of a grading or building permit, construction plans and specifications shall require the following dust suppression measures in the SCAQMD CEQA Air Quality Handbook be implemented to reduce the project's emissions: <ul style="list-style-type: none"> • Revegetate disturbed areas. • Suspend all excavating and grading operations when wind speeds (as instantaneous gusts) exceed 25 mph. • Sweep all streets once per day if visible soil materials are carried to adjacent streets (recommend water sweepers with reclaimed water). • Install "shaker plates" prior to construction activity where vehicles enter and exit unpaved roads onto paved roads, or wash trucks and any equipment prior to leaving the site. • Pave, water, or chemically stabilize all on-site roads. • Minimize at all times the area disturbed by clearing, grading, earthmoving, or excavation operations. 	Significant and Unavoidable
Impact AQ-2: The Project would result in a cumulatively considerable net increase of a criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard.	Potentially Significant		Significant and Unavoidable
Impact AQ-3: The Project would not expose sensitive receptors to substantial pollutant concentrations.	Potentially Significant		Less than significant
Impact AQ-4: The Project would not result in other emissions (such as those leading to odors) adversely affecting a substantial number of people.	Less than significant		Less than significant

Impact	Level of Significance before Mitigation	Mitigation Measures	Significance after Mitigation
		<p>MM AQ-2 Tier 3 Construction Equipment. Prior to the issuance of a grading or building permit, construction plans and specifications shall require construction equipment greater than 150 horsepower (>150 HP), be off-road diesel construction equipment that complies with Environmental Protection Agency (EPA)/California Air Resources Board (CARB) Tier 3 emissions standards and that all construction equipment be tuned and maintained in accordance with the manufacturer's specifications.</p> <p>MM AQ-3 Low VOC Paints. Prior to the issuance of a grading or building permit, construction plans and specifications shall require that "Super-Compliant" low VOC paints which have been reformulated to exceed the regulatory VOC limits put forth by SCAQMD's Rule 1113. Super-Compliant low VOC paints shall be no more than 10 grams per liter (g/L) of VOC. Alternatively, the applicant may utilize tilt-up concrete buildings that do not require the use of architectural coatings.</p> <p>MM AQ-4 Electric Construction Equipment. Prior to the issuance of a grading or building permit, construction plans and specifications shall require that construction operations rely on the electricity infrastructure surrounding the construction site, if available rather than electrical generators powered by internal combustion engines.</p> <p>MM AQ-5 Alternative Fueled Construction Equipment. Prior to the issuance of a grading or building permit, construction plans and specifications shall require the use of alternative fueled, engine retrofit technology, after-treatment products (e.g., diesel oxidation catalysts, diesel particulate filters), and/or other options as they become available, including all off-road and portable diesel-powered equipment.</p> <p>MM AQ-6 Construction Equipment Maintenance. Prior to the issuance of a grading or building permit, construction plans and specifications shall require that construction equipment be maintained in good operation condition to reduce emissions. The Construction Contractor shall ensure that all construction equipment is being properly serviced and maintained as per the manufacturer's specification. Maintenance records shall be available at the construction site for City verification.</p>	

Impact	Level of Significance before Mitigation	Mitigation Measures	Significance after Mitigation
		<p>MM AQ-7 Construction Vehicle Maintenance Plan. Prior to the issuance of a grading or building permit, the applicant and/or building operators shall submit construction plans and a construction vehicle management plan to the City of Paramount denoting the proposed schedule and projected equipment use. The construction vehicle management plan shall include such things as: idling time requirements; requiring hour meters on equipment; documenting the serial number, horsepower, age, and fuel of all on-site equipment. The plan shall include that California state law requires equipment fleets to limit idling to no more than 5 minutes. Construction contractors shall provide evidence that low-emission mobile construction equipment will be utilized, or that their use was investigated and found to be infeasible for the project as determined by the City. Contractors shall also conform to any construction measures imposed by the SCAQMD as well as City Planning Staff.</p> <p>MM AQ-8 Enhanced Energy Efficiency. Prior to the issuance of a building permit, the Project applicant shall submit energy usage calculations to the Planning Division showing that the Project is designed to achieve 5% efficiency beyond the incumbent California Building Code Title 24 requirements. Example of measures that reduce energy consumption include, but are not limited to, the following (it being understood that the items listed below are not all required and merely present examples; the list is not all-inclusive and other features that reduce energy consumption also are acceptable).</p> <ul style="list-style-type: none"> • Increase insulation such that heat transfer and thermal bridging is minimized; • Limit air leakage through the structure and/or within the heating and cooling distribution system; • Use energy-efficient space heating and cooling equipment; • Install electrical hook-ups at loading dock areas; • Install dual-paned or other energy-efficient windows; • Use interior and exterior energy-efficient lighting that exceeds then incumbent California Title 24 Energy Efficiency performance standards; • Install automatic devices to turn off lights where they are not needed; • Apply a paint and surface color palette that emphasizes light and off-white colors that reflect heat away from buildings; 	

Impact	Level of Significance before Mitigation	Mitigation Measures	Significance after Mitigation
		<ul style="list-style-type: none"> Design buildings with “cool roofs” using products certified by the Cool Roof Rating Council, and/or exposed roof surfaces using light and off-white colors; Design buildings to accommodate photovoltaic solar electric systems or install photovoltaic solar electric systems; Install ENERGY STAR-qualified energy-efficient appliances, heating and cooling systems, office equipment, and/or lighting products. <p>MM AQ-9 Enhanced Water Conservation Required: Prior to the issuance of a building permit, construction plans and specifications shall incorporate a Water Conservation Strategy and demonstrate a minimum 30% reduction in outdoor water usage when compared to baseline water demand (total expected water demand without implementation of the Water Conservation Strategy).¹</p> <p>Development proposals within the Project site shall also implement the following:</p> <ul style="list-style-type: none"> Landscaping palette emphasizing drought tolerant plants; Use of water-efficient irrigation techniques; U.S. EPA Certified WaterSense labeled or equivalent faucets, high-efficiency toilets (HETs), and water-conserving shower heads. <p>MM AQ-10 During the City’s review process for applications under the Specific Plan, the applicant shall conduct or shall have conducted modeling of the regional and the localized emissions (nitrogen oxides [NO_x], carbon monoxide [CO], Particulate Matter 10 microns in diameter or less [PM₁₀], and Particulate Matter 2.5 microns in diameter or less [PM_{2.5}]) associated with the maximum daily grading activities estimated for the proposed individual developments. If the modeling shows that emissions would exceed the SCAQMD’s significance thresholds for those emissions, the maximum daily grading activities of the proposed development shall be limited to the extent that could occur without resulting in emissions in excess of SCAQMD’s significance thresholds for those emissions. For implementing projects within the Specific Plan, the applicant</p>	

¹ The analysis includes a reduction of 20% indoor water usage consistent with the current CALGreen Code for residential and non-residential land uses. Per CALGreen, the reduction shall be based on the maximum allowable water use per plumbing fixture and fittings as required by the California Building Standards Code.

Impact	Level of Significance before Mitigation	Mitigation Measures	Significance after Mitigation
		shall be responsible for submitting a focused project-level air quality assessment that includes the modeling of localized on-site emissions associated with daily grading activities anticipated for the proposed development.	
Cumulative	Potentially Significant	MM AQ-1 through MM AQ-10	Significant and Unavoidable
5.3 Cultural Resources			
Impact CUL-1: The Project would not cause a substantial adverse change in the significance of a historical resource pursuant to § 15064.5.	Potentially Significant	<p>MM CUL-1 Historical Properties. Prior to issuance of a permit for a development project within the NPGSP area that could directly or indirectly impact a building/structure in excess of 45 years of age, the City shall determine whether the affected building/structure is historically significant. The evaluation of historic architectural resources shall be based on criteria such as age, location, context, association with an important person or event, uniqueness, or structural integrity. Preferred mitigation for historic buildings or structures shall be to avoid significant impacts to the resource through project redesign. If the resource cannot be entirely avoided, all prudent and feasible measures to minimize harm to the resource shall be taken. An historical resource assessment report shall be prepared by a qualified architectural historian meeting the U.S. Secretary of the Interior standards for each project to document the methods used to determine the presence or absence of historical resources, to identify potential impacts from a project, and to evaluate the significance of any historical resources identified. If potentially significant impacts to a historical resource are identified, the report will also recommend appropriate mitigation to reduce the impacts to below a significant degree, where possible. If mitigation is required, mitigation programs can also be included in the report. Depending upon project impacts, measures shall include, but are not limited to:</p> <ul style="list-style-type: none"> • Preparing a historic resource management plan; • Adding new construction that is compatible in size, scale, materials, color, and work quality to the historical resource (such additions, whether portions of existing buildings or additions to historic districts, shall be clearly distinguishable from historic fabric); • Repairing damage according to the Secretary of the Interior's Standards for Rehabilitation; 	Less than significant

Impact	Level of Significance before Mitigation	Mitigation Measures	Significance after Mitigation
		<ul style="list-style-type: none"> Screening incompatible new construction from view through the use of berms, walls, and landscaping in keeping with the historic period and character of the resource; and Shielding historic properties from noise generators through the use of sound walls, double glazing, and air conditioning. 	
<p>Impact CUL-2: The Project would not cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5.</p>	Potentially Significant	<p>MM CUL-2 Phase I Archaeological Resources Assessments. For specific development proposals that are initiated under the NPGSP that require excavation (e.g., clearing/grubbing, grading, trenching, or boring) or demolition activities, the City shall require preparation of a Phase I Archaeological Resources Assessment on a project-by-project basis within the Specific Plan area to identify any archeological resources within the footprint or immediate vicinity. The Phase I Archaeological Resources Assessment shall include a Sacred Lands File search through the Native American Heritage Commission (NAHC), a records search through the South Central Coast Information Center (SCCIC) at the California State University, Fullerton, and a pedestrian survey of the project site. In addition, the assessment shall include a review of available geotechnical studies, project site plans, and drilling/grading plans to determine the nature and depth of the construction activities to assist in determining the depths of fill versus native soils across the improvement footprint. If no resources are identified as a result of the pedestrian survey or records search, it does not preclude the existence of buried resources within the improvement footprint. If this is the case, a qualified archaeologist shall determine the potential for the Project to encounter buried resources during construction based on the results of the record searches, depth of native versus fill soils, and proposed excavation parameters.</p> <p>The following scenarios shall be followed depending on the results of the Phase I Assessment:</p> <ul style="list-style-type: none"> If resources are identified during the Phase I assessment, then a Phase II evaluation shall be required, as described in MM CUL-3. If no resources are identified as part of the assessment, no further analyses or mitigation shall be warranted, unless it can be determined that the Project has a 	Less than significant

Impact	Level of Significance before Mitigation	Mitigation Measures	Significance after Mitigation
		<p>moderate to high potential to encounter buried archaeological resources.</p> <ul style="list-style-type: none"> If it is determined that there is a moderate to high potential to encounter buried archaeological resources, appropriate mitigation such as archaeological and/or Native American construction monitoring shall be required as described in MM CUL-5, MM CUL-6, and MM CUL-7. <p>MM CUL-3 Phase II Archaeological Resources Evaluation. If resources are identified during the Phase I assessment, a Phase II Archaeological Resources Evaluation may be warranted if impacts from the proposed improvements cannot be avoided. The Phase II assessment shall evaluate the resource(s) for listing in the California Register and to determine whether the resource qualifies as a “unique archaeological resource” pursuant to CEQA. If enough data is obtained from the Phase I assessment to conduct a proper evaluation, a Phase II evaluation may not be necessary. Methodologies for evaluating a resource can include but are not limited to: subsurface archaeological test excavations, additional background research, property history research, and coordination with Native American tribes and other interested individual in the community.</p> <p>MM CUL-4 Phase III Assessment. If, as a result of the Phase II evaluation, resources are determined to be eligible for listing in the California Register or area considered “unique archaeological resources” pursuant to Section 21083.2 of the Public Resources Code, potential impacts to the resources shall be analyzed and if impacts are significant (i.e., the improvement will cause a “substantial adverse change” to the resource) and cannot be avoided, mitigation measures shall be developed and implemented, such as archaeological data recovery excavations to reduce impacts to resources to a level that is less than significant.</p> <p>MM CUL-5 Archaeological Monitoring. If it is determined by the qualified archaeologist preparing the Phase I Archaeological Resources Assessment that: 1) there is a moderate or high potential to encounter buried archaeological</p>	

Impact	Level of Significance before Mitigation	Mitigation Measures	Significance after Mitigation
		<p>resources; and 2) that construction monitoring is required during construction activities such as clearing/grubbing, grading, trenching, and any other construction excavation activity associated with the proposed improvements, then the City shall require future development/project applicants on a project-by-project basis within the Specific Plan area to retain a qualified archaeological monitor and Native American tribal monitor, pursuant to MM TCR-1, who shall be present during ground disturbing activities.</p> <p>The frequency of monitoring shall be based on the rate of excavation and grading activities, proximity to known archaeological resources, the materials being excavated (native versus fill soils), and the depth of excavation and, if found, the abundance and type of archaeological resources encountered. Full-time monitoring can be reduced to part-time inspections if determined adequate by the archaeological monitor, in conjunction with the tribal monitor.</p> <p>MM CUL-6 Incidental Discoveries. In the event that archaeological resources are unearthed during ground-disturbing activities, the archaeological monitor shall be empowered to halt or redirect ground-disturbing activities away from the vicinity of the find so that the find can be evaluated. Work shall be allowed to continue outside of the vicinity of the find. All archaeological resources unearthed by Project construction activities shall be evaluated by the archaeologist. The Applicant and City shall coordinate with the archaeologist and Native American monitor (if the resources are prehistoric in age) to develop an appropriate treatment plan for the resources. Treatment may include implementation of archaeological data recovery excavations to remove the resource or preserve it in place. The Applicant, in consultation with the archaeologist and Native American monitor (if the resources are prehistoric in age), shall designate repositories in the event that archaeological material is recovered.</p> <p>MM CUL-7 Archaeological Monitoring Report. The archaeological monitor shall prepare a final report at the conclusion of archaeological monitoring. The report shall be submitted to the City and the consulting Tribe(s), and</p>	

Impact	Level of Significance before Mitigation	Mitigation Measures	Significance after Mitigation
		representatives of other appropriate or concerned agencies to signify the satisfactory completion of the Project and required mitigation measures. The report shall include a description of resources unearthed, if any, evaluation of the resources with respect to the California Register of Historical Resources and CEQA, and treatment of the resources.	
Impact CUL-3: The Project would not disturb any human remains, including those interred outside of formal cemeteries.	Less than significant	None required	Less than significant
Cumulative	Less than significant	None required	Less than significant
5.4 Energy			
Impact E-1: The Project would not result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	Less than significant	None required	Less than significant
Impact E-2: The Project would not conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	No impact	None required	No impact
Cumulative	Less than significant	None required	Less than significant
5.5 Geology and Soils			
Impact GEO-1i: The Project would not directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo earthquake fault zoning map issued by the state geologist for the area or based on other substantial evidence of a known fault?	No impact	None required	No impact
Impact GEO-1ii: The Project would not directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving strong seismic ground shaking?	Less than significant	None required	Less than significant
Impact GEO-1iii: The Project would not directly or indirectly cause potential substantial adverse	Less than significant	None required	Less than significant

Impact	Level of Significance before Mitigation	Mitigation Measures	Significance after Mitigation
effects including the risk of loss, injury, or death involving seismic-related ground failure, including liquefaction?			
Impact GEO-1iv: The Project would not directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving landslides?	No Impact	None required	No impact
Impact GEO-2: The Project would not result in substantial soil erosion or the loss of topsoil?	Less than significant	None required	Less than significant
Impact GEO-3: The Project would not 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	None required	Less than significant
Impact GEO-4: The Project would not be located on expansive soil, as defined in table 18-1-b of the uniform building code (1994) but would not create substantial risks to life or property?	Less than significant	None required	Less than significant
Impact GEO-5: The Project would not 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	None required	No impact
Impact GEO-6: The Project would not directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	Potentially significant	MM GEO-1 Paleontological Resources Management Program (PRMP). If a project proposes subsurface disturbance within native non-disturbed alluvial deposits at 5 feet below the ground surface or deeper, a paleontological resource management program (PRMP) is required prior to the issuance of a grading permit unless a qualified paleontologist retained by a Project Proponent provides a letter to the City verifying that a PRMP is not warranted based on the results of a project-specific assessment. The PRMP shall implement the following standard procedures: 1. The applicant shall retain a qualified paleontologist (Project Paleontologist) approved by the City to create and implement a project-specific plan for monitoring site grading/earthmoving activities.	Less than significant

Impact	Level of Significance before Mitigation	Mitigation Measures	Significance after Mitigation
		<p>2. The project paleontologist retained shall review the approved development plan and grading plan and conduct any pre-construction work necessary to render appropriate monitoring requirements as appropriate. These requirements shall be documented by the project paleontologist in a paleontological resource management program (PRMP). This PRMP shall be submitted to the City for approval prior to issuance of a grading permit. Information to be contained in the PRMP, at a minimum and in addition to other industry standards and Society of Vertebrate Paleontology standards, are as follows:</p> <p>a. The Project Paleontologist shall participate in a pre-construction project meeting with development staff and construction operations to ensure an understanding of any monitoring measures required during construction, as applicable.</p> <p>b. Paleontological monitoring of earthmoving activities will be conducted on an as-needed basis by the project paleontologist during all earthmoving activities that may expose sensitive strata. Earthmoving activities in areas of the project area where previously undisturbed strata will be buried but not otherwise disturbed will not be monitored. The project paleontologist or his/her assign will have the authority to reduce monitoring once he/she determines the probability of encountering fossils has dropped below an acceptable level.</p> <p>c. If the Project Paleontologist finds fossil remains, earthmoving activities will be diverted temporarily around the fossil site until the remains have been evaluated, documented, and recovered. Earthmoving will be allowed to proceed through the site when the Project Paleontologist determines the fossils have been recovered and/or the site mitigated to the extent necessary.</p> <p>d. If fossil remains are encountered by earthmoving activities when the Project Paleontologist is not onsite, these activities will be diverted around the fossil site and the Project Paleontologist called to the site immediately to evaluate, document, and recover the remains.</p> <p>e. If fossil remains are encountered, fossiliferous rock and soil will be recovered from the fossil site and processed to allow for the recovery of smaller fossil remains. Test samples may</p>	

Impact	Level of Significance before Mitigation	Mitigation Measures	Significance after Mitigation
		<p>be recovered from other sampling sites in the geologic unit if appropriate.</p> <p>f. Any recovered fossil remains will be prepared to the point of identification and identified to the lowest taxonomic level possible by knowledgeable paleontologists. The remains then will be curated and catalogued, an associated specimen data and corresponding geologic and geographic site data will be archived at the museum repository by a laboratory technician. The remains will then be accessioned into the museum repository fossil collection, where they will be permanently stored, maintained, and, along with associated specimen and site data, made available for future study by qualified scientific investigators.</p> <p>g. A qualified paleontologist shall prepare a report of findings made during all site grading activity with an appended itemized list of fossil specimens recovered during grading (if any). This report shall be submitted to the Building and Safety Division for review and approval prior to building final inspection as described elsewhere in these conditions.</p> <p>A. Pregrading Conference The Project Paleontologist and/or designee shall participate in a pre-grading conference with development staff and construction operations, to ensure an understanding of the monitoring requirements and implementation procedures to be utilized during construction. This meeting shall take place before the initiation of major ground-disturbing activities. Training at this meeting shall inform all construction personnel of the procedures to be followed upon the discovery of paleontological resources, general paleontological items, including the paleontology and geology of the area, as well as pictures of typical fossils that can be found during construction. This training should stress applicable state, federal, and local laws, and include information on what to do in case an unanticipated discovery is made by a worker. All construction personnel should be instructed to stop work within a 100-foot radius of the find and immediately inform their field supervisor upon any discovery in the project area. The Project Paleontologist shall be called to assess the find to determine if monitors should be mobilized to the project area to examine and evaluate the fossils.</p>	

Impact	Level of Significance before Mitigation	Mitigation Measures	Significance after Mitigation
		<p>B. Paleontological Monitoring Paleontological monitoring of earthmoving activities below five feet in depth within older Quaternary alluvial deposits will be conducted during earthmoving activities. The Project Paleontologist may re-evaluate the necessity for paleontological monitoring after initial examination of the affected sediments during excavation, which may result in part-time or spot-checking the remainder of excavations, or cessation of monitoring. Paleontological monitoring of construction excavations involves field inspection of trenches, spoils piles, scraped or graded surfaces. Monitors shall maintain close communication with the on-site construction personnel to maintain a safe working environment and to be fully appraised of the upcoming Project activity areas and any schedule changes. All monitors shall complete daily documentation of all construction activities requiring monitoring, including the location of monitoring activities throughout the day, observations of sediment type and distribution, observations regarding paleontological resources, collection of resources and other information. This documentation will be prepared by each monitor on each shift, in a Daily Field Monitoring Summary and Daily Paleontological Locality Collection log, as relevant to the discoveries each day. The monitor shall photograph ground disturbing activities, sediment, and resources for documentation purposes and will fill out a Photograph Log each day. The Daily Field Monitoring Summary, Daily Paleontological Locality Collection Log and/or Photograph Log shall comprise the field notes. These notes shall be filed weekly with the Project Paleontologist and be made available to the Proponent and City upon request.</p> <p>C. Monitor's Authority to Temporarily Halt Project Activities Paleontological monitors have authority to initiate a temporary work stoppage of construction activities to assess and/or recover paleontological discoveries. It is important that all earthmoving contractor personnel recognize the authority of the paleontological monitor(s) to redirect project construction activities. The monitor(s) will attempt to minimize schedule impacts, however, in cases of large discoveries, this process can be quite lengthy, and recent discoveries in the region have shown the area to be highly sensitive for paleontological</p>	

Impact	Level of Significance before Mitigation	Mitigation Measures	Significance after Mitigation
		<p>materials. The monitor(s) will stay with the discovery and notify the construction site supervisor and the Project Paleontologist. The monitor will demarcate a 100-foot buffer zone around the specimen using flagging or other high-visibility methods until the find is assessed and potential impacts to paleontological resources are avoided, minimized, or mitigated.</p> <p>D. Data Recovery Plan for Paleontological Resources If fossils are discovered, the qualified paleontological monitor shall recover them. In the instance of an extended salvage period, the Project Paleontologist shall work with the construction manager to temporarily direct, divert, or halt earthwork to allow recovery of fossil remains in a timely manner. If the find is too large to be managed by one monitor, additional assistance will be called upon to expedite the process. Because of the potential for the recovery of small fossil remains, it may be necessary to collect bulk samples (up to 6,000 pounds) of sedimentary rock matrix. Screen-washing will only occur in the event of a significant discovery. The Project Paleontologist will consult with the Project Applicant/Proponent prior to collecting any bulk samples. The locations of any significant discoveries should be sampled and later screen-washed and picked in the paleontological laboratory to fully document the microfaunal or microfloral diversity of the locality.</p> <p>Construction activities shall continue outside of a 100-foot buffer to the discovery site based on the size of the fossil and in consultation with the foreperson and other construction leads. All scientifically important fossils shall be salvaged and fully documented within a detailed stratigraphic framework as construction conditions and safety considerations permit. Fossils will only be retrieved from within the project boundaries. Once the fossils have been partially prepared in the laboratory, non-significant resources such as bone fragments lacking identifiable features (processes or definable skeletal structures) shall be discarded or used only for educational or public outreach purposes.</p> <p>E. Monitoring Compliance Report The Project Paleontologist shall prepare a final paleontological report prior to issuance of final building inspection, or other</p>	

Impact	Level of Significance before Mitigation	Mitigation Measures	Significance after Mitigation
		<p>City milestone, to verify compliance with project conditions and mitigation measures. The report shall follow industry standard guidelines and City of Paramount requirements and shall include at a minimum: a discussion of monitoring methods and techniques uses, the results of the monitoring program including any fossils recovered, an inventory of any resources recovered, locality forms, if any, final disposition of the resources, and any additional recommendations.</p> <p>F. Curation of Paleontological Resources Fossil remains collected during monitoring and salvage shall be cleaned, repaired, sorted, and catalogued as part of the monitoring program. When potentially scientifically significant fossil discoveries are made by paleontological monitors, they should be quickly and professionally explored, assessed, and evaluated to minimize construction delays; the Paramount Planning Department and Project Paleontologist will be notified immediately. Additional paleontologists will be brought in to assist with the salvage as needed. Salvages may consist of the relatively rapid removal of small isolated fossils from an active cut, to hand-quarrying of larger fossils over several hours, to excavations of large fossils or large numbers of smaller fossils from a bone bed over several days or weeks. At each paleontological locality, the Project Paleontologist or paleontological monitor will record the field number, date of discovery and date of collection, geographic coordinates, elevation, formation, stratigraphic provenance, lithologic description of sediment that produced the fossil(s), type(s) of fossils and type(s) of element(s), taphonomic and paleoenvironmental interpretations, associations with other fossils, photograph(s), and collector(s). All fossils and matrix samples must be properly labeled prior to removal from the locality where they were discovered and taken to a secure laboratory for preparation to the point of identification and curation.</p>	
Cumulative	Less than significant	MM GEO-1, as listed previously	Less than significant
5.6 Greenhouse Gas Emissions			
Impact GHG-1: The Project would generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment.	Significant and Unavoidable	MM AQ-2, MM AQ-4, MM AQ-5, MM AQ-8, and MM AQ-9, as listed previously	Significant and Unavoidable

Impact	Level of Significance before Mitigation	Mitigation Measures	Significance after Mitigation
Impact GHG-2: The Project would not conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gases.	Less than significant	None required	Less than significant
Cumulative	Significant and Unavoidable	MM AQ-2, MM AQ-4, MM AQ-5, MM AQ-8, and MM AQ-9, as listed previously	Significant and Unavoidable
5.7 Hazards and Hazardous Materials			
Impact HAZ-1: The Project would not create a significant hazard to the public or the environment through the routine transport, use or disposal of hazardous materials.	Less than significant	None required	No impact
Impact HAZ-2: The Project would not create a significant hazard to the public or the environment through reasonably foreseeable upset or accident conditions involving the release of hazardous materials into the environment.	Less than significant	None required	No impact
Impact HAZ-3: The Project would not emit hazardous emissions or handle hazardous or acutely hazardous materials, substances or waste within 0.25 mile of an existing or proposed school	Less than significant	None required	No impact
Impact HAZ-4: The Project would not be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 that could create a significant hazard to the public or environment.	No impact	None required	No impact
Impact HAZ-5: The Project would not result in a safety hazard or excessive noise for people residing or working in the project area for a project located within an airport land use plan or, where such a plan has not been adopted, be within two miles of a public airport or public use airport.	No impact	None required	No impact
Impact HAZ-6: The Project would not impair implementation of, or physically interfere with, an adopted emergency response plan or emergency evacuation plan.	Less than significant	None required	No impact

Impact	Level of Significance before Mitigation	Mitigation Measures	Significance after Mitigation
Impact HAZ-7: The Project would not expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires.	No impact	None required	No impact
Cumulative	Less than significant	None required	No impact
5.8 Hydrology and Water Quality			
Impact WQ-1: The Project would not violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality.	Less than significant	None required	Less than significant
Impact WQ-2: The Project would not substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the Project may impede sustainable groundwater management of the basin.	Less than significant	None required	Less than significant
Impact WQ-3i: The Project would not 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 addition of impervious surfaces, in a manner which would result in substantial erosion or siltation on- or off-site.	Less than significant	None required	Less than significant
Impact WQ-3ii: The Project would not 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 substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site.	Less than significant	None required	Less than significant
Impact WQ-3iii: The Project would not 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 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	None required	Less than significant

Impact	Level of Significance before Mitigation	Mitigation Measures	Significance after Mitigation
Impact WQ-3iv: The Project would not 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 impede or redirect flood flows.	Less than significant	None required	Less than significant
Impact WQ-4: The Project would not risk release of pollutants due to project inundation within a flood hazard zone.	Less than significant	None required	Less than significant
Impact WQ-5: The Project would not 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 addition of impervious surfaces, in a manner which would 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	None required	Less than significant
Impact WQ-8: The Project would not conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan.	Less than significant	None required	Less than significant
Cumulative	Less than significant	None required	Less than significant
5.9 Land Use and Planning			
Impact LU-1: The Project would not physically divide an established community.	No Impact	None required	No Impact
Impact LU-2: The Project would not cause significant environmental impacts due to conflicts with land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect.	Less than significant	None required	No Impact
Cumulative	Less than significant	None required	No Impact
5.10 Noise			
Impact NOI-1: The Project would not generate 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	Potentially Significant	MM NOI-1: Construction Equipment. Prior to the issuance of a demolition, grading, or construction permit for new development within the NPGSP, the project plans and specifications shall require that construction contractors equip all construction equipment, fixed or mobile, with properly	Significant and Unavoidable

Impact	Level of Significance before Mitigation	Mitigation Measures	Significance after Mitigation
<p>plan or noise ordinance, or applicable standards of other agencies.</p>		<p>operating and maintained mufflers, consistent with manufacturers' standards, and all stationary construction equipment shall be placed so that emitted noise is directed away from the noise-sensitive use nearest the construction activity.</p> <p>MM NOI-2: Construction Staging. Prior to the issuance of a demolition, grading, or construction permit for new development within the NPGSP, the project plans and specifications shall require that the construction contractor shall locate equipment staging in areas that will create the greatest distance between construction-related noise sources and noise-sensitive receiver nearest to the construction activity.</p> <p>MM NOI-3: Construction Noise Levels: Prior to the issuance of a demolition, grading, or construction permit for new development within the NPGSP, the project plans and specifications shall demonstrate that all construction activity within the NPGSP will satisfy the exterior construction noise level of 80 dBA Leq at a sensitive receiver (e.g., residential).</p> <p>MM NOI-4: Construction Noise Barriers: Prior to the issuance of a demolition, grading, or construction permit for new development within the NPGSP that could exceed the exterior construction noise level of 80 dBA Leq at a sensitive receiver (e.g. residential), the project plans and specifications shall detail the installation of temporary construction noise barriers for occupied noise-sensitive uses for the duration of construction activities that could exceed the NPGSP construction noise level thresholds. The noise control barrier(s) must provide a solid face from top to bottom and shall:</p> <ul style="list-style-type: none"> • Provide a minimum transmission loss of 20 dBA and be constructed with an acoustical blanket (e.g., vinyl acoustic curtains or quilted blankets) attached to the construction site perimeter fence or equivalent temporary fence posts; • Be maintained and any damage promptly repaired. Gaps, holes, or weaknesses in the barrier or openings between the barrier and the ground shall be promptly repaired; and • Be removed and the site appropriately restored upon the conclusion of the construction activity. <p>MM NOI-5: Traffic Noise at Residential. Prior to the issuance of building permits, exterior areas of proposed single-family and multiple family residential uses that are projected to be exposed to existing with project roadway noise levels and</p>	

Impact	Level of Significance before Mitigation	Mitigation Measures	Significance after Mitigation
		<p>cumulative with project roadway noise levels exceeding the City's exterior noise standards (i.e., 62 dBA daytime and 57 dBA nighttime for single-family residential and 67 dBA daytime and 62 dBA nighttime for multiple family residential) shall include noise attenuation features including, but not limited to, setbacks, soundwalls, glass noise barriers, and landscaping so that exterior areas meet the City's exterior noise standards. To ensure that the City's exterior noise standards are met, the project applicant shall demonstrate compliance through the preparation of an acoustical evaluation.</p> <p>MM NOI-6: Rail Noise at Residential: Prior to the issuance of building permits, proposed residential developments adjacent to the West Santa Ana Branch rail line (within approximately 75 feet) that are exposed to rail noise of greater than 62 dBA daytime and 57 dBA nighttime for single-family residential and 67 dBA daytime and 62 dBA nighttime for multiple family residential shall include noise attenuation features including, but not limited to, setbacks, soundwalls, glass noise barriers, and landscaping so that exterior areas meet the City's exterior noise standards. To ensure that the City's exterior noise standards are met, the project applicant shall demonstrate compliance through the preparation of an acoustical evaluation.</p>	
<p>Impact NOI-2: The Project would not generate excessive groundborne vibration or groundborne noise levels.</p>	<p>Potentially Significant</p>	<p>MM NOI-7: Construction Vibration: Prior to approval of a demolition permit, grading plans, and/or issuance of building permits for construction activities within 100 feet of existing residential structures or occupied noise-sensitive uses that require the use of large bulldozers, large loaded trucks, jackhammers, pile drivers, and/or caisson drills, the City of Paramount Building and Safety Division shall ensure that construction plans and specifications state that the use of such vibratory equipment shall be prohibited within 100 feet of existing residential structures or occupied noise-sensitive uses. Instead, small rubber-tired bulldozers shall be used within this area during demolition and/or grading operations to reduce vibration effects. If the use of large bulldozers, loaded trucks, jackhammers, pile drivers, and/or caisson drills is necessary within 100 feet of existing residential structures or occupied noise-sensitive uses, the project applicant/developer shall demonstrate the construction will not exceed the FTA vibration</p>	<p>Less than significant</p>

Impact	Level of Significance before Mitigation	Mitigation Measures	Significance after Mitigation
		perception threshold of 0.035 inches per second (in/sec) PPV.	
Impact NOI-3: The Project is not 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.	Less than significant	None required	Less than significant
Cumulative	Less than significant	None required	Less than significant
5.11 Population and Housing			
Impact POP-1: The Project would not induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example through the extension of roads or other infrastructure).	Less than significant	None required	No Impact
Impact POP-2: The Project would not displace substantial numbers of existing people or housing, necessitating the construction or replacement housing elsewhere.	Less than significant	None required	No Impact
Cumulative	Less than significant	None required	No Impact
5.12 Public Services and Recreation			
Impact PS-1: The Project would not result in substantial adverse physical impacts associated with fire protection services or the provision of new or physically altered fire station facilities.	Less than significant	None required	No Impact
Impact PS-2: The Project would not result in substantial adverse physical impacts associated with police services or the provision of new or physically altered police facilities.	Less than significant	None required	No Impact
Impact PS-3: The Project would not result in substantial adverse physical impacts associated with schools and school services or the provision of new or physically altered school facilities.	Less than significant	None required	No Impact
Impact PS-4: The Project would not result in substantial adverse physical impacts associated with	Less than significant	None required	No Impact

Impact	Level of Significance before Mitigation	Mitigation Measures	Significance after Mitigation
park and recreational services or the provision of new or physically altered park facilities.			
Impact PS-5: The Project would not result in substantial adverse physical impacts associated with other government services or the provision of new or physically altered public facilities.	Less than significant	None required	No Impact
Impact REC-1: The Project would not result in increase in the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated.	Less than significant	None required	Less than significant
Impact REC-2: The Project would not include recreational facilities or requires the construction or expansion of recreational facilities which might have an adverse physical effect on the environment.	Less than significant	None required	Less than significant
Cumulative	Less than significant	None required	Less than significant
5.13 Transportation			
Impact TR-1: The Project would not conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities.	Less than significant	None required	Less than significant
Impact TR-2: The Project would not conflict or be inconsistent with CEQA Guidelines §15064.3, Subdivision (B) regarding vehicle miles traveled.	Potentially significant	None required	Less than significant
Impact TR-3: The Project would not substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (farm equipment).	Less than significant	None required	Less than significant
Impact TR-4: The Project would not result in inadequate emergency access.	Less than significant	None required	Less than significant
Cumulative	Less than significant	None required	Less than significant
5.14 Tribal Cultural Resources			
Impact TCR-1: The Project would not cause a substantial adverse change in the significance of a historic tribal cultural resource that is listed or eligible for listing in the California Register of	Potentially significant	MM CUL-1 through MM CUL-7, as listed previously.	Less than significant

Impact	Level of Significance before Mitigation	Mitigation Measures	Significance after Mitigation
Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k).			
Impact TCR-2: The Project would not cause a substantial adverse change in the significance of 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 the Public Resources Code section 5024.1, that considers the significance of the resources to a California Native American tribe.	Potentially Significant	<p>Mitigation Measure TCR-1 Tribal Consultation. Prior to issuance of a grading permit for a development project within the NPGSP area that includes ground disturbance, the City shall contact the Gabrieleno Band of Mission Indians – Kizh Nation (Tribe) and invite them to consult with the City regarding the potential of the subject development to impact tribal cultural resources during ground disturbance activities.</p> <p>If substantial evidence is presented by the Tribe of the potential presence of a previously unknown tribal cultural resource, a qualified Native American Monitor shall be retained prior to the commencement of any “ground-disturbing activity” for the development (i.e., both on-site and any off-site locations that are included in the project description/definition and/or required in connection with the project, such as public improvement work). “Ground disturbing activity” shall include, but is not limited to, demolition, pavement removal, potholing, auguring, grubbing, tree removal, boring, grading, excavation, drilling, and trenching.</p> <p>Any monitoring shall require a copy of the executed monitoring agreement to be submitted to the lead agency prior to the earlier of the commencement of any ground-disturbing activity, or the issuance of any permit necessary to commence a ground-disturbing activity.</p> <p>The monitor will complete daily monitoring logs that will provide descriptions of the relevant ground-disturbing activities, the type of construction activities performed, locations of ground disturbing activities, soil types, cultural-related materials, and any other facts, conditions, materials, or discoveries of significance to the Tribe. Monitor logs will identify and describe any discovered TCRs, including but not limited to, Native American cultural and historical artifacts, remains, places of significance, etc., (collectively, tribal cultural resources, or “TCR”), as well as any discovered Native American (ancestral) human remains and burial goods. Copies of monitor logs will be provided to the project applicant/lead agency upon written request to the Tribe.</p>	Less than significant
Cumulative	Potentially Significant		Less than significant

Impact	Level of Significance before Mitigation	Mitigation Measures	Significance after Mitigation
		<p>Tribal monitoring shall conclude upon the latter of the following (1) written confirmation to the Tribe from a designated point of contact for the project applicant/lead agency that all ground-disturbing activities and phases that may involve ground-disturbing activities on the project site or in connection with the project are complete; or (2) a determination and written notification by the Tribe to the project applicant/lead agency that no future, planned construction activity and/or development/construction phase at the project site possesses the potential to impact tribal cultural resources.</p> <p>Upon discovery of any tribal cultural resources, all construction activities in the immediate vicinity of the discovery shall cease (i.e., not less than the surrounding 50 feet) and shall not resume until the discovered tribal cultural resource has been fully assessed by the Tribal monitor and/or Tribal archaeologist. The monitoring Tribe will recover and retain all discovered tribal cultural resources in the form and/or manner the Tribe deems appropriate, in the Tribe's sole discretion, and for any purpose the Tribe deems appropriate, including for educational, cultural and/or historic purposes.</p> <p>Mitigation Measure TCR-2. Unanticipated Discovery of Human Remains and Associated Funerary Objects</p> <p>A. Native American human remains are defined in PRC 5097.98 (d)(1) as an inhumation or cremation, and in any state of decomposition or skeletal completeness. Funerary objects, called associated grave goods in Public Resources Code Section 5097.98, are also to be treated according to this statute.</p> <p>B. If Native American human remains and/or grave goods discovered or recognized on the project site, then all construction activities shall immediately cease. Health and Safety Code Section 7050.5 dictates that any discoveries of human skeletal material shall be immediately reported to the County Coroner and all ground-disturbing activities shall immediately halt and shall remain halted until the coroner has determined the nature of the remains. If the coroner recognizes</p>	

Impact	Level of Significance before Mitigation	Mitigation Measures	Significance after Mitigation
		<p>the human remains to be those of a Native American or has reason to believe they are Native American, he or she shall contact, by telephone within 24 hours, the Native American Heritage Commission, and Public Resources Code Section 5097.98 shall be followed.</p> <p>C. Human remains and grave/burial goods shall be treated alike per California Public Resources Code section 5097.98(d)(1) and (2).</p> <p>D. Construction activities may resume in other parts of the project site at a minimum of 200 feet away from discovered human remains and/or burial goods, if the monitoring Tribe that resuming construction activities at that distance is acceptable and provides the project manager express consent of that determination (along with any other mitigation measures the Tribal monitor and/or archaeologist deems necessary). (CEQA Guidelines Section 15064.5(f).)</p> <p>E. Preservation in place (i.e., avoidance) is the preferred manner of treatment for discovered human remains and/or burial goods. Any historic archaeological material that is not Native American in origin (non-TCR) shall be curated at a public, non-profit institution with a research interest in the materials, such as the Natural History Museum of Los Angeles County or the Fowler Museum, if such an institution agrees to accept the material. If no institution accepts the archaeological material, it shall be offered to a local school or historical society in the area for educational purposes.</p> <p>F. Any discovery of human remains/burial goods shall be kept confidential to prevent further disturbance.</p> <p>Mitigation Measure TCR-3. Procedures for Burials and Funerary Remains</p> <p>A. As the Most Likely Descendant (“MLD”), the Koo-nas-gna Burial Policy shall be implemented. To the Tribe, the term “human remains” encompasses more than human bones. In ancient as well as historic times, Tribal Traditions included, but</p>	

Impact	Level of Significance before Mitigation	Mitigation Measures	Significance after Mitigation
		<p>were not limited to, the preparation of the soil for burial, the burial of funerary objects with the deceased, and the ceremonial burning of human remains.</p> <p>B. If the discovery of human remains includes four or more burials, the discovery location shall be treated as a cemetery and a separate treatment plan shall be created.</p> <p>C. The prepared soil and cremation soils are to be treated in the same manner as bone fragments that remain intact. Associated funerary objects are objects that, as part of the death rite or ceremony of a culture, are reasonably believed to have been placed with individual human remains either at the time of death or later; other items made exclusively for burial purposes or to contain human remains can also be considered as associated funerary objects. Cremations will either be removed in bulk or by means as necessary to ensure complete recovery of all sacred materials.</p> <p>D. In the case where discovered human remains cannot be fully documented and recovered on the same day, the remains will be covered with muslin cloth and a steel plate that can be moved by heavy equipment placed over the excavation opening to protect the remains. If this type of steel plate is not available, a 24-hour guard should be posted outside of working hours. The Tribe will make every effort to recommend diverting the project and keeping the remains in situ and protected. If the project cannot be diverted, it may be determined that burials will be removed.</p> <p>E. In the event preservation in place is not possible despite good faith efforts by the project applicant/developer and/or landowner, before ground-disturbing activities may resume on the project site, the landowner shall arrange a designated site location within the footprint of the project for the respectful reburial of the human remains and/or ceremonial objects.</p> <p>F. Each occurrence of human remains and associated funerary objects will be stored using opaque cloth bags. All human remains, funerary objects, sacred objects and objects of</p>	

Impact	Level of Significance before Mitigation	Mitigation Measures	Significance after Mitigation
		<p>cultural patrimony will be removed to a secure container on site if possible. These items should be retained and reburied within six months of recovery. The site of reburial/repatriation shall be on the project site but at a location agreed upon between the Tribe and the landowner at a site to be protected in perpetuity. There shall be no publicity regarding any cultural materials recovered.</p> <p>G. The Tribe will work closely with the project's qualified archaeologist to ensure that the excavation is treated carefully, ethically and respectfully. If data recovery is approved by the Tribe, documentation shall be prepared and shall include (at a minimum) detailed descriptive notes and sketches. All data recovery data recovery-related forms of documentation shall be approved in advance by the Tribe. If any data recovery is performed, once complete, a final report shall be submitted to the Tribe and the NAHC. The Tribe does Not authorize any scientific study or the utilization of any invasive and/or destructive diagnostics on human remains.</p>	
5.15 Utilities and Service Systems			
Impact UT-1: The Project would not require or result in the relocation or construction of new water facilities, or expansion of existing facilities, the construction of which could cause significant environmental effects.	Less than significant	None required	Less than significant
Impact UT-2: The Project would not have sufficient water supplies available to serve the project and reasonably foreseeable development during normal, dry, and multiple dry years.	Potentially significant	Mitigation Measure MM W-1 Water Supply. Prior to development approval and/or construction permit approval, each development project shall submit documentation of long-term water availability through a will-serve letter provided by the City's Water Department (Water Division of the Public Works Department) or a Water Supply Assessment that has been approved by the City to the City of Paramount Building and Safety Division.	Less than significant
Impact UT-3: The Project would not require or result in the relocation or construction of new wastewater facilities, or expansion of existing facilities, the construction of which could cause significant environmental effects.	Less than significant	None required	Less than significant

Impact	Level of Significance before Mitigation	Mitigation Measures	Significance after Mitigation
Impact UT-4: The Project would not result in a determination by the wastewater treatment provider that would serve the project that it has inadequate capacity to serve the projects projected demand in addition to the providers existing commitments.	Less than significant	None required	Less than significant
Impact UT-5: The Project would not require or result in the relocation or construction of new drainage facilities, or expansion of existing facilities, the construction of which could cause significant environmental effects.	Less than significant	None required	Less than significant
Impact UT-6: The Project would not 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	None required	Less than significant
Impact UT-7: The Project would comply with federal, state, and local statutes and regulations related to solid waste.	No impact	None required	No impact
Cumulative	Less than significant	None required	Less than significant

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2. Introduction

This Draft Environmental Impact Report (EIR) evaluates the environmental effects that may result from the construction and operation of the proposed Project. This EIR has been prepared by the City of Paramount in its capacity as Lead Agency, as that term is defined in §15367 of the CEQA Guidelines (14 California Code of Regulations §15000 et seq.) and in conformance with the California Environmental Quality Act (CEQA) (Public Resources Code §21000 et seq.). This EIR has been prepared to identify, analyze, and mitigate the significant environmental effects of the proposed Project.

CEQA requires each EIR to reflect the independent judgment of the Lead Agency, including but not limited to the thresholds of significance used to analyze Project impacts, analyses, and conclusions regarding the level of significance of impacts both before and after mitigation, the identification and application of mitigation measures to avoid or reduce Project-related impacts, and the consideration of alternatives to the proposed Project. In preparing this EIR, the City of Paramount has employed CEQA and environmental technical specialists; however, the analyses and conclusions set forth in this EIR reflect the independent judgment of the City as Lead Agency.

2.1 PURPOSE OF AN EIR

CEQA requires that all state and local governmental agencies consider the environmental consequences of projects over which they have discretionary authority prior to taking action on those projects. Pursuant to the provisions of CEQA Guidelines §15121(a), this EIR is intended as an informational document to inform public agency decisionmakers and the general public of the significant environmental effects of the proposed Project, identify possible ways to avoid or minimize those significant effects, and describe reasonable alternatives to the Project that might avoid or lessen significant environmental effects. Thus, this EIR is intended to aid the review and decision making process.

The CEQA Guidelines provide the following information regarding the purpose of an EIR.

- **Project Information and Environmental Effects.** An EIR is an informational document that will inform public agency decisionmakers and the public generally of the significant environmental effect(s) of a Project, identify possible ways to minimize the significant effects, and describe reasonable alternatives to the Project. The public agency shall consider the information in the EIR along with other information that may be presented to the agency (CEQA Guidelines §15121(a)).
- **Standards for Adequacy of an EIR.** An EIR should be prepared with a sufficient degree of analysis to enable decisionmakers to make an intelligent decision that takes account of environmental consequences. An evaluation of the environmental effects of a proposed Project need not be exhaustive, but the sufficiency of an EIR is to be reviewed in the light of what is reasonably feasible. Disagreement among experts does not make an EIR inadequate, but the EIR should summarize the main points of disagreement among the experts. The courts have looked not for perfection but for adequacy, completeness, and a good faith effort at full disclosure (CEQA Guidelines §15151).

As a public disclosure document, the purpose of an EIR is not to recommend either approval or denial of a Project, but to provide information regarding the physical environmental changes that would result from an action being considered by a public agency to aid in the agency's decisionmaking process.

2.2 EIR SCOPE AND CONTENT

The City determined that an EIR should be prepared for the North Paramount Gateway Specific Plan (NPGSP). As a result, a Notice of Preparation (NOP) was prepared and circulated between January 6,

2022, and February 5, 2022, for the required 30-day review period. The purpose of the NOP was to solicit comments from public agencies with expertise in subjects that are discussed in this Draft EIR. The NOP and written responses to the NOP are discussed in detail in Section 2.3. The City also held a scoping meeting for the Project to solicit oral and written comments from the public and public agencies. The public scoping meeting was held on January 20, 2022. Comments received at the meeting are contained in Appendix A of this Draft EIR. Topics requiring a detailed level of analysis evaluated in this Draft EIR have been identified based upon the responses to both the NOP and a review of the Project by the City. The City determined through the initial review process that impacts related to the following topics are potentially significant and require a detailed level of analysis in this Draft EIR.

- Aesthetics
- Air Quality
- Cultural Resources
- Energy
- Geology and Soils
- Hazards and Hazardous Materials
- Hydrology and Water Quality
- Land Use and Planning
- Noise
- Population and Housing
- Public Services
- Recreation
- Transportation
- Tribal Cultural Resources
- Utilities and Service Systems

Impacts Found Not to Be Significant

CEQA Guidelines §15126.2(a) states that “[a]n EIR shall identify and focus on the significant effects on the environment.” However, CEQA Guidelines §15128 requires that an EIR contain a statement briefly indicating the reasons that various possible effects of a Project were determined not to be significant and were therefore not discussed in detail in the EIR. The following environmental issue areas would not be potentially impacted or be significantly impacted by the proposed Project, as detailed in Section 5.17, *Mandatory Findings of Significance*.

- Agriculture and Forestry Resources
- Biological Resources
- Mineral Resources
- Wildfire

2.3 EIR PROCESS

Notice of Preparation

Pursuant to the requirements of CEQA, the City, as Lead Agency, prepared a Notice of Preparation (NOP) for the proposed Project, included as Appendix A, which was distributed on January 6, 2022 for a 30-day public review and comment period that ended on February 5, 2022. The NOP requested members of the public and public agencies to provide input on the scope and content of environmental impacts to be included in the EIR. Comments received on the NOP are included in Appendix A and summarized in Table 2-1, which also includes a reference to the Draft EIR section(s) in which issues raised in the comment letters are addressed.

Table 2-1: Summary of NOP/Initial Study Comment Letters

Comment Letter and Comment	Relevant EIR Section
State Agencies	
California Department of Transportation (Caltrans), January 27, 2022	
This letter provides background on Caltrans and their role as a responsible agency, as well as their recommendations for the Project. It notes that if the Traffic Impact Study finds any significant traffic-related impacts, it should include implementation of multimodal mitigation measures and other Traffic Demand Management (TDM) to reduce the number of vehicle trips generated	5.14, <i>Transportation</i>

Comment Letter and Comment	Relevant EIR Section
<p>by the project. Additionally, it recommends that traffic synchronization and other Traffic System management (TSM) be considered to improve the flow of traffic. The letter recommends incorporating multi-modal and complete streets transportation elements that will actively promote alternatives to car use and better management of existing parking assets. Additionally, the letter recommends that large size truck trips be limited to off-peak commuter periods and reminds that any transportation of heavy construction equipment and/or materials which requires use of oversized transport vehicles on State highways will need a Caltrans transportation permit.</p>	
California Department of Fish and Wildlife (CDFW), February 4, 2022	
<p>This letter provides background on CDFW's role as a responsible agency, as well as their recommendations for the Project. The letter provides recommendations regarding nesting birds and recommends the preparation of a Biological Resources Assessment. The letter also provided notes regarding disclosure of potential environmental effects, mitigation measures, data, direct/indirect/cumulative impacts, adequate project descriptions and alternatives. Lastly, they also provided a point of contact.</p>	2.0, <i>Introduction</i>
Native American Heritage Commission, January 6, 2022	
<p>This letter discusses Project compliance with AB 52 and SB 18. The letter recommends consultation with California Native American tribes that are traditionally and culturally affiliated with the geographic area of the proposed Project as early as possible. The letter also outlines the AB 52 requirements. In addition, the letter provides recommendations for the Cultural Resources Assessment in order to adequately assess the existence and significance of cultural resources and plan for avoidance, preservation in place, or barring both, mitigation of project-related impacts to archaeological, historical and tribal cultural resources.</p>	Section 5.3, <i>Cultural Resources</i> , Section 5.15, <i>Tribal Cultural Resources</i>
Regional/Local Agencies	
South Coast Air Quality Management District (SCAQMD), February 1, 2022	
<p>This letter provides background on CEQA Air Quality Analysis and the South Coast Air Quality Management District (SCAQMD) recommendations for the analysis of potential air quality impacts. SCAQMD requests that these recommendations are included and requests electronic versions of all related documents. The recommendations include the use of the SCAQMD's CEQA Air Quality Handbook and website as guidance when preparing the air quality and greenhouse gas analyses, and CalEEMod land use emissions software. The letter also provides suggested mitigation measures, including list of resources to utilize that involve the aforementioned handbook, SCAQMD's Mitigation Monitoring and Reporting Plan for the 2016 Air Quality Management Plan, and Southern California Association of Government's Mitigation Monitoring and Reporting Plan for the 2020-2045 Regional Transportation Plan/Sustainable Communities. Additionally, the letter provides strategies available to reduce pollution exposures, such as the installation of enhanced filtration systems. Lastly, the letter also provides a point of contact at SCAQMD.</p>	Section 5.2, <i>Air Quality</i> and Section 5.6, <i>Greenhouse Gas Emissions</i>
Central Basin Municipal Water District, January 18, 2022	
<p>This letter states support for the proposed Project. The commenter notes that the Project could be an opportunity to utilize recycled water for non-potable irrigation usage in an effort to preserve water during the drought. The commenter also notes that Central Basin currently has approximately 35 recycled water connections in Paramount. Lastly, the letter also provides a point of contact.</p>	Section 5.8, <i>Hydrology and Water Quality</i> , Section 5.9, <i>Utilities and Service Systems</i>
Los Angeles County Sanitation Districts, January 26, 2022	

Comment Letter and Comment	Relevant EIR Section
<p>This letter offers a source for the Los Angeles County Sanitation Districts' (LACSD) average wastewater generation factors and provides current capacity of the LACSD's infrastructure as it related to the proposed Project. The letter states that the LACSD should review individual developments within the proposed Project to determine whether sufficient trunk sewer capacity exists to serve each development and if Districts' facilities will be affected by the development. The letter notes that the wastewater generated by the proposed Project will be treated at the Joint Water Pollution Control Plant located in the City of Carson, which has a capacity of 400 mgd and currently processes an average flow of 249.8 mgd. The letter also provides information regarding the LACSD's Connection Fee. The letter also states that the LACSD's treatment facility capacity is determined based on approved growth identified by the Southern California Association of Governments (SCAG), therefore the Districts is not guaranteeing wastewater service for the proposed Project, but it is advising the developer that LACSD intends to provide this service up to the levels that are legally permitted.</p>	<p>Section 5.9, <i>Utilities and Service Systems</i></p>
<p>Southern California Association of Governments (SCAG), February 1, 2022</p>	
<p>This letter provides background on SCAG's role as a responsible agency, as well as their recommendations for the Project. The letter suggests that the Project check consistency with the adopted 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS or Connect SoCal). The letter also recommended reviewing the Final Program Environmental Impact Report (Final PEIR) for Connect SoCal for guidance, as appropriate.</p>	<p>Section 5.9, <i>Land Use and Planning</i>, Section 5.11, <i>Population and Housing</i></p>

Public Scoping Meeting

Pursuant to §15082(c)(1) of the CEQA Guidelines, the City hosted a public scoping meeting for members of the public and public agencies to provide input as to the scope and content of the environmental information and analysis to be included in the Draft EIR for the proposed Project. The scoping meeting was held on January 20, 2022. No comments were received during the scoping meeting.

Public Review of the Draft EIR

The City filed a Notice of Completion with the Governor's Office of Planning and Research, State Clearinghouse, indicating that this Draft EIR has been completed and is available for review. A Notice of Availability of the Draft EIR was published concurrently with distribution of this document. The Draft EIR is being circulated for review and comment by the public and other interested parties, agencies, and organizations for 45 days in accordance with §15087 and §15105 of the CEQA Guidelines. During the 45-day review period, the Draft EIR is available for public review digitally on the City's website:

<https://www.paramountcity.com/government/planningq-department/planningq-division/environmental-documents>

Written comments related to environmental issues in the Draft EIR should be addressed to:

John King, Assistant Planning Director
City of Paramount Planning Department
16400 Colorado Avenue, Paramount, CA 90723
Email: JKing@paramountcity.com

Final EIR

Upon completion of the 45-day review period, written responses to all comments related to the environmental issues in the Draft EIR will be prepared and incorporated into a Final EIR. The written responses to comments will be made available at least 10 days prior to the public hearing at which the certification of the Final EIR will be considered. These comments, and their responses, will be included in the Final EIR for consideration by the County, as well as other responsible agencies per CEQA. The Final EIR may also contain corrections and additions to the Draft EIR, and other information relevant to the environmental issues associated with the Project. The Final EIR will be available for public review prior to its certification by the City. Notice of the availability of the Final EIR will be sent to all who commented on the Draft EIR.

2.4 ORGANIZATION OF THIS DRAFT EIR

The Draft EIR is organized into the following Sections. To help the reader locate information of interest, a brief summary of the contents of each chapter of this Draft EIR is provided.

- **Section 1, Executive Summary:** This section provides a brief summary of the Project area, the proposed Project, and alternatives. The section also provides a summary of environmental impacts and mitigation measures that lists each identified environmental impact, applicable Project design features, standard conditions, proposed mitigation measure(s) (if any), and the level of significance after implementation of the mitigation measure. The level of significance after implementation of the proposed mitigation measure(s) will be characterized as either less than significant or significant and unavoidable.
- **Section 2, Introduction:** This section provides an overview of the purpose and use of the EIR, the scope of this EIR, a summary of the legal authority for the EIR, a summary of the environmental review process, and the general format of the document.
- **Section 3, Project Description:** This section provides a detailed description of the proposed Project, its objectives, and a list of Project-related discretionary actions.
- **Section 4, Environmental Setting:** This section provides a discussion of the existing conditions within the Project area.
- **Section 5, Environmental Impact Analysis:** This section includes a summary of the existing statutes, ordinances and regulations that apply to the environmental impact area being discussed; the analysis of the Project's direct and indirect environmental impacts on the environment, including potential cumulative impacts that could result from the proposed Project; any applicable Project design features; standard conditions and plans, policies, and programs that could reduce potential impacts; and the feasible mitigation measures that would reduce or eliminate the significant adverse impacts identified. Impacts that cannot be mitigated to less than significant are identified as significant and unavoidable.

This section also summarizes the significant and unavoidable impacts that would occur from implementation of the proposed Project and provides a summary of the environmental effects of the implementation of the proposed Project that were found not to be significant. Additionally, this section provides a discussion of various CEQA-mandated considerations including growth-inducing impacts and the identification of significant irreversible changes that would occur from implementation of the proposed Project.

- **Section 6, Significant and Unavoidable Impacts:** This section summarizes the significant and unavoidable impacts that would occur from implementation of the proposed Project. In addition, this

section provides a summary of the environmental effects of the implementation of the proposed Project that were found not to be significant.

- **Section 7, Alternatives:** This section describes and analyzes a reasonable range of alternatives to the proposed Project. The CEQA-mandated No Project Alternative is included along with alternatives that would reduce one or more significant effects of the proposed Project. As required by the CEQA Guidelines, the environmentally superior alternative is also identified.
- **Section 8, Growth-Inducing and Irreversible Impacts:** This section provides a discussion of various CEQA-mandated considerations including growth-inducing impacts and the identification of significant irreversible changes that would occur from implementation of the proposed Project.
- **Section 9 Report Preparation and Persons Contacted:** This section lists authors of the Draft EIR and County staff that assisted with the preparation and review of this document. This section also lists other people that were contacted for information that is included in this EIR document.

2.5 INCORPORATION BY REFERENCE

CEQA Guidelines Section §15150 allows for the incorporation “by reference all or portions of another document... [and is] most appropriate for including long, descriptive, or technical materials that provide general background but do not contribute directly to the analysis of a problem at hand.” The purpose of incorporation by reference is to assist the Lead Agency in limiting the length of this Draft EIR. Where this EIR incorporates a document by reference, the document is identified in the body of the Draft EIR, citing the appropriate section(s) of the incorporated document and describing the relationship between the incorporated part of the referenced document and this Draft EIR.

General Plan and General Plan EIR: The Project is within the geographical limits of the City of Paramount and is covered by its General Plan. The General Plan provides the fundamental basis for the City’s land use and development policies. The General Plan was the subject of an environmental review under CEQA; a Program EIR for the General Plan was certified by the City. The Program EIR contains information relevant to the Project. Accordingly, the Program EIR for the General Plan is herein incorporated by reference in accordance with CEQA Guidelines §15150. The documents are available at <https://www.paramountcity.com/government/planning-department/planning-division/general-plan> and the City of Paramount, Planning Department, 16400 Colorado Avenue, Paramount, CA 90723.

Municipal Code: The Paramount Municipal Code (PMC) including but not limited to Title 17 (Zoning), is herein incorporated by reference in accordance with CEQA Guidelines §15150. The document is available at: https://library.qcode.us/lib/paramount_ca/pub/municipal_code, and the City of Paramount, Planning Department, 16400 Colorado Avenue, Paramount, CA 90723.

3. Project Description

3.1 INTRODUCTION

The City of Paramount (City) proposes the North Paramount Gateway Specific Plan (NPGSP) as a means to combine the Clearwater North Specific Plan on the west side of Paramount Boulevard and the Howe/Orizaba Specific Plan on the east side of Paramount Boulevard into a single North Paramount Gateway Specific Plan (NPGSP) (totaling approximately 112.02 acres), slightly expand the planning area to incorporate additional key parcels along Paramount Boulevard, and develop a contemporary, “user-friendly” land use plan that provides for infill mixed-use redevelopment near the forthcoming West Santa Ana Branch (WSAB) light rail transit station at the Paramount Boulevard/Rosecrans Avenue intersection. The infill redevelopment encouraged and regulated by the NPGSP would provide for new housing and new employment opportunities in a multimodal environment.

This Project Description section of the Draft Environmental Impact Report (EIR) provides program-level information related to development and operation of the NPGSP. As set forth in CEQA Guidelines §15146, the information herein corresponds to the degree of specificity within the proposed NPGSP and provides a level of detail needed for evaluation of potential environmental impacts from implementation of the Project. However, future development projects pursuant to the proposed NPGSP may require additional detailed plan-level CEQA analyses.

3.2 PROJECT BACKGROUND

Both the Clearwater North Specific Plan and the Howe/Orizaba Specific Plan, adopted in 1987, focused on high-density housing opportunities. The two specific plans envisioned both medium-density and high-density residential areas, with a maximum density of 70 dwelling units per acre (du/ac). Since the passage of Proposition FF in 1988 (codified into the Paramount Municipal Code as Chapter 17.20), the medium- and high-density zones applied by the specific plans have been replaced with a lower-density zone to comply with the Proposition’s imposed citywide maximum density cap at 22 du/ac., thereby rendering the specific plans largely irrelevant.

The latest draft of the Housing Element Update (October 2022) includes several provisions which aim to ensure the City can meet the required “fair share” of affordable housing units as specified by the State of California. The update notes that Chapter 17.20’s 22 du/ac cap is incompatible with current California state laws regarding required density bonuses applicable to affordable housing projects. Furthermore, the Housing Element Update includes a program to clarify the inapplicability of the proposition either through the adoption of a resolution or other binding commitment. As such, the 2021 Housing Element Update includes language that requires that this NPGSP utilize density minimums and maximums that are comparable to the State’s requirements.

3.3 PROJECT LOCATION

The City of Paramount is located in the southeast portion of the County of Los Angeles and is surrounded by the Cities of South Gate and Downey to the north; Bellflower to the east; Long Beach to the south; and Compton, Lynwood, and unincorporated Los Angeles County (East Rancho Dominguez) to the west. Major freeways and highways bordering or near the City of Paramount are the I-105 freeway to the north, State Route (SR) 19 (Lakewood Boulevard) to the east, SR 91 to the south, and the I-710 freeway to the west, as illustrated in Figure 3-1, *Regional Location*.

The NPGSP area encompasses approximately 112.02 acres and is located in the northern portion of the City of Paramount. The NPGSP area is generally bounded by the City of South Gate (Century Boulevard) to the north, the Los Angeles County Metropolitan Transportation Authority (Metro)/Union Pacific Railroad (UPRR) to the west, Rosecrans Avenue and Pacific Electric railroad right-of-way to the south, and Anderson Street to the east. The local vicinity and the boundary of the NPGSP area are illustrated in Figure 3-2, *Local Vicinity*.

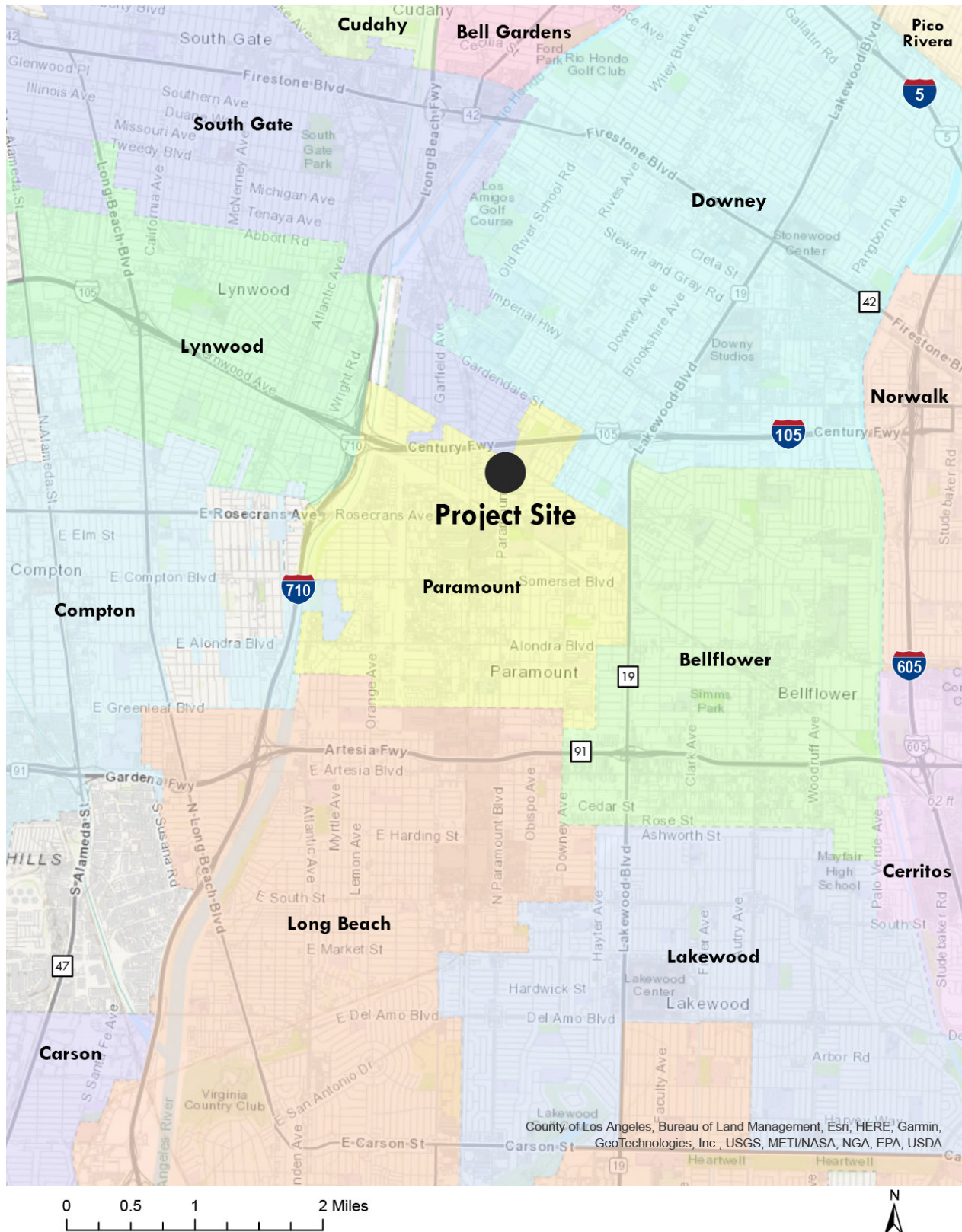
3.4 PLAN AREA CHARACTERISTICS

The NPGSP area generally comprises three land uses: single-family residential, multi-family residential, and commercial. The majority of the NPGSP area consists of multi-family residential developments on either side of Paramount Boulevard. There are 1,707 existing residential dwelling units in the NPGSP area, most of which are rentals. There are some commercial uses along Paramount Boulevard and Rosecrans Avenue, along with medium-density residential parcels. The businesses within the NPGSP area represent a range of general commercial uses including retail, restaurants, and professional offices. Throughout the NPGSP area there are very few vacant parcels. Figure 3-3, *Aerial View*, illustrates the existing land use pattern within the NPGSP area and in immediately adjacent areas. Table 3-1, *Existing Land Use Characteristics, NPGSP Area*, provides the existing land use mix in the NPGSP area.

Table 3-1: Existing Land Use Characteristics in the NPGSP Area

Category	Land Use	Percentage
Overall Mix	Residential	83.90%
	Employment	12.30%
	Mixed Use	1.73%
	Open Space/Civic	0.48%
Residential Mix		
	SF Small Lot	23.08%
	Townhome	35.49%
	Multi-Family	41.43%
Employment Mix	Office	19.60%
	Retail	57.00%
	Industrial	23.40%
Source: SCAG, City of Paramount, Gruen Associates (2020)		

Regional Location



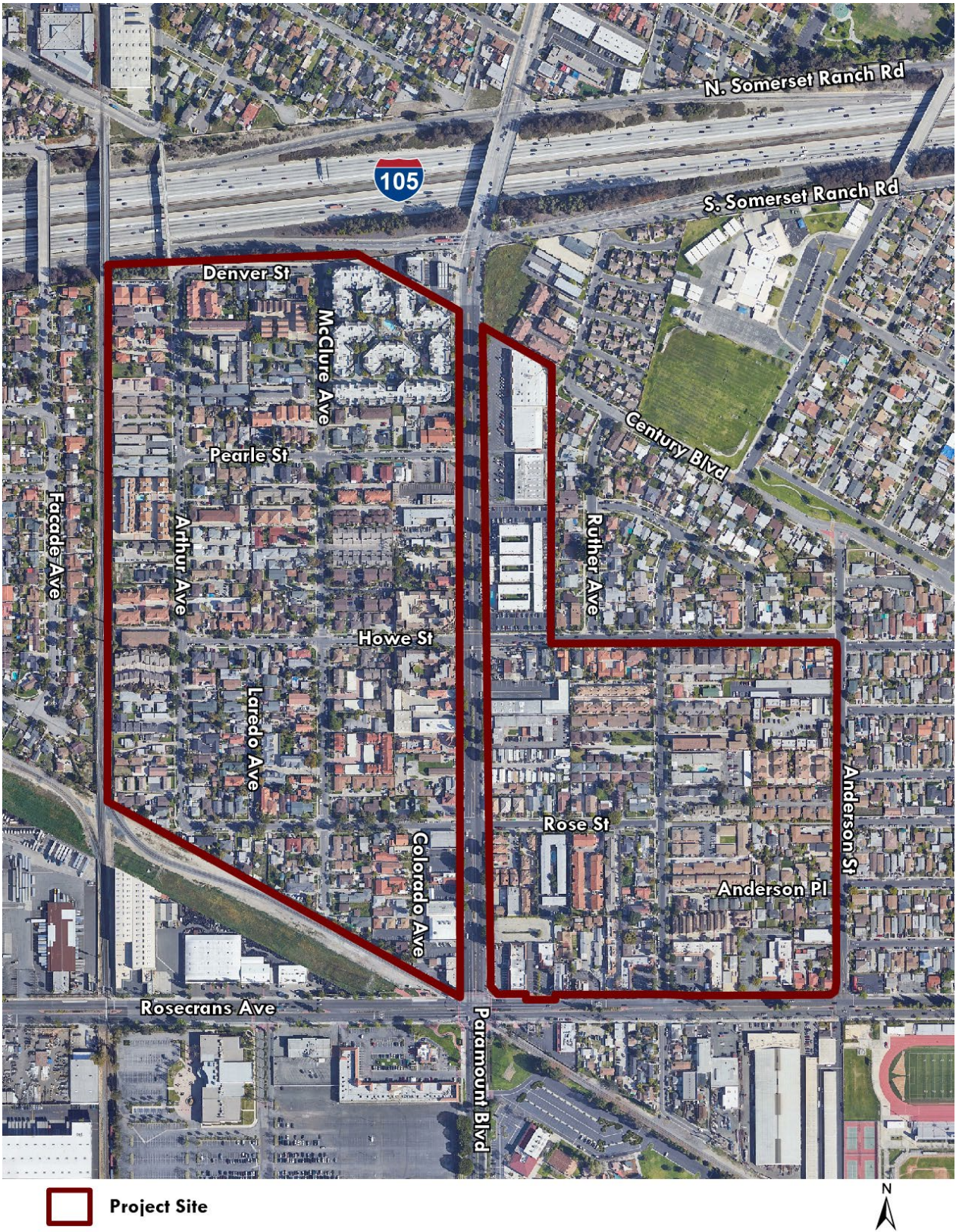
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Local Vicinity



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Aerial View



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3.5 EXISTING GENERAL PLAN AND ZONING DESIGNATIONS

The proposed NPGSP area includes both the Clearwater North Specific Plan area and the Howe/Orizaba Specific Plan area. The boundaries for these planning areas in relation to the NPGSP area are illustrated in Figure 3-4, *North Paramount Gateway Specific Plan Area*, and Figure 3-5, *Existing General Plan Land Use Designations*, shows the existing General Plan land use designations within the NPGSP area that include:

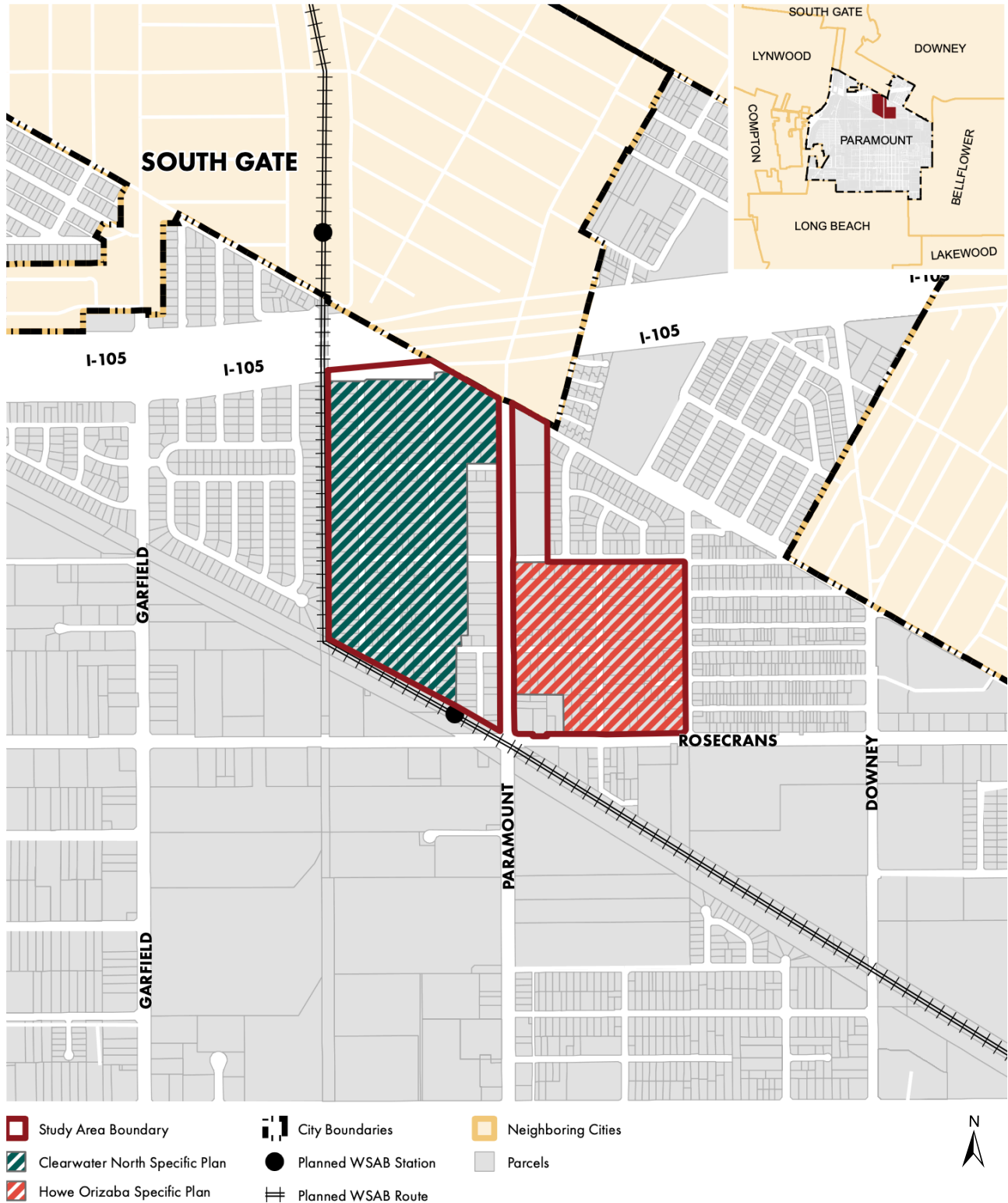
- **Area Plan.** The General Plan Land Use Element states that the Specific Plans are designed to establish more specific policies in selected areas of the City, including those areas targeted for special revitalization and redevelopment efforts. The NPGSP encompasses the Clearwater North & Howe/Orizaba Specific Plans, designated by the City's General Plan Land Use Map as "Area Plan".
- **Commercial.** The General Plan Land Use Element states that the Commercial land use designation applies to a wide range of land uses involved in retail sales and services. The maximum allowable Floor Area Ratio (FAR) intensity is 2 to 1.
- **Multiple-Family Residential.** The General Plan Land Use Element states that the Multiple-Family Residential land use designation provides for higher density residential development at intensities of up to 22 dwelling units per acre (du/ac). Higher intensity development (up to 70 du/ac) may be granted for qualified senior housing developments per California Civil Code Section 51.3.

Figure 3-6, *Existing Zoning Designations*, illustrates the existing zoning designations of the parcels within the NPGSP area that includes:

- **Multiple-Family Residential (R-M).** The R-M zone provides for a variety of residential types and densities of up to 22 du/ac,
- **General Commercial (C-3).** The C-3 zone provides for general commercial uses in buildings with a maximum height of 45 feet and a maximum FAR of two times the area of the lot.
- **Commercial Manufacturing (C-M).** The C-M zone provides for manufacturing and sale of goods. Buildings within the C-M zone area allowed a maximum height of 45 feet and a maximum FAR of two times the area of the lot.
- **Planned Development with Performance Standards (PD-PS).** The PD-PS zone is intended 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.

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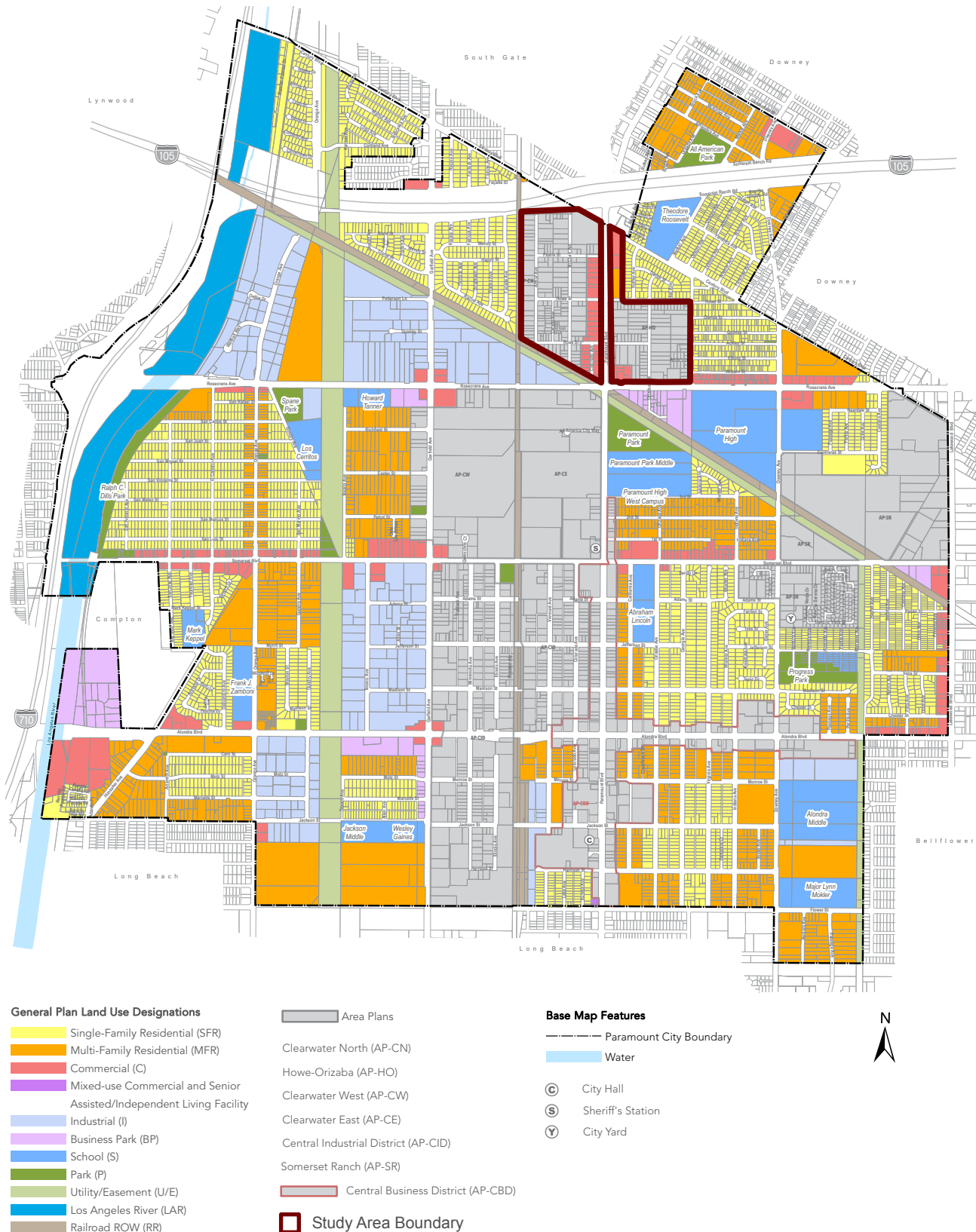
Locations of Existing Specific Plans



Source: Gruen Associates, Data Sources: City of Paramount, SCAG

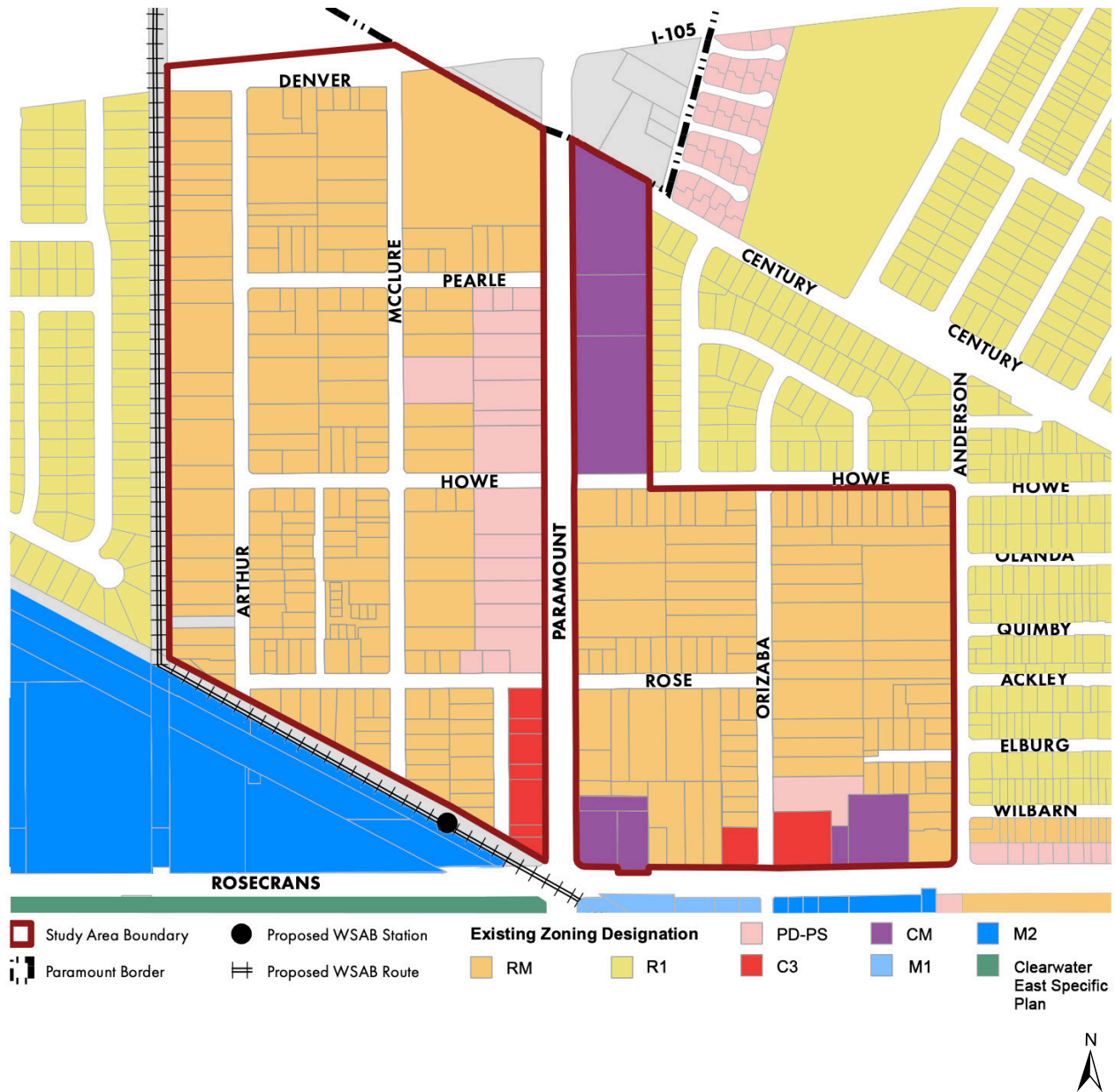
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Existing General Plan Land Use Designations



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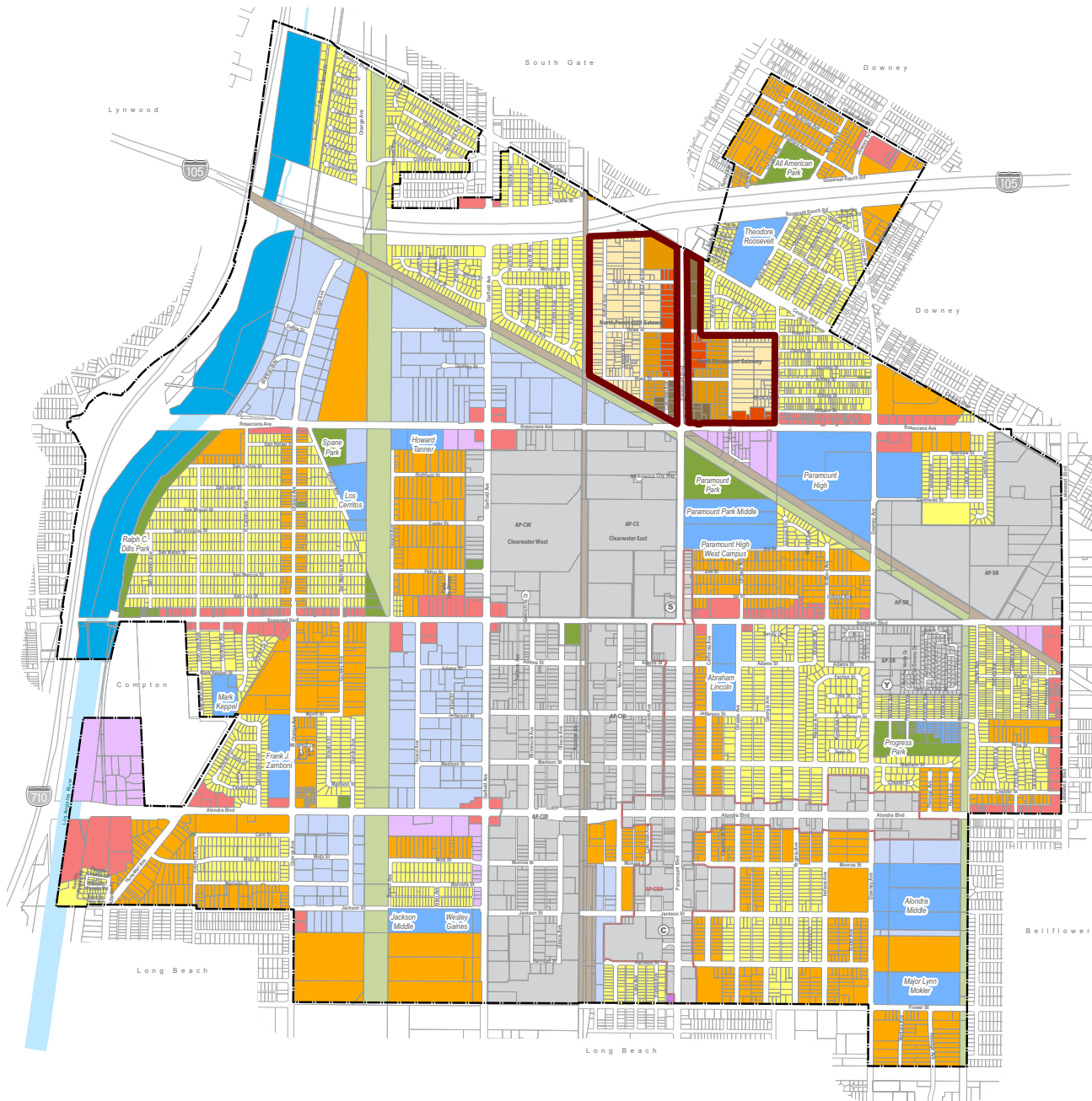
Existing Zoning Map



Source: Gruen Associates, Data Sources: City of Paramount, SCAG

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Proposed General Plan Land Use



General Plan Land Use Designations

- Single-Family Residential (SFR)
- Multi-Family Residential (MFR)
- Commercial (C)
- Mixed-use Commercial and Senior Assisted/Independent Living Facility
- Industrial (I)
- Business Park (BP)
- School (S)
- Park (P)
- Utility/Easement (U/E)
- Los Angeles River (LAR)
- Railroad ROW (RR)

North Paramount Gateway Specific Plan

- Multiple Family Residential, Medium Density
- Multiple Family Residential, High Density
- Mixed Use, Medium Density
- Mixed Use, High Density
- Area Plans
 - Clearwater West (AP-CW)
 - Clearwater East (AP-CE)
 - Central Industrial District (AP-CID)
 - Somerset Ranch (AP-SR)
 - Central Business District (AP-CBD)
- Study Area Boundary

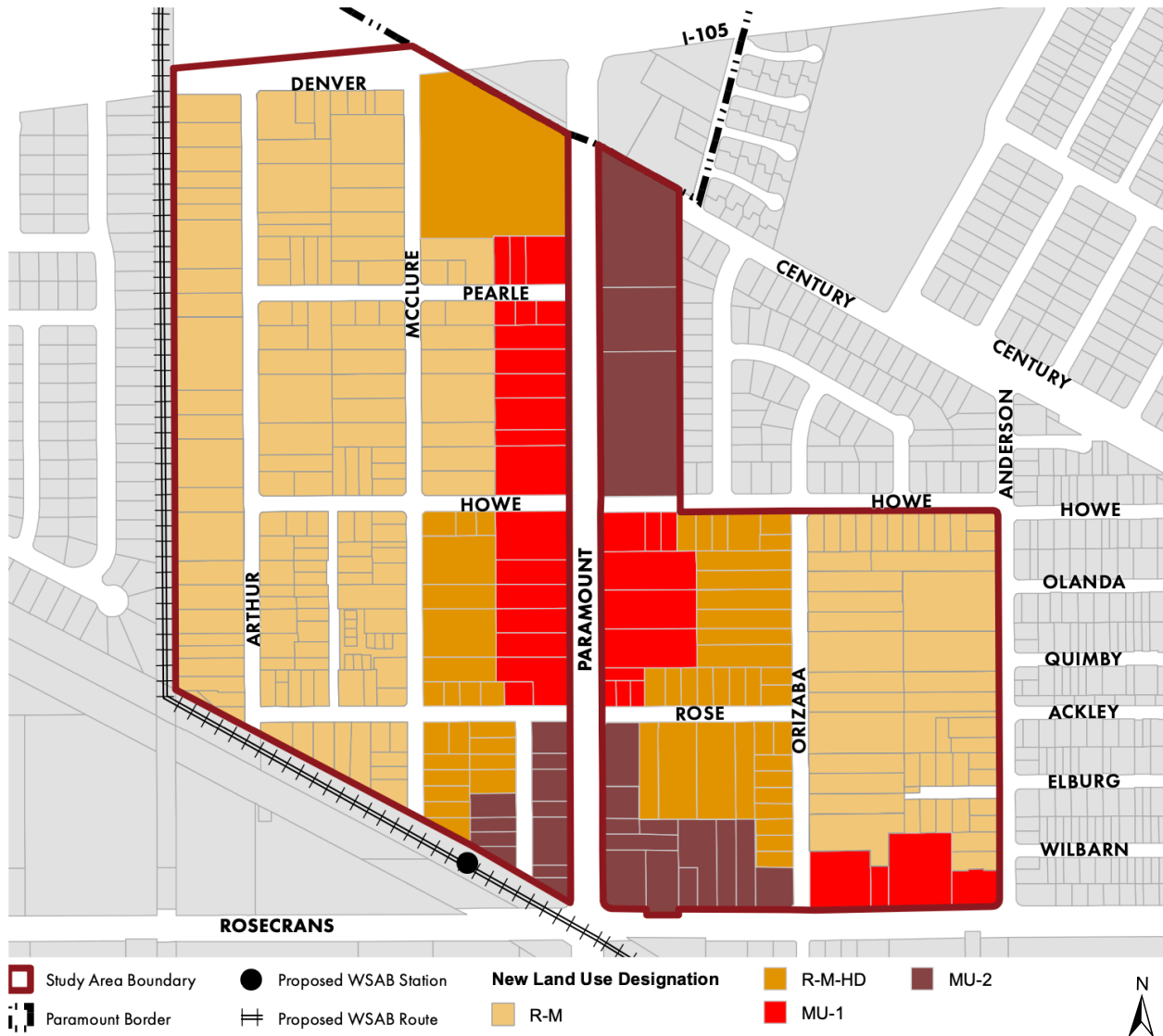
Base Map Features

- Paramount City Boundary
- Water
- City Hall
- Sheriff's Station
- City Yard



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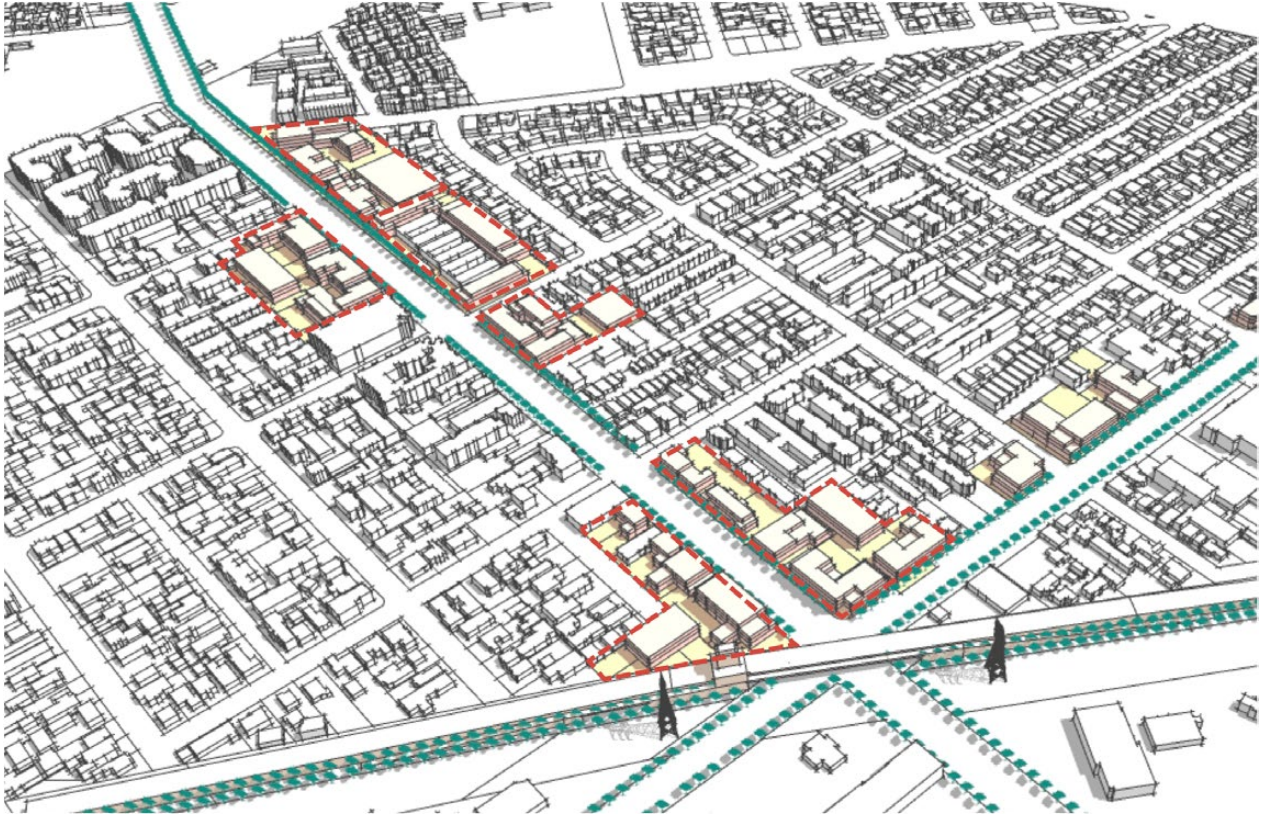
Proposed NPGSP Zoning



Source: Gruen Associates, Data Sources: City of Paramount

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Specific Plan Buildout Concept



Source: North Paramount Gateway Specific Plan

North Paramount Gateway Specific Plan Draft EIR
City of Paramount

Figure 3-9

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3.6 DESCRIPTION OF ADJACENT AREAS

As has been previously noted, the NPGSP area is fully urbanized. Neighborhoods immediately surrounding the NPGSP area to the east and west are predominately single-family land use and less commercial land use. The I-105 Freeway and the Cities of South Gate and Downey are located to the north of the NPGSP area. To the south of the NPGSP area (south of Rosecrans Boulevard), the land use pattern transitions into a mix of industrial and commercial development.

A Metro light rail transit station is planned along the southwest boundary of the NPGSP area. The light rail transit station would be a grade separated station within the Pacific Electric Right of Way (ROW) to the northwest of the Paramount Boulevard/Rosecrans Avenue intersection. The rail station would include a 490-space parking lot, and a pedestrian walkway along the north side of Rosecrans Avenue. Figure 3-3 *Aerial View*, shows existing development within and adjacent to the NPGSP area.

3.7 PROJECT OBJECTIVES

CEQA Guidelines §15124(b) (14 California Code of Regulations [CCR]) requires “A statement of objectives sought by the proposed project. A clearly written statement of objectives would help the Lead Agency develop a reasonable range of alternatives to evaluate in the EIR and would aid the decision makers in preparing findings or a statement of overriding considerations, if necessary. The statement of objectives should include the underlying purpose of the project.” The proposed NPGSP outlines a variety of “Guiding Principles” and related Goals that form the Project Objectives of the Project, including the following:

- Encourage focused growth strategies along Paramount Boulevard near the I-105 and the Paramount/Rosecrans station that preserve a majority of the existing lower-density neighborhoods and allow for intensification along Paramount Boulevard and Rosecrans Avenue to support the use of transit without contributing to overcrowded conditions.
- Reinforce and enhance existing commercial corridors through the introduction of new building types, a mix of housing and commercial uses, and placemaking strategies that create a unique brand and sense of place.
- Develop a phased approach to development that allows for the highest and best use of transit-oriented development (TOD) sites.
- Address connectivity/mobility issues, at a high level, that go beyond the Specific Plan’s study area such as connecting to Downtown Paramount to the south, South Gate to the north, neighboring transit such as the light rail station at the C Line (Green Line), and other destinations.
- Use complete street approaches for the design of existing and new streets that balance the needs of pedestrians, cyclists, and vehicles.
- Strengthen bicycle and pedestrian connections to the proposed stations and the regional bike and park system.
- Address longstanding environmental justice issues by creating new public amenities, improving air quality through reduced congestion and lower car use, building high-quality, affordable housing, and connecting residents to quality jobs through transit and active transportation investments, all of which contribute to a reduction of greenhouse gas (GHG) emissions and vehicle miles traveled (VMT).
- Respect the existing character and scale of adjacent low-density housing.

- Promote a diverse housing stock with products that are offered at a wide range of sizes and affordability.
- Provide strategies for introducing new open space and recreational opportunities for neighborhood residents in new developments.
- Close to the Paramount/Rosecrans station, consider reduced parking ratios that discourage the use of private vehicles.
- Ensure that new housing developments are well connected to the station through wide, clear sidewalks, bicycle lanes, and amenities such as convenient bicycle storage.
- In all project disciplines, consideration needs to be given to how Covid-19 and related public health issues may affect the Specific Plan's regulatory framework. High level strategies should be identified to give the City tools for growth, order, and a sense of normalcy under uncertain future conditions.
- Ensure consistency with current and previous planning efforts such as the forthcoming Clearwater East Specific Plan Update, The Paramount/South Gate Station Area Vision Plan, the WSAB Corridor Transit-Oriented Development Strategic Implementation Plan (WSAB TOD SIP), and SCAG's Connect SoCal Plan.

3.8 PROJECT CHARACTERISTICS

"Project," as defined by the CEQA Guidelines, means:

"the whole of an action, which has a potential for resulting in either a direct physical change in the environment, or a reasonably foreseeable indirect physical change in the environment, and that is any of the following: (1) ...enactment and amendment of zoning ordinances, and the adoption and amendment of local General Plans or elements thereof pursuant to Government Code Sections 65100–65700." (14 Cal. Code of Reg. §15378(a).)

The Project analyzed in this Draft EIR is the adoption of the NPGSP that would be implemented in multiple phases based on market conditions and proposed development projects. The Draft EIR analyzes buildout of the NPGSP at a programmatic level of detail.

3.9 DESCRIPTION OF THE PROJECT

3.9.1 Project Overview

The proposed Project replaces two existing specific plans - the Clearwater North Specific Plan and the Howe/Orizaba Specific Plan - into a single specific plan, slightly expands the planning area to incorporate additional key parcels along Paramount Boulevard and provides a land use plan to support reducing vehicle miles traveled, sustainability efforts, and economic vitality within the planned WSAB light rail transit station at the Paramount Boulevard/Rosecrans Avenue intersection.

Proposed General Plan Amendment

The proposed Project NPGSP would be implemented through a General Plan Amendment that would include identification of the NPGSP and change of General Plan Land Use designations along Paramount Boulevard from Commercial and Multiple-Family Residential to Area Plan, as shown in Figure 3-7, *Proposed General Plan Land Use*.

Proposed Zone Changes

The proposed NPGSP would replace the current zoning standards with customized standards for mixed-use infill development and comprehensive design standards for the built environment. As shown by comparison of Figure 3-6, *Existing Zoning Designations*, and Figure 3-8, *Proposed Zoning*, the NPGSP would revise the existing zoning designations and boundaries of Multiple-Family Residential (R-M); General Commercial (C-3); Commercial-Manufacturing (C-M); and PD-PS (Planned Development with Performance Standards) to the proposed NPGSP zoning designations of Multiple-Family Residential, Medium Density (R-M) (distinguished from R-M-HD); Multiple-Family Residential, High Density (R-M-HD) (a new zoning designation under the proposed NPGSP); Mixed-Use, Medium Density (MU-1); and Mixed-Use, High Density (MU-2).

The maximum residential density would increase from 22 du/ac to 30 du/ac in the Multiple-Family Residential (R-M) and Mixed-Use, Medium Density (MU-1) zones, and to 40 du/ac in the Multiple-Family Residential High Density (R-M-HD) and Mixed-Use, High Density (MU-2) zones. Maximum heights and FAR would generally remain consistent with current standards, with a 30 to 45-foot height limit and 1.5 to 2.0 FAR maximum for applicable zoning designations. The General Plan Land Use Map designation "Area Plan", as shown in Figure 3-4, would be expanded to encompass the entire NPGSP area.

3.9.2 Proposed Specific Plan Land Use Plan

The proposed NPGSP provides new land uses for the NPGSP area and detailed standards for building placement, height, massing, articulation, frontage, landscape, and parking. The proposed NPGSP land uses are shown in Figure 3-8, *Proposed Zoning* and include: Multiple-Family Residential, Medium Density (R-M) allowing up to 30 du/ac and a maximum building height of 30 feet; Multiple-Family Residential, High Density (R-M-HD) allowing up to 40 du/ac and a maximum building height of 40 feet; Mixed-Use, Medium Density (MU-1) allowing up to 30 du/ac, a maximum building height of 30 feet, and a maximum FAR of 1.5; and Mixed-Use, High Density (MU-2) allowing up to 40 du/ac, a maximum building height of 40 feet, and a maximum FAR of 2.0. Table 3-2, *Proposed Specific Plan Land Use Designations*, summarizes the NPGSP designations.

Table 3-2: Proposed Specific Plan Land Use Designations

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

The NPGSP Multiple-Family Residential, Medium Density (R-M) designation mostly consists of multi-family residential buildings and is applied to most parcels between the WSAB rail corridor and McClure Street, and between Orizaba Avenue to Anderson Street.

The NPGSP proposes that the parcels between McClure Street and Orizaba Avenue that do not front onto Paramount Boulevard be designated Multiple-Family Residential, High-Density (R-M-HD). The areas within this zone are concentrated near Paramount Boulevard to provide a transitional buffer between the major circulation corridor and the lower-density areas of the Multiple-Family Residential, Medium Density (R-M) and neighborhoods outside the NPGSP area.

The mixed-use land use designations of Mixed-Use, Medium Density (MU-1) and Mixed-Use, High Density (MU-2) provides for a combination of commercial and residential uses, in vertical mixed-use (residential uses placed above a ground-floor commercial use), or horizontal mixed-use (residential uses placed next to commercial uses). The Mixed-Use, High Density (MU-2) zone is like the Mixed-Use, Medium Density (MU-1)

zone, except it allows for higher density residential and non-residential uses. This zone is planned primarily along Paramount Boulevard and Rosecrans Avenue near the WSAB station, and in the northern portion of the NPGSP near the I-105 freeway.

The core elements of the NPGSP's land use strategy incorporate the principles listed below.

- The highest-density zones would be concentrated at the northern and southern ends of the NPGSP area along Paramount Boulevard.
- Generally, parcels west of McClure Avenue and east of Orizaba Avenue would be designated for densities comparable to existing conditions (approximately 20-40 du/ac).
- The parcels north of Rose Street along the western side of Paramount Boulevard and between Rose Street and Howe Street on the eastern side of Paramount Boulevard would be designated for medium-density mixed-use.
- The parcels along Paramount Boulevard south of Rose Street and north of Howe Street on the eastern side of Paramount Boulevard would be designated for higher-density and employment mixed-use.

The NPGSP also outlines several desirable primary or accessory uses identified as “community benefits” that would assist in achieving the goals and vision of the NPGSP. Adoption of a community benefit incentives policy or ordinance is recommended as an implementation tool to provide developers bonuses to permissible height, density, FAR, or other requirements including potential development fee reductions that would incentivize the inclusion of community benefits such as affordable residential units for low-income or senior tenants, youth and senior centers, publicly accessible open space, publicly available on-site parking, and a neighborhood grocery store.

The proposed NPGSP provides detailed standards for building placement, height, massing, articulation, frontage, landscape, and parking based through a form-based code. The form-based code incorporates a gradual transitioning of the height and mass of buildings from larger to smaller to avoid incompatible buildings heights next to each other.

3.9.3 Proposed Specific Plan Buildout

The proposed maximum residential density under the proposed NPGSP would increase from 22 du/ac to 30 du/ac in the Multiple-Family Residential (R-M) and Mixed-Use, Medium Density (MU-1) zones, and to 40 du/ac in the Multiple-Family Residential High Density (R-M-HD) and Mixed-Use, High Density (MU-2) zones. The maximum buildout of the proposed NPGSP zoning would result in 5,044 residential units and 31,171 square feet of retail and office space, which would be in addition to the existing 1,707 residential units and 159,829 square feet of retail and office space, as shown in Table 3-3.

The projected net change from buildout of the proposed NPGSP zoning in 2045 was calculated by subtracting existing development of 1,707 residential units within the NPGSP area from the future maximum buildout under the proposed zoning. The estimated non-residential development was based on the existing vacancy rates, current unmet needs, projected future demand for applicable uses, and the largely residential development throughout the NPGSP area.

Table 3-3: Net Change in Development Intensity

Development Type	Existing	Projected Net Change	Maximum Per Proposed Zoning	Percent Increase
Residential	1,707 residential units	5,044 residential units ¹	6,751 residential units ¹	295%
Non-Residential	159,828 square feet	31,171 square feet ²	190,999 square feet	19.5%

¹Maximum per zoning minus the existing number of residential units.

²Existing non-residential development minus the future expected non-residential development

The analysis in this EIR is based on the assumption that the NPGSP buildout would occur over the 25-year planning period for the NPGSP area.

3.9.4 Proposed Specific Plan Transit Plan

The NPGSP incorporates a Mobility and Parking Plan, which includes pedestrian, bicycle, transit, and vehicular circulation as well as parking management improvements. Figure 3.5, *Transit Plan*, schematically illustrates the future locations of transit stations and the network of local transit in the vicinity of the NPGSP area. The NPGSP projects to enhance mobility are summarized below in Table 3-4, *Proposed Circulation Improvements*. The improvements are organized by Short Term (0-5 years), Medium Term (5-15 years), and Long Term (over 15 years).

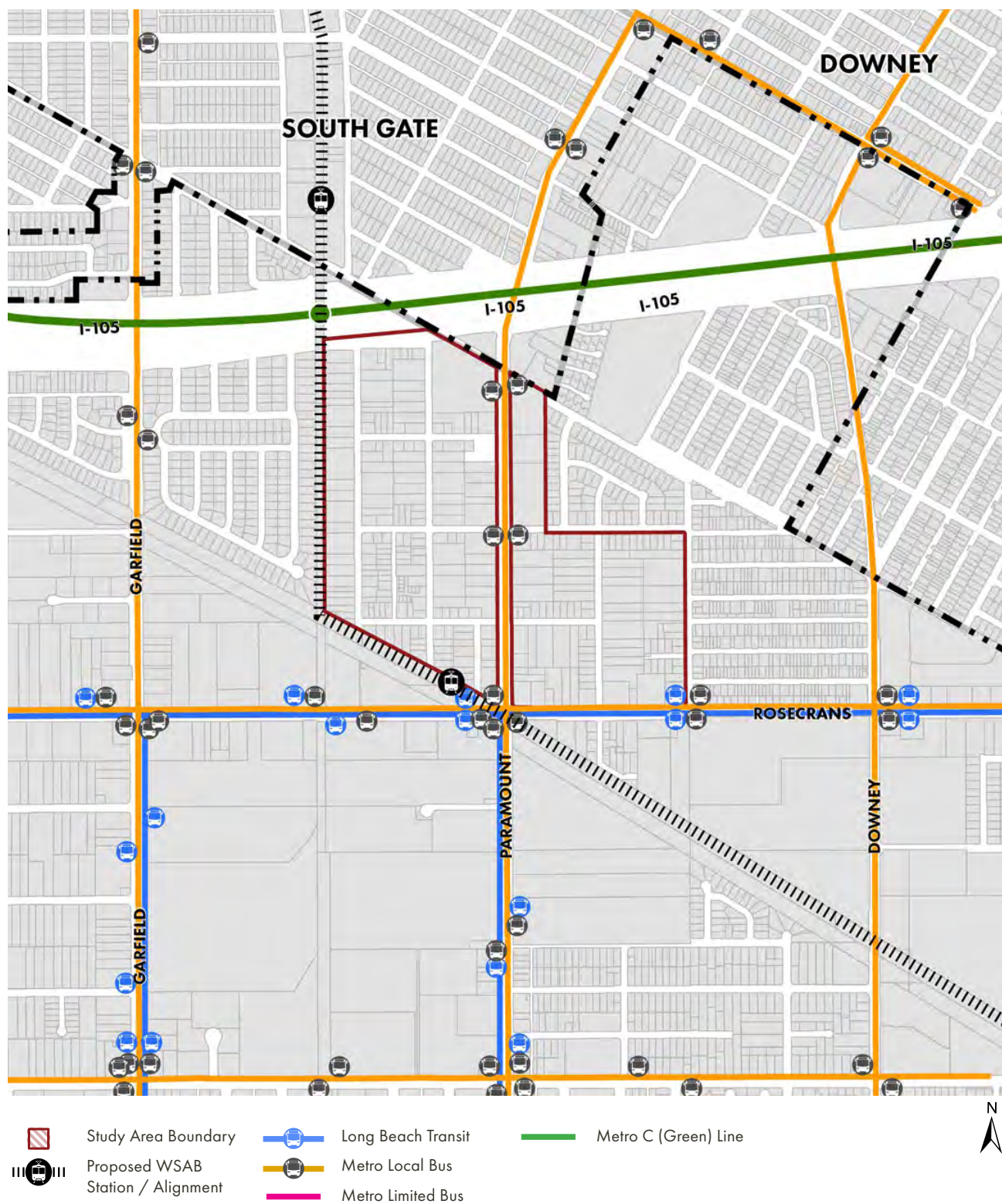
Table 3-4: Proposed Circulation Improvements

Name	Term	Location
Pedestrian Improvements		
Widening sidewalks in highly trafficked areas to be 10 feet to 15 feet	Medium to Long Term	<ul style="list-style-type: none"> Rosecrans Ave Paramount Blvd
Constructing curb extensions at major intersections	Medium Term	<ul style="list-style-type: none"> Paramount Blvd / Pearle St intersection Paramount Blvd / Howe St intersection Paramount Blvd / Rose St intersection Paramount Blvd / Rosecrans Ave intersection Rosecrans Ave / Orizaba Ave intersection
Adding new pedestrian crossings along with signalization improvements	Short Term	<ul style="list-style-type: none"> Paramount Blvd / Pearle St intersection Paramount Blvd / Rose St intersection Rosecrans Ave / Orizaba Ave intersection
Enhancing Intersection Safety of Paramount / Rosecrans (rail gates)	Short Term	<ul style="list-style-type: none"> Paramount Blvd / Rosecrans
Upgrading curb ramps in compliance with ADA guidelines	Short to Medium Term (along with Road Rehabilitation Projects)	<ul style="list-style-type: none"> All intersections and pedestrian crossing points
Implementing connectivity Enhancements	Long Term	<ul style="list-style-type: none"> McClure Ave to WSAB Station Rose St (Orizaba Ave and Anderson St) Arthur Avenue Bridge Connections north and west
Enhancing street lighting to improve security and visibility of non-motorized modes	Short Term	<ul style="list-style-type: none"> Throughout the NPGSP area
Establishing wayfinding and area gateways	Long Term	<ul style="list-style-type: none"> Throughout the NPGSP area
Bicycle Improvements		
Installing bike lanes	Short to Medium Term	<ul style="list-style-type: none"> Paramount Blvd

		<ul style="list-style-type: none"> • Rosecrans Ave
Installing bicycle detection	Short to Medium Term (along with Road Rehabilitation Projects)	<ul style="list-style-type: none"> • Signalized Intersections
Adding bicycle parking	Short to Medium Term	<ul style="list-style-type: none"> • Paramount Blvd • Rosecrans Ave
Creating a bicycle hub	Long Term	<ul style="list-style-type: none"> • WSAB Station
De-classifying Paramount Boulevard as a designated truck route	Short Term	<ul style="list-style-type: none"> • Paramount Blvd
Establishing programs that educate and encourage biking (such as Safe Routes to School, Bike to Work weeks)	Short to Medium Term	<ul style="list-style-type: none"> • Throughout the NPGSP area
Transit Improvements		
Relocating the Paramount Boulevard bus stops	Long Term (by WSAB Opening)	<ul style="list-style-type: none"> • Paramount Blvd / Rosecrans Ave intersection
Implementing transit priority lanes and bus-priority at the traffic signals	Medium Term	<ul style="list-style-type: none"> • Rosecrans Ave • Paramount Blvd
Improving stops and stations to enhance rider convenience and comfort features	Short to Medium Term	<ul style="list-style-type: none"> • Rosecrans Ave • Paramount Blvd
Implementing transit marketing programs and promoting multi-modal access guides on how to reach a particular destination by public transit.	Medium Term	<ul style="list-style-type: none"> • Throughout the NPGSP area
Integrating bike and transit modes (through bike racks on buses/rail cars) and improving transfers/connections among various transit modes	Short to Medium Term	<ul style="list-style-type: none"> • Throughout the NPGSP area
Implementing universal design of transit and pedestrian facilities	Short Term (along with Road Rehabilitation Projects)	<ul style="list-style-type: none"> • Throughout the NPGSP area
Improving security for transit users and pedestrians.	Short Term	<ul style="list-style-type: none"> • Throughout the NPGSP area

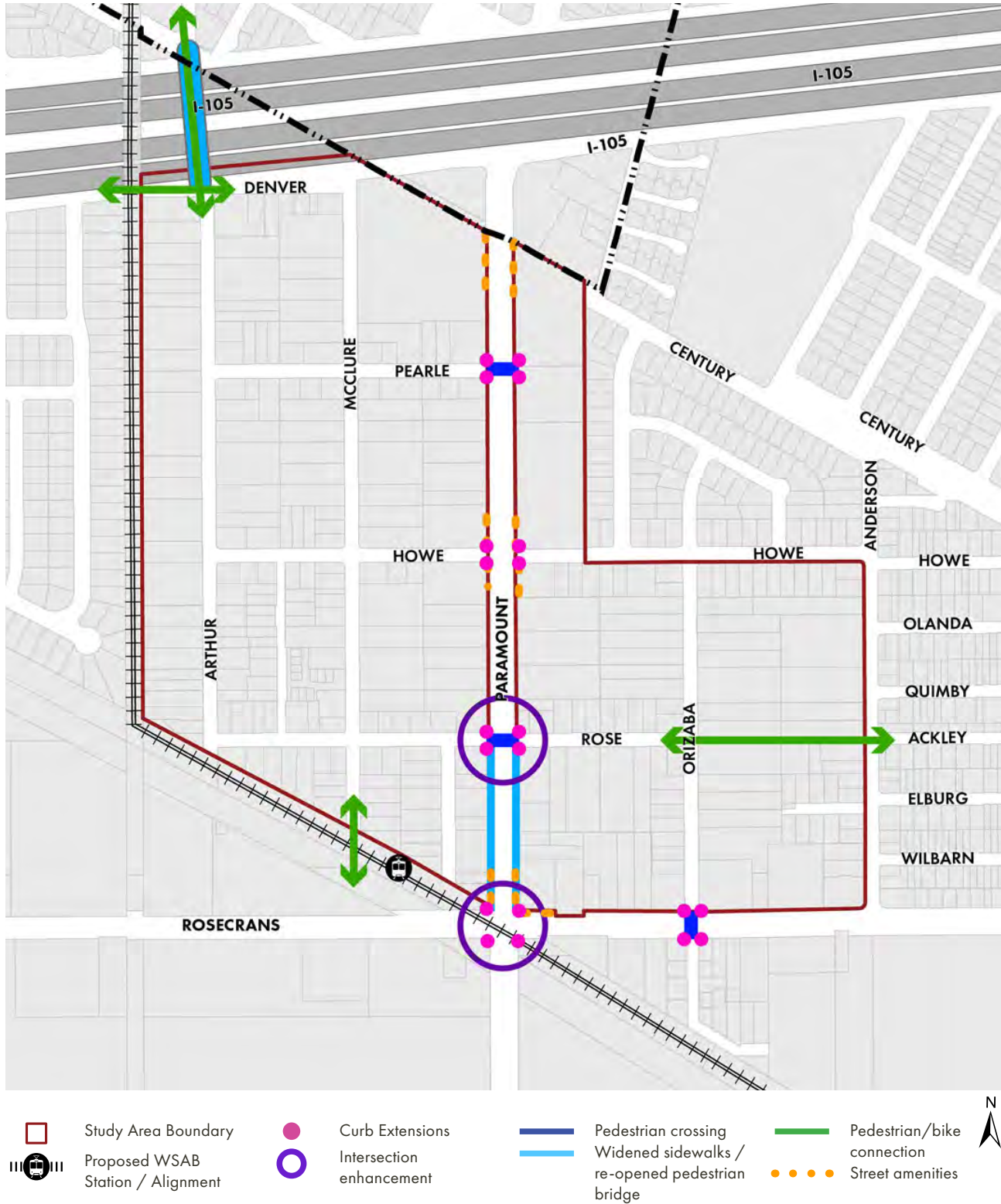
Figure 3-10, *Pedestrian Circulation Plan*, and Figure 3-11, *Bicycle Circulation Plan*, schematically illustrate the future pedestrian and bicycle improvements proposed by the NPGSP.

Transit Plan



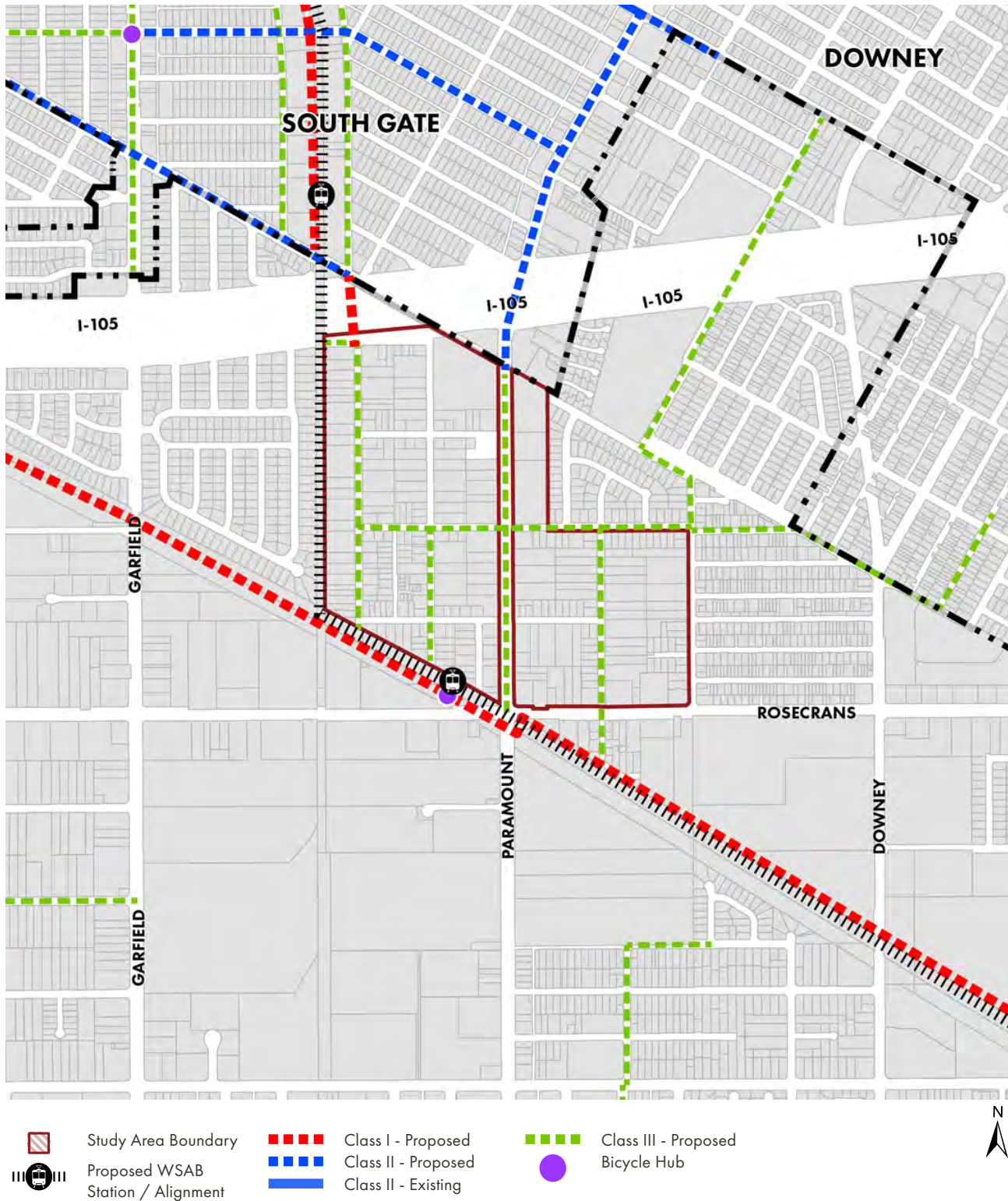
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Pedestrian Circulation Plan



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Bicycle Circulation Plan



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3.9.5 Infrastructure Improvements

The NPGSP includes the following sewer system improvements that are based on analyses of the capabilities and capacities of existing facilities and projected infrastructure needs based on buildout of the NPGSP.

- **Rose Street.** The west side of the NPGSP area between McClure Avenue to Arthur Avenue, the existing 8-inch vitrified clay pipes (VCP) would be upgraded to a minimum pipe size of 10-inch VCP.
- **Paramount Boulevard.** The existing 8-inch VCP line flowing southbound from Rose Street to Rosecrans Avenue would be upgraded to a minimum pipe size of 10-inch VCP.

Additionally, the NPGSP describes several improvements to the City's utility infrastructure that would be implemented with future development. Improvements include undergrounding of electrical facilities and telecommunication systems. Whether undergrounding would be completed as part of a development project would be determined on a project-by-project basis and coordinated between the City, developer, Southern California Edison (SCE), and the telecommunication company.

3.10 INTENDED USES OF THE EIR

This EIR will serve as the primary source of environmental information for the actions and approvals associated with the NPGSP. In accordance with California Public Resources Code §21002.1, the purpose of this EIR is to provide the City, serving as the lead agency, information on the potentially significant environmental impacts that would result from implementation of the NPGSP; alternatives to the NPGSP; and mitigation measures, as necessary, which may reduce or avoid significant environmental effects. This EIR will also be used as an informational document by other public agencies, in connection with any approvals or permits necessary for construction and operation of the NPGSP.

The EIR is intended to serve as a Program EIR, as defined in CEQA Guidelines §15168, for use by the City as lead agency and by responsible agencies as needed. The Program EIR will evaluate the impacts of implementation of the proposed NPGSP. Program EIRs are typically prepared for public policy programs such as a general plan or new zoning districts; for a series of related actions that can be characterized as one large project; or for large-scale, multi-phase development projects such as specific plans.

In a Program EIR, CEQA allows the general analysis of broad environmental effects of the program, with the acknowledgement that subsequent, project-specific environmental review may be required for particular aspects or portions of the program at the time of project implementation, in accordance with CEQA Guidelines §15162. The Program EIR would serve as the first-tier environmental analysis. The Program EIR can be incorporated by reference into subsequently prepared environmental documentation to address issues such as cumulative impacts and growth-inducing impacts, allowing the subsequent documents to focus on new or site-specific impacts pursuant to CEQA Guidelines §15168(d).

3.11 DISCRETIONARY APPROVALS AND PERMITS

The City of Paramount has primary approval responsibility for the Project. As such, the City serves as the lead agency for this EIR pursuant to CEQA Guidelines §15050. The Paramount Planning Commission will evaluate this EIR and NPGSP and make a recommendation to the City Council whether the NPGSP should be adopted and the EIR be certified. The City Council is the decision-making authority for the Project and will consider the Project along with the Planning Commission's recommendations and will make a final decision to approve, approve with changes, or deny the Project. The City, including the Planning Commission and the City Council, will consider the information in the EIR and the Project's administrative record in its decision-

making processes. In the event of approval of the Project and certification of the EIR, the City would conduct administrative and discretionary review and grant ministerial and discretionary permits and approvals to implement Project requirements, conditions of approval, and future developments within the NPGSP area. Approval and implementation of the NPGSP requires City approval of the following discretionary actions:

City of Paramount

- Adoption of the NPGSP to establish the zoning, development regulations, guidelines, and implementation provisions governing development of the NPGSP area.
- General Plan Amendment to establish a new NPGSP land use designation and designate the Specific Plan area as the North Paramount Gateway Specific Plan.
- Change of Zone from existing zoning designations to a designation of North Paramount Gateway Specific Plan.
- Certification of the EIR.

This EIR may be used by various governmental decisionmakers for discretionary permits and actions that are necessary or may be requested in connection with implementation of future development projects pursuant to the NPGSP. Additional discretionary, administrative, and/or ministerial actions may be necessary from other responsible agencies to fully implement the Project. The state or local agencies that may rely upon the information contained in this EIR when considering approval of permits may include, but are not limited to, the following:

- South Coast Air Quality Management District (point source emissions permits)
- California Regional Water Quality Control Board (National Pollutant Discharge Elimination System [NPDES] permit)
- State Water Resources Control Board (Stormwater Construction General Permit [CGP])
- California Department of Transportation (Caltrans) (improvements to intersections and roadway and underpass design modifications within Caltrans jurisdiction)

4. Environmental Setting

In accordance with California Environmental Quality Act (CEQA) Guidelines §15125, this Section of the EIR provides a summary description of overall existing physical environmental conditions on the NPGSP area and vicinity from a local and regional perspective at the time the Notice of Preparation (NOP) was published (January 6, 2022). More detailed information is provided within each environmental impact analysis in Section 5.0, *Environmental Impact Analysis*.

Each subsection in Section 5.0 of the EIR also includes a discussion of existing conditions and an assessment of potential impacts of the Project. In addition, each subsection includes a discussion of cumulative impacts associated with the Project. The cumulative impacts discussion in each subsection is based on the environmental impacts of the Project combined with the related environmental impacts of projects planned in the Project vicinity.

4.1 PROJECT LOCATION

The City of Paramount is located in the southeast portion of the County of Los Angeles and is surrounded by the Cities of South Gate and Downey to the north, Bellflower to the east, Long Beach to the south, and Compton, Lynwood, and unincorporated Los Angeles County (East Rancho Dominguez) to the west. Major freeways and highways bordering or near the City of Paramount are the I-105 freeway to the north, State Route (SR) 19 (Lakewood Boulevard) to the east, SR 91 to the south, and the I-710 freeway to the west, as illustrated in Figure 3-1, *Regional Location*.

The NPGSP planning area encompasses approximately 112.02 acres and is located in the northern portion of the City of Paramount. The NPGSP area is generally bounded by the City of South Gate (Century Boulevard) to the north, the Los Angeles County Metropolitan Transportation Authority (Metro)/Union Pacific Railroad (UPRR) to the west, Rosecrans Avenue and Pacific Electric railroad right-of-way to the south, and Anderson Street to the east.

4.2 PLAN AREA CHARACTERISTICS

The NPGSP area generally comprises three land uses: single-family residential, multi-family residential, and commercial. The majority of the NPGSP area consists of multi-family residential developments on either side of Paramount Boulevard. There are some commercial uses along Paramount Boulevard and Rosecrans Avenue, along with medium-density residential parcels. The businesses within the NPGSP area represent a range of general commercial uses including retail, restaurants, and professional offices. Throughout the NPGSP area there are very few vacant parcels. Figure 3-3, *Aerial View*, illustrates the existing land use pattern within the NPGSP area and in immediately adjacent areas.

4.3 AESTHETICS

Scenic Vistas

The scenic views from Paramount include views of the San Gabriel Mountains located approximately 22 miles to the north of the City. Within the NPGSP area, the street corridors provide the only long-range views of the San Gabriel Mountains. However, views to the north are largely hindered by mature landscaping. The Paramount General Plan does not identify any designated scenic corridors.

State Scenic Highway

The NPGSP area is not within or visible from any existing designated (or eligible) scenic highways. The closest officially designated state scenic highway is SR 91 at SR 55, which is approximately 23 miles east of the NPGSP area, and the closest eligible state scenic highway is SR 1 over 15 miles south of the NPGSP area, in the City of Long Beach.

Visual Character of the Project Area

The City of Paramount is fully urbanized area that includes areas of moderately dense development that includes commercial, industrial/manufacturing, and residential. There are no natural landforms, water features, or other natural vegetation areas within the City, thus the visual character of the NPGSP area is defined by the nature of the built environment and the ornamental landscaping. The City and NPGSP is generally laid out in a grid system, whereby the streets define the location of development. The NPGSP area has a relatively flat topography, which limits views of adjacent areas. Viewsheds in the area are generally of the urban developed areas with various architectural themes, and street views include parked and moving vehicles, which is consistent with the urban land uses and character of the community.

Many of the multi-family buildings built in the 1970s and 1980s within the NPGSP area along Paramount Boulevard are inward facing, and therefore, do not activate the street. Auto-oriented retail along Rosecrans Avenue often includes surface parking and limited landscaping. Several buildings along major corridors have blank walls, little to no vegetation, limited windows, and sidewalk-adjacent parking lots. However, portions of Paramount Boulevard do have large street trees and 15-foot-wide sidewalks with landscaped parkways.

Visual Character of Adjacent Areas

The existing visual character of areas surrounding the NPGSP area is fully urbanized. There is no consistent architectural or visual theme within surrounding areas, and the land use pattern is similar in character and intensity to the NPGSP area, and largely contains residential uses, supporting retail/commercial and industrial.

Light and Glare

Nighttime lighting associated with the existing urban development is present throughout the City including the NPGSP area. Existing lighting involves streetlights, parking lot and building façade lighting, interior illumination passing through windows, and illumination from vehicle headlights. Glare in the NPGSP vicinity is typical of an urbanized area and is limited to building and vehicle windows and surfaces reflecting light.

4.4 AIR QUALITY

Climate and Meteorology

The NPGSP area is located within the South Coast Air Basin (Basin), which is under the jurisdiction of the South Coast Air Quality Management District (SCAQMD). The Basin is a 6,600-square-mile coastal plain bounded by the Pacific Ocean to the southwest and the San Gabriel, San Bernardino, and San Jacinto Mountains to the north and east. The Basin includes the non-desert portions of Los Angeles, Riverside, and San Bernardino counties, and all of Orange County.

The ambient concentrations of air pollutants are determined by the amount of emissions released by sources and the atmosphere's ability to transport and dilute such emissions. Natural factors that affect transport and dilution include terrain, wind, atmospheric stability, and sunlight. Therefore, existing air quality conditions in the area are determined by such natural factors as topography, meteorology, and climate, in addition to the amount of emissions released by existing air pollutant sources.

Atmospheric conditions such as wind speed, wind direction, and air temperature gradients interact with the physical features of the landscape to determine the movement and dispersal of air pollutants. The topography and climate of Southern California combine to make the Basin an area of high air pollution potential. The Basin is a coastal plain with connecting broad valleys and low hills, bounded by the Pacific Ocean to the west and high mountains around the rest of the perimeter. The general region lies in the semi-permanent high-pressure zone of the eastern Pacific, resulting in a mild climate tempered by cool sea breezes with light average wind speeds. The usually mild climatological pattern is disrupted occasionally by periods of extremely hot weather, winter storms, or Santa Ana winds. 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 cool marine layer and inhibits the pollutants in the marine layer from dispersing upward. In addition, light winds during the summer further limit ventilation. Furthermore, sunlight triggers the photochemical reactions which produce ozone.

Air Quality

Existing air quality is measured at SCAQMD air quality monitoring stations. Monitored air quality is evaluated in the context of ambient air quality standards. These standards are the levels of air quality that are considered safe, with an adequate margin of safety, to protect the public health and welfare. NAAQS and California Ambient Air Quality Standards (CAAQS) currently in effect are shown in Table 5.2-1 *Ambient Air Quality Standards for Criteria Pollutants* above.

The SCAQMD has designated air monitoring areas (referred to as Source Receptor Areas [SRA]) throughout the district. The NPGSP area is located within the Southeast Los Angeles County area (SRA 5). There are no monitoring stations within the Southeast Los Angeles County area that reports air quality statistics for O₃, CO, NO₂, PM₁₀, and PM_{2.5}. As such, statistics from the next nearest monitoring stations are used. The South Central Los Angeles County monitoring station, located within SRA 12 and is located 2.2 miles west of the NPGSP area, monitors air quality data for O₃, CO, NO₂, and PM_{2.5}. For PM₁₀ data, the South Coastal Los Angeles County monitoring station, located in SRA 4 and 5.5 miles south of the NPGSP area, was utilized.

Table 4-1, *Air Quality Monitoring Summary, 2018-2020*, identifies the number of days ambient air quality standards were recently exceeded, which is considered to be representative of the local air quality. Both CARB and the USEPA use this type of monitoring data to designate areas with air quality problems and to initiate planning efforts for improvement. The three basic designation categories are nonattainment, attainment, and unclassified. Nonattainment is defined as any area that does not meet, or that contributes to ambient air quality in a nearby area that does not meet the primary or secondary ambient air quality standard for the pollutant. Attainment is defined as any area that meets the primary or secondary ambient air quality standard for the pollutant. Unclassifiable is defined as any area that cannot be classified on the basis of available information as meeting or not meeting the primary or secondary ambient air quality standard for the pollutant. California designations include a subcategory of nonattainment-transitional, which is given to nonattainment areas that are progressing and nearing attainment. See Table 4-2, *Attainment Status of Criteria Pollutants in the South Coast Air Basin (SCAB for attainment designations for the SCAB)*.

Table 4-1: Air Quality Monitoring Summary, 2018-2020

Pollutant	Standard	Year		
		2018	2019	2020
O3				
Maximum Federal 1-Hour Concentration (ppm)		0.075	0.100	0.152
Maximum Federal 8-Hour Concentration (ppm)		0.063	0.079	0.115
Number of Days Exceeding State 1-Hour Standard	> 0.09 ppm	0	1	3

Pollutant	Standard	Year		
		2018	2019	2020
Number of Days Exceeding State/Federal 8-Hour Standard	> 0.070 ppm	0	1	4
CO				
Maximum Federal 1-Hour Concentration	> 35 ppm	4.7	3.8	4.5
Maximum Federal 8-Hour Concentration	> 20 ppm	3.5	3.2	3.1
NO ₂				
Maximum Federal 1-Hour Concentration	> 0.100 ppm	0.068	0.070	0.072
Annual Federal Standard Design Value		0.015	0.014	0.015
PM ₁₀				
Maximum Federal 24-Hour Concentration (µg/m ³)	> 150 µg/m ³	55	72	59
Annual Federal Arithmetic Mean (µg/m ³)		23.9	21.0	24.9
Number of Days Exceeding Federal 24-Hour Standard	> 150 µg/m ³	0	0	0
Number of Days Exceeding State 24-Hour Standard	> 50 µg/m ³	1	2	2
PM _{2.5}				
Maximum Federal 24-Hour Concentration (µg/m ³)	> 35 µg/m ³	43.00	39.50	43.20
Annual Federal Arithmetic Mean (µg/m ³)	> 12 µg/m ³	12.96	10.87	13.57
Number of Days Exceeding Federal 24-Hour Standard	> 35 µg/m ³	1	1	7
Source: AQ, 2022 (Appendix B). Ppm = parts per million µg/m ³ = Microgram per Cubic Meter				

Table 4-2: Attainment Status of Criteria Pollutants in the South Coast Air Basin (SCAB)

Criteria Pollutant	State Designation	Federal Designation
O ₃ – 1-hour standard	Nonattainment	--
O ₃ – 8-hour standard	Nonattainment	Nonattainment
PM ₁₀	Nonattainment	Attainment
PM _{2.5}	Nonattainment	Nonattainment
CO	Attainment	Unclassifiable/Attainment
NO ₂	Attainment	Unclassifiable/Attainment
SO ₂	Unclassifiable/Attainment	Unclassifiable/Attainment
Pb*	Attainment	Unclassifiable/Attainment
Source: AQ, 2022 (Appendix B). *The federal nonattainment designation for lead is only applicable towards the Los Angeles County portion of the SCAB.		

4.5 CULTURAL RESOURCES

Historic Setting

The area now occupied by the City of Paramount was one of the first land grants (1784) given by King Charles of Spain through his emissary Pedro Fages, then Governor of Alta California, to Jose Manuel Nietos. Nietos was a soldier of the Portola expedition. The Nietos grant covered an area of approximately 300,000 acres extending from the Santa Ana River to the Rio Hondo River, and from the Puente Hills to the Pacific Ocean.

Upon the death of Manuel Nieto in 1834, the Rancho Nietos was divided among his heirs into five separate ranchos. Paramount includes land that was once part of the Los Cerritos Rancho and the Los Alamitos Rancho. Manuela Nieto de Cota, a daughter, inherited the Los Cerritos Rancho, and Juan Jose Nieto inherited the Los Alamitos Rancho. Cattle were raised at a time when the hide and tallow trade was at its height. Cattle grazing eventually gave way to sheep ranching that ultimately became a big business in the area.

Approximately 200,000 pounds of wool was sheared annually and shipped to San Francisco. Twice each year, 50 shearers arrived at Rancho Los Cerritos to shear and dip the sheep.

In 1869, Jotham Bixby Land Company purchased the whole of Rancho Los Cerritos. The sheep industry along with repeated periods of drought in 1876 resulted in heavy losses for the ranchos. To recover their losses the owners of the ranchos began selling parts of their holdings to real estate subdividers. Under the management of Jotham Bixby several sections of Rancho Los Cerritos were sold. One square mile was subdivided into town lots. In the subdivision, the area around a natural lake was chosen as a town site. The name Clearwater was suggested by Ralph Hoyt, one of the directors of the Colony, while watching the artesian water flowing from wells at the old Bixby dairy located on Washington Boulevard.

The Clearwater Township was established about 1886. The first store built on the Colony Tract was located on Washington Street (Compton Boulevard). It was later moved and rebuilt into the Clearwater Store operated by August Hellinghausen. The Clearwater Store was a landmark for 30 years until it was torn down to make room for a new \$10,000 stucco "Drive-In" market that housed a post office, a drugstore, a meat market, a grocery store, and a bakery. It stood on the southwest corner of Paramount Boulevard and Compton Boulevard. Clearwater at that time was divided into Clearwater and South Clearwater. The main east and west street, which divided the two, was called Center Street. Later it was renamed Olive and is now called Alondra Boulevard. The main north and south thoroughfare was called Ocean Avenue and later became Paramount Boulevard.

Paramount officially became a self-governed City of general law January 30, 1957, when the newly elected City Council held its first regular meeting in the Paramount Unified School District Board Room. Harold J. Ostly, then Clerk of the County of Los Angeles, swore in the officials. A city-manager system of municipal government was approved. Services to the City of Paramount were performed under a city-county contract plan. The County would perform services of engineering, roadside tree-trimming, business license collection, law enforcement, City prosecution, planning staff services, and street maintenance services.

Historic Resources

There are three confirmed local historic resources within the City: the Hay Tree (located at Paramount Boulevard near Harrison Street, 1.37 miles from the NPGSP area), the Iceland ice skating rink (located at the corner of Jackson Street and California Avenue, 1.25 miles from the NPGSP area), and Paramount Library (located at 16244 Colorado Avenue, located 1.20 miles from the NPGSP area).

Archaeological Resources

The archaeological record of Southern California, inclusive of the City of Paramount, is traditionally chronicled based on artifact types and styles for Native American habitation in prehistoric Southern California. Native American occupation within Los Angeles County can be divided into five cultural periods: Early or Proto-Archaic period (ca. 9000-6000 and 6000-3000 B.C.); Middle Archaic Period (ca. 6000-3000 and 4000-500 B.C.); and the Late Archaic (ca. 4000-500 B.C. and 2000 B.C.-A.D. 1100) (Los Angeles County GP EIR, 2015). Multiple archaeological sites have been recorded in the City of Paramount. Due to the sensitive nature of archaeological sites, and as required by state law, locations of archaeological sites are not published.

4.6 ENERGY

Electricity

The Southern California Edison Company (SCE) is the electrical purveyor in the City of Paramount. SCE provides electricity service to more than 14 million people in a 50,000-square-mile area of central, coastal,

and southern California. California utilities are experiencing increasing demands that require modernization of the electric distribution grid to, among other things, accommodate two-way flows of electricity and increase the grid's capacity. SCE is in the process of implementing infrastructure upgrades to ensure the ability to meet future demands. The NPGSP area is currently served by the electricity distribution system that exists along the roadways throughout the area.

Natural Gas

The Southern California Gas Company (SoCalGas) is the natural gas purveyor in the City of Paramount and is the principal distributor of natural gas in Southern California. SoCalGas estimates that gas demand will decline at an annual rate of 1% each year through 2035 due to modest economic growth, mandated energy efficiency standards and programs, renewable electricity goals, and conservation savings linked to advanced metering infrastructure (CGEU 2020). The gas supply available to SoCalGas is regionally diverse and includes supplies from California sources (onshore and offshore), southwestern U.S. supply sources, the Rocky Mountains, and Canada (CGEU 2020). The NPGSP area is currently served by the natural gas distribution system that exists within the roadways throughout the NPGSP area.

4.7 GEOLOGY AND SOILS

Regional Faults and Seismic Setting

The City of Paramount is within Seismic Zone 4 (CBC 2019) which indicates moderate to severe groundshaking is possible.¹ Major active faults are located to the south and west of the City. Based on current mapping available from the California Geological Survey (CGS), there are no known Alquist-Priolo Earthquake Fault Zones within the City limits. However, a number of faults are located in the vicinity of the City, including the Newport-Inglewood Fault and the Compton-Los Alamitos Fault, located approximately six and ten miles southwest of the City, respectively. The Newport-Inglewood Fault is capable of a maximum credible magnitude of 7.10, and the Compton-Los Alamitos Fault is capable of a maximum credible magnitude of 7.20. Ground Rupture².

Soils

The City is underlain by deep alluvial soils consisting of gravel, sand, silt, and clay derived mainly from runoff out of the San Gabriel Mountains to the north.

Liquefaction, Lateral Spreading, Settlement, and Subsidence

According to the California Geological Survey, the entire City of Paramount lies within a liquefaction zone (CGS 2020b).³

Seismically Induced Landslides

The NPGSP area is relatively flat and does not contain slopes that might be subject to landslides.

¹ City of Paramount 2021-2029 Housing Element Update Health and Safety Element Update and new Environmental Justice Element Initial Study and Negative Declaration, MIG, November 3, 2021. Pps. 36-38.
<https://www.paramountcity.com/home/showpublisheddocument/7662/637716160091230000>.

² Ibid.

³ Ibid.

Paleontological Resources

The NPGSP area is mapped as Quaternary younger alluvium, unit 2 (Qya₂), which is composed of Holocene sediments at the surface. In the subsurface, the Holocene alluvial deposits overlie older late Pleistocene (approximately 126,000 to 11,477 years old) sediments at a depth as shallow as 5 feet below the ground surface (McLeod 2017, 2018). This unit is therefore considered to have high paleontological sensitivity at depths at or below 5 feet.

4.8 GREENHOUSE GAS EMISSIONS

As detailed in the City's Climate Action Plan (CAP), the City developed a baseline greenhouse gas (GHG) inventory for 2010 that shows large stationary sources that are controlled by the State made up 36.2 percent of the City's total GHG emissions in 2010. Not including the large stationary sources, on-road transportation made up 42.1 percent of the City's emissions, energy (electricity and natural gas) used by commercial/industrial buildings made up 36.4 percent, and energy used by residential buildings made up 8.7 percent of total GHG emissions in 2010.

NPGSP Area

The NPGSP area consists of approximately 112.02 acres of developed lands within an urban area that is within 0.5 mile of the planned WSAB light rail transit station. The majority of the NPGSP area is developed with multi-family residential with some commercial uses along Paramount Boulevard and Rosecrans Avenue. The businesses within the NPGSP area represent a range of general commercial uses including retail, restaurants, and professional offices. The primary existing GHG emissions in the NPGSP area are from on-road transportation, building energy, and waste.

4.9 HAZARDS AND HAZARDOUS MATERIALS

Hazardous Waste Sites

Data downloaded from EnviroStor and GeoTracker databases on March 21 and March 25, 2022 identified one site within the NPGSP Area, the former Site of Bill's Auto Repair, 14006 Paramount Boulevard, that was reported as a Leaking Underground Storage Tank (LUST) Cleanup Site, but is now listed as a closed case. No other sites were identified as permitted hazardous waste facilities, land disposal sites, or USTs by DTSC, the EPA, or SWRCB.

Asbestos

Many of the structures within the NPGSP site were constructed built prior to 1970s when asbestos containing materials were commonly used; therefore, the structures could contain asbestos material.

Lead

Lead-based paints were commonly used in buildings built prior to 1970s; thus, due to the age of the on-site structures, it is possible that lead-based paint and other lead containing materials are present in structures within the NPGSP area.

Airport Hazards

The NPGSP area is approximately 8 miles north of the Long Beach Municipal Airport. According to the Los Angeles County Airport Land Use Commission Airport Influence Area Map for the Long Beach Airport, the

area is outside of the 60-65 dBA CNEL noise contours. The site is also outside of the established airport safety zones.

Emergency Response Plan or Emergency Evacuation Plan

According to General Plan Health and Safety Element, *Exhibit 5-1 Health and Safety Plan – Critical Facility & Evacuation Routes*, Paramount Boulevard and Rosecrans Avenue are designated evacuation routes.

4.10 HYDROLOGY AND WATER QUALITY

Watershed

The NPGSP area is located within the Los Angeles (LA) River Watershed, south of the Glendale Narrows and is more specifically referred to as the Lower Los Angeles River Watershed, where the river is contained in a concrete-lined channel down to Willow Street in Long Beach. The main tributaries to the river in this stretch are the Arroyo Seco, the Rio Hondo, and Compton Creek.

Groundwater Basin

The groundwater basin in the NPGSP area is the Central Basin of the Coastal Los Angeles Groundwater Basin. The Central Basin encompasses approximately 227 square miles of the Los Angeles River Watershed. The Central Basin has approximately 13,800,000 acre-feet of storage capacity, was adjudicated by the Western Judgment in 1965 and is managed by the Central Basin Watermaster.

Water Quality

Section 303(d) of the federal Clean Water Act (CWA) requires states to identify water bodies that are “impaired,” or those that do not meet water quality standards and are not supporting their beneficial uses. Total Maximum Daily Loads (TMDLs) are then designed to serve as pollution control plans for these specific pollutants.

The Lower Los Angeles River Watershed in the area of the City of Paramount has the following tributaries: Los Angeles River Reach 2, San Gabriel River Reach 2, Rio Hondo Reach 1, and Compton Creek and have been placed on the 303(d) list for the identified impairments.

Table 4-3: 303(d) Water Quality Impairments

Water Body	Impairments
Los Angeles River Reach 2	Trash, Nutrients, Ammonia, Indicator Bacteria, Oil, Copper, Lead
San Gabriel River Reach 2	Lead, Cyanide, Temperature
Rio Hondo Reach 1	pH, Toxicity, Lead, Trash, Copper, Zinc, Indicator Bacteria
Compton Creek	Trash, Indicator Bacteria, Benthic Community Effects, Copper, Lead, Zinc

Source: CA Water Board Los Angeles (R4) Clean Water Act Section 303(d) List

TMDLs have been adopted to address the above impairments in the following water bodies:

- Los Angeles River Reach 2: Trash, Nutrients, Ammonia, Indicator Bacteria, Copper, Lead.
- San Gabriel River Reach 2: Lead
- Rio Hondo Reach 1: pH, Toxicity, Lead, Trash, Copper, Zinc, Indicator Bacteria
- Compton Creek: Lead, Trash, Copper, pH, Zinc

Groundwater Supply

The City has three water sources: groundwater, imported water (surface), and recycled water. The City also has emergency mutual-aid domestic water connections with the City of Long Beach, the City of Downey, and the Golden State Water Company.

The City provides potable water service within the City limits, including the NPGSP area. The City's current water system includes three wells; two imported water connections; approximately 130 miles of water transmission and distribution mains; and appurtenant valves, hydrants, and equipment. Currently, the City does not have any storage reservoirs, although the groundwater basin acts as ground storage for the City. The City overlies the Central Groundwater Basin (Central Basin), which is adjudicated. The City's allocated pumping rights is currently 5,883 acre-feet per year plus 20% carryover rights, which are extracted via City wells.

Flood Zone, Tsunami, Seiche

The Federal Emergency Management Agency (FEMA) Flood Insurance Rate Maps (FIRM) for the NPGSP area (06037C1820F) shows that the NPGSP area is located within "Zone X – Area with Reduced Flood Risk Due to Levee," which is an area of minimal flood hazard potential outside of the 0.2 percent annual chance flood.

The NPGSP area is over 10 miles from the Pacific Ocean, and outside of the Tsunami Hazard Zone identified by the California Department of Conservation Tsunami Hazard Area Map.⁴

The Los Angeles and San Gabriel Rivers are the only water body in the vicinity of the NPGSP area. The Los Angeles River is approximately 0.8 mile to the west, and the San Gabriel River is approximately 2.7 miles to the east; both are a low risk related to seiche flood hazards in the NPGSP area.

4.11 LAND USE AND PLANNING

The NPGSP area generally comprises three land uses: single-family residential, multi-family residential, and commercial. The majority of the NPGSP area is characterized by multi-family residential developments in the neighborhoods on either side of Paramount Boulevard. In March 2021, there were 1,707 residential dwelling units in the NPGSP area, most of which are multi-family. There are some commercial uses along Paramount Boulevard and Rosecrans Avenue; however, there are also medium-density residential parcels along these streets. The businesses within the NPGSP area represent a range of general commercial uses including retail, restaurants, and professional offices. Throughout the NPGSP area there are very few vacant parcels. The NPGSP area does not include any public parks; however, three community parks are located within one-half mile of the NPGSP area: Hollydale Community Park (in South Gate), All American Park, and Paramount Park. Table 4-4 summarizes existing land use characteristics within the NPGSP area.

Table 4-4: Existing Land Use Characteristics, North Paramount Gateway Specific Plan Area

Category	Land Use	Percentage
Overall Mix	Residential	83.90%
	Employment	12.30%
	Mixed Use	1.73%
	Open Space/Civic	0.48%
Residential Mix	SF Large Lot	0%
	SF Small Lot	23.08%
	Townhome	35.49%

⁴ Los Angeles County Tsunami Hazard Areas Map, <https://www.conservation.ca.gov/cgs/tsunami/maps/los-angeles>

Category	Land Use	Percentage
	Multi-Family	41.43%
Employment Mix	Office	19.60%
	Retail	57.00%
	Industrial	23.40%
Source: SCAG, City of Paramount, Gruen Associates (2020)		

Existing General Plan Land Use Designations

Existing General Plan land use designations in the NPGSP area include Area Plan, Commercial, and Multiple-Family Residential, as shown in Figure 3-5, Section 3.0, *Project Description*, and described below.

- **Area Plan.** A majority of the NPGSP area is designated as Area Plan and includes the Clearwater North & Howe/Orizaba Area Plan. The General Plan Land Use Element states that the Area Plans are designed to establish more specific policies in selected areas of the City, including those areas targeted for special revitalization and redevelopment efforts.
- **Commercial.** The majority of land uses along both sides of Paramount Boulevard in the NPGSP area are designated for commercial uses. The General Plan Land Use Element states that the commercial land use designation applies to a wide range of land uses involved in retail sales and services. The maximum allowable FAR intensity is 2 to 1.
- **Multiple-Family Residential.** A small portion of the NPGSP located at the northeast corner of the Paramount Boulevard and Howe Street intersection is designated as Multiple-Family Residential. The General Plan Land Use Element states that the multiple-family residential land use designation provides for higher density residential development at intensities of up to 22 dwelling units per acre. Higher intensity development may be granted for qualified senior housing developments.

Existing Zoning Designations

Existing zoning designations in the NPGSP area include Residential - Multiple Family (R-M), Planned Development - Performance Standards (PD-PS), General Commercial (C-3), and Commercial Manufacturing (C-M), as shown in Figure 3-6, Section 3.0, *Project Description*, and described below.

- **R-M (Medium Density Residential).** A majority of the NPGSP area is zoned as R-M. The R-M zone provides for a variety of residential types and densities of up to 22 units per acre.
- **C-3 (General Commercial).** Parcels zoned as C-3 are currently located on the western side of Paramount Boulevard at Rosecrans Avenue and on the north side of Rosecrans Avenue within the NPGSP area. The C-3 zone provides for general commercial uses in buildings with a maximum height of 45 feet and a maximum Floor Area Ratio (FAR) of two times the area of the lot.
- **C-M (Commercial Manufacturing).** Parcels zoned as C-M are currently located on the eastern side of Paramount Boulevard (north of Howe Street) and on the north side of Rosecrans Avenue within the NPGSP area. The C-M zone provides for manufacturing and sale of goods. Buildings within the C-M zone area allowed a maximum height of 45 feet and a maximum FAR of two times the area of the lot.
- **PD-PS (Planned Development with Performance Standards).** Parcels zoned as PD-PS are currently located on the western side of Paramount Boulevard (between Rose Street and Pearle Street) and east of Orizaba Avenue and north of Rosecrans Avenue within the NPGSP area. The PD zone is intended 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.

4.12 NOISE

Noise Levels

The existing noise environment of the City in general, and the NPGSP area, is typical of established urban communities. Due to its highly urban nature, the NPGSP area has relatively elevated ambient noise levels compared to established standards. The Final Noise and Vibration Impact Analysis Report for the West Santa Ana Branch (WSAB) Transit Corridor Project identified that existing noise levels within the NPGSP and along the WSAB line ranges from 51.7 to 67.5 dBA Ldn. Also, a recent (2020) noise study for a proposed senior living facility⁵ on Paramount Boulevard (just south of the NPGSP area at 70th Street) found the ambient daytime noise level to be 68.2 dBA.

Vibration

The NPGSP area also experiences elevated levels of vibration at times when large trucks or trains pass by nearby residential uses. Aside from periodic construction work that may occur in the vicinity of the NPGSP area, other sources of groundborne vibration include heavy-duty vehicular travel (e.g., refuse trucks and delivery trucks) on area roadways. Trucks traveling at a distance of 50 feet typically generate groundborne

vibration velocity levels of around 63 VdB (approximately 0.006 in/sec PPV) and could reach 72 VdB (approximately 0.016 in/sec PPV) when trucks pass over bumps in the road (FTA, 2006).

Airports

The NPGSP is not within 2 miles of any airports and is not within an Airport Land Use Plan. The Long Beach Municipal Airport is the closest airport and is approximately 8 miles north of the NPGSP area. Thus, the NPGSP area receives limited noise from aircraft overflight.

4.13 POPULATION AND HOUSING

There are currently 1,707 residential dwelling units in the NPGSP area, most of which are multi-family. The businesses within the NPGSP area represent a range of general commercial uses including retail, restaurants, and professional offices.

Population

The California Department of Finance (DOF) estimates that in 2021 the City of Paramount had a population of 53,009. Table 4-5 provides population figures for the City of Paramount and the County in 2021.

Table 4-5: Population Estimates

Area	2021
City of Paramount	53,009
Los Angeles County	9,931,338
Source: California Department of Finance, E-5 Population and Housing Estimates for Cities, Counties, and the State, 2021.	

⁵ Paramount Senior Living, 16675 & 16683 Paramount Boulevard, noise study from IS/MND, page 69 and Table 3-7

Housing and Households

The DOF estimates that there were 14,873 housing units in Paramount in 2021, as shown in Table 4-6. The City's housing stock is approximately 57 percent single-family residential and is estimated to be 97.1 percent occupied. The DOF estimated persons per household is 3.61.

Table 4-6: City of Paramount Existing Housing Stock, 2021

Residence Type	Number	Percentage
Single-Family Detached	6,764	45%
Single-Family Attached	1,723	12%
Two to Four Units	934	6%
Five Plus	4,306	29%
Mobile Homes	1,145	8.0%
Total	14,873	100%
Occupied	14,441	97.1%
Vacancy	423	2.9%
Source: California Department of Finance, E-5 Population and Housing Estimates for Cities, Counties, and the State, 2021.		

4.14 PUBLIC SERVICES AND RECREATION

Fire Services

The City of Paramount contracts with the Los Angeles County Fire Department for fire protection and prevention services in the City. The City of Paramount is served by two fire stations. Station 31 is located at 7521 Somerset Boulevard, (1.7 driving miles southwest of the center of the NPGSP area) and has two fire engines and one paramedic squad.

Station 57 is located at 5720 Gardendale Street in South Gate (1.5 driving miles northwest of the center of the NPGSP area) and has one fire engine. Station 57 had an operational response time average of 4 minutes and 51 seconds to structure fires and a response time of 5 minutes and 58 seconds to critical calls in 2021.

The County Fire Department provides fire suppression, emergency medical services (paramedic and non-paramedic), ambulance services, hazardous materials (HAZMAT) response, arson investigation, technical rescue, winter rescue operations, hazard abatement, and terrorism and weapons of mass destruction. The Los Angeles County Fire Department provides services including fire prevention and suppression, emergency medical services, technical rescue, and hazardous materials response.

Law Enforcement Services

Law enforcement services in the City, including the NPGSP area, are provided by the Los Angeles County Sherriff's Department that has 42 personnel assigned to the City including patrol deputies, a detective team, and a deputy district attorney. At the estimated population of 53,009 in 2021, the ratio of existing Sherriff's Department personnel per 1,000 residents is 0.79.

The City is served by the Lakewood Station located at 5130 Clark Avenue (5.5 driving miles south of the center of the NPGSP area) and by a substation located near the intersection of Paramount and Somerset Boulevards (0.7 miles south of the center of the NPGSP area).

On average, there are six deputies assigned to answer calls for service in Paramount that are supplemented by Special Assignment Officers and Paramount Community Service Officers. Deputies take reports for crimes that have been committed or respond to crimes that are being committed, and deputies on motorcycles are

assigned to enforce traffic violations. On average, Paramount has 19 sworn officers working the early morning/day shifts, 14 sworn officers working during the evening/night shift, and 9 sworn officers assigned to work day/night shifts.

The City's website describes that crime within the City dropped by 1% during 2020 to the lowest level since 1973; and that over the last 20 years, the decline has been 39%. In addition, in 2019 the average emergency response time for the Sherriff's Department in the City of Paramount was 3.2 minutes.

Park Services

Existing parks within the City include 10 parks for a total of approximately 51.94 acres that are listed on Table 4-7 provides a list of the existing City parks, their distance from the NPGSP area, and the facility details.

Table 4-7: Existing Parks within the City

Park Name	Location	Distance from NPGSP Area	Park Size (ac.)	Park Details
All-American Park	13330 Orizaba Ave.	Within 0.5 mile	6.78	Multi-purpose field, picnic area, playground, restrooms, stream/pond.
Garfield Park	14751 Garfield Ave.	0.9 mile	0.79	Picnic/barbecue area, playground
Meadows Park	15753 Gundry Ave.	1.9 miles	0.65	Picnic shelters, playground
Paramount Park	14400 Paramount Blvd.	Within 0.5 mile	8.04	2 playgrounds, futsal courts, gymnasium, lighted baseball diamond, lighted basketball court, picnic shelters/barbecues, restrooms, walking path.
Pequeno Park	13931 Downey Ave.	Within 0.5 mile	0.11	Playground
Progress Park	15500 Downey Ave.	1.3 miles	7.32	2 community centers, 2 playgrounds, basketball courts, lighted baseball diamonds, picnic/barbecue area, restrooms.
Ralph C. Dills Park	6500 San Juan St.	1.7 miles	12.6	Exercise stations, nature trail, picnic area, playground, restrooms, walking/jogging path.
Salud Park	7167 Somerset Blvd	1.3 miles	9.17	Outdoor exercise stations, rubberized walking/running track, sand volleyball court, synthetic multi-purpose field, walking path.
Spane Park	14400 Gundry Ave.	1.1 miles	4.21	Fishing pond, learning center, lighted baseball diamonds, lighted basketball court, outdoor amphitheater, picnic area, playground, restrooms.
Village Park	7718 Somerset Blvd.	0.8 miles	2.0	12,500 sq. ft. skate park, lighted basketball court, picnic area, playground, restrooms.
Orange Splash Pad	14618 Orange Ave.	1.3 miles	0.27	Pools, splash pad. (open summers only)
Total			51.94 Acres	

School Services

The City is served by the Paramount Unified School District (PUSD), which serves kindergarten through twelfth grades and consists of nine elementary schools, two intermediate schools, one high school, a continuation school, and an adult education school. The NPGSP area is primarily served by the Roosevelt Elementary School, at 13451 Merkel Avenue (approximately 0.2 miles from the NPGSP area), Paramount Park Middle School at 14608 Paramount Boulevard (approximately 0.2 miles from the NPGSP area), and Paramount High School at 14429 Downey Avenue (approximately 0.19 miles from the NPGSP area).

Other Public Services

Other governmental services include a variety of public and quasi-public services including libraries, medical clinics, urgent care facilities, hospitals, social service centers, senior centers, and other facilities. Additionally, the City also contracts with Los Angeles County for public service including the Paramount Library located at 16254 Colorado Avenue in the City of Paramount, approximately 1.2 miles south of the NPGSP area.

4.15 TRANSPORTATION

Major Roadways

Regional access to the NPGSP area is provided by Interstate 105 (I-105), which is an east-west freeway between the Los Angeles International Airport and the City of Norwalk. It has four general-purpose lanes and one high-occupancy vehicle lane in the vicinity of the Project and runs along the northern boundary of the NPGSP area. In addition, the I-710 is a north-south freeway that extends from Long Beach to Alhambra. It has five general-purpose lanes in the vicinity of the City and runs along the western boundary of the City.

Local access to the NPGSP area from the south is provided by Rosecrans Avenue, which is an east-west major arterial and has interchanges with I-710 to the west and I-605 to the east. Rosecrans Avenue is designated a City of Paramount truck route from the west city limits to Century Boulevard.

Century Boulevard runs southeast-northwest along the northern boundary of the NPGSP area. Paramount Boulevard is a north-south major arterial that runs through the center of the NPGSP area, connecting the I-105 and SR-91 freeways. Local circulation is via a grid network of smaller arterial and local streets with Paramount Boulevard, Century Boulevard, and Rosecrans Avenue providing connections to nearby freeways and regional destinations. The major streets and most of the local streets have sidewalks on both sides of each street. There are no bicycle lanes within the NPGSP area.

Transit Services

Bus service within and near the NPGSP area is provided by Long Beach Transit. The routes and schedule are listed in Table 4-8.

Table 4-8: Existing Bus Service

Transit Line	Weekday		Weekend		Travel Route
	Hours of Operation	Frequency & Activity	Hours of Operation	Frequency & Activity	
LBT 212	5:00 a.m. to 10:30 p.m.	Frequency: 60 minutes	6:35 a.m. to 10:35 p.m.	Frequency: 90 minutes	Between Transit Gallery and Rosecrans at Garfield

Transit Line	Weekday		Weekend		Travel Route
	Hours of Operation	Frequency & Activity	Hours of Operation	Frequency & Activity	
LBT 23	5:40 a.m. to 9:30 p.m.	Frequency: 30 minutes	5:00 a.m. to 10:30 p.m.	Frequency: 90 minutes	Between Transit Gallery and Garfield at Petrol
LBT 712	6:00 a.m. to 7:15 p.m.	Frequency: Varies (about 45 minutes)	5:00 a.m. to 10:30 p.m.	Frequency: 30-60 minutes	Between Transit Gallery and Paramount Walmart

Source: <https://ridelbt.com/>

Bicycle and Pedestrian Facilities

There is a relatively complete network of sidewalks within NPGSP area; however, the width and condition of sidewalks varies. In the NPGSP area as well as the larger Paramount area bicycle facilities are limited whereby there are some bike racks but there are no bike lanes. Bicyclists primarily use the sidewalks and roadway travel lanes.

4.16 TRIBAL CULTURAL RESOURCES

The NPGSP area lies within the historic territorial boundaries of the Tongva, later known as Gabrielino Indians. The Gabrielino were Shoshonean and Takic language speakers who resided in the Los Angeles Basin and adjacent San Fernando Valley at the time of European contact. The fully developed Gabrielino culture was a socially and economically complex hunting and gathering group, very advanced in their culture, social organization, religious beliefs, and art and material object production. Gabrielino culture underwent dramatic changes following European contact. Introduced diseases weakened and killed large numbers of native peoples, and most Gabrielino villages were abandoned by 1810. Gabrielino survivors helped build the Spanish Missions and the Mexican and American ranches that followed (Greenwood 2017).

The City is fully developed and has undergone extensive ground disturbance associated with past development and excavations. However, subsurface tribal cultural resources have been discovered during redevelopment or further ground disturbing activities within the City.

4.17 UTILITIES AND SERVICE SYSTEMS

Water Environmental Setting

The City's Water Department provides water service to the NPGSP area. The City has three water sources: groundwater, imported water (surface), and recycled water. Imported water is purchased through the Central Basin Municipal Water District (CBMWD), who in turn receives the water through the Metropolitan Water District of Southern California (MWD) and the State Water Project (SWP). The City also has emergency mutual-aid domestic water connections with the City of Long Beach, the City of Downey, and the Golden State Water Company.

The City provides potable water service to residential, commercial, industrial, and institutional customers through a system that includes four wells; two imported water connections; approximately 130 miles of water transmission and distribution mains; and appurtenant valves, hydrants, and equipment. The existing water mains within the NPGSP area include the following:

- **Arthur Avenue.** The trunk main is a 12-inch cast iron line from Denver Street to Rose Street.
- **Laredo Avenue.** The trunk main is an 8-inch line from Howe Street to Rose Street.
- **McClure Avenue.** The trunk is an 8-inch line from Denver Street to the end of the street.

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

The City overlies the Central Groundwater Basin (Central Basin) and is allocated an annual pumping right of 5,883 acre-feet per year plus 20% carryover rights. The City does not have any storage reservoirs, although the groundwater basin acts as ground storage for the City.

The City's 2020 Urban Water Management Plan describes that the average use per day during the period from 2001 through 2020 was 110 gallons per person. The 2020 Urban Water Management Plan also describes that the 2020 actual raw water demand was 5,837 acre-feet (AF) and anticipates a raw water demand of 6,446 AF in 2045, which is an increase of 609 AF over the 25-year timeframe. As shown on Table 4-9, the 2020 Urban Water Management Plan's identified water supplies are projected to exceed the anticipated demand through year 2045.

Table 4-9: 2020 Urban Water Management Plan Water Supplies and Demands (Acre-Feet)

	2025	2030	2035	2040	2045
Supplies	7,876	7,902	7,902	7,902	7,902
Demand	5,955	6,074	6,194	6,320	6,446
Difference	1,921	1,828	1,708	1,582	1,456

Source: 2020 City of Paramount Urban Water Management Plan

Wastewater Environmental Setting

The sewer system generally flows in a southwesterly direction throughout the City. The existing sewer mains in the NPGSP area are 8-inch diameter, are predominantly vitrified clay pipes (VCP), and include the following:

- **Arthur Avenue.** An 8-inch VCP line is located between Denver Street and Rose Street flowing southbound, and a 21-inch VCP line extends north of the I-105 to Rosecrans Avenue flowing southwest.
- **Laredo Avenue.** An 8-inch VCP line is located mid-block between Rose Street and flows north to Howe Street.
- **McClure Avenue.** An 8-inch VCP line is located between Denver Street and the end of the street flowing southbound.
- **Pearle Street.** An 8-inch VCP line is located between Paramount Boulevard and Arthur Avenue flowing westbound.
- **Howe Street.** An 8-inch VCP line is located between Paramount Boulevard and Arthur Avenue and flows westbound. An 8-inch VCP line is located between Anderson Street and Paramount Boulevard that flows to the west.
- **Rose Street.** An 8-inch VCP line is located between Paramount Boulevard and Arthur Avenue that connects to the OCSD 21-inch VCP line and flows west. An 8-inch VCP line is located between Orizaba Avenue and Paramount Boulevard and flows to the west.

- **Paramount Boulevard.** An 8-inch VCP line is located within Paramount Boulevard and flows southbound to Rosecrans Avenue.
- **Rosecrans Avenue.** At the mid-block west of Orizaba Avenue a 12-inch VCP line transitions to an 8-inch VCP trunk line that flows to the west.
- **Orizaba Avenue.** An 8-inch VCP line is located between Howe Street to Rosecrans Avenue that flows southbound.
- **Anderson Street.** An 8-inch VCP line is located between Howe Street and Rosecrans Avenue that flows southbound.

The County Sanitation Districts of Los Angeles County (LACSD) treats wastewater generated in the City. The wastewater generated in Paramount is first conveyed to the Los Coyotes Water Reclamation Plant (Los Coyotes WRP), which is operated by the LACSD and provides primary, secondary, and tertiary treatment. The Los Coyotes WRP has a design capacity of 37.5 mgd. Wastewater exceeding this capacity and all solids are diverted to the Joint Water Pollution Control Plant (JWPCP) for processing.

The JWPCP is the Sanitation Districts' largest wastewater treatment plant provides primary and secondary treatment and has a design capacity of 400 mgd. In 2021, the JWPCP treated an average of 242 mgd. After treatment, the effluent is chlorinated and discharged through two ocean outfalls a mile and a half offshore (LACSD 2022).

Stormwater Environmental Setting

The City of Paramount is part of the Lower Los Angeles River Watershed Management Group which drains to the Los Angeles River and the Los Cerritos Channel. The Los Angeles County Flood Control District (LACFCD) owns and operates storm drainage facilities within the City of Paramount; the following of which are located in the NPGSP:

- Line A – 30-inch drain line in Rosecrans Avenue
- Line A – 72-inch drain line in Paramount Boulevard
- Line A – 48-inch and 72-inch drain line in Rosecrans Avenue
- Line D – 48-inch drain line in Racine Avenue
- Line E – 84-inch drain line in Paramount Boulevard
- HollyDale A Line – 48-inch and 72-inch drain line in Rosecrans Avenue
- HollyDale A Line – 81-inch drain line in Arthur Avenue
- 30-inch drain line in Century Boulevard east of Paramount Boulevard

Solid Waste Environmental Setting

In 2019, a majority (59 percent) of the solid waste from the City, which was disposed of in landfills, went to the Olinda Alpha landfill that is currently permitted to accept 8,000 tons per day through 2036. The Calrecycle database details that in June 2022, the maximum tonnage accepted at the landfill was 7,925 tons on June 6, 2022. This is 75 tons below the 8,000 tons per day limit permissible by the Solid Waste Facility Permit.

In 2019, approximately 32 percent of solid waste generated in the City that was disposed of in landfills went to Frank Bowerman Sanitary Landfill. The Frank Bowerman Sanitary Landfill is permitted to accept 11,500 tons per day of solid waste and is permitted to operate through 2053. In July 2022, the maximum tonnage accepted was 9,395 tons, which is 2,105 tons below the 11,500 tons per day limit that is allowed under Solid Waste Facility Permit.

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5. Environmental Impact Analysis

Chapter 5 examines the environmental setting of the Project, analyzes its effects and the significance of its impacts, and recommends mitigation measures to reduce or avoid impacts. This chapter has a separate section for each environmental issue area that was determined to need further study in the Draft EIR. This scope was determined in the Notice of Preparation (NOP), which was published January 6, 2022, and through public and agency comments received during the NOP comment period that ended on February 5, 2022 (see Appendix A). Environmental issues and their corresponding sections are listed below.

5.1 Aesthetics	5.9 Land Use and Planning
5.2 Air Quality	5.10 Noise
5.3 Cultural Resources	5.11 Population and Housing
5.4 Energy	5.12 Public Services and Recreation
5.5 Geology and Soils	5.13 Transportation
5.6 Greenhouse Gas Emissions	5.14 Tribal Cultural Resources
5.7 Hazards and Hazardous Materials	5.15 Utilities and Service Systems
5.8 Hydrology and Water Quality	5.16 Mandatory Findings of Significance

This Draft EIR evaluates the direct and indirect impacts resulting from the planning, construction, and operations of the Project. Under CEQA, EIRs are intended to focus their discussion on significant impacts and may limit discussion of other impacts to a brief explanation of why the impacts are not significant.

5.1 FORMAT OF ENVIRONMENTAL TOPIC SECTIONS

Each environmental topic section generally includes the following main subsections:

1. **Introduction:** This subsection describes the purpose of analysis for the environmental topic and references documents used to complete the analysis. This subsection may define terms used.
2. **Regulatory Setting:** This subsection describes applicable federal, state, and local plans, policies, and regulations that the Project must address and may affect its implementation.
3. **Environmental Setting:** This subsection describes the existing physical environmental conditions (environmental baseline) related to the environmental topic being analyzed.
4. **Thresholds of Significance:** This subsection sets forth the thresholds of significance (significance criteria) used to determine whether impacts are “significant.” The thresholds of significance used to assess the significance of impacts are based on those provided in Appendix G of the CEQA Guidelines, as provided at the following website path/link: https://www.califaep.org/docs/2022_CEQA_Statute_and_Guidelines.pdf.
5. **Methodology:** This subsection provides a description of the methods used to analyze the impact and determine whether it would be significant or less than significant.
6. **Environmental Impacts:** This subsection provides an analysis of the impact statements for each identified significance threshold. The analysis of each impact statement is organized as follows:
 - A statement of the CEQA threshold being analyzed,
 - The Draft EIR’s conclusion as to the significance of the impact.
 - An impact assessment that evaluates the changes to the physical environment that would result from the Project.

- An identification of significance comparing identified impacts of the Project to the significance threshold with implementation of existing regulations, prior to implementation of any required mitigation.
7. **Cumulative Impacts:** This subsection describes the potential cumulative impacts that would occur from the Project's environmental effects in combination with other cumulative projects.
 8. **Existing Regulations.** A list of applicable laws and regulations that would reduce potentially significant impacts.
 9. **Level of Significance Before Mitigation.** A determination of the significance of the impacts after the application of applicable existing regulations and regulatory requirements.
 10. **Mitigation Measures.** For each impact determined to be potentially significant after the application of applicable laws and regulations, feasible mitigation measure(s) to be implemented are provided. Mitigation measures include enforceable actions to:
 - avoid a significant impact;
 - minimize the severity of a significant impact;
 - rectify an impact by repairing, rehabilitating, or restoring the affected physical environment;
 - reduce or eliminate the impact over time through preservation and/or maintenance operations during the life of the Project; and/or
 - compensate for the impact by replacing or providing substitute resources or environmental conditions.
 11. **Level of Significance after Mitigation.** This section provides the determination of the impact's level of significance after the application of regulations, regulatory requirements, and mitigation measures.

5.2 IMPACT SIGNIFICANCE CLASSIFICATIONS

The below classifications are used throughout the impact analysis in this Draft EIR to describe the level of significance of environmental impacts. Although the criteria for determining significance are different for each topic area, the environmental analysis applies a uniform classification of the impacts based on definitions consistent with CEQA and the CEQA Guidelines.

- **No Impact.** The Project would not change the environment.
- **Less Than Significant.** The Project would not cause any substantial adverse change in the environment.
- **Less Than Significant with Mitigation Incorporated.** The Draft EIR includes mitigation measures that avoid substantial adverse impacts on the environment.
- **Significant and Unavoidable.** The Project would cause a substantial adverse effect on the environment, and no feasible mitigation measures are available to reduce the impact to a less than significant level.

5.1 Aesthetics

5.1.1 INTRODUCTION

This section describes the existing visual setting and aesthetic character of the NPGSP area and vicinity and evaluates the potential for implementation of the NPGSP to impact scenic vistas, visual character and quality, and light and glare. This analysis focuses on changes that would be seen from public viewpoints and provides an assessment of whether aesthetic changes from implementation of the NPGSP would result in substantially degraded aesthetic conditions. The analysis in this section is based, in part, on the following documents and resources:

- City of Paramount General Plan
- City of Paramount Municipal Code

Aesthetics Terminology

Aesthetics Resources include a combination of numerous elements, such as landforms, vegetation, water features, urban design, and/or architecture, which provide an overall visual impression that is pleasing to, or valued by, its observers. Factors important in describing the aesthetics resources of an area include visual character, scenic resources, and scenic vistas. These factors together not only describe the intrinsic aesthetic appeal of an area, but also communicate the value placed upon a landscape or scene by its observers.

Scenic Resources are visually significant hillsides, ridges, water bodies, and buildings that are critical in shaping the visual character and scenic identity of the area and surrounding region.

Scenic Vistas are defined as panoramic views of important visual features, as seen from public viewing areas. This definition combines visual quality with information about view exposure to describe the level of interest or concern that viewers may have for the quality of a particular view or visual setting.

Public Views are defined as views that are experienced from publicly accessible vantage points.

Visual Character broadly describes the unique combination of aesthetics elements and scenic resources that characterize a particular area. The quality of an area's visual character can be qualitatively assessed considering the overall visual impression or attractiveness created by the particular landscape characteristics. In urban settings, these characteristics largely include land use type and density, urban landscaping and design, architecture, topography, and background setting.

5.1.2 REGULATORY SETTING

5.1.2.1 Local Regulations

General Plan

Land Use Element

- | | |
|------------|--|
| 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. |
| Policy 6. | The City of Paramount will strive to improve the unity and identity of individual neighborhoods as a means to protect and preserve a high quality of life in Paramount. |
| Policy 19. | The City of Paramount will continue to work towards improving the appearance of the entryways leading into the City. |

- Policy 20. The City of Paramount will continue to work towards the implementation of streetscape and sign standards.
- Policy 22. The City of Paramount will continue to promote quality design in the review of residential, commercial, and industrial development.
- 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.

Resource Management Element

- Policy 6. The City of Paramount will require special design and landscaping treatments along major roadways and other scenic corridors.

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.

Municipal Code

Chapter 12.32 Trees and Parkway Landscaping. Chapter 12.32 establishes guidelines for planting, trimming, pruning and care for all public trees, shrubs, and plants, and for removal of all objectionable trees, shrubs, or plants in and upon any street, alley, or public right-of-way in the City.

Lighting and Glare. The Municipal Code includes various sections that regulate lighting and glare within the City that include the following:

- Section 5.60.040(A) Parking and driveway areas. No permit shall be issued for a drive-in, take-out restaurant or shopping service center and no permits shall be maintained in full force and effect for any permittee unless the parking and driveway area of any such premises are adequately illuminated by electrical lights in accordance with the standards established by the Chief Building Official for commercial parking areas, but all illumination shall be so arranged by the permittee so as to reflect away from any adjoining residential property.
- Section 17.44.490(C) Required improvement and maintenance of parking areas, etc., sales areas. Parking areas and vehicle sales areas shall be illuminated with artificial lighting to a degree equal to one and one-half foot-candles per square foot. Any lights provided to illuminate outdoor parking areas or vehicle sales areas shall be arranged to prevent glare or direct illumination in any adjacent residential zone.
- Section 17.44.120(K) Development of automobile service stations and laundries. Any lights provided for illumination shall be so arranged as to prevent glare, reflections, nuisance, or hazardous interference of any kind on adjoining street, highways or property.
- Section 17.24.080(V) General Commercial Site standards. All parking areas and vehicle sales areas shall be illuminated with artificial lighting to a degree equal to one point five candles per square foot. Any lights provided to illuminate outdoor parking areas or vehicle sales areas shall be arranged to prevent glare or direct illumination in any adjacent residential zone.

5.1.3 ENVIRONMENTAL SETTING

Scenic Vistas

The NPGSP area does not include, and is not adjacent to, any scenic vistas. The scenic views from Paramount include views of the San Gabriel Mountains located approximately 22 miles to the north of the City. Within the NPGSP area, the street corridors provide the only long-range views of the San Gabriel Mountains. However, views to the north are largely hindered by mature landscaping. The Paramount General Plan does not identify any designated scenic corridors.

State Scenic Highway

The California Department of Transportation (Caltrans) has designated state scenic highway corridors throughout the state. The NPGSP area is not within or visible from any existing designated (or eligible) scenic highways. The closest officially designated state scenic highway is State Route (SR) 91 at SR 55, which is approximately 23 miles east of the NPGSP area, and the closest eligible state scenic highway is SR 1 over 15 miles south of the NPGSP area, in the City of Long Beach.

Visual Character of the Project Area

The City of Paramount is fully urbanized area that includes areas of moderately dense development that includes commercial, industrial/manufacturing, and residential. There are no natural landforms, water features, or other natural vegetation areas within the City, thus the visual character of the NPGSP area is defined by the nature of the built environment and the ornamental landscaping. The City and NPGSP is generally laid out in a grid system, whereby the streets define the location of development. The NPGSP area has a relatively flat topography, which limits views of adjacent areas. Viewsheds in the area are generally of the urban developed areas with various architectural themes, and street views include parked and moving vehicles, which is consistent with the urban land uses and character of the community.

Section 2.1.3, Urban Design, of the proposed NPGSP describes that many of the multi-family buildings built in the 1970s and 1980s within the NPGSP area along Paramount Boulevard are inward facing, and therefore, do not activate the street. Auto-oriented retail along Rosecrans Avenue often includes surface parking and limited landscaping. Several buildings along major corridors have blank walls, little to no vegetation, limited windows, and sidewalk-adjacent parking lots. However, portions of Paramount Boulevard do have large street trees and 15-foot-wide sidewalks with landscaped parkways. Figure 5.1-1 provides typical views within the NPGSP, including views along Paramount Boulevard, the WSAB corridor, and views of the typical residential and commercial development.

Visual Character of Adjacent Areas

The existing visual character of areas surrounding the NPGSP area is fully urbanized. There is no consistent architectural or visual theme within surrounding areas, and the land use pattern is similar in character and intensity to the NPGSP area, and largely contains residential uses, supporting retail/commercial and industrial.

Light and Glare

Nighttime lighting associated with the existing urban development is present throughout the City, including the NPGSP area. Existing lighting involves streetlights, parking lot and building façade lighting, interior illumination passing through windows, and illumination from vehicle headlights. Sensitive receptors relative to lighting and glare include residents living in the NPGSP area, and motorists and pedestrians passing through the NPGSP area.

Glare can emanate from many different sources, including direct sunlight, sunlight reflecting from cars or buildings, and bright outdoor or indoor lighting. Glare in the NPGSP vicinity is typical of an urbanized area and is primarily generated by building and vehicle windows and surfaces reflecting light. However, there are no buildings, structures, or facilities in the NPGSP area that presently generates substantial glare because most of the buildings are constructed of non-reflective materials and are not surfaced with substantial number of windows adjacent to one another that would create a large reflective area. In addition, surface parking lots in the area are not substantially large and are generally separated by buildings, walkways, landscaping, and other non-reflective surfaces; such that, the source of glare from sunlight or exterior light reflecting from car windshields is limited.

5.1.4 THRESHOLDS OF SIGNIFICANCE

Appendix G of the CEQA Guidelines indicates that a project could have a significant aesthetics effect if it were to:

- AE-1 Have a substantial adverse effect on a scenic vista;
- AE-2 Substantially damage scenic resources, including, trees, rock outcroppings, and historic buildings within a state scenic highway;
- AE-3 In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings. In an urbanized area, conflict with applicable zoning and other regulations governing scenic quality;
- AE-4 Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area.

5.1.5 METHODOLOGY

Aesthetics resources within the NPGSP area and in surrounding areas were evaluated based on blocking the view of a scenic vista from public vantage points, impacts within the corridor of state scenic highway, compliance with the City's applicable zoning and other regulations governing scenic quality, and impacts from light and glare. The following analysis, therefore, focuses on the extent to which new development pursuant to the proposed NPGSP would result in changes to intensity and density and correlating changes in characteristics such as building height, setbacks, architecture, and other aspects related to the visual environment and their consistency with existing regulations. Analysis of light and glare identifies existing light-sensitive land uses and describes the Project's potential light and glare sources, and the extent to which new lighting could adversely affect sensitive uses both within and outside the NPGSP area. The analysis also considers the potential for sunlight to reflect off building surfaces (glare) and the extent to which such glare could interfere with the operation of motor vehicles or other activities.

The U. S. Census Bureau defines an "urbanized area" as a densely settled core of census tracts and/or census blocks that have 50,000 or more residents and meet minimum population density requirements while also being adjacent to territory containing non-residential urban land uses. The NPGSP area is located in an urbanized area and is within the boundaries of the Census-defined City of Paramount urban area. Therefore, the analysis of potential impacts to visual character will consider whether the proposed Project conflicts with applicable zoning and other applicable regulations governing scenic quality.

Figure 5.1-1: Existing Visual Character of the Specific Plan Area



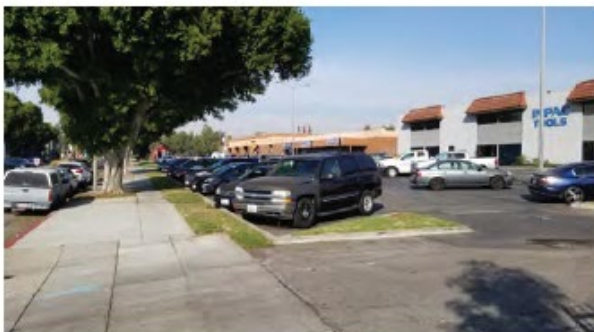
Paramount Boulevard



Multiple family development



Orizaba Avenue



Typical retail with street-facing off-street parking



Residential uses with blank walls that limit pedestrian realm



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



McClure Avenue

5.1.6 ENVIRONMENTAL IMPACTS

IMPACT AE-1: THE PROJECT WOULD NOT HAVE A SUBSTANTIAL ADVERSE EFFECT ON A SCENIC VISTA.

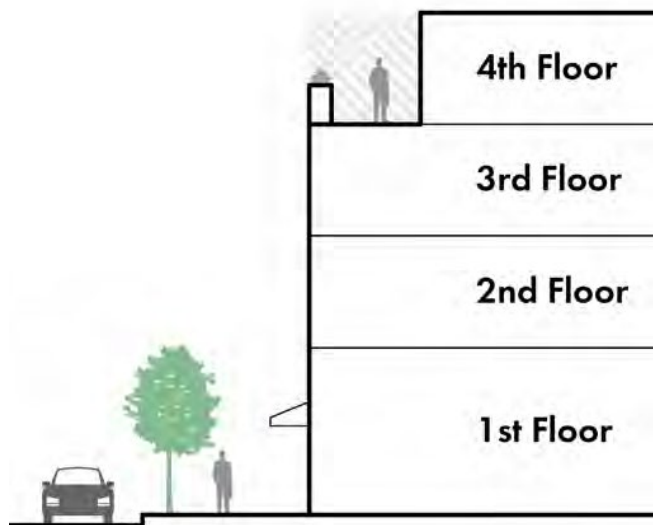
Less than Significant Impact

Scenic vistas are defined as panoramic views of important visual features, as seen from public viewing areas. Impacts on a scenic vista can occur in two ways: when a project directly diminishes the scenic quality of vistas and when the project blocks views of corridors and vistas of the scenic resource at public locations. Paramount is a completely urbanized community with a relatively flat topography and, as a result, scenic vistas in the NPGSP area are limited to intermittent distant views of the San Gabriel Mountains to the north along roadway corridors.

The proposed NPGSP would result in redevelopment and infill development within the existing developed urban environment. The views along roadway corridors would continue to be of a developed and urban landscape. The proposed NPGSP includes site development standards that require parkways and sidewalks totaling 15-feet-wide along Paramount Boulevard, 11-feet-wide along Rosecrans Avenue, and a 9-foot-wide setback on all other roadways. In addition, the NPGSP site development standards require a 10-foot setback for residential projects. These parkway, sidewalk, and setback standards would provide for the continuation of the long-distance views of the San Gabriel Mountains to the north, as building structures would not encroach into any existing roadway view corridors.

The NPGSP would also limit maximum building heights at 45 feet (4-stories), which is the same height that is generally allowed by existing zoning within the NPGSP area. The proposed NPGSP design standards require that the 4th floor be stepped-back a minimum of 10-feet, as shown in Figure 5.1-2.

Figure 5.1-2: Illustration of Upper Story Step-Back



With implementation of the required step-backs, new structures would not block scenic view corridors. Therefore, the proposed NPGSP would not result in new building structures encroaching into existing scenic viewsheds. Specifically, implementation of the proposed Project would not significantly affect existing scenic views of the San Gabriel Mountains. Impacts related to scenic vistas from implementation of the proposed NPGSP would be less than significant.

IMPACT AE-2: THE PROJECT WOULD NOT SUBSTANTIALLY DAMAGE SCENIC RESOURCES, INCLUDING BUT NOT LIMITED TO TREES, ROCK OUTCROPPINGS, AND HISTORIC BUILDINGS WITHIN A STATE SCENIC HIGHWAY?**No Impact**

The NPGSP area is not within or visible from any existing designated (or eligible) scenic highways, nor are any local roadways designated as scenic corridors. The closest officially designated state scenic highway is SR 91 at SR 55, which is approximately 23 miles east of the site, and the closest eligible state scenic highway is SR 1 over 15 miles south, in the City of Long Beach. The topography of the NPGSP area is essentially level without any rock outcroppings or other unique natural features. The City of Paramount General Plan does not identify any historical structures within the NPGSP area. Therefore, NPGSP development and operation would not substantially damage scenic resources including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway. Thus, no impacts would occur.

IMPACT AE-3: THE PROJECT WOULD NOT SUBSTANTIALLY DEGRADE THE EXISTING VISUAL CHARACTER OR QUALITY OF PUBLIC VIEWS OF THE SITE AND ITS SURROUNDINGS (PUBLIC VIEWS ARE THOSE THAT ARE EXPERIENCED FROM A PUBLICLY ACCESSIBLE VANTAGE POINT). THE PROJECT IS IN AN URBANIZED AREA AND WOULD NOT CONFLICT WITH APPLICABLE ZONING OR OTHER REGULATION GOVERNING SCENIC QUALITY.**Less than Significant Impact**

The NPGSP area site is located in an area that meets the U.S. Census Bureau's definition of an "urbanized area" and is planned for urban uses by the City General Plan. Therefore, for purposes of evaluation herein the proposed Project is considered to be located in an urbanized area, and the analysis focuses on the Project's consistency with applicable zoning and other regulations governing scenic quality.

The proposed NPGSP would allow for the reuse of existing structures and sites, the redevelopment of underutilized parcels, and the development of vacant parcels with commercial, office, and residential uses in a mixed-use pedestrian-oriented setting. The Project is proposed to facilitate and encourage residential mixed-use development and commercial/retail redevelopment near the planned WSAB light rail transit station. The NPGSP buildout would result in 5,044 residential units and 31,171 square feet of retail and office space. The proposed NPGSP includes design and development standards that provides regulations regarding scenic quality. The NPGSP would not change allowable building heights in the Plan area such that it would degrade the quality or character of the area. The maximum height for buildings within the NPGSP area would be four stories (45-feet maximum height).

New projects within the NPGSP would be required to be consistent with the NPGSP includes design and development standards, which include regulations related to building height, massing, setbacks, building facades, parking locations, open space requirements, and landscaping requirements. The proposed NPGSP describes that the standards are intended to ensure that development occurs according to the community's vision of a pedestrian-oriented environment reflecting Paramount's history and culture. As new development is proposed within the NPGSP area, the City's existing development review and permit process would ensure that all applicable NPGSP land use regulations and design requirements are met.

In addition to regulating private development project areas, the NPGSP design guidelines also incorporate public realm and streetscape improvements, including a specified palette of street trees, street furniture (e.g., planters, benches, bicycle parking, trash receptacles), wayfinding signage, and public open spaces. Implementation of these design criteria with improvements to existing streetscapes would enhance the existing visual character of the NPGSP area.

Public Resources Code §21099(d)(1) states, “Aesthetic and parking impacts of a residential, mixed-use residential, or employment center project on an infill site within a transit priority area shall not be considered significant impacts on the environment.” Since the NPGSP exclusively propose residential, mixed-use residential, and employment-generating uses on infill sites that are within one-half mile of a major transit stop (Metro light rail), aesthetic impacts are not considered significant under CEQA.

The project would also be consistent with applicable General Plan policies that relate to aesthetic resources, as detailed below in Table 5.1-1.

Table 5.1-1: General Plan Scenic Quality Policy Consistency Analysis

Policy	Project Consistency
Land Use Element	
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.	The proposed NPGSP includes design and development standards that would be implemented through the City’s development plan check and permitting process, which are designed to protect and preserve a high quality of life in the NPGSP area. Therefore, the proposed Project is consistent with Land Use Element Policy 2.
Policy 6. The City of Paramount will strive to improve the unity and identity of individual neighborhoods as a means to protect and preserve a high quality of life in Paramount.	The proposed NPGSP includes design and development standards that would be implemented through the City’s development plan check and permitting process, which are designed to improve the unity and identity of the NPGSP area and preserve a high quality of life in the NPGSP area. Therefore, the proposed Project is consistent with Land Use Element Policy 6.
Policy 19. The City of Paramount will continue to work towards improving the appearance of the entryways leading into the City.	The NPGSP area includes a City entryway from I-105 along Paramount Boulevard. The proposed NPGSP includes design and development standards that would be implemented through the City’s development plan check and permitting process, which are designed to improve the appearance of the NPGSP area. Therefore, the proposed Project is consistent with Land Use Element Policy 6.
Policy 20. The City of Paramount will continue to work towards the implementation of streetscape and sign standards.	The proposed NPGSP includes design and development standards that include streetscape and sign standards. Therefore, the proposed Project is consistent with Land Use Element Policy 20.
Policy 22. The City of Paramount will continue to promote quality design in the review of residential, commercial, and industrial development.	The proposed NPGSP includes design and development standards that would be implemented through the City’s development plan check and permitting process, which are designed to promote quality design in the NPGSP area. Therefore, the proposed Project is consistent with Land Use Element Policy 22.
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.	The proposed NPGSP includes design and development standards that would be implemented through the City’s development plan check and permitting process, which are designed to promote quality design themes in the NPGSP area. Therefore, the proposed Project is consistent with Land Use Element Policy 23.
Resource Management Element	

Policy	Project Consistency
Policy 6. The City of Paramount will require special design and landscaping treatments along major roadways and other scenic corridors.	The proposed NPGSP includes design and development standards that include landscaping treatments along roadways, including Paramount Boulevard, which is the major roadway in the NPGSP area. Therefore, the proposed Project is consistent with Resource Management Element Policy 6.
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.	The proposed NPGSP includes design and development standards that would be implemented through the City's development plan check and permitting process, which are designed to improve the image of the City. Therefore, the proposed Project is consistent with Economic Development Element Policy 1.

IMPACT AE-4: THE PROJECT WOULD NOT CREATE A NEW SOURCE OF SUBSTANTIAL LIGHT OR GLARE THAT WOULD ADVERSELY AFFECT DAY AND NIGHTTIME VIEWS IN THE AREA.

Less Than Significant Impact

The NPGSP area is urbanized and includes a mix of residential, commercial, industrial, and office land use, with few vacant parcels remaining. Existing sources of light include interior and exterior building lighting, parking lot lighting, street lighting, interior lighting passing through windows, and landscape lighting. Implementation of the proposed NPGSP would increase overall nighttime lighting due to increases in development intensity and density of land uses. New lighting would accompany all new development, including exterior lighting for streetlights, parking lots, signs, walkways, and interior lighting, which could be visible through windows to the outside.

Any new lighting in the NPGSP area must comply with the Municipal Code, which would be verified through the City's existing development review and permitting process. Light emanating from new uses within the NPGSP area would be required to be shielded to focus lighting away from, and to prevent spillage onto adjacent sensitive uses such as residential areas. Provisions would also minimize light from buildings streaming directly into streets, which could impair drivers at night. With compliance to existing Municipal Code requirements, impacts related to increased sources of light affecting day or nighttime views of the area would be less than significant.

Lighting associated with construction activities would be required to comply with the Municipal Code and would also be a temporary impact. Most construction activities could be expected to occur during daytime hours. In cases of urgent necessity, construction activities could be permitted outside of daytime hours upon a finding that a temporary exception would not adversely impact adjacent properties and the health, safety, and welfare of the community. Under normal conditions, nighttime construction-related lighting would be low-level and would be used only for safety and security purposes. In consideration of these factors, impacts related to lighting and glare during construction activities would be less than significant.

Glare can emanate from many sources, some of which include direct sunlight, sunlight reflecting from cars or buildings, and bright outdoor or indoor lighting. Glare from reflective surfaces could occur if development uses large expanses of glass, metal, and other reflective surfaces for building façades.

Implementation of design criteria outlined in Section 4 of the NPGSP encourages use of traditional non-reflective materials including brick, stone, and wood and discourage the use of reflective materials. Furthermore, all new projects would require design review, which would ensure that reflective surfaces that

would result in glare are not used. The NPGSP area is currently developed with urban land uses, and implementation of the Plan would not result in a substantial net increase in daytime glare, even though an increase in building intensity would occur. With compliance with NPGSP design criteria and compliance with the Municipal Code that limit lighting and require shielding, impacts related to increased sources of glare affecting day or nighttime views of the area would be less than significant.

In consideration of the preceding factors, implementation of the NPGSP would result in less than significant impacts related to light and glare.

5.1.7 CUMULATIVE IMPACTS

The setting for analysis of cumulative aesthetics impacts of the NPGSP is the viewshed within which the NPGSP area is located. Like the NPGSP area, the cumulative analysis area has long been developed with urban uses. Cumulative development would thus be characterized as infill primarily consisting of increased development intensities reinforcing the existing urban character of the area. Like the proposed Project, future cumulative development would result in changes to existing development intensity through conversion of vacant land to a developed state as well as through the conversion of existing land uses to higher intensities. As previously noted, there are limited vacant parcels remaining in the City of Paramount in general.

As described previously, scenic vistas are limited to intermittent distant views of the San Gabriel Mountains to the north along roadway corridors. The new development that would occur pursuant to the NPGSP would be required to include parkways, sidewalks, setbacks for residential projects, and building step-backs above 3-stories that would maintain the existing roadway view corridor. Thus, the Project would not result in a cumulatively considerable impact related to scenic vistas.

The NPGSP includes development and design criteria that is intended to improve the visual quality of the NPGSP area; thus, the cumulative change in visual conditions that would result from implementation of the NPGSP in combination with nearby projects would not be considered adverse. With implementation of the NPGSP's development standards and design criteria, compliance with General Plan policies pertaining to visual and aesthetics character, and compliance with the Municipal Code where applicable, implementation of the proposed NPGSP area would result in a less than significant aesthetics and visual impact and would not contribute to a cumulatively considerable adverse impact.

The cumulative study area for light and glare impacts is immediately adjacent lands that could receive light or glare from new development within the NPGSP area. All urbanized areas contain a variety of sources of nighttime lighting, such as roadways, vehicle lights, and exterior security lighting, as well as sources of daytime glare, such as glass windows on buildings. However, compliance with the Municipal Code requirements regarding light and glare, that would be verified by the City during development project review and permitting process, would provide that impacts related to light and glare within the NPGSP area are less than significant; thus, the cumulative change in light and glare conditions that would result from implementation of the NPGSP in combination with nearby projects would be less than cumulatively considerable. The proposed NPGSP, in combination with other past, present, and reasonably foreseeable future infill and redevelopment projects in the vicinity of the NPGSP would contribute to cumulative nighttime lighting and daytime glare. However, with implementation of the Municipal Code requirements buildout of the NPGSP would not contribute to a cumulatively considerable adverse impact.

5.1.8 EXISTING REGULATIONS

- City of Paramount General Plan
- City of Paramount Municipal Code

5.1.9 LEVEL OF SIGNIFICANCE BEFORE MITIGATION

Upon implementation of regulatory requirements and the proposed NPGSP development and design criteria, less than significant aesthetics related impacts would occur.

5.1.10 MITIGATION MEASURES

No mitigation measures are required.

5.1.11 LEVEL OF SIGNIFICANCE AFTER MITIGATION

Impacts related to aesthetics would be less than significant.

REFERENCES

Caltrans State Scenic Highway System Map. Accessed:

<https://caltrans.maps.arcgis.com/apps/webappviewer/index.html?id=465dfd3d807c46cc8e8057116f1aaca>

City of Paramount General Plan. Accessed:

<https://www.paramountcity.com/home/showpublisheddocument/8143/637847729654300000>

City of Paramount Municipal Code. Accessed:

https://library.qcode.us/lib/paramount_ca/pub/municipal_code/search_results

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5.2 Air Quality

5.2.1 INTRODUCTION

This section provides an overview of the existing air quality within the South Coast Air Basin (Basin), including the City of Paramount and the surrounding region, a summary of applicable regulations, and analyses of potential short-term and long-term air quality impacts from implementation of the proposed NPGSP. Mitigation measures are recommended as necessary to reduce significant air quality impacts. This analysis is based on the following City documents and air quality analysis that is included in Appendix B to this Draft EIR:

- City of Paramount General Plan;
- City of Paramount Municipal Code; and
- North Paramount Gateway Specific Plan Air Quality Impact Analysis, Appendix B.

5.2.2 REGULATORY SETTING

5.2.2.1 Federal Regulations

The EPA is responsible for setting and enforcing the National Ambient Air Quality Standards (NAAQS) for O₃, CO, NO_x, SO₂, PM₁₀, and Pb. The EPA has jurisdiction over emissions sources that are under the authority of the federal government including aircraft, locomotives, and emissions sources outside state waters (Outer Continental Shelf). The EPA also establishes emission standards for vehicles sold in states other than California. Automobiles sold in California must meet the stricter emission requirements of the California Air Resources Board (CARB).

The Federal Clean Air Act (CAA) was first enacted in 1955 and has been amended numerous times in subsequent years (1963, 1965, 1967, 1970, 1977, and 1990). The CAA establishes the federal air quality standards, the NAAQS, and specifies future dates for achieving compliance. The CAA also mandates that states submit and implement State Implementation Plans (SIPs) for local areas not meeting these standards. These plans must include pollution control measures that demonstrate how the standards would be met.

The 1990 amendments to the CAA that identify specific emission reduction goals for areas not meeting the NAAQS require a demonstration of reasonable further progress toward attainment and incorporate additional sanctions for failure to attain or to meet interim milestones. The sections of the CAA most directly applicable to the development of the Project site include Title I (Non-Attainment Provisions) and Title II (Mobile Source Provisions) (14) (15). Title I provisions were established with the goal of attaining the NAAQS for the following criteria pollutants O₃, NO₂, SO₂, PM₁₀, CO, PM_{2.5}, and Pb. The NAAQS were amended in July 1997 to include an additional standard for O₃ and to adopt a NAAQS for PM_{2.5}. Table 2-3 (previously presented) provides the NAAQS within the Basin.

Mobile source emissions are regulated in accordance with Title II provisions. These provisions require the use of cleaner burning gasoline and other cleaner burning fuels such as methanol and natural gas. Automobile manufacturers are also required to reduce tailpipe emissions of hydrocarbons and NO_x. NO_x is a collective term that includes all forms of NO_x which are emitted as byproducts of the combustion process.

5.2.2.2 State Regulations

California Air Resources Board (CARB)

CARB, which became part of the CalEPA in 1991, is responsible for ensuring implementation of the California Clean Air Act (AB 2595), responding to the federal CAA, and for regulating emissions from consumer

products and motor vehicles. AB 2595 mandates achievement of the maximum degree of emissions reductions possible from vehicular and other mobile sources in order to attain the state ambient air quality standards by the earliest practical date. CARB established the California Ambient Air Quality Standards (CAAQS) for all pollutants for which the federal government has NAAQS and, in addition, establishes standards for SO₄, visibility, hydrogen sulfide (H₂S), and vinyl chloride (C₂H₃Cl). However, at this time, H₂S and C₂H₃Cl are not measured at any monitoring stations in the Basin because they are not considered to be a regional air quality problem. Generally, the CAAQS are more stringent than the NAAQS.

Local air quality management districts, such as the South Coast Air Quality Management District (SCAQMD), regulate air emissions from stationary sources such as commercial and industrial facilities. All air pollution control districts have been formally designated as attainment or non-attainment for each CAAQS.

Serious non-attainment areas are required to prepare Air Quality Management Plans (AQMP) that include specified emission reduction strategies in an effort to meet clean air goals. These plans are required to include:

- Application of Best Available Retrofit Control Technology to existing sources;
- Developing control programs for area sources (e.g., architectural coatings and solvents) and indirect sources (e.g., motor vehicle use generated by residential and commercial development);
- A District permitting system designed to allow no net increase in emissions from any new or modified permitted sources of emissions;
- Implementing reasonably available transportation control measures and assuring a substantial reduction in growth rate of vehicle trips and miles traveled;
- Significant use of low emissions vehicles by fleet operators;
- Sufficient control strategies to achieve a 5% or more annual reduction in emissions or 15% or more in a period of three years for ROG, NO_x, CO and PM₁₀. However, air basins may use alternative emission reduction strategy that achieves a reduction of less than 5% per year under certain circumstances.

Title 24 Energy Efficiency Standards and California Green Building Standards

California Code of Regulations (CCR) Title 24 Part 6: The California Energy Code was first adopted in 1978 in response to a legislative mandate to reduce California's energy consumption. The standards are updated periodically to allow consideration and possible incorporation of new energy efficient technologies and methods. CCR, Title 24, Part 11: California Green Building Standards Code (CALGreen) is a comprehensive and uniform regulatory code for all residential, commercial, and school buildings that is updated every three years. The CALGreen standards applicable to the Project include the following:

Residential Mandatory Measures:

Electric vehicle (EV) charging stations. New construction shall comply with Section 4.106.4.1, 4.106.4.2, and 4.106.4.3, to facilitate future installation and use of EV chargers. Electric vehicle supply equipment (EVSE) shall be installed in accordance with the *California Electrical Code*, Article 625. (4.106.4).

New one- and two-family dwellings and townhouses with attached private garages. For each dwelling unit, install a listed raceway to accommodate a dedicated 208/240-volt branch circuit. The raceway shall not be less than trade size 1 (nominal 1-inch inside diameter). The raceway shall originate at the main service or subpanel and shall terminate into a listed cabinet, box or other enclosure in close proximity to the proposed location of an EV charger. Raceways are required to be continuous at enclosed, inaccessible, or

concealed areas and spaces. The service panel and/or subpanel shall provide capacity to install a 40-ampere 208/240-volt minimum dedicated branch circuit and space(s) reserved to permit installation of a branch circuit overcurrent protective device.

New hotels and motels. All newly constructed hotels and motels shall provide EV spaces capable of supporting future installation of EVSE. The construction documents shall identify the location of the EV spaces. The number of required EV spaces shall be based on the total number of parking spaces provided for all types of parking facilities in accordance with Table 4.106.4.3.1.

Water conserving plumbing fixtures and fittings. Plumbing fixtures (water closets and urinals) and fittings (faucets and showerheads) shall comply with Sections 4.303.1.1, 4.303.1.2, 4.303.1.3, and 4.303.1.4.

Outdoor potable water use in landscape areas. Residential developments shall comply with a local water efficient landscape ordinance (Chapter 17.96 of the Paramount Municipal Code) or the current California Department of Water Resources Model Water Efficient Landscape Ordinance (MWELO), whichever is more stringent.

Operation and maintenance manual. At the time of final inspection, a manual, compact disc, web-based reference or other media acceptable to the enforcing agency which includes all of the following shall be placed in the building:

Directions to the owner or occupant that the manual shall remain with the building throughout the life cycle of the structure.

Operations and maintenance instructions for the following:

- Equipment and appliances, including water-saving devices and systems, HVAC systems, photovoltaic systems, EV chargers, water-heating systems and other major appliances and equipment.
- Roof and yard drainage, including gutter and downspouts.
- Space conditioning systems, including condensers and air filters.
- Landscape irrigation systems.
- Water reuse systems.
- Information from local utility, water, and waste recovery providers on methods to future reduce resource consumption, including recycle programs and locations.
- Public transportation and/or carpool options available in the area.
- Educational material on the positive impacts of an interior relative humidity between 30-60% and what methods an occupants may use to maintain the relative humidity level in that range.
- Information about water-conserving landscape and irrigation design and controllers which conserve water.
- Instructions for maintaining gutters and downspouts and the importance of diverting water at least 5 feet away from the foundation.
- Information about state solar energy and incentive programs available.
- A copy of all special inspection verifications required by the enforcing agency of this code.
- Information from CALFIRE on maintenance of defensible space around residential structures.

- Any installed gas fireplace shall be direct-vent sealed-combustion type. Any installed woodstove or pellet stove shall comply with U.S. EPA New Source Performance Standards (NSPS) emission limits as applicable and shall have a permanent label indicating they are certified to meet the emission limits. Woodstoves, pellet stoves, and fireplaces shall also comply with applicable local ordinances.
- Paints and coatings. Architectural paints and coatings shall comply with VOC limits in Table 1 of the CARB Architectural Suggested Control Measure, as shown in Table 4.504.3, unless more stringent local limits apply. The VOC content limit for coatings that do not meet the definitions for the specialty coatings categories listed in Table 4.504.3 shall be determined by classifying the coating as a Flat, Nonflat, or Nonflat-high Gloss coating, based on its gloss, as defined in subsections 4.21, 4.36, and 4.37 of the 2007 CARB, Suggested Control Measure, and the corresponding Flat, Nonflat, Nonflat-high Gloss VOC limit in Table 4.504.3 shall apply.

Nonresidential Mandatory Measures:

Short-term bicycle parking. If the new project or an additional alteration is anticipated to generate visitor traffic, provide permanently anchored bicycle racks within 200 feet of the visitors' entrance, readily visible to passers-by, for 5% of new visitor motorized vehicle parking spaces being added, with a minimum of one two-bike capacity rack (5.106.4.1.1).

Long-term bicycle parking. For new buildings with tenant spaces that have 10 or more tenant-occupants, provide secure bicycle parking for 5% of the tenant-occupant vehicular parking spaces with a minimum of one bicycle parking facility (5.106.4.1.2).

Designated parking for clean air vehicles. In new projects or additions to alterations that add 10 or more vehicular parking spaces, provide designated parking for any combination of low-emitting, fuel-efficient and carpool/van pool vehicles as shown in Table 5.106.5.2 (5.106.5.2).

EV charging stations. New construction shall facilitate the future installation of EV supply equipment. The compliance requires empty raceways for future conduit and documentation that the electrical system has adequate capacity for the future load. The number of spaces to be provided for is contained in Table 5.106.5.3.3 (5.106.5.3).

Outdoor light pollution reduction. Outdoor lighting systems shall be designed to meet the backlight, uplight and glare ratings per Table 5.106.8 (5.106.8)

Construction waste management. Recycle and/or salvage for reuse a minimum of 65% of the nonhazardous construction and demolition waste in accordance with Section 5.408.1.1, 5.405.1.2, or 5.408.1.3; or meet a local construction and demolition waste management ordinance, whichever is more stringent (5.408.1).

Excavated soil and land clearing debris. 100% of trees, stumps, rocks, and associated vegetation and soils resulting primarily from land clearing shall be reused or recycled. For a phased project, such material may be stockpiled on site until the storage site is developed (5.408.3).

Recycling by Occupants. Provide readily accessible areas that serve the entire building and are identified for the depositing, storage and collection of non-hazardous materials for recycling, including (at a minimum) paper, corrugated cardboard, glass, plastics, organic waste, and metals or meet a lawfully enacted local recycling ordinance, if more restrictive (5.410.1).

Water conserving plumbing fixtures and fittings. Plumbing fixtures (water closets and urinals) and fittings (faucets and showerheads) shall comply with the following:

- Water Closets. The effective flush volume of all water closets shall not exceed 1.28 gallons per flush (5.303.3.1)

- Urinals. The effective flush volume of wall-mounted urinals shall not exceed 0.125 gallons per flush (5.303.3.2.1). The effective flush volume of floor-mounted or other urinals shall not exceed 0.5 gallons per flush (5.303.3.2.2).
- Showerheads. Single showerheads shall have a minimum flow rate of not more than 1.8 gallons per minute and 80 psi (5.303.3.3.1). When a shower is served by more than one showerhead, the combine flow rate of all showerheads and/or other shower outlets controlled by a single valve shall not exceed 1.8 gallons per minute at 80 psi (5.303.3.3.2).
- Faucets and fountains. Nonresidential lavatory faucets shall have a maximum flow rate of not more than 0.5 gallons per minute at 60 psi (5.303.3.4.1). Kitchen faucets shall have a maximum flow rate of not more than 1.8 gallons per minute of 60 psi (5.303.3.4.2). Wash fountains shall have a maximum flow rate of not more than 1.8 gallons per minute (5.303.3.4.3). Metering faucets shall not deliver more than 0.20 gallons per cycle (5.303.3.4.4). Metering faucets for wash fountains shall have a maximum flow rate not more than 0.20 gallons per cycle (5.303.3.4.5).
- Outdoor portable water use in landscaped areas. Nonresidential developments shall comply with a local water efficient landscape ordinance or the current California Department of Water Resources' Model Water Efficient Landscape Ordinance (MWELO), whichever is more stringent (5.304.1).
- Water meters. Separate submeters or metering devices shall be installed for new buildings or additions in excess of 50,000 square feet or for excess consumption where any tenant within a new building or within an addition that is projected to consume more than 1,000 gallons per day (5.303.1.1 and 5.303.1.2).
- Outdoor water use in rehabilitated landscape projects equal or greater than 2,500 square feet. Rehabilitated landscape projects with an aggregate landscape area equal to or greater than 2,500 square feet requiring a building or landscape permit (5.304.3).
- Commissioning. For new buildings 10,000 square feet and over, building commissioning shall be included in the design and construction processes of the building project to verify that the building systems and components meet the owner's or owner representative's project requirements (5.410.2).

The CalGreen Building Standards Code has been adopted by the City of Paramount in Municipal Code Title 15, Buildings and Construction.

5.2.2.3 Regional Regulations

SCAQMD

Criteria Air Pollutants

The South Coast Air Quality Management District (SCAQMD) attains and maintains air quality conditions in the Basin through a comprehensive program of planning, regulation, enforcement, technical innovation, and promotion of the understanding of air quality issues. The clean air strategy of SCAQMD includes preparation of plans for attainment of ambient air quality standards, adoption and enforcement of rules and regulations concerning sources of air pollution, and issuance of permits for stationary sources of air pollution. SCAQMD also inspects stationary sources of air pollution and responds to citizen complaints; monitors ambient air quality and meteorological conditions; and implements programs and regulations required by the CAA, CAAA, and CCAA. Air quality plans applicable to the proposed Project are discussed below.

Air Quality Management Plan

SCAQMD and the Southern California Association of Governments (SCAG) are responsible for preparing the air quality management plan (AQMP), which addresses federal and state CAA requirements. The AQMP details goals, policies, and programs for improving air quality in the Basin.

SCAG is mandated by law to develop a long-term regional transportation and sustainability plan every four years. On September 3, 2020, SCAG adopted Connect SoCal: 2020–2045 Regional Transportation Plan/Sustainable Communities Strategy (2020-2045 RTP/SCS). The 2020-2045 RTP/SCS is a long-range visioning plan that balances future mobility and housing needs with economic, environmental, and public health goals. It contains over 4,000 transportation projects, ranging from highway improvements, railroad grade separations, bicycle lanes, new transit hubs and replacement bridges. The RTP/SCS is an important planning document for the region, allowing project sponsors to qualify for federal funding.

The RTP/SCS also provides a combination of transportation and land use strategies that help the region achieve State GHG emissions reduction goals and Federal Clean Air Act requirements, preserve open space areas, improve public health and roadway safety, support our vital goods movement industry, and use resources more efficiently. GHG emissions resulting from development-related mobile sources are the most potent source of emissions.

SCAQMD Rules and Regulations

All projects are subject to SCAQMD rules and regulations. Specific rules applicable to the proposed Project include the following.

Rule 203 – Permit to Operate. A person shall not operate or use any equipment or agricultural permit unit, the use of which may cause the issuance of air contaminants, or the use of which may reduce or control the issuance of air contaminants, without first obtaining a written permit to operate from the Executive Officer or except as provided in Rule 202. The equipment or agricultural permit unit shall not be operated contrary to the conditions specified in the permit to operate.

Rule 401 – Visible Emissions. A person shall not discharge into the atmosphere from any single source of emission whatsoever any air contaminant for a period or periods aggregating more than three minutes in any 1 hour that is as dark or darker in shade as that designated No. 1 on the Ringelmann Chart, as published by the United States Bureau of Mines.

Rule 402 – Nuisance. A person shall not discharge from any source whatsoever such quantities of air contaminants or other material that cause injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public, or that endanger the comfort, repose, health, or safety of any such persons or the public, or that cause, or have a natural tendency to cause, injury or damage to business or property. The provisions of this rule do not apply to odors emanating from agricultural operations necessary for the growing of crops or the raising of fowl or animals.

Rule 403 – Fugitive Dust. SCAQMD Rule 403 governs emissions of fugitive dust during and after construction. Compliance with this rule is achieved through application of standard Best Management Practices, such as application of water or chemical stabilizers to disturbed soils, covering haul vehicles, restricting vehicle speeds on unpaved roads to 15 miles per hour, sweeping loose dirt from paved site access roadways, cessation of construction activity when winds exceed 25 mph, and establishing a permanent ground cover on finished sites.

Rule 403 requires project applicants to control fugitive dust using the best available control measures such that dust does not remain visible in the atmosphere beyond the property line of the emission source. In addition, Rule 403 requires implementation of dust suppression techniques to prevent fugitive dust from

creating an offsite nuisance. Applicable Rule 403 dust suppression (and PM_{10} generation) techniques to reduce impacts on nearby sensitive receptors may include, but are not limited to, the following:

- Apply nontoxic chemical soil stabilizers according to manufacturers' specifications to all inactive construction areas (previously graded areas inactive for 10 days or more).
- Water active sites at least three times daily. Locations where grading is to occur shall be thoroughly watered prior to earthmoving.
- Cover all trucks hauling dirt, sand, soil, or other loose materials, or maintain at least 2 feet of freeboard (vertical space between the top of the load and top of the trailer) in accordance with the requirements of California Vehicle Code Section 23114.
- Reduce traffic speeds on all unpaved roads to 15 miles per hour (mph) or less.
- Suspend all grading activities when wind speeds (including instantaneous wind gusts) exceed 25 mph.
- Provide bumper strips or similar best management practices where vehicles enter and exit the construction site onto paved roads, or wash off trucks and any equipment leaving the site each trip.
- Replant disturbed areas as soon as practical.
- Sweep onsite streets (and offsite streets if silt is carried to adjacent public thoroughfares) to reduce the amount of particulate matter on public streets. All sweepers shall be compliant with SCAQMD Rule 1186.1, Less Polluting Sweepers.

Rule 481 – Spray Coating. This rule applies to all spray painting and spray coating operations and equipment and states that a person shall not use or operate any spray painting or spray coating equipment unless one of the following conditions is met:

- The spray coating equipment is operated inside a control enclosure, which is approved by the Executive Officer. Any control enclosure for which an application for permit for new construction, alteration, or change of ownership or location is submitted after the date of adoption of this rule shall be exhausted only through filters at a design face velocity not less than 100 feet per minute nor greater than 300 feet per minute, or through a water wash system designed to be equally effective for the purpose of air pollution control.
- Coatings are applied with high-volume low-pressure, electrostatic and/or airless spray equipment.
- An alternative method of coating application or control is used which has effectiveness equal to or greater than the equipment specified in the rule.

Rule 1108 - Volatile Organic Compounds. This rule governs the sale, use, and manufacturing of asphalt and limits the volatile organic compound (VOC) content in asphalt used in the Basin. This rule also regulates the VOC content of asphalt used during construction. Therefore, all asphalt used during construction of the Project must comply with SCAQMD Rule 1108.

Rule 1113 – Architectural Coatings. No person shall apply or solicit the application of any architectural coating within the SCAQMD with VOC content in excess of the values specified in a table incorporated in the Rule.

Rule 1143 – Paint Thinners and Solvents. This rule governs the manufacture, sale, and use of paint thinners and solvents used in thinning of coating materials, cleaning of coating application equipment, and other

solvent cleaning operations by limiting their VOC content. This rule regulates the VOC content of solvents used during construction. Solvents used during the construction phase must comply with this rule.

5.2.3 ENVIRONMENTAL SETTING

Climate and Meteorology

The NPGSP area is located within the South Coast Air Basin (Basin), which is under the jurisdiction of the South Coast Air Quality Management District (SCAQMD). The Basin is a 6,600-square-mile coastal plain bounded by the Pacific Ocean to the southwest and the San Gabriel, San Bernardino, and San Jacinto Mountains to the north and east. The Basin includes the non-desert portions of Los Angeles, Riverside, and San Bernardino counties, and all of Orange County.

The ambient concentrations of air pollutants are determined by the amount of emissions released by sources and the atmosphere's ability to transport and dilute such emissions. Natural factors that affect transport and dilution include terrain, wind, atmospheric stability, and sunlight. Therefore, existing air quality conditions in the area are determined by such natural factors as topography, meteorology, and climate, in addition to the amount of emissions released by existing air pollutant sources.

Atmospheric conditions such as wind speed, wind direction, and air temperature gradients interact with the physical features of the landscape to determine the movement and dispersal of air pollutants. The topography and climate of Southern California combine to make the Basin an area of high air pollution potential. The Basin is a coastal plain with connecting broad valleys and low hills, bounded by the Pacific Ocean to the west and high mountains around the rest of the perimeter. The general region lies in the semi-permanent high-pressure zone of the eastern Pacific, resulting in a mild climate tempered by cool sea breezes with light average wind speeds. The usually mild climatological pattern is disrupted occasionally by periods of extremely hot weather, winter storms, or Santa Ana winds. 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 cool marine layer and inhibits the pollutants in the marine layer from dispersing upward. In addition, light winds during the summer further limit ventilation. Furthermore, sunlight triggers the photochemical reactions which produce ozone.

Criteria Air Pollutants

As noted above, the (CARB) and US EPA have been established for each criteria pollutant to meet specific public health and welfare criteria set forth in the federal Clean Air Act (CAA). California has generally adopted more stringent ambient air quality standards for the criteria air pollutants (referred to as State Ambient Air Quality Standards, or state standards) and has adopted air quality standards for some pollutants for which there is no corresponding national standard, such as sulfates, hydrogen sulfide, vinyl chloride, and visibility-reducing particles. Table 5.2-1, Ambient Air Quality Standards for Criteria Pollutants, shows the current ambient air quality standards for the criteria air pollutants.

Table 5.2-1: Ambient Air Quality Standards for Criteria Pollutants

Pollutant	Averaging Time	State Standard	National Standard	Pollutant Health and Atmospheric Effects	Major Pollutant Sources
Ozone	1 hour	0.09 ppm	---	High concentrations can directly affect lungs, causing irritation. Long-term exposure may cause damage to lung tissue.	Formed when ROG and NO _x react in the presence of sunlight. Major sources include on-road motor vehicles, solvent evaporation, and commercial/industrial mobile equipment.
	8 hours	0.07 ppm	0.075 ppm		
	1 hour	20 ppm	35 ppm		

Pollutant	Averaging Time	State Standard	National Standard	Pollutant Health and Atmospheric Effects	Major Pollutant Sources
Carbon Monoxide (CO)	8 hours	9.0 ppm	9 ppm	Classified as a chemical asphyxiant, carbon monoxide interferes with the transfer of fresh oxygen to the blood and deprives sensitive tissues of oxygen.	Internal combustion engines, primarily gasoline-powered motor vehicles.
Nitrogen Dioxide (NO _x)	1 hour	0.18 ppm	0.100 ppm	Irritating to eyes and respiratory tract. Colors atmosphere reddish-brown.	Motor vehicles, petroleum refining operations, industrial sources, aircraft, ships, and railroads.
	Annual Arithmetic Mean	0.030 ppm	0.053 ppm		
Sulfur Dioxide (SO ₂)	1 hour	0.25 ppm	75 ppb	Irritates upper respiratory tract; injurious to lung tissue. Can yellow the leaves of plants, destructive to marble, iron, and steel. Limits visibility and reduces sunlight.	Fuel combustion, chemical plants, sulfur recovery plants, and metal processing.
	3 hours	---	0.50 ppm		
	24 hours	0.04 ppm	0.14 ppm		
	Annual Arithmetic Mean	---	0.03 ppm		
Respirable Particulate Matter (PM ₁₀)	24 hours	50 µg/m ³	150 µg/m ³	May irritate eyes and respiratory tract, decreases in lung capacity, cancer and increased mortality. Produces haze and limits visibility.	Dust and fume-producing industrial and agricultural operations, combustion, atmospheric photochemical reactions, and natural activities (e.g., wind-raised dust and ocean sprays).
	Annual Arithmetic Mean	20 µg/m ³	---		
Fine Particulate Matter (PM _{2.5})	24 hours	---	35 µg/m ³	Increases respiratory disease, lung damage, cancer, and premature death. Reduces visibility and results in surface soiling.	Fuel combustion in motor vehicles, equipment, and industrial sources; residential and agricultural burning; Also, formed from photochemical reactions of other pollutants, including NO _x , sulfur oxides, and organics.
	Annual Arithmetic Mean	12 µg/m ³	12 µg/m ³		
Lead (Pb)	30 Day Average	1.5 µg/m ³	---	Disturbs gastrointestinal system, and causes anemia, kidney disease, and neuromuscular and neurological dysfunction (in severe cases).	Present source: lead smelters, battery manufacturing and recycling facilities. Past source: combustion of leaded gasoline.
	Calendar Quarter	---	1.5 µg/m ³		
	Rolling 3-Month Average	---	0.15 µg/m ³		
Hydrogen Sulfide	1 hour	0.03 ppm	...	Nuisance odor (rotten egg smell), headache and breathing difficulties (higher concentrations)	Geothermal power plants, petroleum production and refining
Sulfates (SO ₄)	24 hours	25 µg/m ³	...	Decrease in ventilatory functions; aggravation of asthmatic symptoms; aggravation of cardio-pulmonary disease; vegetation damage; degradation of visibility; property damage.	Industrial processes.
Visibility Reducing Particles	8 hours	Extinction of 0.23/km; visibility of 10 miles or more	...	Reduces visibility, reduced airport safety, lower real estate value, and discourages tourism.	See PM _{2.5} .

ppm = parts per million; ppb = parts per billion; µg/m³ = micrograms per cubic meter.

Ozone. Ozone, the main component of photochemical smog, is primarily a summer and fall pollution problem. Ozone is not emitted directly into the air; but is formed through a complex series of chemical reactions involving other compounds that are directly emitted. These directly emitted pollutants (also known as ozone precursors) include reactive organic gases (ROGs) or volatile organic compounds (VOCs), and oxides of nitrogen (NO_x). While both ROGs and VOCs refer to compounds of carbon, ROG is a term used by CARB

and is based on a list of exempted carbon compounds determined by CARB. VOC is a term used by the US EPA and is based on its own exempt list. The time period required for ozone formation allows the reacting compounds to spread over a large area, producing regional pollution problems. Ozone concentrations are the cumulative result of regional development patterns rather than the result of a few significant emission sources.

Once ozone is formed, it remains in the atmosphere for one or two days. Ozone is then eliminated through reaction with chemicals on the leaves of plants, attachment to water droplets as they fall to earth ("rainout"), or absorption by water molecules in clouds that later fall to earth with rain ("washout"). Short-term exposure to ozone can irritate the eyes and cause constriction of the airways. In addition to causing shortness of breath, ozone can aggravate existing respiratory diseases such as asthma, bronchitis, and emphysema.

Carbon Monoxide. CO is a colorless, odorless gas produced by the incomplete combustion of carbon-containing fuels, such as gasoline or wood. CO concentrations tend to be the highest during the winter morning, when little to no wind and surface-based inversions trap the pollutant at ground levels. Because CO is emitted directly from internal combustion engines, unlike ozone, motor vehicles operating at slow speeds are the primary source of CO in the Basin. The highest ambient CO concentrations are generally found near congested transportation corridors and intersections.

Nitrogen Dioxide. NO₂ is a reddish-brown gas that is a by-product of combustion processes. Automobiles and industrial operations are the main sources of NO₂. Combustion devices emit primarily nitric oxide (NO), which reacts through oxidation in the atmosphere to form NO₂. The combined emissions of NO and NO₂ are referred to as NO_x, which are reported as equivalent NO₂. Aside from its contribution to ozone formation, NO₂ can increase the risk of acute and chronic respiratory disease and reduce visibility. NO₂ may be visible as a coloring component of a brown cloud on high pollution days, especially in conjunction with high ozone levels.

Sulfur Dioxide. SO₂ is a colorless, extremely irritating gas or liquid that enters the atmosphere as a pollutant mainly as a result of burning high sulfur-content fuel oils and coal, and from chemical processes occurring at chemical plants and refineries. When SO₂ oxidizes in the atmosphere, it forms sulfur trioxide (SO₃). Collectively, these pollutants are referred to as sulfur oxides (SO_x).

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. This compound also constricts the breathing passages, especially in people with asthma and people involved in moderate to heavy exercise. SO₂ potentially causes wheezing, shortness of breath, and coughing. Long-term SO₂ exposure has been associated with increased risk of mortality from respiratory or cardiovascular disease.

Particulate Matter. PM₁₀ and PM_{2.5} consist of particulate matter that is 10 microns or less in diameter and 2.5 microns or less in diameter, respectively (a micron is one-millionth of a meter). PM₁₀ and PM_{2.5} represent fractions of particulate matter that can be inhaled into the air passages and the lungs and can cause adverse health effects. Acute and chronic health effects associated with high particulate levels include the aggravation of chronic respiratory diseases, heart and lung disease, and coughing, bronchitis and respiratory illnesses in children. Particulate matter can also damage materials and reduce visibility. One common source of PM_{2.5} is diesel exhaust emissions.

PM₁₀ consists of particulate matter emitted directly into the air (e.g., fugitive dust, soot, and smoke from mobile and stationary sources, construction operations, fires, and natural windblown dust) and particulate matter formed in the atmosphere by condensation and/or transformation of SO₂ and ROG. Traffic generates particulate matter emissions through entrainment of dust and dirt particles that settle onto roadways and parking lots. PM₁₀ and PM_{2.5} are also emitted by burning wood in residential wood stoves and fireplaces

and open agricultural burning. $PM_{2.5}$ can also be formed through secondary processes such as airborne reactions with certain pollutant precursors, including ROGs, ammonia (NH_3), NO_x , and SO_x .

Lead. Lead is a metal found naturally in the environment and present in some manufactured products. There are a variety of activities that can contribute to lead emissions, which are grouped into two general categories, stationary and mobile sources. On-road mobile sources include light-duty automobiles; light-, medium-, and heavy-duty trucks; and motorcycles.

Emissions of lead have dropped substantially over the past 40 years. The reduction before 1990 is largely due to the phase-out of lead as an anti-knock agent in gasoline for on-road automobiles. Substantial emission reductions have also been achieved due to enhanced controls in the metals processing industry. In the Basin, atmospheric lead is generated almost entirely by the combustion of leaded gasoline and contributes less than 1 percent of the material collected as total suspended particulates.

Toxic Air Contaminants

Concentrations of toxic air contaminants (TACs), or in federal parlance, hazardous air pollutants (HAPs), are also used as indicators of ambient air quality conditions. A TAC is defined as an air pollutant that may cause or contribute to an increase in mortality or in serious illness, or that may pose a hazard to human health. TACs are usually present in minute quantities in the ambient air; however, their high toxicity or health risk may pose a threat to public health even at low concentrations.

According to the California Almanac of Emissions and Air Quality, the majority of the estimated health risk from TACs can be attributed to relatively few compounds, the most important being particulate matter from diesel-fueled engines (DPM). DPM differs from other TACs in that it is not a single substance, but rather a complex mixture of hundreds of substances. Although DPM is emitted by diesel-fueled internal combustion engines, the composition of the emissions varies depending on engine type, operating conditions, fuel composition, lubricating oil, and whether an emission control system is present.

Unlike the other TACs, no ambient monitoring data are available for DPM because no routine measurement method currently exists. However, CARB has made preliminary concentration estimates based on a particulate matter exposure method. This method uses the CARB emissions inventory's PM_{10} database, ambient PM_{10} monitoring data, and the results from several studies to estimate concentrations of diesel PM. In addition to diesel PM, the TACs for which data are available that pose the greatest existing ambient risk in California are benzene, 1,3-butadiene, acetaldehyde, carbon tetrachloride, hexavalent chromium, para-dichlorobenzene, formaldehyde, methylene chloride, and perchloroethylene.

CO Hotspots

An adverse CO concentration, known as a “hot spot” is an exceedance of the state one-hour standard of 20 ppm or the eight-hour standard of 9 ppm. It has long been recognized that CO hotspots are caused by vehicular emissions, primarily when idling at congested intersections. In response, vehicle emissions standards have become increasingly stringent in the last 20 years. Currently, the allowable CO emissions standard in California is a maximum of 3.4 grams/mile for passenger cars (there are requirements for certain vehicles that are more stringent). With the turnover of older vehicles, introduction of cleaner fuels, and implementation of increasingly sophisticated and efficient emissions control technologies, CO concentration in the Basin is now designated as attainment, and CO concentrations in the region have steadily declined (UC 2022).

Odors and Other Emissions

Odors are generally regarded as an annoyance rather than a health hazard. However, manifestations of a person's reaction to foul odors can range from psychological (e.g., irritation, anger, or anxiety) to physiological (e.g., circulatory and respiratory effects, nausea, vomiting, and headache). Offensive odors

are unpleasant and can lead to public distress generating citizen complaints to local governments. Although unpleasant, offensive odors rarely cause physical harm. The occurrence and severity of odor impacts depend on the nature, frequency, and intensity of the source, wind speed, direction, and the sensitivity of receptors.

Existing Conditions

Existing air quality is measured at established SCAQMD air quality monitoring stations. Monitored air quality is evaluated in the context of ambient air quality standards. These standards are the levels of air quality that are considered safe, with an adequate margin of safety, to protect the public health and welfare. NAAQS and California Ambient Air Quality Standards (CAAQS) currently in effect are shown in Table 5.2-1 *Ambient Air Quality Standards for Criteria Pollutants* above.

The SCAQMD has designated air monitoring areas (referred to as Source Receptor Areas [SRA]) throughout the district. The NPGSP area is located within the Southeast Los Angeles County area (SRA 5). There are no monitoring stations within the Southeast Los Angeles County area that reports air quality statistics for O₃, CO, NO₂, PM₁₀, and PM_{2.5}. As such, statistics from the next nearest monitoring stations are used. The South Central Los Angeles County monitoring station, located within SRA 12 and is located 2.2 miles west of the NPGSP area, monitors air quality data for O₃, CO, NO₂, and PM_{2.5}. For PM₁₀ data, the South Coastal Los Angeles County monitoring station, located in SRA 4 and 5.5 miles south of the NPGSP area, was utilized.

Table 5.2-2, *Air Quality Monitoring Summary, 2018-2020*, identifies the number of days ambient air quality standards were recently exceeded, which is considered to be representative of the local air quality. Both CARB and the US EPA use this type of monitoring data to designate areas with air quality problems and to initiate planning efforts for improvement. The three basic designation categories are nonattainment, attainment, and unclassified. Nonattainment is defined as any area that does not meet, or that contributes to ambient air quality in a nearby area that does not meet the primary or secondary ambient air quality standard for the pollutant. Attainment is defined as any area that meets the primary or secondary ambient air quality standard for the pollutant. Unclassifiable is defined as any area that cannot be classified on the basis of available information as meeting or not meeting the primary or secondary ambient air quality standard for the pollutant. California designations include a subcategory of nonattainment-transitional, which is given to nonattainment areas that are progressing and nearing attainment. See Table 5.2-2, for attainment designations for the Basin.

Table 5.2-2: Air Quality Monitoring Summary, 2018-2020

Pollutant	Standard	Year		
		2018	2019	2020
O3				
Maximum Federal 1-Hour Concentration (ppm)		0.075	0.100	0.152
Maximum Federal 8-Hour Concentration (ppm)		0.063	0.079	0.115
Number of Days Exceeding State 1-Hour Standard	> 0.09 ppm	0	1	3
Number of Days Exceeding State/Federal 8-Hour Standard	> 0.070 ppm	0	1	4
CO				
Maximum Federal 1-Hour Concentration	> 35 ppm	4.7	3.8	4.5
Maximum Federal 8-Hour Concentration	> 20 ppm	3.5	3.2	3.1
NO2				
Maximum Federal 1-Hour Concentration	> 0.100 ppm	0.068	0.070	0.072
Annual Federal Standard Design Value		0.015	0.014	0.015
PM10				
Maximum Federal 24-Hour Concentration (µg/m3)	> 150 µg/m3	55	72	59
Annual Federal Arithmetic Mean (µg/m3)		23.9	21.0	24.9
Number of Days Exceeding Federal 24-Hour Standard	> 150 µg/m3	0	0	0
Number of Days Exceeding State 24-Hour Standard	> 50 µg/m3	1	2	2
PM2.5				

Pollutant	Standard	Year		
		2018	2019	2020
Maximum Federal 24-Hour Concentration ($\mu\text{g}/\text{m}^3$)	> 35 $\mu\text{g}/\text{m}^3$	43.00	39.50	43.20
Annual Federal Arithmetic Mean ($\mu\text{g}/\text{m}^3$)	> 12 $\mu\text{g}/\text{m}^3$	12.96	10.87	13.57
Number of Days Exceeding Federal 24-Hour Standard	> 35 $\mu\text{g}/\text{m}^3$	1	1	7
Source: AQ, 2022 (Appendix B). Ppm = parts per million $\mu\text{g}/\text{m}^3$ = Microgram per Cubic Meter				

Table 5.2-3: Attainment Status of Criteria Pollutants in the South Coast Air Basin (Basin)

Criteria Pollutant	State Designation	Federal Designation
O ₃ – 1-hour standard	Nonattainment	--
O ₃ – 8-hour standard	Nonattainment	Nonattainment
PM ₁₀	Nonattainment	Attainment
PM _{2.5}	Nonattainment	Nonattainment
CO	Attainment	Unclassifiable/Attainment
NO ₂	Attainment	Unclassifiable/Attainment
SO ₂	Unclassifiable/Attainment	Unclassifiable/Attainment
Pb*	Attainment	Unclassifiable/Attainment
Source: AQ, 2022 (Appendix B). *The federal nonattainment designation for lead is only applicable towards the Los Angeles County portion of the Basin.		

Sensitive Land Uses

The NPGSP area contains a number of sensitive receptors, such as residences, daycare centers, and health care facilities. The majority of the plan area is developed with multi-family residential uses. As such, sensitive receptors are located throughout the NPGSP area.

5.2.4 THRESHOLDS OF SIGNIFICANCE

According to Appendix G of the CEQA Guidelines, a project could have a significant adverse effect on air quality resources if it would:

- AQ-1 Conflict with or obstruct implementation of the applicable air quality plan;
- AQ-2 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;
- AQ-3 Expose sensitive receptors to substantial pollutant concentrations; or
- AQ-4 Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people.

Regional Thresholds

The SCAQMD's most recent regional significance thresholds from April 2019 for regulated pollutants are listed in Table 5.2-4. The SCAQMD's CEQA air quality methodology provides that any projects that result in daily emissions that exceed any of the thresholds in Table 5.2-4 would be considered to have both an individually (project-level) and cumulatively significant air quality impact.

Table 5.2-4: SCAQMD Regional Air Quality Thresholds

Pollutant	Construction (lbs/day)	Operations (lbs/day)
NO _x	100	55
VOC	75	55
PM ₁₀	150	150
PM _{2.5}	55	55
SO _x	150	150
CO	550	550
Lead	3	3
Source: AQ, 2022 (Appendix B).		

Localized Significance Thresholds

SCAQMD developed Local Significance Thresholds (LSTs) to determine if emissions of NO₂, CO, PM₁₀, or PM_{2.5} generated at a project site would expose sensitive receptors to substantial concentrations of criteria air pollutants. LSTs are the maximum emissions from a project's onsite activities that will not cause or contribute to an exceedance of the most stringent applicable federal or state ambient air quality standard at the nearest residence or sensitive receptor. However, an LST analysis can only be conducted at a development project level, and quantification of LSTs is not applicable for this program-level environmental analysis. For informational purposes, Table 5.2-5 provides the localized significance thresholds for projects in the South Coast Air Basin.

Table 5.2-5: SCAQMD Localized Significance Thresholds

Air Pollutant (Relevant AAQS)	Concentration
1-Hour CO Standard (CAAQS)	20 ppm
8-Hour CO Standard (CAAQS)	9.0 ppm
1-Hour NO ₂ Standard (CAAQS)	0.18 ppm
Annual NO ₂ Standard (CAAQS)	0.03 ppm
24-Hour PM ₁₀ Standard – Construction (SCAQMD)	10.4 µg/m ³
24-Hour PM _{2.5} Standard – Construction (SCAQMD)	10.4 µg/m ³
24-Hour PM ₁₀ Standard – Operation (SCAQMD)	2.5 µg/m ³
24-Hour PM _{2.5} Standard – Operation (SCAQMD)	2.5 µg/m ³
Annual Average PM ₁₀ Standard (SCAQMD)	1.0 µg/m ³
Source: AQ, 2022 (Appendix B).	

CO Hotspots

Areas of vehicle congestion have the potential to create pockets of CO called hotspots. These pockets have the potential to exceed the state 1-hour standard of 20 ppm or the 8-hour standard of 9 ppm. Because CO is produced in greatest quantities from vehicle combustion and does not readily disperse into the atmosphere, adherence to ambient air quality standards is typically demonstrated through an analysis of localized CO concentrations. Hotspots are typically produced at intersections, where traffic congestion is highest because vehicles queue for longer periods and are subject to reduced speeds. With the turnover of older vehicles and introduction of cleaner fuels as well as implementation of control technology on industrial facilities, CO concentrations in the South Coast Air Basin and the state have steadily declined. The analysis of CO hotspots compares the volume of traffic that has the potential to generate a CO hotspot and the volume of traffic generated by the proposed Project.

5.2.5 METHODOLOGY

Land uses such affect air quality through construction-source and operational-source emissions. In May 2021, the SCAQMD, in conjunction with the California Air Pollution Control Officers Association (CAPCOA) and

other California air districts, released the latest version of the CalEEMod Version 2020.4.0. The purpose of this model is to calculate construction-source and operational-source criteria pollutant (VOCs, NO_x, SO_x, CO, PM₁₀, and PM_{2.5}) and GHG emissions from direct and indirect sources; and quantify applicable air quality and GHG reductions achieved from mitigation measures. Accordingly, the latest version of CalEEMod has been used for this Project to determine construction and operational air quality emissions.

This analysis focuses on the nature and magnitude of the change in the air quality environment due to implementation of the proposed Project, based on the maximum development assumptions that are outlined in Section 3.0, *Project Description*. Air pollutant emissions associated with the proposed Project would result from construction equipment usage and from construction-related traffic. Additionally, emissions would be generated from operations of the future residential and business uses and from traffic volumes generated by these new uses. The net increases in emissions generated by these activities and other secondary sources have been quantitatively estimated and compared to the applicable thresholds of significance recommended by SCAQMD.

Although the Project would comply with all applicable AQMD requirements, it should be noted that emissions reductions associated with Rules 402, 1301, 1401, and 2305 cannot be quantified in the California Emissions Estimator Model (CalEEMod) and are therefore not reflected in the emissions presented herein. Conversely, Rule 403 (Fugitive Dust) and Rule 1113 (Architectural Coatings) can be modeled in CalEEMod. As such, credit for Rule 403 and Rule 1113 have been taken in the analysis.

AQMP Consistency

SCAQMD's CEQA Handbook suggests an evaluation of the following two criteria to determine whether a project involving a legislative land use action (such as the proposed General Plan land use and zoning designation changes) would be consistent or in conflict with the AQMP.

1. The project would not generate population and employment growth that would be inconsistent with SCAG's growth forecasts.
2. The project would not result in an increase in the frequency or severity of existing air quality violations or cause or contribute to new violations or delay the timely attainment of air quality standards or the interim emissions reductions specified in the AQMP.

Consistency Criterion No. 1 refers to SCAG's growth forecast and associated assumptions included in the AQMP. The future air quality levels projected in the AQMP are based on SCAG's growth projections, which are based in part on the general plans of cities and counties located within the SCAG region. Therefore, if the levels of housing or employment related to the proposed Project are consistent with the applicable assumptions used in the development of the AQMP, the Project would not jeopardize attainment of the air quality levels identified in the AQMP.

Consistency Criterion No. 2 refers to the California Ambient Air Quality Standards. An impact would occur if the long-term emissions associated with the proposed Project would exceed SCAQMD's regional significance thresholds for operation-phase emissions.

Construction

Construction of each area associated with the Project would result in emissions of VOCs, NO_x, SO_x, CO, PM₁₀, and PM_{2.5}. Construction related emissions are expected from the following construction activities: demolition, site preparation, grading, building construction, paving, and architectural coating. However, at this time NPGSP the details of future development projects are unknown (e.g., development rate, disturbance area per day, specific construction equipment and operating hours). Buildout of the NPGSP has a potential to result in a significant and unavoidable impact related to construction activity associated with future

implementing projects should multiple construction projects overlap. To evaluate construction emissions, the following construction equipment has been assumed to be used during construction of development projects.

Table 5.2-6: Construction Equipment Assumptions

Construction Activity	Equipment	Amount	Hours Per Day
Demolition	Concrete/Industrial Saws	1	8
	Excavators	3	8
	Rubber Tired Dozers	2	8
Site Preparation	Crawler Tractors	4	8
	Rubber Tired Dozers	3	8
Grading	Crawler Tractors	2	8
	Excavators	2	8
	Graders	1	8
	Rubber Tired Dozers	1	8
	Scrapers	2	8
Building Construction	Cranes	2	8
	Forklifts	5	8
	Generator Sets	2	8
	Tractors/Loaders/Backhoes	5	8
	Welders	2	8
Paving	Pavers	2	8
	Paving Equipment	2	8
	Rollers	2	8
Architectural Coating	Air Compressors	1	8

Source: AQ, 2022 (Appendix B).

Operations

Long-term (i.e., operational) regional emissions of criteria air pollutants and precursors, including mobile- and area-source emissions from the Project, were also quantified using the CalEEMod computer model. Area-source emissions were modeled according to the size and type of the land uses proposed. Mass mobile-source emissions were modeled based on the increase in daily vehicle trips that would result from the proposed Project. Predicted long-term operational emissions were compared with applicable SCAQMD thresholds for determination of significance.

5.2.6 ENVIRONMENTAL IMPACTS

As detailed in Section 3.0, *Project Description*, the timing of development and operation of the development pursuant to the NPGSP would be dependent upon market conditions and development applications for new projects. Due to the unknown nature and incremental timing of development projects pursuant to the land use plan, the air quality impact analysis includes conservative assumptions that provides for identification of the maximum potential impacts.

IMPACT AQ-1: THE PROJECT WOULD CONFLICT WITH OR OBSTRUCT IMPLEMENTATION OF AN APPLICABLE AIR QUALITY PLAN

Significant and Unavoidable Impact

Pursuant to Consistency Criterion No. 1, the SCAQMD's 2016 AQMP is the applicable air quality plan for the Project area. Projects that are consistent with the regional population, housing, and employment forecasts identified by SCAG are considered to be consistent with the AQMP growth projections, since the forecast assumptions by SCAG forms the basis of the land use and transportation control portions of the AQMP. Additionally, because SCAG's regional growth forecasts are based upon, among other things, land uses

designated in general plans, a project that is consistent with the land use designated in a general plan would also be consistent with the SCAG's regional forecast projections, and thus also with the AQMP growth projections.

As detailed in Section 5.11, *Populations and Housing*, buildout of the proposed NPGSP would result in a population increase of 18,209 residents within the 5,044 housing units that would equate to 1.0 percent and 0.5 percent of the anticipated County's growth. Future development pursuant to the NPGSP would consist of infill, mixed-use, and redevelopment projects that are market and need dependent. Development that would occur under the proposed NPGSP is intended to sustainability accommodate growth near the regional transit station as opposed to substantially increasing growth. The NPGSP approach to concentrate new development near transit is consistent with State policy aimed at meeting housing needs while reducing vehicle miles traveled (VMT) and improving air quality. SCAG's Connect SoCal goals include focusing higher-density development in transit-rich areas. The NPGSP would provide more opportunities for affordable housing, encourage transit-oriented development, promote active transportation, improve access to transit, reduce VMT, and streamline the environmental review of future development projects, all of which are consistent with the guiding policies of Connect SoCal.

The residential development that would occur under the proposed Project would help to meet housing demands from projected employment growth in the City while maintaining a healthy vacancy rate. The City has a limited (2.9%) residential unit vacancy rate, which provides limited choice in housing and higher rental costs from limited supply. Therefore, the NPGSP would not induce significant population growth in the City or the County and would serve to accommodate citywide and countywide growth in a sustainable manner that is consistent with State and regional land use and environmental policies.

Implementation of the NPGSP would also result in approximately 62 job opportunities. SCAG projects an increase of 1,600 jobs in the City by 2045. The jobs provided through the NPGSP would accommodate 4 percent of the anticipated growth. The housing added by the Project would help to meet housing demands from projected employment growth in the City while maintaining a healthy vacancy rate. The provision of housing within walking distance to the WASB station and community retail would reduce vehicle miles traveled and the related air quality emissions. In addition, the NPGSP implements infill development, located in an urbanized area with existing infrastructure, near transit, and implements bicycle and pedestrian infrastructure; all of which are intended to reduce vehicle miles traveled and vehicular emissions. This is consistent with the SCAG objective to "Encourage patterns of urban development and land use that reduce costs in infrastructure construction and make better use of existing facilities." Thus, the proposed NPGSP would support AQMP objectives to reduce trips, promote infill development, and balance jobs and housing, and would not conflict with implementation of the AQMP. As a result, the proposed NPGSP would comply with AQMD AQMP Consistency Criterion No. 1.

Regarding Consistency Criterion No. 2, which evaluates the potential of the proposed Project to increase the frequency or severity of existing air quality violations; as described previously, an impact related to Consistency Criterion No. 2 would occur if the long-term emissions associated with the proposed Project would exceed SCAQMD's regional significance thresholds for operation-phase emissions. As detailed below in Impact AQ-2, operation of the NPGSP at buildout would result in regional operational-source emissions that would exceed the thresholds of significance for CO, VOC, and NO_x emissions after implementation of requirements and Mitigation Measures AQ-8 and AQ-9; and therefore, would result in an increase in the frequency or severity of existing air quality violations and contribute to new violations or delay the timely attainment of air quality standards or the interim emissions reductions specified in the AQMP. Therefore, the proposed Project would result in an impact related to Consistency Criterion No. 2.

Overall, despite the Project's consistency with SCAG's regional growth forecasts, the Project would lead to increased regional air quality emissions that would exceed thresholds. Therefore, the proposed NPGSP

would result in a conflict with, or obstruct, implementation of the AQMP and impacts would be significant and unavoidable after implementation of the mitigation measures detailed below.

IMPACT AQ-2: THE PROJECT WOULD RESULT IN A CUMULATIVELY CONSIDERABLE NET INCREASE OF A CRITERIA POLLUTANT FOR WHICH THE PROJECT REGION IS NON-ATTAINMENT UNDER AN APPLICABLE FEDERAL OR STATE AMBIENT AIR QUALITY STANDARD.

Construction

Significant and Unavoidable Impact

Construction activities associated with the Project would result in emissions of CO, VOCs, NO_x, SO_x, PM₁₀, and PM_{2.5}. Pollutant emissions associated with construction would be generated from the following construction activities: (1) demolition, grading, and excavation; (2) construction workers traveling to and from the NPGSP area; (3) delivery and hauling of construction supplies to, and debris from, the NPGSP area; (4) fuel combustion by onsite construction equipment; (5) building construction; application of architectural coatings; and paving. These construction activities would temporarily create emissions of dust, fumes, equipment exhaust, and other air contaminants.

As described previously, the timing of development and operation of the development pursuant to the NPGSP would be dependent upon market conditions and development applications for new projects. Thus, construction activities associated with buildout of the proposed NPGSP would likely occur sporadically over 25 years or longer. Due to the uncertainty of the specific timing and methods of construction activities related to NPGSP development projects, the maximum daily emissions are based on a very conservative scenario that construction could occur throughout the NPGSP implementation period, based on maximum equipment use, and multiple future NPGSP development projects overlapping.

The estimated maximum daily construction emissions are summarized on Table 5.2-7, emissions resulting from the assumed Project construction would exceed thresholds established by the SCAQMD for emissions of VOCs, NO_x, CO, PM₁₀, and PM_{2.5}. Development projects would be required, through City construction permitting, to implement SCAQMD rules, including Rule 401, Rule 402, Rule 403, Rule 481, Rule 1108, Rule 1113, and Rule 1143 (described previously in Section 5.2.1.2, *Regional Regulations*) that would reduce construction-related emissions. Also, Mitigation Measures AQ-1 through AQ-7 are included to require the construction activities to utilize “Super-Compliant” low VOC paints that have no more than 10 g/L of VOC, which exceeds the regulatory VOC limits put forth by SCAQMD’s Rule 1113, to require all construction equipment greater than 150 horsepower (>150 HP) to be CARB certified tier 3 or higher, to use electrical and alternative fueled equipment, and other similar measures. With implementation of Mitigation Measures AQ-1 through AQ-6, emissions of VOC and NO_x from construction activities would be reduced and emissions from most NPGSP developments would be reduced to below the SCAQMD significance thresholds. However, due to the unknown detail about future development projects and the potential overlap of construction activities, it cannot be assured that the mitigation measures would reduce emissions below the SCAQMD significance thresholds. Therefore, based on the very conservative scenario of construction timing and construction equipment use, impacts related to construction emissions would remain significant and unavoidable.

Table 5.2-7: Overall Construction Emissions Summary

Construction Activity	Emissions (lbs/day)					
	VOC	NO _x	CO	SO _x	PM ₁₀	PM _{2.5}
Summer						
Demolition	4.61	42.43	40.40	0.08	2.30	1.91
Site Preparation	7.32	76.07	36.74	0.12	20.58	11.10
Grading	6.88	66.44	53.38	0.15	11.12	5.51
Building Construction	225.11	1,048.44	2,771.77	11.02	1,134.23	313.00
Paving	4.00	9.78	32.27	0.06	0.71	0.46
Architectural Coating	273.35	4.25	59.46	0.21	30.73	8.22
Winter						
Demolition	4.61	42.43	40.32	0.08	2.30	1.91
Site Preparation	7.32	76.08	36.64	0.12	20.58	11.10
Grading	6.89	66.45	53.28	0.15	11.12	5.51
Building Construction	241.28	1,093.04	2,617.56	10.66	1,134.25	313.02
Paving	4.01	9.78	32.22	0.06	0.71	0.46
Architectural Coating	273.80	4.48	55.28	0.20	30.73	8.22
Maximum Daily Emissions	273.80	1,093.04	2,771.77	11.02	1,134.25	313.02
SCAQMD Regional Threshold	75.00	100.00	550.00	150.00	150.00	55.00
Threshold Exceeded?	Yes	Yes	Yes	No	Yes	Yes

Source: AQ, 2022 (Appendix B).

Regional Operational Emissions

Significant and Unavoidable Impact

Development pursuant to the proposed NPGSP would consist mostly of infill, mixed-use, and redevelopment projects that are market and need dependent. Additionally, the residential development that would occur would help to meet housing demands from projected employment growth in the City and be in the proximity to transit and commercial uses that would reduce dependence of vehicles and result in a reduction in vehicle miles traveled.

The new development pursuant to the NPGSP would generate in long-term emissions of criteria air pollutants from area sources generated by vehicular emissions, natural gas consumption, landscaping, applications of architectural coatings, and use of consumer products, which are typical of residential, commercial, and office uses. As shown in Table 5.2-8, operation of the NPGSP at buildout and full occupancy would generate emissions that would exceed the applicable SCAQMD thresholds for VOC, NO_x, CO, PM₁₀, and PM_{2.5}.

Table 5.2-8: Summary of Peak Operational Emissions

Area	Emissions (lbs/day)					
	VOC	NO _x	CO	SO _x	PM ₁₀	PM _{2.5}
Summer						
Area Source	134.95	104.91	456.92	0.66	10.40	10.40
Energy Source	1.96	16.72	7.15	0.11	1.35	1.35
Mobile Source	53.96	47.66	540.35	1.23	172.77	46.42
Total Maximum Daily Emissions	190.87	169.29	1,004.41	2.0	184.53	58.17
SCAQMD Regional Threshold	55	55	550	150	150	55
Threshold Exceeded?	Yes	Yes	Yes	No	Yes	Yes
Winter						
Area Source	134.95	104.91	456.92	0.66	10.40	10.40
Energy Source	1.96	16.72	7.15	0.11	1.35	1.35
Mobile Source	53.31	51.42	535.48	1.18	172.77	46.42
Total Maximum Daily Emissions	190.21	173.05	999.55	1.95	184.53	58.17
SCAQMD Regional Threshold	55	55	550	150	150	55
Threshold Exceeded?	Yes	Yes	Yes	No	Yes	Yes

Source: AQ, 2022 (Appendix B).

As a result, Mitigation Measure AQ-8 would be implemented to require development projects in the NPGSP area to achieve 5 percent efficiency beyond the incumbent California Building Code Title 24 requirements; and Mitigation Measure AQ-9 would require enhanced water conservation for NPGSP development projects. However, even with implementation of Mitigation Measures AQ-8 and AQ-9, emissions would continue to exceed regional thresholds of significance established by the SCAQMD, and impacts would be significant and unavoidable. The majority of the Project's CO and NO_x emissions are derived from vehicle usage. Since neither the Project applicant nor the City have regulatory authority to control tailpipe emissions, no feasible mitigation measures exist that would reduce these emissions to less than significant levels.

Health Impacts of Exceeded Criteria Pollutant Emissions. The significant and unavoidable impacts of CO, NO_x, and VOC emissions are due largely to the use of consumer products and vehicle trips. NO_x is a "criteria" pollutant, a pollutant that is regulated by the US EPA pursuant to the federal Clean Air Act. The potential health impacts of criteria pollutants are analyzed on a regional level, not on a facility/project level.

Also, CO, NO_x, and VOCs are "precursor" pollutants, which makes analysis of potential health impacts even more difficult. CO, NO_x, and VOCs are precursors to ozone, which is formed in the atmosphere from the chemical reaction of CO, NO_x, and VOCs in the presence of sunlight. As explained by the SCAQMD in its amicus curiae brief for *Sierra Club v. County of Fresno*, it takes time and the influence of meteorological conditions for these reactions to occur, so ozone may be formed at a distance downwind from the sources." Given this, "...it takes a large amount of additional precursor emissions to cause a modeled increase in ambient ozone levels over an entire region." Therefore, SCAQMD opined that while it "may be feasible" for large, regional projects with very high emissions of CO, NO_x, and VOCs to conduct an accurate health impact analysis, SCAQMD staff does not currently know of a way to accurately quantify ozone-related health impacts caused by CO, NO_x, or VOC emissions from relatively small projects.

Thus, the difficulties with preparing potential health impact analysis related to the Project's CO, NO_x, and VOC emissions are twofold. First, current modeling is not capable of correlating emissions of criteria pollutants to concentrations that can be reasonably linked to specific health impacts. Second, CO, NO_x, and VOCs are precursor emissions and concentrations of CO, NO_x, and VOC are impacted by regional atmospheric conditions. CO, NO_x, and VOCs emitted by the Project may, depending upon interactions with the sun and other emissions, convert to ozone by complex chemical processes. Thus, there is a significant level of unpredictability associated with such conversion to ozone, as noted by the SCAQMD and the San Joaquin Valley Unified Air Pollution Control District (SJVAPD). It should also be noted that this analysis identifies health concerns related to CO and NO_x emissions. The previous discussion includes a list of criteria pollutants and summarizes common sources and effects. Thus, this EIR's analysis is reasonable and intended to foster informed decision making.

IMPACT AQ-3: THE PROJECT WOULD NOT EXPOSE SENSITIVE RECEPTORS TO SUBSTANTIAL POLLUTANT CONCENTRATIONS

CO Hotspots

Less than Significant

An adverse CO concentration, known as a "hotspot," would occur if an exceedance of the state 1-hour standard of 20 ppm or the 8-hour standard of 9 ppm were to occur. It has long been recognized that CO hotspots are caused by vehicular emissions, primarily when idling at congested intersections. In response, vehicle emissions standards have become increasingly stringent in the last 20 years. Currently, the allowable CO emissions standard in California is a maximum of 3.4 grams/mile for passenger cars (there are

requirements for certain vehicles that are more stringent). With the turnover of older vehicles, introduction of cleaner fuels, and implementation of increasingly sophisticated and efficient emissions control technologies, CO concentration in the Basin is now designated as attainment.

To establish a more accurate record of baseline CO concentrations affecting the Basin, a CO “hotspot” analysis was conducted in 2003 by SCAQMD for four busy intersections in Los Angeles at the peak morning and afternoon time periods. This “hot spot” analysis did not predict any violation of CO standards, as shown on Table 5.2-9.

Table 5.2-9: CO Hotspot Model Results

Intersection Location	CO Concentrations (ppm)		
	AM 1-hour	PM 1-hour	8-hour
Wilshire Boulevard/Veteran Avenue	4.6	3.5	3.7
Sunset Boulevard/Highland Avenue	4	4.5	3.5
La Cienega Boulevard/Century Boulevard	3.7	3.1	5.2
Long Beach Boulevard/Imperial Highway	3	3.1	8.4
Source: AQ, 2022 (Appendix B).			

Operation of the NPGSP at buildout during AM peak hour would result in a total of 1,310 trips throughout the NPGSP area and a total of 966 trips in the PM peak hour throughout the NPGSP area. These trips distributed throughout the NPGSP area would not result in daily traffic volumes of 100,000 vehicles per day or more. As such, Project-related traffic volumes are not high enough to generate a CO “hot spot”. Therefore, impacts related to CO “hot spots” from operation of the NPGSP at buildout would be less than significant.

Table 5.2-10: SCAQMD 2003 CO Hotspot Analysis Traffic Volumes

Intersection Location	Peak Traffic Volumes (vehicles per hour)				
	Eastbound (AM/PM)	Westbound (AM/PM)	Southbound (AM/PM)	Northbound (AM/PM)	Total (AM/PM)
Wilshire Blvd/Veteran Ave	4,954/2,069	1,830/3,317	721/1,400	560/933	8,062/7,719
Sunset Blvd/Highland Ave	1,417/1,764	1,342/1,540	2,304/1,832	1,551/2,238	6,614/5,374
La Cienega Blvd/Century Blvd	2,540/2,243	1,890/2,728	1,384/2,029	821/1,674	6,634/8,674
Long Beach Blvd/Imperial Hwy	1,217/2,020	1,760/1,400	479/944	756/1,150	4,212/5,514
Source: AQ, 2022 (Appendix B).					

Friant Ranch Case

In December 2018, in the case of *Sierra Club v. County of Fresno* (2018) 6 Cal.5th 502, the California Supreme Court held that an EIR air quality analysis must meaningfully connect the identified air quality impacts to the human health consequences of those impacts, or meaningfully explain why that analysis cannot be provided.

As discussed in briefs filed in the Friant Ranch case, correlating a project’s criteria air pollutant emissions to specific health impacts is challenging. The SCAQMD, which has among the most sophisticated air quality modeling and health impact evaluation capability of any of the air districts in the state, and thus it is uniquely situated to express an opinion on how lead agencies should correlate air quality impacts with specific health outcomes, noted that it may be “difficult to quantify health impacts for criteria pollutants.” SCAQMD used O₃ as an example of why it is impracticable to determine specific health outcomes from criteria pollutants for all but very large, regional-scale projects. First, forming O₃ “takes time and the influence of meteorological conditions for these reactions to occur, so ozone may be formed at a distance downwind from the sources.” (SCAQMD, 2015a, p. 11) Second, “it takes a large amount of additional precursor emissions (NO_x and VOCs) to cause a modeled increase in ambient ozone levels over an entire region,” with

a 2012 study showing that “reducing NO_x by 432 tons per day (157,680 tons/year) and reducing VOC by 187 tons per day (68,255 tons/year) would reduce ozone levels at the SCAQMD’s monitor site with the highest levels by only 9 parts per billion.” (SCAQMD, 2015a, pp. 12-14).

SCAQMD concluded that it “does not currently know of a way to accurately quantify ozone-related health impacts caused by NO_x or VOC emissions from relatively small projects.” (SCAQMD, 2015a, pp. 12-14) The San Joaquin Valley Unified Air Pollution Control District (SJVUAPCD) ties the difficulty of correlating the emission of criteria pollutants to health impacts to how ozone and particulate matter are formed, stating that “[b]ecause of the complexity of ozone formation, a specific tonnage amount of NO_x or VOCs emitted in a particular area does not equate to a particular concentration of ozone in that area.” (SJVUAPCD, 2015, p. 4) Similarly, the tonnage of PM “emitted does not always equate to the local PM concentration because it can be transported long distances by wind,” and “[s]econdary PM, like ozone, is formed via complex chemical reactions in the atmosphere between precursor chemicals such as sulfur dioxides (SO_x) and NO_x,” meaning that “the tonnage of PM-forming precursor emissions in an area does not necessarily result in an equivalent concentration of secondary PM in that area.” (SJVUAPCD, 2015, p. 5) The disconnect between the amount of precursor pollutants and the concentration of ozone or PM formed makes it difficult to determine potential health impacts, which are related to the concentration of ozone and particulate matter experienced by the receptor rather than levels of NO_x, SO_x, and VOCs produced by a source.

Most local agencies lack the data to do their own assessment of potential health impacts from criteria air pollutant emissions, as would be required to establish customized, locally specific thresholds of significance based on potential health impacts from an individual development project. The use of national or “generic” data to fill the gap of missing local data would not yield accurate results because such data does not capture local air patterns, local background conditions, or local population characteristics, all of which play a role in how a population experiences air pollution. Because it is impracticable to accurately isolate the exact cause of a human disease (for example, the role a particular air pollutant plays compared to the role of other allergens and genetics in cause asthma), existing scientific tools cannot accurately estimate health impacts of the Project’s air emissions without undue speculation. Instead, readers are directed to the Project’s air quality impact analysis above, which provides extensive information concerning the quantifiable and non-quantifiable health risks related to the Project’s construction and long-term operation.

As the Project’s emissions would comply with federal, state, and local air quality standards, the proposed Project’s emissions are not sufficiently high enough to use a regional modeling program to correlate health effects on a basin-wide level and would not provide a reliable indicator of health effects if modeled.

Localized Significance Thresholds (LSTs)

Less than Significant with Mitigation Incorporated

An LST analysis can only be conducted at a development project level, and quantification of LSTs is not applicable for this program-level environmental analysis. However, implementation of developments pursuant to the NPGSP could result in localized emissions that exceed air quality standards. Thus, implementation of the NPGSP could result in a significant impact related to LSTs. As a result, Mitigation Measure AQ-10 is included, which requires development projects to provide modeling of the regional and the localized emissions (NO_x, CO, PM₁₀, and PM_{2.5}) associated with the maximum daily grading activities for the proposed development; and requires grading activity to be limited to ensure that there would be no impacts related to LSTs. Therefore, impacts related to localized construction air quality impacts would be less than significant with implementation of Mitigation Measure AQ-10.

Toxic Air Contaminants (TACs)

Less than Significant with Mitigation Incorporated

Concentrations of toxic air contaminants (TACs), or in federal parlance, hazardous air pollutants (HAPs), are also used as indicators of ambient air quality conditions. A TAC is defined as an air pollutant that may cause or contribute to an increase in mortality or in serious illness, or that may pose a hazard to human health. TACs are usually present in minute quantities in the ambient air; however, their high toxicity or health risk may pose a threat to public health even at low concentrations.

According to the California Almanac of Emissions and Air Quality, the majority of the estimated health risk from TACs can be attributed to relatively few compounds, the most important being particulate matter from diesel-fueled engines (DPM). DPM differs from other TACs in that it is not a single substance, but rather a complex mixture of hundreds of substances. Although DPM is emitted by diesel-fueled internal combustion engines, the composition of the emissions varies depending on engine type, operating conditions, fuel composition, lubricating oil, and whether an emission control system is present.

Unlike the other TACs, no ambient monitoring data are available for DPM because no routine measurement method currently exists. However, CARB has made preliminary concentration estimates based on a particulate matter exposure method. This method uses the CARB emissions inventory's PM₁₀ database, ambient PM₁₀ monitoring data, and the results from several studies to estimate concentrations of diesel PM. In addition to diesel PM, the TACs for which data are available that pose the greatest existing ambient risk in California are benzene, 1,3-butadiene, acetaldehyde, carbon tetrachloride, hexavalent chromium, para-dichlorobenzene, formaldehyde, methylene chloride, and perchloroethylene.

While California has the strictest auto-emission standards in the US, the state is also known for its freeways and heavy traffic. Traffic is a significant source of air pollution, particularly in urban areas, where more than 50% of particulate emissions come from traffic. Exhaust from vehicles contains a large number of toxic chemicals, including nitrogen oxides, carbon monoxide, and benzene. Traffic exhaust also plays a role in the formation of photochemical smog. Health effects of concern from these pollutants include heart and lung disease, cancer, and increased mortality¹. The primary source of TAC emissions related to the NPGSP area is DPM resulting from freeway traffic on I-105 to the north of the Specific Plan area.

Under the California Supreme Court's decision in *Building Industry Association v. Bay Area Air Quality Management District* (2015) 62 Cal.4th 369 (Case No. S213478), the purpose of this environmental evaluation is to identify the significant effects of the proposed project on the environment, not the significant effects of the environment on the proposed project. Thus, CEQA does not require analysis of the potential environmental effects from siting sensitive receptors near existing sources. However, where a project will exacerbate an existing environmental hazard, CEQA requires an analysis of the worsened condition on future project residents and the public at large.

The NPGSP area generally includes residential and commercial uses, and there are no land uses allowed in the NPGSP area that would generate substantial amounts of TACs, such as logistics and warehouses or heavy industrial uses. Although the NPGSP would not exacerbate health risks to the future residents from TAC emission from I-105, it includes new residential uses and other sensitive air quality receptors adjacent to land uses known to emit TACs. Therefore, consistent with CARB guidance, Mitigation Measure AQ-11 is included to require site specific evaluations be conducted prior to the siting of any sensitive land use in proximity to a land use that has the potential to emit TACs. In addition, Mitigation Measure AQ-11 includes measures to

¹ CalEnviroScreen 4.0, Traffic Impacts, October 2021, <https://oehha.ca.gov/media/downloads/calenviroscreen/report/calenviroscreen40reportf2021.pdf>, p. 98.

reduce potential cancer and non-cancer risks to a less than significant level. Thus, with implementation of Mitigation Measure AQ-11, impacts related to TACs would be less than significant.

IMPACT AQ-4: THE PROJECT WOULD NOT RESULT IN OTHER EMISSIONS (SUCH AS THOSE LEADING TO ODORS) ADVERSELY AFFECTING A SUBSTANTIAL NUMBER OF PEOPLE.

Less Than Significant Impact

The potential for the Project to generate objectionable odors has also been considered. Land uses generally associated with odor complaints include agricultural uses (livestock and farming); wastewater treatment plants; food processing plants; chemical plants; composting operations; refineries; landfills, dairies; and fiberglass molding facilities.

The Project does not contain land uses typically associated with emitting objectionable odors. Potential odor sources associated with the proposed Project may result from construction equipment exhaust and the application of asphalt and architectural coatings during construction activities and the temporary storage of typical solid waste (refuse) associated with the proposed Project's (long-term operational) uses. Standard construction requirements would minimize odor impacts from construction. The construction odor emissions would be temporary, short-term, and intermittent in nature and would cease upon completion of the respective phase of construction and is thus considered less than significant. It is expected that Project-generated refuse would be stored in covered containers and removed at regular intervals in compliance with the solid waste regulations. The proposed Project would also be required to comply with SCAQMD Rule 402 to prevent occurrences of public nuisances. Therefore, odors associated with the proposed Project construction and operations would be less than significant and no mitigation is required.

5.2.7 CUMULATIVE IMPACTS

Significant and Unavoidable

As described previously, per SCAQMD's methodology, if an individual project would result in air emissions of criteria pollutants that exceeds the SCAQMD's thresholds for project-specific impacts, then it would also result in a cumulatively considerable net increase of these criteria pollutants.

As described in Impact AQ-2 above, emissions from construction and operation of the proposed Project could exceed SCAQMD's threshold for VOC, NO_x, CO, PM₁₀, and PM_{2.5} after implementation of SCAQMD Rules and mitigation measures. Therefore, emissions from implementation of the proposed Project would be cumulatively considerable, and cumulative air quality impacts would be significant and unavoidable.

5.2.8 EXISTING REGULATIONS

State

- Airborne Toxic Control Measure to Limit Diesel-Fuel Commercial Vehicle Idling (13 CCR 2485)
- In-Use Off-Road Diesel Idling Restriction (13 CCR 2449)
- California Green Building Standards Code (Code of Regulations, Title 24 Part 6)

Regional

- SCAQMD Rule 201: Permit to Construct
- SCAQMD Rule 402: Nuisance Odors
- SCAQMD Rule 403: Fugitive Dust
- SCAQMD Rule 1108: Volatile Organic Compounds

- SCAQMD Rule 1113: Architectural Coatings
- SCAQMD Rule 1143: Paint Thinners and Solvents

5.2.9 LEVEL OF SIGNIFICANCE BEFORE MITIGATION

Without mitigation, the following would result in **less than significant impacts**:

Impact AQ-4: Implementation of the proposed NPGSP would not result in other emissions (such as those leading to odors) adversely affecting a substantial number of people.

Without mitigation, the following impacts would be **potentially significant**:

Impact AQ-1: Buildout of the proposed NPGSP would increase the frequency or severity of existing air quality violations, and an impact regarding AQMP Consistency Criterion No. 2 would occur.

Impact AQ-2: Construction and operation associated with buildout of the proposed NPGSP would generate a substantial increase in criteria air pollutant emissions that exceed the thresholds.

Impact AQ-3: Buildout of the proposed NPGSP could expose sensitive receptors to substantial pollutant concentrations.

5.2.10 MITIGATION MEASURES

Construction Emissions

MM AQ-1 Dust Control. The construction plans and specifications and construction permitting shall ensure that the following dust suppression measures in the SCAQMD CEQA Air Quality Handbook will be implemented by the construction contractor to reduce the project's emissions:

- Revegetate disturbed areas.
- Suspend all excavating and grading operations when wind speeds (as instantaneous gusts) exceed 25 mph.
- Sweep all streets once per day if visible soil materials are carried to adjacent streets (recommend water sweepers with reclaimed water).
- Install "shaker plates" prior to construction activity where vehicles enter and exit unpaved roads onto paved roads, or wash trucks and any equipment prior to leaving the site.
- Pave, water, or chemically stabilize all onsite roads.
- Minimize at all times the area disturbed by clearing, grading, earthmoving, or excavation operations.

MM AQ-2 Tier 3 Construction Equipment. Construction plans and specifications and construction permitting shall include the requirement that for construction equipment greater than 150 horsepower (>150 HP), the construction contractor shall use off-road diesel construction equipment that complies with Environmental Protection Agency (EPA)/California Air Resources Board (CARB) Tier 3 emissions standards during all construction phases and will ensure that all construction equipment be tuned and maintained in accordance with the manufacturer's specifications.

MM AQ-3 Low VOC Paints. Construction plans and specifications and construction permitting shall include the requirement that "Super-Compliant" low VOC paints which have been reformulated to exceed the regulatory VOC limits put forth by SCAQMD's Rule 1113. Super-Compliant low VOC paints shall be no more than 10 grams per liter (g/L) of VOC. Alternatively, the applicant may utilize tilt-up concrete buildings that do not require the use of architectural coatings.

- MM AQ-4 Electric Construction Equipment.** Construction plans and specifications and construction permitting shall state that the construction contractor shall require by contract specifications that construction operations rely on the electricity infrastructure surrounding the construction site, if available rather than electrical generators powered by internal combustion engines.
- MM AQ-5 Alternative Fueled Construction Equipment.** Construction plans and specifications and construction permitting shall require that the construction contractor use of alternative fueled, engine retrofit technology, after-treatment products (e.g., diesel oxidation catalysts, diesel particulate filters), and/or other options as they become available, including all off-road and portable diesel-powered equipment.
- MM AQ-6 Construction Equipment Maintenance.** Construction plans and specifications and construction permitting shall require that construction equipment be maintained in good operation condition to reduce emissions. The construction contractor shall ensure that all construction equipment is being properly serviced and maintained as per the manufacturer's specification. Maintenance records shall be available at the construction site for City verification.
- MM AQ-7 Construction Vehicle Maintenance Plan.** Prior to the issuance of any grading permits, the applicant and/or building operators shall submit construction plans and a construction vehicle management plan to the City of Paramount denoting the proposed schedule and projected equipment use. The construction vehicle management plan shall include such things as: idling time requirements; requiring hour meters on equipment; documenting the serial number, horsepower, age, and fuel of all onsite equipment. The plan shall include that California state law requires equipment fleets to limit idling to no more than 5 minutes. Construction contractors shall provide evidence that low emission mobile construction equipment will be utilized, or that their use was investigated and found to be infeasible for the project as determined by the City. Contractors shall also conform to any construction measures imposed by the SCAQMD as well as City Planning Staff.

Operational Emissions

- MM AQ-8 Enhanced Energy Efficiency.** Prior to the issuance of building permits, the Project applicant shall submit energy usage calculations to the Planning Division showing that the Project is designed to achieve 5% efficiency beyond the incumbent California Building Code Title 24 requirements. Example of measures that reduce energy consumption include, but are not limited to, the following (it being understood that the items listed below are not all required and merely present examples; the list is not all-inclusive and other features that reduce energy consumption also are acceptable).
- Increase insulation such that heat transfer and thermal bridging is minimized;
 - Limit air leakage through the structure and/or within the heating and cooling distribution system;
 - Use energy-efficient space heating and cooling equipment;
 - Install electrical hook-ups at loading dock areas;
 - Install dual-paned or other energy-efficient windows;
 - Use interior and exterior energy-efficient lighting that exceeds then incumbent California Title 24 Energy Efficiency performance standards;
 - Install automatic devices to turn off lights where they are not needed;
 - Apply a paint and surface color palette that emphasizes light and off-white colors that reflect heat away from buildings;

- Design buildings with “cool roofs” using products certified by the Cool Roof Rating Council, and/or exposed roof surfaces using light and off-white colors;
- Design buildings to accommodate photovoltaic solar electric systems or install photovoltaic solar electric systems;
- Install ENERGY STAR-qualified energy-efficient appliances, heating and cooling systems, office equipment, and/or lighting products.

MM AQ-9 Enhanced Water Conservation Required: To reduce water demands and associated energy use, subsequent development proposals within the NPGSP area shall incorporate a Water Conservation Strategy and demonstrate a minimum 30% reduction in outdoor water usage when compared to baseline water demand (total expected water demand without implementation of the Water Conservation Strategy).² Development shall also implement the following:

- Landscaping palette emphasizing drought tolerant plants;
- Use of water-efficient irrigation techniques;
- U.S. EPA Certified WaterSense labeled or equivalent faucets, high-efficiency toilets (HETs), and water-conserving shower heads.

Localized Emissions

MM AQ-10 During the City’s review process for applications under the NPGSP, the applicant shall conduct or shall have conducted modeling of the regional and the localized emissions (nitrogen oxides [NO_x], carbon monoxide [CO], Particulate Matter 10 microns in diameter or less [PM₁₀], and Particulate Matter 2.5 microns in diameter or less [PM_{2.5}]) associated with the maximum daily grading activities estimated for the proposed individual developments. If the modeling shows that emissions would exceed the SCAQMD’s significance thresholds for those emissions, the maximum daily grading activities of the proposed development shall be limited to the extent that could occur without resulting in emissions in excess of SCAQMD’s significance thresholds for those emissions. For implementing projects within the NPGSP, the applicant shall be responsible for submitting a focused project-level air quality assessment that includes the modeling of localized on-site emissions associated with daily grading activities anticipated for the proposed development.

MM AQ-11 Applicants for residential and other sensitive land use projects (e.g., hospitals, nursing homes, day care centers) in the NPGSP area within 1,000 feet of a major source of toxic air contaminants (TACs) (e.g., warehouses, industrial areas, freeways, roadways, or rail lines with traffic volumes over 10,000 vehicle per day), as measured from the property line of the project to the property line of the source/edge of the nearest travel lane, shall submit a Health Risk Assessment (HRA) to the City of Paramount prior to future discretionary project approval. The HRA shall be prepared in accordance with policies and procedures of CEQA and the SCAQMD. If the HRA shows that the incremental cancer risk exceeds ten in one million (10E-06), PM₁₀ concentrations exceed 2.5 µg/m³, PM_{2.5} concentrations exceed 2.5 µg/m³, or the appropriate noncancer hazard index exceeds 1.0, the applicant will be required to identify and demonstrate that mitigation measures are capable of reducing potential cancer and non-cancer risks to an acceptable level (i.e., below ten in one million or a hazard index of 1.0), including

² The analysis includes a reduction of 20% indoor water usage consistent with the current CALGreen Code for residential and non-residential land uses. Per CALGreen, the reduction shall be based on the maximum allowable water use per plumbing fixture and fittings as required by the California Building Standards Code.

appropriate enforcement mechanisms. Measures to reduce risk may include but are not limited to:

- Air intakes located away from high volume roadways and/or truck loading zones.
- Heating, ventilation, and air conditioning systems of the buildings provided with appropriately sized maximum efficiency rating value (MERV) filters (e.g., MERV 13 or better).

5.2.11 LEVEL OF SIGNIFICANCE AFTER MITIGATION

Impact AQ-1: Land use change of the Project would not result in an exceedance of SCAG's growth projections, but the Project would result in an increase of criteria pollutants that would exceed regional thresholds after implementation of mitigation. Therefore, the proposed Project would result in a conflict with, or obstruct, implementation of the AQMP and impacts would be significant and unavoidable.

Impact AQ-2: Emissions from the construction of the implementing projects have the potential to overlap, which could result in a significant impact after implementation of SCAQMD Rules and Mitigation Measures AQ-1 through AQ-10.

Emissions from operation of the proposed NPGSP at buildout would exceed SCAQMD's thresholds for CO, VOC, and NO_x after implementation of regulations and mitigation measures. Because a majority of operational-source CO and NO_x emissions (by weight) would be generated by vehicle trips, and the VOC emissions would be generated by consumer products that neither future Project applicants nor the City have the ability to reduce emissions of. Therefore, operational-source CO, VOC, and NO_x emissions from implementation of the proposed Project would be cumulatively considerable, and cumulative air quality impacts would be significant and unavoidable.

Impact AQ-3: With implementation of Mitigation Measures AQ-10 and AQ-11, buildout of the proposed NPGSP would not expose sensitive receptors to substantial pollutant concentrations and impacts would be less than significant.

REFERENCES

City of Paramount General Plan, Accessed: <https://www.paramountcity.com/government/planning-department/planning-division/general-plan>

City of Paramount General Plan Environmental Impact Report. Accessed: <https://www.readonbooks.net/pdf/draft-environmental-impact-report-for-the-city-of-paramount-general-plan-update>

City of Paramount Municipal Code. Accessed: <http://qcode.us/codes/paramount/>

SCAG 2016-2040 RTP/SCS Final Growth Forecast by Jurisdiction. Accessed: https://scag.ca.gov/sites/main/files/file-attachments/2016_2040rtpscs_finalgrowthforecastbyjurisdiction.pdf?1605576071

North Paramount Gateway Specific Plan Air Quality Impact Analysis, Urban Crossroads, 2022, Appendix B.

5.3 Cultural Resources

5.3.1 INTRODUCTION

This section addresses potential environmental effects of the Project related to cultural resources, which include historic and archaeological resources. The analysis in this section is based, in part, on the following documents and resources:

- City of Paramount General Plan
- City of Paramount, General Plan Update Final Environmental Impact Report

In accordance with California Public Resources Code §15120(d), certain information and communications that disclose the location of archaeological sites and sacred lands are allowed to be exempt from public disclosure.

Cultural Resources Terminology

- **Archaeological resources** include any material remains of human life or activities that are at least 100 years of age, and that are of scientific interest. A unique or significant archaeological resource is an archaeological artifact, object, or site about which it can be clearly demonstrated that, without merely adding to the current body of knowledge, there is a high probability that it 1) contains information needed to answer important scientific research questions and there is a demonstrable public interest in that information; 2) has a special and particular quality, such as being the oldest of its type or the best available example of its type; and 3) is directly associated with a scientifically recognized important prehistoric or historic event or person.
- **Cultural resources** are defined as buildings, sites, structures, or objects, each of which may have historic, architectural, archaeological, cultural, or scientific importance, according to the California Environmental Quality Act (CEQA).
- **Historic building or site** is one that is noteworthy for its significance in local, state, or national history or culture, its architecture or design, or its works of art, memorabilia, or artifacts.
- **Historic context** refers to the broad patterns of historical development in a community or its region that is represented by cultural resources. A historic context statement is organized by themes such as economic, residential, and commercial development.
- **Historic integrity** is defined as “the ability of a property to convey its significance.”
- **Historical resources** are defined as “a resource listed or eligible for listing on the California Register of Historical Resources” (CRHR) (Public Resources Code, §5024.1; Title 14 CCR 15064.5). Under CEQA Guidelines §15064.5(a), the term “historical resources” includes the following:
 - (1) A resource listed in or determined to be eligible by the State Historical Resources Commission, for listing in the California Register of Historical Resources (Public Resources Code, Section 5024.1).
 - (2) A resource included in a local register of historical resources, as defined in Section 5020.1(k) of the Public Resources Code or identified as significant in a historical resource survey meeting the requirements of Section 5024.1(g) of the Public Resources Code, will be presumed to be historically or culturally significant. Public agencies must treat any such

resource as significant unless the preponderance of evidence demonstrates that it is not historically or culturally significant.

- (3) Any object, building, structure, site, area, place, record, or manuscript which a lead agency determines to be historically significant or significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California may be considered to be a historical resource, provided the lead agency's determination is supported by substantial evidence in light of the whole record. Generally, a resource shall be considered by the lead agency to be "historically significant" if the resource meets the criteria for listing on the California Register of Historical Resources (Public Resources Code §5024.1) including the following:
 - (A) Is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage;
 - (B) Is associated with the lives of persons important in California's past;
 - (C) Embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values; or
 - (D) Has yielded, or may be likely to yield, information important in prehistory or history.
- (4) The fact that a resource is not listed in, or determined to be eligible for listing in the California Register of Historical Resources, not included in a local register of historical resources (pursuant to Section 5020.1(k) of the Public Resources Code), or identified in a historical resources survey (meeting the criteria in Section 5024.1(g) of the Public Resources Code) does not preclude a lead agency from determining that the resource may be an historical resource as defined in Public Resources Code §5020.1(j) or §5024.1.

5.3.2 REGULATORY SETTING

5.3.2.1 Federal Regulations

National Historic Preservation Act

The National Historic Preservation Act of 1966 (NHPA) established the National Register of Historic Places (National Register), which is the official register of designated historic places. The National Register is administered by the National Park Service, and includes listings of buildings, structures, sites, objects, and districts that possess historical, architectural, engineering, archaeological, or cultural significance at the national, state, or local level.

To be eligible for the National Register, a property must be significant under one or more of the following criteria per 36 Code of Federal Regulations Part 60:

- a) Properties that are associated with events that have made a significant contribution to the broad patterns of our history;
- b) Properties that are associated with the lives of persons significant in our past;
- c) Properties that embody the distinctive characteristics of a type, period or method of construction, or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction; or
- d) Properties that have yielded, or may be likely to yield, information important in prehistory or history.

In addition to meeting one or more of the aforementioned criteria, an eligible property must also possess historic "integrity," which is "the ability of a property to convey its significance." The National Register criteria

recognize seven qualities that define integrity: location, design, setting, materials, workmanship, feeling, and association.

Structures, sites, buildings, districts, and objects over 50 years of age can be listed in the National Register as significant historical resources. Properties under 50 years of age that are of exceptional importance or are contributors to a district can also be included in the National Register.

Properties listed in or eligible for listing in the National Register are also eligible for listing in the California Register of Historic Resources, and as such, are considered historical resources for CEQA purposes.

National Register of Historic Places

The National Register of Historic Places (National Register) was established by the NHPA of 1966 as “an authoritative guide to be used by Federal, State, and local governments, private groups and citizens to identify the Nation’s cultural resources and to indicate what properties should be considered for protection from destruction or impairment.” The National Register recognizes properties that are significant at the national, state, and local levels. To be eligible for listing in the National Register, a resource must be significant in American history, architecture, archaeology, engineering, or culture. Districts, sites, buildings, structures, and objects of potential significance must also possess integrity of location, design, setting, materials, workmanship, feeling, and association.

A property is eligible for the National Register if it is significant under one or more of the following criteria:

- Criterion A:** It is associated with events that have made a significant contribution to the broad patterns of our history;
- Criterion B:** It is associated with the lives of persons who are significant in our past;
- Criterion C:** It embodies the distinctive characteristics of a type, period, or method of construction, or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components may lack individual distinction; and/or
- Criterion D:** It has yielded, or may be likely to yield, information important in prehistory or history.

Archaeological Resources Protection Act

The Archaeological Resources Protection Act (ARPA) of 1979 regulates the protection of archaeological resources and sites on federal and Indian lands. The ARPA regulates authorized archaeological investigations on federal lands; increased penalties for looting and vandalism of archaeological resources; required that the locations and natures of archaeological resources be kept confidential in most cases. In 1988, amendments to the ARPA included a requirement for public awareness programs regarding archaeological resources.

5.3.2.2 State Regulations

California Register of Historical Resources

Eligibility for inclusion in the California Register of Historical Resources (CRHR) is determined by applying the following criteria:

- 1) It is associated with events that have made a significant contribution to the broad patterns of California’s history and cultural heritage;
- 2) It is associated with the lives of persons important in California’s past;

- 3) It embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic value; or
- 4) It has yielded or is likely to yield information important in prehistory or history. The Register includes properties which are listed or have been formally determined to be eligible for listing in the National Register, State Historical Landmarks, and eligible Points of Historical Interest (PRC §5024.1).

In addition to meeting one or more of the above criteria, the CRHR requires that sufficient time has passed since a resource's period of significance to "obtain a scholarly perspective on the events or individuals associated with the resources." (CCR 4852 [d][2]). The California Register also requires that a resource possess integrity. This is defined as the ability for the resource to convey its significance through seven aspects: location, setting, design, materials, workmanship, feeling, and association.

California Health and Safety Code, Section 7050.5

This code requires that if human remains are discovered on a project site, disturbance of the site shall halt and remain halted until the coroner has conducted an investigation into 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. If the coroner determines that the remains are not subject to his or her authority and recognizes or has reason to believe the human remains are those of a Native American, the coroner shall contact, by telephone within 24 hours, the Native American Heritage Commission.

Public Resources Code Section 5097.98

Public Resources Code §5097.98 provides guidance on the appropriate handling of Native American remains. Once the Native American Heritage Commission (NAHC) receives notification from the coroner of a discovery of Native American human remains, the NAHC is required to notify those persons it believes to be most likely descended from the deceased Native American. The descendants may, with the permission of the owner of the land, or his or her authorized representative, inspect the site of discovery of the Native American human remains and may recommend to the owner or the person responsible for the excavation work means for treatment or disposition, with appropriate dignity, of the human remains and any associated grave goods. The descendants shall complete their inspection and make recommendations or preferences for treatment within 48 hours of being granted access to the site. According to Public Resources Code §5097.98(k), the NAHC is authorized to mediate disputes arising between landowners and known descendants relating to the treatment and disposition of Native American human burials, skeletal remains, and items associated with Native American burials.

CEQA Guidelines Section 15064.5

CEQA Guidelines §15064.5 provides guidelines for determining the significance of impacts to archaeological and historical resources. The section provides the definition of historical resources, and how to analyze impacts to resources that are designated or eligible for designation as a historical resource. Section 15064.5 additionally provides for the accidental discovery or recognition of human remains in any location other than a dedicated cemetery.

5.3.2.3 Local Regulations

City of Paramount General Plan

Resource Management Element Policy 19. The City of Paramount will identify and preserve those sites/buildings that are important to the community for the benefit of the future generations that will reside or work in the City.

5.3.3 Environmental Setting

Historic Setting

The area now occupied by the City of Paramount was one of the first land grants (1784) given by King Charles of Spain through his emissary Pedro Fages, then Governor of Alta California, to Jose Manuel Nietos. Nietos was a soldier of the Portola expedition. The Nietos grant covered an area of approximately 300,000 acres extending from the Santa Ana River to the Rio Hondo River, and from the Puente Hills to the Pacific Ocean.

Upon the death of Manuel Nieto in 1834, the Rancho Nietos was divided among his heirs into five separate ranchos. Paramount includes land that was once part of the Los Cerritos Rancho and the Los Alamitos Rancho. Manuela Nieto de Cota, a daughter, inherited the Los Cerritos Rancho, and Juan Jose Nieto inherited the Los Alamitos Rancho. Cattle were raised at a time when the hide and tallow trade was at its height. Cattle grazing eventually gave way to sheep ranching that ultimately became a big business in the area. Approximately 200,000 pounds of wool was sheared annually and shipped to San Francisco. Twice each year, 50 shearers arrived at Rancho Los Cerritos to shear and dip the sheep.

In 1869, Jotham Bixby Land Company purchased the whole of Rancho Los Cerritos. The sheep industry along with repeated periods of drought in 1876 resulted in heavy losses for the ranchos. To recover their losses the owners of the ranchos began selling parts of their holdings to real estate subdividers. Under the management of Jotham Bixby several sections of Rancho Los Cerritos were sold. One square mile was subdivided into town lots. In the subdivision, the area around a natural lake was chosen as a town site. The name Clearwater was suggested by Ralph Hoyt, one of the directors of the Colony, while watching the artesian water flowing from wells at the old Bixby dairy located on Washington Boulevard.

The Clearwater Township was established about 1886. The first store built on the Colony Tract was located on Washington Street (Compton Boulevard). It was later moved and rebuilt into the Clearwater Store operated by August Hellinghausen. Clearwater Store was a landmark for 30 years and was torn down to make room for a new \$10,000 stucco "Drive-In" market that housed a post office, a drugstore, a meat market, a grocery store, and a bakery. It stood on the southwest corner of Paramount Boulevard and Compton Boulevard. Clearwater at that time was divided into Clearwater and South Clearwater. The main east and west street, which divided the two, was called Center Street. Other sections of the same east-west street were named Olive, and in 1959 the Paramount City Council renamed the entire roadway Alondra Boulevard. The main north and south thoroughfare was called Ocean Avenue and later became Paramount Boulevard.

Paramount officially became a self-governed City of general law January 30, 1957, when the newly elected City Council held its first regular meeting in the Paramount Unified School District Board Room. Harold J. Ostly, then Clerk of the County of Los Angeles, swore in the officials. A city-manager system of municipal government was approved. Services to the City of Paramount were performed under a city-county contract plan. The County would perform services of engineering, roadside tree-trimming, business license collection, law enforcement, City prosecution, planning staff services, and street maintenance services.

Historic Resources

The City's General Plan EIR, identified three local historic resources within the City: the Hay Tree (located at Paramount Boulevard near Harrison Street, 1.37 miles from the NPGSP area), the Iceland ice skating rink (located at the corner of Jackson Street and California Avenue, 1.25 miles from the NPGSP area), and Paramount Library (located at 16244 Colorado Avenue, located 1.20 miles from the NPGSP area).

Archaeological Resources

The archaeological record of Southern California, inclusive of the City of Paramount, is traditionally chronicled based on artifact types and styles for Native American habitation in prehistoric Southern California. Native American occupation within Los Angeles County can be divided into five cultural periods: Early or Proto-Archaic period (ca. 9000-6000 and 6000-3000 B.C.); Middle Archaic Period (ca. 6000-3000 and 4000-500 B.C.); and the Late Archaic (ca. 4000-500 B.C. and 2000 B.C.-A.D. 1100) (Los Angeles County GP EIR, 2015).

Multiple archaeological sites have been recorded in the City of Paramount. Due to the sensitive nature of archaeological sites, and as required by state law, locations of archaeological sites are not published.

5.3.4 THRESHOLDS OF SIGNIFICANCE

Appendix G of CEQA Guidelines indicates that a project could have a significant effect if it were to:

- CUL-1 Cause a substantial adverse change in the significance of a historical resource pursuant to Section 15064.5;
- CUL-2 Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5;
- CUL-3 Disturb any human remains, including those interred outside of formal cemeteries.

Historic Resources Thresholds

Historic resources are usually 50 years old or older and must meet at least one of the criteria for listing in the California Register of Historical Resources (such as association with historical events, important people, or architectural significance), in addition to maintaining a sufficient level of physical integrity (CEQA Guidelines §15064.5[a][3]). Additionally, CEQA Guidelines §15064.5(b) states that a project with an effect that may cause a substantial adverse change in the significance of a historical resource is a project that would have a significant effect on the environment. A substantial adverse change in the significance of a historical resource means physical demolition, destruction, relocation, or alteration of the resource or its immediate surroundings such that the significance of a historical resource would be materially impaired. The significance of a historical resource is materially impaired when a project:

- a) Demolishes or materially alters in an adverse manner those physical characteristics of an historical resource that convey its historical significance and that justify its inclusion in, or eligibility for, inclusion in the California Register of Historical Resources; or
- b) Demolishes or materially alters in an adverse manner those physical characteristics that account for its inclusion in a local register of historical resources pursuant to Section 5020.1(k) of the Public Resources Code or its identification in an historical resources survey meeting the requirements of Section 5024.1(g) of the Public Resources Code, unless the public agency reviewing the effects of the project establishes by a preponderance of evidence that the resource is not historically or culturally significant; or
- c) Demolishes or materially alters in an adverse manner those physical characteristics of a historical resource that convey its historical significance and that justify its eligibility for inclusion in the

California Register of Historical Resources as determined by a lead agency for purposes of CEQA.

5.3.5 METHODOLOGY

To determine whether a historic-related impact would result from the proposed Project, the analysis includes consideration of the history of use and development of the NPGSP Area, and whether any of the existing structures are older than 45-50 years of age or would become 45-50 years of age during buildout of the NPGSP. Future development in the NPGSP area would require compliance with the City's General Plan Resource Management Policy 19 to ensure preservation of sites/buildings that may reach the age of 45-50 years prior to buildout. The analysis combines these factors to identify the potential of the Project to impact any historic resources on the site.

In determining whether an archaeological-related impact would result from the proposed Project, the analysis includes consideration of the archaeologic sensitivity of the Project area, the past disturbance on the site, and the proposed excavation. The analysis combines these factors to identify the potential of Project construction to impact any unknown archaeological resources.

5.3.6 ENVIRONMENTAL IMPACTS

IMPACT CUL-1: THE PROJECT WOULD NOT CAUSE A SUBSTANTIAL ADVERSE CHANGE IN THE SIGNIFICANCE OF A HISTORICAL RESOURCE PURSUANT TO § 15064.5.

Less Than Significant with Mitigation Incorporated

Although many of the structures in the NPGSP area are in excess of 45-50 years old, (an age where a structure may be considered to be historic) none were identified as historic by the General Plan and are not likely to become eligible for listing as a historic resource during the buildout of the NPGSP area. Therefore, it is not anticipated that the NPGSP would result in a significant impact on a historic resource. However, the NPGSP would be built out through 2045, and over that time additional buildings and/or structures in the city could become 45 years of age or more, and therefore potentially historic resources if certain criteria are met.

The General Plan Resource Management Element Policy 19 states that "The City of Paramount will identify and preserve those sites/buildings that are important to the community for the benefit of the future generations that will reside or work in the City". In addition, historic structures are subject to the following provisions:

1. All rehabilitations and additions to historic buildings shall conform to the applicable recommendations of the Secretary of the Interior's *Standards for the Treatment of Historic Properties with Guidelines for Preserving, Rehabilitating, Restoring & Reconstructing Historic Building*.
2. Buildings on project sites located immediately adjacent to lots (i.e., that share side or rear property lines) that have designated or eligible historic structures on them shall be designed per the requirements of this Specific Plan and per the recommendations of the Secretary of the Interior's *Standards for the Treatment of Historic Properties with Guidelines for Preserving, Rehabilitating, Restoring & Reconstructing Historic Buildings*.

Although no historically significant buildings are planned for alteration or demolition as part of the NPGSP, implementation of site-specific development projects pursuant to the proposed NPGSP could cause a substantial adverse change in the significance of a historical resource by altering a historical resource's physical characteristics, which convey its historical significance. Therefore, Mitigation Measure CUL-1 is included to require evaluation of potential historic resources for implementing projects that could potentially

impact a building or structure in excess of 45 years of age, which have the potential to be considered historic resources. Therefore, with implementation of Mitigation Measure CUL-1, impacts related to a substantial adverse change in the significance of a historic resource would be less than significant.

IMPACT CUL-2: THE PROJECT WOULD NOT CAUSE A SUBSTANTIAL ADVERSE CHANGE IN THE SIGNIFICANCE OF AN ARCHAEOLOGICAL RESOURCE PURSUANT TO § 15064.5.

Less than Significant with Mitigation Incorporated

The Specific Plan is located in an urbanized area. The entirety of the City of Paramount is fully developed and has undergone extensive ground disturbance associated with past development and excavations. There are very few undeveloped parcels in the NPGSP area. While the NPGSP area has been previously disturbed and developed, future site-specific development projects pursuant to the NPGSP could involve grading and excavation to greater depths than previously undertaken. Because future site-specific development pursuant to the proposed NPGSP could involve grading and excavation to greater depths than was previously undertaken, such future development could disturb buried archaeological resources. Thus, Mitigation Measures CUL-2 through CUL-7 are included to reduce the potential for archaeological resources to be impacted during earthmoving activities and provides for preservation of any identified resources. With implementation of these mitigation measures, impacts related to a substantial adverse change in the significance of an archaeological resource would be less than significant.

IMPACT CUL-3: THE PROJECT WOULD NOT DISTURB HUMAN REMAINS, INCLUDING THOSE OUTSIDE OF FORMAL CEMETERIES.

Less than Significant Impact

There are no known human remains within the NPGSP area. The area does not contain a formal cemetery and the area is not known to have been used for disposal of human remains. In addition, the ground has been previously disturbed by previous urban uses. Thus, human remains are not expected to be encountered during construction of the proposed Project. In addition, existing state regulations (California Health and Safety Code Section 7050.5), included as PPP CUL-1, require that in the unanticipated event of discovery or recognition of any human remains, there shall be no further excavation until the coroner has made recommendations concerning the treatment and disposition of the human remains to the person responsible. If the coroner determines that the remains are not subject to his or her authority and has reason to believe that they are those of a Native American, he or she shall contact the Native American Heritage Commission within 24 hours. Therefore, if human remains are unearthed during grading and excavation activities, the Project would be required to comply with existing California regulations, which provide guidance on the discovery of human remains and their treatment or disposition with appropriate dignity. Therefore, impacts from development pursuant to the NPGSP on human remains would be less than significant.

5.3.7 CUMULATIVE IMPACTS

Cumulative effects involving cultural resources occur as the result of multiple projects affecting cultural resources involving a resource type or theme, such as historic ethnic sites or an industry that occur within a larger geographic context than a site-specific development project site. Thus, this analysis considers cumulative development projects that are located throughout the Los Angeles County region.

Historic Resources

Because all historical resources are unique and nonrenewable members of finite classes, all adverse effects or negative impacts erode a dwindling resource base. Federal and state laws and regulations protect historical resources when feasible. However, it is not always feasible to protect historical resources, particularly when an historic building has deteriorated beyond repair. For this reason, the cumulative effects

of development on historical resources from cumulative projects in the Los Angeles County region are considered significant.

However, the proposed NPGSP requirements and existing regulations include provisions related to the preservation of historic resources, as described above. In addition, individual projects within the NPGSP area are required to adhere to the Secretary of the Interior's *Standards for the Treatment of Historic Properties with Guidelines for Preserving, Rehabilitating, Restoring & Reconstructing Historic Buildings* and Paramount General Plan Resource Management Policy 19. Furthermore, Mitigation Measure CUL-1 requires preparation of historical resource analyses for future developments that have potential of impacting a building over 45 years in age. Thus, with the application of Mitigation Measure CUL-1, and the applicable Specific Plan design criteria, the proposed Project's contribution to the cumulative effect to historic resources in the Los Angeles County region would be less than cumulatively considerable.

Archaeological Resources

As described above, there is a possibility that ground-disturbing activities during future construction may uncover or disturb unknown archaeological resources. However, the Project has included Mitigation Measures CUL-2 through CUL-7 that would reduce the potential impact to unknown resources. The likelihood of uncovering multiple currently unknown resources within the previously developed area that are sufficient to create a significant cumulative impact is low given the built nature of the NPGSP area. Thus, the cumulative effects of development on archaeological resources from implementation of the proposed Specific Plan in combination with other projects would be less than significant.

Disturbance of Human Remains

Mandatory compliance with the provisions of California Health and Safety Code § 7050.5, Public Resources Code § 5097 et seq., and CEQA Guidelines Section 15064.5 would assure that the Project, in addition to all development projects, treat human remains that may be uncovered during development activities in accordance with prescribed, respectful and appropriate practices, thereby avoiding significant cumulative impacts.

5.3.8 EXISTING REGULATIONS

- Secretary of the Interior's *Standards for the Treatment of Historic Properties with Guidelines for Preserving, Rehabilitating, Restoring & Reconstructing Historic Buildings*
- General Plan Resource Management Policy 19
- State Health and Safety Code Section 7050.5

5.3.9 LEVEL OF SIGNIFICANCE BEFORE MITIGATION

With compliance with PPP CUL-1, Impact CUL-3 would be less than significant.

Without mitigation, Impact CUL-1 and CUL-2 would be potentially significant.

5.3.10 MITIGATION MEASURES

MM CUL-1 Historical Properties. Prior to issuance of a permit for a development project within the NPGSP area that could directly or indirectly impact a building/structure in excess of 45 years of age, the City shall determine whether the affected building/structure is historically significant. The evaluation of historic architectural resources shall be based on criteria such as age, location, context, association with an important person or event, uniqueness, or structural integrity. Preferred mitigation for historic buildings or structures shall be to avoid significant impacts to the resource through project redesign. If the resource cannot be entirely avoided, all prudent

and feasible measures to minimize harm to the resource shall be taken. An historical resource assessment report shall be prepared by a qualified architectural historian meeting the U.S. Secretary of the Interior standards for each project to document the methods used to determine the presence or absence of historical resources, to identify potential impacts from a project, and to evaluate the significance of any historical resources identified. If potentially significant impacts to a historical resource are identified, the report will also recommend appropriate mitigation to reduce the impacts to below a significant degree, where possible. If mitigation is required, mitigation programs can also be included in the report. Depending upon project impacts, measures shall include, but are not limited to:

- Preparing a historic resource management plan;
- Adding new construction that is compatible in size, scale, materials, color, and workmanship to the historical resource (such additions, whether portions of existing buildings or additions to historic districts, shall be clearly distinguishable from historic fabric);
- Repairing damage according to the Secretary of the Interior's Standards for Rehabilitation;
- Screening incompatible new construction from view through the use of berms, walls, and landscaping in keeping with the historic period and character of the resource; and
- Shielding historic properties from noise generators through the use of sound walls, double glazing, and air conditioning.

MM CUL-2 Phase I Archaeological Resources Assessments. For specific development proposals that are initiated under the NPGSP that require excavation (e.g., clearing/grubbing, grading, trenching, or boring) or demolition activities, the City shall require preparation of a Phase I Archaeological Resources Assessment on a project-by-project basis within the Specific Plan area to identify any archeological resources within the footprint or immediate vicinity. The Phase I Archaeological Resources Assessment shall include a Sacred Lands File search through the Native American Heritage Commission (NAHC), a records search through the South Central Coast Information Center (SCCIC) at the California State University, Fullerton, and a pedestrian survey of the project site. In addition, the assessment shall include a review of available geotechnical studies, project site plans, and drilling/grading plans to determine the nature and depth of the construction activities to assist in determining the depths of fill versus native soils across the improvement footprint. If no resources are identified as a result of the pedestrian survey or records search, it does not preclude the existence of buried resources within the improvement footprint. If this is the case, a qualified archaeologist shall determine the potential for the Project to encounter buried resources during construction based on the results of the record searches, depth of native versus fill soils, and proposed excavation parameters.

The following scenarios shall be followed depending on the results of the Phase I Assessment:

- If resources are identified during the Phase I assessment, then a Phase II evaluation shall be required, as described in MM CUL-3.
- If no resources are identified as part of the assessment, no further analyses or mitigation shall be warranted, unless it can be determined that the Project has a moderate to high potential to encounter buried archaeological resources.

- If it is determined that there is a moderate to high potential to encounter buried archaeological resources, appropriate mitigation such as archaeological and/or Native American construction monitoring shall be required as described in MM CUL-5, MM CUL-6, and MM CUL-7.

MM CUL-3 Phase II Archaeological Resources Evaluation. If resources are identified during the Phase I assessment, a Phase II Archaeological Resources Evaluation may be warranted if impacts from the proposed improvements cannot be avoided. The Phase II assessment shall evaluate the resource(s) for listing in the California Register and to determine whether the resource qualifies as a “unique archaeological resource” pursuant to CEQA. If enough data is obtained from the Phase I assessment to conduct a proper evaluation, a Phase II evaluation may not be necessary. Methodologies for evaluating a resource can include but are not limited to: subsurface archaeological test excavations, additional background research, property history research, and coordination with Native American tribes and other interested individual in the community.

MM CUL-4 Phase III Assessment. If, as a result of the Phase II evaluation, resources are determined to be eligible for listing in the California Register or area considered “unique archaeological resources” pursuant to Section 21083.2 of the Public Resources Code, potential impacts to the resources shall be analyzed and if impacts are significant (i.e., the improvement will cause a “substantial adverse change” to the resource) and cannot be avoided, mitigation measures shall be developed and implemented, such as archaeological data recovery excavations to reduce impacts to resources to a level that is less than significant.

MM CUL-5 Archaeological Monitoring. If it is determined by the qualified archaeologist preparing the Phase I Archaeological Resources Assessment that: 1) there is a moderate or high potential to encounter buried archaeological resources; and 2) that construction monitoring is required during construction activities such as clearing/grubbing, grading, trenching, and any other construction excavation activity associated with the proposed improvements, then the City shall require future development/project applicants on a project-by-project basis within the Specific Plan area to retain a qualified archaeological monitor and Native American tribal monitor, pursuant to MM TCR-1, who shall be present during ground disturbing activities.

The frequency of monitoring shall be based on the rate of excavation and grading activities, proximity to known archaeological resources, the materials being excavated (native versus fill soils), and the depth of excavation and, if found, the abundance and type of archaeological resources encountered. Full-time monitoring can be reduced to part-time inspections if determined adequate by the archaeological monitor, in conjunction with the tribal monitor.

MM CUL-6 Incidental Discoveries. In the event that archaeological resources are unearthed during ground-disturbing activities, the archaeological monitor shall be empowered to halt or redirect ground-disturbing activities away from the vicinity of the find so that the find can be evaluated. Work shall be allowed to continue outside of the vicinity of the find. All archaeological resources unearthed by Project construction activities shall be evaluated by the archaeologist. The Applicant and City shall coordinate with the archaeologist and Native American monitor (if the resources are prehistoric in age) to develop an appropriate treatment plan for the resources. Treatment may include implementation of archaeological data recovery excavations to remove the resource or preserve it in place. The Applicant, in consultation with the archaeologist and Native American monitor (if the resources are prehistoric in age), shall designate repositories in the event that archaeological material is recovered.

MM CUL-7 Archaeological Monitoring Report. The archaeological monitor shall prepare a final report at the conclusion of archaeological monitoring. The report shall be submitted to the City and the consulting Tribe(s), and representatives of other appropriate or concerned agencies to signify the satisfactory completion of the Project and required mitigation measures. The report shall include a description of resources unearthed, if any, evaluation of the resources with respect to the California Register of Historical Resources and CEQA, and treatment of the resources.

5.3.1.1 LEVEL OF SIGNIFICANCE AFTER MITIGATION

Impacts related to CUL-1, CUL-2, and CUL-3 would be less than significant after implementation of mitigation measures CUL-1 through CUL-7.

REFERENCES

City of Paramount *General Plan*

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5.4 Energy

5.4.1 INTRODUCTION

This section of the Draft EIR assesses the significance of the use of energy, including electricity, natural gas and gasoline, and diesel fuels, that would result from implementation of the North Paramount Gateway Specific Plan (NPGSP). It discusses existing energy use patterns and examines whether the proposed NPGSP (including development and operation) would result in the consumption of large amounts of fuel or energy or use such resources in a wasteful manner.

Refer to Section 5.6, *Greenhouse Gas Emissions*, for a discussion of the relationship between energy consumption and greenhouse gas (GHG) emissions, and Section 5.16, *Utilities and Service Systems*, for a discussion of water consumption. This section includes data from the following City documents and reports:

- City of Paramount General Plan
- City of Paramount Municipal Code
- North Paramount Gateway Specific Plan Energy Tables, Appendix C

5.4.2 REGULATORY SETTING

5.4.2.1 Federal Regulations

Energy Independence and Security Act, Corporate Average Fuel Efficiency Standards

On December 19, 2007, the Energy Independence and Security Act of 2007 was signed into law, requiring an increased Corporate Average Fuel Economy (CAFE) standard of 35 miles per gallon (mpg) for the combined fleet of cars and light trucks by the 2020 model year.

In addition to setting increased CAFE standards for motor vehicles, the Energy Independence and Security Act includes the following additional provisions:

- Renewable Fuel Standard (RFS) (Section 202)
- Appliance and Lighting Efficiency Standards (Sections 301–325)
- Building Energy Efficiency (Sections 411–441)

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

5.4.2.2 State Regulations

California Code of Regulations (CCR) Title 13, Motor Vehicles, Section 2449(d)(3)

No vehicle or engines subject to this regulation may idle for more than 5 consecutive minutes. The idling limit does not apply to:

- idling when queuing,
- idling to verify that the vehicle is in safe operating condition,
- idling for testing, servicing, repairing, or diagnostic purposes,
- idling necessary to accomplish work for which the vehicle was designed (such as operating a crane),
- idling required to bring the machine system to operating temperature, and
- idling necessary to ensure safe operation of the vehicle.

Title 24 Energy Efficiency Standards and California Green Building Standards

California Code of Regulations (CCR) Title 24 Part 6: The California Energy Code (CALGreen) is updated every 3 years. The most recent update is the 2019 California Green Building Code Standards that became effective January 1, 2020.

The California Energy Commission (CEC) anticipates that single-family homes built with the 2019 standards will use approximately 7% less energy compared to residential homes built under the 2016 standards. Additionally, after implementation of solar photovoltaic systems, homes built under the 2019 standards will use about 53% less energy than homes built under the 2016 standards. Nonresidential buildings will use approximately 30% less energy due to lighting upgrade requirements.

The 2019 CALGreen standards that are applicable to the NPGSP include, but are not limited to, the following:

- Electric vehicle charging stations. Facilitate the future installation of electric vehicle supply equipment. The compliance requires empty raceways for future conduit and documentation that the electrical system has adequate capacity for the future load.
- Outdoor light pollution reduction. Outdoor lighting systems shall be designed to meet the backlight, uplight, and glare ratings per Title 24 Part 6 Table 5.106.8.
- Water-conserving plumbing fixtures and fittings. Plumbing fixtures (water closets and urinals) and fittings (faucets and showerheads).
- Outdoor portable water use in landscaped areas. Nonresidential developments shall comply with a local water efficient landscape ordinance (Chapter 17.96 of the Paramount Municipal Code) or the current California Department of Water Resources' Model Water Efficient Landscape Ordinance (MWELO), whichever is more stringent.

The 2019 CALGreen Building Standards Code has been adopted by the City of Paramount in Municipal Code Chapter 15.16.

5.4.2.3 Local Regulations

City of Paramount General Plan

The General Plan contains the following policies/programs related to energy use and conservation that are applicable to the proposed Project.

Resource Management Element

Energy Conservation. The City will continue to enforce the energy conservation standards in Title 24 of the California Administrative Code, the Uniform Building Code, and other state laws on energy conservation design, insulation, and appliances. Energy needs will be evaluated and conservation measures incorporated into new development in accordance with Appendix F of the State of California Environmental Quality Act (CEQA) Guidelines. Other measures that would reduce energy consumption during construction and subsequent operation of new development will be encouraged. The City will continue to work with Southern California Edison and the Southern California Gas Company to promote energy conservation.

5.4.3 ENVIRONMENTAL SETTING

Electricity

The Southern California Edison Company (SCE) is the electrical purveyor in the City of Paramount. SCE provides electricity service to more than 14 million people in a 50,000-square-mile area of central, coastal,

and southern California. California utilities are experiencing increasing demands that require modernization of the electric distribution grid to, among other things, accommodate two-way flows of electricity and increase the grid's capacity. SCE is in the process of implementing infrastructure upgrades to ensure the ability to meet future demands. In addition, as described by the Edison International 2020 Annual Report, the SCE electrical grid modernization effort supports implementation of California Senate Bill 32 that requires the state to cut greenhouse gas emissions 40% below 1990 levels by 2030 and 80% from the same baseline by 2050 to help achieve carbon neutrality by 2045. It describes that in 2020 approximately 43% of power that SCE delivered to customers came from carbon-free resources (SCE 2020).

The Project site is currently served by the electricity distribution system that exists along the roadways throughout the NPGSP area.

Natural Gas

The Southern California Gas Company (SoCalGas) is the natural gas purveyor in the City of Paramount and is the principal distributor of natural gas in Southern California. SoCalGas estimates that gas demand will decline at an annual rate of 1% each year through 2035 due to modest economic growth, mandated energy efficiency standards and programs, renewable electricity goals, and conservation savings linked to advanced metering infrastructure (CGEU 2020). The gas supply available to SoCalGas is regionally diverse and includes supplies from California sources (onshore and offshore), southwestern U.S. supply sources, the Rocky Mountains, and Canada (CGEU 2020). SoCalGas designs its facilities and supplies to provide continuous service during extreme peak demands and identified the ability to meet peak demands through 2035 in its 2020 report (CGEU 2020).

The NPGSP area is currently served by the natural gas distribution system that exists within the roadways throughout the NPGSP area.

5.4.4 THRESHOLDS OF SIGNIFICANCE

Appendix G of the CEQA Guidelines indicates that a project could have a significant effect if it were to:

- E-1 Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation.
- E-2 Conflict with or obstruct a state or local plan for renewable energy or energy efficiency.

5.4.5 METHODOLOGY

A number of factors are considered when weighing whether a project would use a proportionately large amount of energy or whether the use of energy would be wasteful in comparison to other projects. Factors such as the use of on-site renewable energy features, energy conservation features or programs, and relative use of transit are considered.

According to Appendix F of the CEQA Guidelines, conserving energy is defined as decreasing overall per capita energy consumption, decreasing reliance on natural gas and oil, and increasing reliance on renewable energy sources. Neither Appendix F of the CEQA Guidelines nor Public Resources Code §21100(b)(3) offers a numerical threshold of significance that might be used to evaluate the potential significance of energy consumption of a project. Rather, the emphasis is on reducing "the wasteful, inefficient, and unnecessary consumption of energy."

Construction activities would result in wasteful, inefficient, or unnecessary use of energy if construction equipment is old or not well maintained, if equipment is left to idle when not in use, if travel routes are not planned to minimize vehicle miles traveled, or if excess lighting or water is used during construction activities.

Energy usage during project operation would be considered “wasteful, inefficient, and unnecessary” if the project were to violate federal, state, and/or local energy standards, including Title 24 of the California Code of Regulations, inhibit pedestrian or bicycle mobility, inhibit access to transit, or inhibit feasible opportunities to use alternative energy sources, such as solar energy, or otherwise inhibit the conservation of energy.

5.4.6 ENVIRONMENTAL IMPACTS

As detailed in Section 3.0, *Project Description*, the proposed Project would aid the City of Paramount to plan for and guide the City’s land uses near the forthcoming West Santa Ana Branch (WSAB) light rail transit station to be located near the Paramount/Rosecrans intersection to create a transit-oriented district with an expanded housing stock and new employment opportunities. However, the timing of development and operation of the development pursuant to the NPGSP would be dependent upon market conditions and development applications for new projects. For planning purposes, buildout of the NPGSP is assumed to occur over a 25-year planning period.

IMPACT E-1: THE PROJECT WOULD NOT RESULT IN A POTENTIALLY SIGNIFICANT ENVIRONMENTAL IMPACT DUE TO WASTEFUL, INEFFICIENT, OR UNNECESSARY CONSUMPTION OF ENERGY RESOURCES, DURING PROJECT CONSTRUCTION OR OPERATION.

Construction

Less than Significant Impact

During construction of the proposed NPGSP development projects, energy would be consumed in three general forms:

1. Petroleum-based fuels used to power off-road construction vehicles and equipment, construction worker travel to and from the NPGSP area, as well as delivery truck trips;
2. Electricity associated with providing temporary power for lighting and electric equipment; and
3. Energy used in the production of construction materials, such as asphalt, steel, concrete, pipes, and manufactured or processed materials such as lumber and glass.

Construction activities related to the infill and redevelopment projects in the and the associated infrastructure from implementation of the NPGSP are not expected to result in demand for fuel greater on a per-unit-of-development basis than other development projects in Southern California. Demolition of existing structures that would be required for the NPGSP would generate demolition materials, 65% of which are required to be recycled per existing state regulations. Also, CCR Title 13, Motor Vehicles, section 2449(d)(3) Idling, limits idling times of construction vehicles to no more than 5 minutes, thereby precluding unnecessary and wasteful consumption of fuel due to unproductive idling of construction trucks and equipment. The energy analysis modeling for buildout of the NPGSP details that the total construction electricity usage for would be approximately 38,822,522 kWh, as detailed in Table 5.4-1.

Table 5.4-1: Estimated Construction Electricity Usage for Buildout of the NPGSP

NPGSP Area	Electricity Usage (kWh)
Multi-family Housing (Mid Rise)	20,369,970
Retail	586,802
Office	150,561
Other Asphalt Surfaces	17,715,189
Total Construction Electricity Usage	38,822,522
Source: Energy Tables, Appendix C.	

In addition, Table 5.4-2 shows that construction equipment used for buildout of the NPGSP would use approximately 1,055,286 gallons of diesel fuel.

Table 5.4-2: Estimated Construction Equipment Fuel for Buildout of the NPGSP

Construction Activity	Duration (Days)	Equipment	HP Rating	Quantity	Usage Hours	Load Factor	HP (hours/day)	Total Fuel Consumption
Demolition	300	Concrete/Industrial Saws	81	1	8	0.73	473	7,671
		Excavators	158	3	8	0.38	1,441	23,367
		Rubber Tired Dozers	247	2	8	0.4	1,581	25,635
Site Preparation	180	Crawler Tractors	212	4	8	0.43	2,917	28,383
		Rubber Tired Dozers	247	3	8	0.4	2,371	23,071
Grading	465	Crawler Tractors	212	2	8	0.43	2,188	36,661
		Excavators	158	2	8	0.38	480	24,146
		Graders	187	1	8	0.41	613	15,417
		Rubber Tired Dozers	247	1	8	0.4	790	19,867
		Scrapers	367	2	8	0.48	2,819	70,845
Building Construction	3,000	Cranes	231	2	8	0.29	536	173,812
		Forklifts	89	5	8	0.2	427	115,459
		Generator Sets	84	2	8	0.74	497	161,280
		Tractors/Loaders/Backhoes	97	5	8	0.37	861	232,800
		Welders	46	2	8	0.45	166	53,708
Paving	330	Pavers	130	2	8	0.42	874	15,583
		Paving Equipment	132	2	8	0.36	760	13,562
		Rollers	80	2	8	0.38	486	8,676
Architectural Coating	330	Air Compressors	78	1	8	0.48	300	5,343
Total Construction Fuel Demand (Gallons Diesel Fuel)								1,055,286
Source: Energy Tables, Appendix C.								

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For purposes of this analysis, it is assumed that 50% of all worker trips are from light-duty-auto vehicles (LDA), 25% are from light-duty-trucks with a gross vehicle weight rating (GVWR) of less than 6,000 pounds and equivalent test weight (ETW) of less than or equal to 3,750 pounds (LDT1), and 25% are from light-duty-trucks with a GVWR of less than 6,000 pounds and ETW between 3,751 pounds and 5,750 pounds (LDT2). Table 5.4-3 provides an estimated annual fuel consumption resulting from the Project generated by LDAs, LDT1s, and LDT2s related to construction worker trips. Based on Table 5.4-3, it is estimated that 11,395,605 gallons of fuel would be consumed related to construction worker trips during construction of buildout of the NPGSP.

Table 5.4-3: Estimated Construction Worker Fuel Consumption for NPGSP Buildout

Activity	Duration (Days)	Worker Trips/Day	Trip Length (miles)	Vehicle Miles Traveled (VMT)	Estimated Fuel Consumption (gallons)
Light Duty Autos					
Demolition	300	8	14.7	35,280	1,161
Site Preparation	180	9	14.7	23,814	784
Grading	465	10	14.7	68,355	2,249
Building Construction	3,000	3,425	14.7	151,042,500	4,969,606
Paving	330	8	14.7	38,808	1,277
Architectural Coating	330	685	14.7	3,322,935	109,331
Light Duty Trucks 1					
Demolition	300	4	14.7	17,640	690
Site Preparation	180	5	14.7	13,230	518
Grading	465	5	14.7	34,178	1,338
Building Construction	3,000	1,713	14.7	75,543,300	2,956,670
Paving	330	4	14.7	19,404	759
Architectural Coating	330	343	14.7	1,663,893	65,123
Light Duty Trucks 2					
Demolition	300	4	14.7	17,640	750
Site Preparation	180	5	14.7	13,230	562
Grading	465	5	14.7	34,178	1,453
Building Construction	3,000	1,713	14.7	75,543,300	3,211,767
Paving	330	4	14.7	19,404	825
Architectural Coating	330	343	14.7	1,663,893	70,741
Total Construction Worker Fuel Consumption					11,395,605
Source: Energy Tables, Appendix C.					

It is assumed that 50% of all vendor trips are from Medium-Heavy-Duty Trucks (MHDT) and 50% are from Heavy-Heavy-Duty Trucks (HHDT). Table 5.4-4 shows that approximately 4,079,273 gallons of fuel would be used by vendor trucks (vehicles that deliver materials to the site during construction) and hauling during construction.

Table 5.4-4: Estimated Construction Vendor and Hauling Fuel Consumption

NPGSP Area	Duration (Days)	Vendor/Hauling Trips/Day	Trip Length (miles)	Vehicle Miles Traveled (VMT)	Average Vehicle Fuel Economy (mpg)
MHDT					
Building Construction	3,000	753	6.9	15,587,100	1,678,393
HHDT (Vendor)					
Building Construction	3,000	753	6.9	15,587,100	2,400,880
Total Construction Vendor/Hauling Fuel Consumption					4,079,273
Source: Energy Tables, Appendix C.					

Construction contractors are required to demonstrate compliance with applicable California Air Resources Board (CARB) regulations governing the accelerated retrofitting, repowering, or replacement of heavy-duty diesel on-road and off-road equipment. In addition, compliance with existing CARB idling restrictions and the use of newer engines and equipment would reduce fuel combustion and energy consumption. Overall, construction activities would require limited energy consumption, would comply with all existing regulations, and would therefore not be expected to use large amounts of energy or fuel in a wasteful manner. Thus, impacts related to construction energy usage would be less than significant.

Operation

Less than Significant Impact

Once operational, the new developments within the NPGSP area would generate demand for electricity and natural gas, as well as gasoline for motor vehicle trips. Operational use of energy includes the heating, cooling, and lighting of buildings, water heating, operation of electrical systems and plug-in appliances within buildings, parking lot and outdoor lighting, and the transport of electricity, natural gas, and water to the areas where they would be consumed. This use of energy is typical for urban development, and no operational activities or land uses would occur that would result in extraordinary energy consumption. As detailed in Table 5.4-5, operation of the NPGSP at buildout is estimated to annually use 5,211,859 gallons of fuel. CCR Title 13, Motor Vehicles, section 2449(d)(3) Idling, limits idling times of vehicles to no more than 5 minutes.

Table 5.4-5: Estimated Annual Operational Vehicle Fuel Consumption at Buildout

Vehicle Types	Annual Vehicle Miles Traveled (VMT)	Estimated Annual Fuel Consumption (gallons)
LDA	65,547,684	2,156,653
LDT1	8,234,440	322,286
LDT2	24,761,401	1,052,745
MDV	15,703,281	819,677
LHDT1	3,017,063	222,567
LHDT2	932,745	66,700
MHDT	1,811,274	195,035
HHDT	1,149,934	177,124
OBUS	135,104	23,394
UBUS	90,309	19,540
MCY	3,048,228	79,319
SBUS	92,791	11,843
MH	374,226	64,977
Total Fuel Consumption	124,898,481	5,211,859
Source: Energy Tables, Appendix C.		

The building operations and site maintenance activities would result in the consumption of natural gas and electricity. Annual natural gas and electricity demands at buildout of the NPGSP are summarized in Table 5.4-6, which indicates that operation of the NPGSP at buildout would use approximately 88,862,360 thousand British thermal units (kBtu) per year of natural gas and 28,461,120 kWh per year of electricity.

Table 5.4-6: Estimated Operational Annual Natural Gas and Electricity Use at Buildout

NPGSP Area	Natural Gas Demand (kBtu/year)	Electricity Demand (kWh/year)
Multi-family Housing (Mid-Rise)	88,212,510	25,986,980
Retail	247,760	1,986,640
Office	402,090	487,500
Other Asphalt Surfaces	0	0
Total Project Energy Demand	88,862,360	28,461,120
Source: Energy Tables, Appendix C.		

Because this use of energy is typical for urban development, no operational activities or land uses would occur that would result in extraordinary energy consumption, and through City permitting assurance would be provided that existing regulations related to energy efficiency and consumption, such as Title 24 regulations and CCR Title 13, Motor Vehicles, section 2449(d)(3) related to idling, would be implemented. Therefore, impacts related to operational energy consumption would be less than significant.

IMPACT E-2: THE PROJECT WOULD NOT CONFLICT WITH OR OBSTRUCT A STATE OR LOCAL PLAN FOR RENEWABLE ENERGY OR ENERGY EFFICIENCY.

No Impact

As described previously, the development that would occur pursuant to the proposed NPGSP would be required to meet the incumbent CCR Title 24 energy efficiency standards in effect during the building permitting process for new development. The City's administration of the CCR Title 24 requirements includes review of design components and energy conservation measures that occurs during the permitting process, which ensures that all requirements are met. In addition, as described in Section 5.2 *Air Quality*, the NPGSP would be implemented to require development projects in the NPGSP area to achieve 5% efficiency beyond the incumbent California Building Code Title 24 requirements, and enhanced energy and water conservation (per Air Quality Mitigation Measures AQ-8 and AQ-9, respectively). Furthermore, the NPGSP would not conflict with or obstruct opportunities to use renewable energy, such as solar energy. The non-residential buildings would be solar ready, and residences would have solar infrastructure as required by existing CCR Title 24 requirements. Thus, the NPGSP would not obstruct use of renewable energy or energy efficiency. Overall, the NPGSP would not conflict with or obstruct a state or local plan for renewable energy or energy efficiency.

5.4.7 CUMULATIVE IMPACTS

The geographic context for analysis of cumulative impacts regarding energy includes past, present, and future development within southern California, because energy supplies (including electricity, natural gas, and petroleum) are generated and distributed throughout the southern California region.

All development projects throughout the region would be required to comply with the energy efficiency standards in the Title 24 requirements. Additionally, some of the developments could provide for additional reductions in energy consumption by use of solar panels, sky lights, or other Leadership in Energy and Environmental Design (LEED)-type energy efficiency infrastructure. With implementation of the existing energy conservation regulations, cumulative electricity and natural gas consumption would not be cumulatively wasteful, inefficient, or unnecessary.

Petroleum consumption associated with the proposed mixed uses would be primarily attributable to transportation, especially vehicular use. However, state fuel efficiency standards and alternative fuels policies (per AB 1007 Pavely) would contribute to a reduction in fuel use, and the federal Energy

Independence and Security Act and the state Long Term Energy Efficiency Strategic Plan would reduce reliance on non-renewable energy resources. For these reasons, the consumption of petroleum would not occur in a wasteful, inefficient, or unnecessary manner and would be less than cumulatively considerable.

5.4.8 EXISTING REGULATIONS

- California Energy Code (Code of Regulations, Title 24 Part 6)
- CalGreen Building Standards Code as included in the City's Municipal Code in Chapter 15.16

5.4.9 LEVEL OF SIGNIFICANCE BEFORE MITIGATION

Upon implementation of regulatory requirements, Impacts E-1 and E-2 would be less than significant.

5.4.10 MITIGATION MEASURES

No mitigation measures are required.

5.4.11 LEVEL OF SIGNIFICANCE AFTER MITIGATION

Impacts related to energy would be less than significant.

REFERENCES

- California Air Pollution Control Officers Association. *Quantifying Greenhouse Gas Mitigation Measures*. 2010. <http://www.capcoa.org/wp-content/uploads/2010/11/CAPCOA-Quantification-Report-9-14-Final.pdf>; Accessed: April 2022.
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5.5 Geology and Soils

5.5.1 INTRODUCTION

This section addresses potential environmental effects of the proposed Project related to geology, soils, seismicity, and paleontological resources. The impacts examined include risks related to geologic hazards such as earthquakes, landslides, liquefaction, expansive soils; impacts on the environment related to soil erosion and sedimentation; and impacts related to paleontological resources. The analysis in this section is based, in part, on the following documents and resources.

- City of Paramount General Plan
- City of Paramount Municipal Code
- 2020 LA River Master Plan Program EIR, February 2021

5.5.2 REGULATORY SETTING

5.5.2.1 Federal Regulations

Earthquake Hazards Reduction Act

The Earthquake Hazards Reduction Act was enacted in 1997 to “reduce the risks to life and property from future earthquakes in the United States through the establishment and maintenance of an effective earthquake hazards and reduction program.” To accomplish this, the Act established the National Earthquake Hazards Reduction Program that provides characterization, and prediction of hazards and vulnerabilities; improvement of building codes and land use practices; risk reduction through post-earthquake investigations and education; development and improvement of design and construction techniques; improvement of mitigation capacity; and accelerated application of research results. Programs under this Act provide building code requirements such as emergency evacuation responsibilities and seismic code standards such as those to which development under the proposed Specific Plan would be required to adhere.

5.5.2.2 State Regulations

Alquist-Priolo Earthquake Fault Zoning Act

The Alquist-Priolo Earthquake Fault Zoning Act requires the State Geologist to establish “Earthquake Fault Zones” and publish appropriate maps that depict these zones. The boundary of an Earthquake Fault Zone is generally about 500 feet from major active faults and 200 to 300 feet from well-defined minor faults. The Act also requires local agencies to regulate development within Earthquake Fault Zones. Before a development project can be permitted within an Earthquake Fault Zone, a geologic investigation is required to demonstrate that proposed buildings would not be constructed across active faults. A site-specific evaluation and written report must be prepared by a licensed geologist. If an active fault is found, a structure for human occupancy cannot be placed over the trace of the fault and must be set back a minimum of 50 feet from the fault.

Seismic Hazards Mapping Act

The Seismic Hazards Mapping Act addresses earthquake hazards related to liquefaction and seismically induced landslides. Under the Act, seismic hazard zones are mapped by the State Geologist to assist local governments in land use planning. The Act states “it is necessary to identify and map seismic hazard zones in order for cities and counties to adequately prepare the safety element of their general plans and to encourage land use management policies and regulations to reduce and mitigate those hazards to protect public health and safety.” Section 2697(a) of the Act states that “cities and counties shall require, prior to

the approval of a project located in a seismic hazard zone, a geotechnical report defining and delineating any seismic hazard.”

California Construction General Permit

The State of California adopted a Statewide National Pollutant Discharge Elimination System (NPDES) Permit for General Construction Activity (Construction General Permit) that regulates construction site storm water management. Dischargers whose projects disturb one or more acres of soil, or whose projects disturb less than one acre but are part of a larger common plan of development that in total disturbs one or more acres, are required to obtain coverage under the general permit for discharges of storm water associated with construction activity.

To obtain coverage under this permit, project operators must electronically file Permit Registration Documents, which include a Notice of Intent, a Storm Water Pollution Prevention Plan (SWPPP), and other compliance-related documents, including a risk-level assessment for construction sites, an active storm water effluent monitoring and reporting program during construction, rain event action plans, and numeric action levels (NALs) for pH and turbidity, as well as requirements for qualified professionals to prepare and implement the plan. The Construction General Permit requires the SWPPP to identify Best Management Practices (BMPs) that will be implemented to reduce soil erosion. Types of BMPs include preservation of vegetation and sediment control (e.g., fiber rolls). The SWPPP must contain a visual monitoring program; a chemical monitoring program for “non-visible” pollutants to be implemented if there is a failure of BMPs; and a monitoring plan if the site discharges directly to a water body listed on the state’s 303(d) list of impaired waters.

Requirements for Geotechnical Investigations

Requirements for geotechnical investigations are included in CBC Appendix J, Grading, Section J104; additional requirements for subdivisions requiring tentative and final maps and for other specified types of structures are in the California Health and Safety Code Sections 17953 to 17955 and in CBC Section 1803. Testing of samples from subsurface investigations is required, such as from borings or test pits. Studies must be done as needed to evaluate site geology, slope stability, soil strength, position and adequacy of load-bearing soils, the effect of moisture variation on load-bearing capacity, compressibility, liquefaction, differential settlement, and expansiveness. CBC Section J105 sets forth requirements for inspection and observation during and after grading.

Public Resources Code (PRC) Section 5097.5

Requirements for paleontological resources management are included in the PRC Division 5, Chapter 1.7, Section 5097.5, and Division 20, Chapter 3, Section 30244, which states: No person shall knowingly and willfully excavate upon, or remove, destroy, injure or deface any historic or prehistoric ruins, burial grounds, archaeological or vertebrate paleontological site, including fossilized footprints, inscriptions made by human agency, or any other archaeological, paleontological or historical feature, situated on public lands, except with the express permission of the public agency having jurisdiction over such lands. Violation of this section is a misdemeanor. These statutes prohibit the removal, without permission, of any paleontological site or feature from lands under the jurisdiction of the state or any city, county, district, authority, or public corporation, or any agency thereof. As a result, local agencies are required to comply with PRC 5097.5 for their own activities, including construction and maintenance, as well as for permit actions (e.g., encroachment permits) undertaken by others. PRC Section 5097.5 also establishes the removal of paleontological resources as a misdemeanor and requires reasonable mitigation of adverse impacts to paleontological resources from developments on public (state, county, city, and district) lands.

California Building Code (CBC)

Chapter 16 of the CBC contains requirements for design and construction of structures to resist loads, including earthquake loads. The code provides standards to protect property and public safety. The code regulates the design and construction of excavations, foundations, building frames, retaining walls, and other building elements, and thereby mitigate the effects of seismic shaking and adverse soil conditions. The code also regulates grading activities, including drainage and erosion control.

The City of Paramount has adopted the CBC as part of the City Development Code, and it is incorporated in Title 15 (Buildings and Construction) of the Paramount Municipal Code. The CBC and the Development Code regulate all building and construction projects within the City and implement a minimum standard for building design and construction that includes specific requirements for seismic safety, excavation, foundations, retaining walls, and site demolition.

5.5.2.3 Local Regulations**City of Paramount General Plan**

The following programs contained in the City of Paramount's General Plan are relevant to the proposed NPGSP related to paleontological resources:

Resource Management Programs

Cultural Resources Management. If archaeological or paleontological resources are encountered during excavation and grading activities; all work would cease until appropriate salvage measures are established. Appendix K of the California Environmental Quality Act (CEQA) Guidelines will be followed for excavation monitoring and salvage work that may be necessary. Salvage and preservation efforts will be undertaken pursuant to Appendix K requirements outlined in CEQA.

Environmental Review. The City will continue to evaluate the environmental impacts of new development and identify applicable mitigation measures prior to development approval, as required by the California Environmental Quality Act (CEQA). Environmental review will be provided for those projects that will have a potential to adversely impact the environment. Issue areas that will be addressed in the environmental analysis related to resource issues include air quality, water and hydrology, plant life, animal life, natural resources, energy, aesthetics, recreation, and cultural resources. In compliance with CEQA, the City will also assign responsibilities for the verification of the implementation of mitigation measures.

Health and Safety Programs

Environmental Review. The City will continue to evaluate the environmental impacts of new development and provide mitigation measures prior to development approval, as required by the California Environmental Quality Act (CEQA). The environmental review will be provided for major projects and those that will have a potential to adversely impact the environment. Issue areas related to public safety that may be addressed in the environmental analysis include earth and geology, risk of upset, public services, and flood risk. In compliance with CEQA, the City will also assign responsibilities for the verification of the implementation of mitigation measures. The City's environmental review procedures are in place.

5.5.3 ENVIRONMENTAL SETTING**Regional Faults and Seismic Setting**

Seismicity is a well-known hazard of Southern California. The San Andreas Fault represents the boundary between two tectonic plates, the northwest-moving Pacific plate and southeast trending North American plate. Movement along this boundary has resulted in many earthquakes from the region's numerous faults

(CGS 2020a). According to the current CBC, the City of Paramount is within Seismic Zone 4 (CBC 2019) which indicates moderate to severe groundshaking is possible.¹

Major active faults are located to the south and west of the City. Based on current mapping available from the California Geological Survey (CGS), there are no known Alquist-Priolo Earthquake Fault Zones within the City limits. However, a number of faults are located in the vicinity of the City, including the Newport Inglewood Fault and the Compton-Los Alamitos Fault, located approximately six and ten miles southwest of the City, respectively. The Newport-Inglewood Fault is capable of a maximum credible magnitude of 7.10 and the Compton-Los Alamitos Fault is capable of a maximum credible magnitude of 7.20. Ground Rupture².

Soils

The City is underlain by deep alluvial soils consisting of gravel, sand, silt, and clay derived mainly from runoff out of the San Gabriel Mountains to the north.³ Expansive soils are those that greatly increase in volume when they absorb water and shrink when they dry out. Expansion is measured by shrink-swell potential defined by the relative volume change in soil while gaining in moisture. If the shrink-swell potential is rated moderate to high, damage to buildings, roads, and other structures can occur. Although the City is generally underlain by sandy and silty alluvial soils, there may be areas with soils exhibiting a high to moderately high shrink-swell potential which are considered expansion.⁴

Liquefaction, Lateral Spreading, Settlement, and Subsidence

Liquefaction occurs when water-saturated sediment temporarily loses strength and acts as a fluid. Liquefaction-induced ground failure historically has been a major cause of earthquake damage in Southern California. Liquefaction potential and severity depends on several factors, including soil and slope conditions, proximity to fault, earthquake magnitude, and type of earthquake. According to the CGS, the entire City of Paramount lies within a liquefaction zone (CGS 2020b).⁵ Seismically induced settlement results from the consolidation or compaction of loose sandy soils during earthquake shaking.

Seismically Induced Landslides

Landslides are the downhill movement of masses of earth and rock and are often associated with earthquakes; but other factors, such as the slope, moisture content of the soil, composition of the subsurface geology, heavy rains, and improper grading can influence the occurrence of landslides. The NPGSP area is relatively flat and does not contain slopes that might be subject to landslides.

Paleontological Resources

Paleontological resources include fossil remains, as well as fossil localities and rock or soil formations that have produced fossil material. Fossils are the remains or traces of prehistoric animals and plants. Fossils are important scientific and educational resources because of their use in (1) documenting the presence and evolutionary history of particular groups of now extinct organisms (2) reconstructing the environments in which these organisms lived, and (3) determining the relative ages of the strata in which they occur and of the geologic events that resulted in the deposition of the sediments that formed these strata and in their subsequent deformation.

¹ City of Paramount 2021-2029 Housing Element Update Health and Safety Element Update and new Environmental Justice Element Initial Study and Negative Declaration, MIG, November 3, 2021. Pps. 36-38.
<https://www.paramountcity.com/home/showpublisheddocument/7662/637716160091230000>.

² Ibid.

³ Ibid.

⁴ Ibid.

⁵ Ibid.

Paleontological sensitivity is the potential for a particular geologic unit to produce scientifically important fossils. There is a direct correlation between fossils and the geologic units in which they are preserved; therefore, paleontological sensitivity is determined by rock type, the history of a particular geologic unit for producing significant fossils, and the recorded or known fossil localities derived from that unit.

The NPGSP area is mapped as Quaternary younger alluvium, unit 2 (Qya₂), which is composed of Holocene sediments at the surface. In the subsurface, the Holocene alluvial deposits overlie older late Pleistocene (approximately 126,000 to 11,477 years old) sediments at a depth as shallow as 5 feet bgs (McLeod 2017, 2018). This unit is therefore considered to have high paleontological sensitivity at depths at or below 5 feet.

5.5.4 THRESHOLDS OF SIGNIFICANCE

Appendix G of CEQA Guidelines indicates that a project could have a significant effect if it were to:

- GEO-1 Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving.
 - GEO-1i 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 4),
 - GEO-1ii Strong seismic ground shaking,
 - GEO-1iii Seismic-related ground failure, including liquefaction;
 - GEO-1iv Landslides;
- GEO-2 Result in substantial soil erosion or the loss of topsoil;
- GEO-3 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;
- GEO-4 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;
- GEO-5 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; or
- GEO-6 Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature.

5.5.5 METHODOLOGY

The analysis of impacts related to risk of loss, injury, or life as the result of on- or off-site fault rupture, seismic shaking, landslide, lateral spreading, subsidence, liquefaction, collapse, and expansive soils is based on a review of existing literature and previous studies within the City of Paramount. The analysis considers the risk of loss, injury, or life due to on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse, and expansive soils that would result from the proposed NPGSP increasing the number of people and buildings within the NPGSP area. In determining whether a significant impact would result from site-specific development projects permitted by the proposed NPGSP, the analysis includes consideration of CBC requirements for new construction aimed at minimizing hazards to life and property from geology and soils hazards.

The analysis of impacts related to soil erosion and loss of topsoil considers the types of (primarily construction) activities that would be permitted by the proposed NPGSP that could result in soil erosion or loss of topsoil, such as clearing, grading, and site landscaping. A significant impact related to erosion would occur if site-

specific development permitted by the NPGSP would not implement or would be inconsistent with existing regulatory requirements designed to prevent erosion and sedimentation.

In determining whether a paleontological-related impact would result from the proposed Project, the analysis includes consideration of the types of soils that exist within the NPGSP area, the paleontological sensitivity of those soils, the past disturbance on the site, and the proposed excavation. The analysis combines these factors to identify the potential of construction from implementing projects within the NPGSP area to impact any unknown paleontological resources.

5.5.6 ENVIRONMENTAL IMPACTS

IMPACT GEO-II: THE PROJECT WOULD NOT DIRECTLY OR INDIRECTLY CAUSE POTENTIAL SUBSTANTIAL ADVERSE EFFECTS, INCLUDING THE RISK OF LOSS, INJURY, OR DEATH INVOLVING RUPTURE OF A KNOWN EARTHQUAKE FAULT, AS DELINEATED ON THE MOST RECENT ALQUIST-PRIOLO EARTHQUAKE FAULT ZONING MAP ISSUED BY THE STATE GEOLOGIST FOR THE AREA OR BASED ON OTHER SUBSTANTIAL EVIDENCE OF A KNOWN FAULT.

No Impact

The NPGSP area does not contain an Alquist-Priolo Earthquake Fault Zone, and there are no known active faults within the City limits. The closest faults are the Newport-Inglewood Fault and the Compton-Los Alamitos Fault, located approximately 6 and 10 miles southwest of the City, respectively. Therefore, impacts related to rupture of a known earthquake fault would not occur.

IMPACT GEO-III: THE PROJECT WOULD NOT DIRECTLY OR INDIRECTLY CAUSE POTENTIAL SUBSTANTIAL ADVERSE EFFECTS, INCLUDING THE RISK OF LOSS, INJURY, OR DEATH INVOLVING STRONG SEISMIC GROUND SHAKING.

Less than Significant Impact

The NPGSP area is within a seismically active region, with numerous faults capable of producing significant ground motions. The Newport-Inglewood Fault is capable of a maximum credible magnitude of 7.10, and the Compton-Los Alamitos Fault is capable of a maximum credible magnitude of 7.20. Thus, development within the NPGSP could subject people and structures to hazards from ground shaking. However, seismic shaking is a risk throughout Southern California, and the NPGSP area is not at a greater risk of seismic activity compared to other areas within the region.

According to the current CBC, the City of Paramount is within Seismic Zone 4 (CBC 2019), which indicates moderate to severe ground shaking is possible. New structures that would be built within the NPGSP area would be subject to state seismic safety requirements of the CBC, as adopted by the City. In addition, the Paramount Municipal Code requires new development to prepare a geotechnical hazards assessment to identify site-specific design and construction guidelines to protect occupants and structures from anticipated seismic shaking. Chapter 16 of the CBC contains requirements for design and construction of structures to resist loads, including earthquake loads. The CBC provides procedures for earthquake-resistant structural design that include consideration for onsite soil conditions, occupancy, and the configuration of the structure, including the structural system and height.

The CBC and the City's Development Code regulate all building and construction projects within the City and implement a minimum standard for building design and construction that includes specific requirements for seismic safety, excavation, foundations, retaining walls, and site demolition. Because the developments within the NPGSP area would be required to be constructed in compliance with the CBC and the City's Development

Code, which would be verified through the City's plan check and permitting process, the Project would result in a less than significant impact related to strong seismic ground shaking.

IMPACT GEO-1III: THE PROJECT WOULD NOT DIRECTLY OR INDIRECTLY CAUSE POTENTIAL SUBSTANTIAL ADVERSE EFFECTS, INCLUDING THE RISK OF LOSS, INJURY, OR DEATH INVOLVING SEISMIC-RELATED GROUND FAILURE, INCLUDING LIQUEFACTION.

Less than Significant Impact

As described previously, the entire City of Paramount lies within a liquefaction zone (DOC, 2022) New structures that would be built under the NPGSP would be subject to seismic safety requirements of the CBC, as adopted by the City. Compliance with the CBC would require proper construction of building footings and foundations so that structures would withstand the effects of potential ground movement, including liquefaction and settlement. Additionally, Municipal Code Title 16 requires new development to prepare a geotechnical hazards assessment to identify site specific design and construction guidelines to protect occupants and structures from anticipated seismic impacts, including liquefaction. Therefore, impacts related to seismic ground failure, including liquefaction, would be less than significant and no mitigation is required.

IMPACT GEO-1IV: THE PROJECT WOULD NOT DIRECTLY OR INDIRECTLY CAUSE POTENTIAL SUBSTANTIAL ADVERSE EFFECTS, INCLUDING THE RISK OF LOSS, INJURY, OR DEATH INVOLVING LANDSLIDES.

No Impact

The NPGSP area is not prone to landslides due to the lack of steep slopes (i.e., foothills or mountains). Therefore, there would be no impact related to landslides and no mitigation is required.

IMPACT GEO-2: THE PROJECT WOULD NOT RESULT IN SUBSTANTIAL SOIL EROSION OR THE LOSS OF TOPSOIL.

Less than Significant Impact

Construction

Construction of developments pursuant to the NPGSP has the potential to contribute to soil erosion and the loss of topsoil. Grading and excavation activities would expose and loosen topsoil, which could be eroded by wind or water. All projects in the City are required to conform to the National Pollutant Discharge Elimination System (NPDES) Construction General Permit Order 2009-009-DWQ requirements, which require preparation of a storm water pollution prevention plan (SWPPP). The SWPPP would identify potential sources of erosion and sedimentation loss of topsoil during construction, identify erosion control best management practices (BMPs) to reduce or eliminate the erosion and loss of topsoil, such as use of silt fencing, fiber rolls, or gravel bags, stabilized construction entrance/exit, and hydroseeding. Additionally, construction would comply with SCAQMD Rule 403, which would further limit the loss of topsoil during construction activities. Upon compliance with the Regional Water Quality Control Board (RWQCB) requirements, and the BMPs in the SWPPP, potential construction impacts related to erosion and loss of topsoil at the Project site would be less than significant.

Operation

Once constructed, the developed areas would contain buildings, pavement, and landscaping. Some areas may contain exposed soils; however, these areas would be part of the landscaping that would be designed to limit erosion and the loss of topsoil. Also, as described in Section 5.8, *Hydrology and Water Quality*, onsite drainage features would be installed as part of the proposed development, which would be designed to filter and slowly discharge stormwater into the off-site drainage system and further reduce the potential for stormwater to erode topsoil.

The Los Angeles Regional Water Quality Control Board (LARWQCB) – Region 4 adopted order number R4-2012-0175 to comply with the requirements of the National Pollutant Discharge Elimination System (NPDES) for Los Angeles County and cities within the NPDES Permit CAS004001. Low impact development (LID) measures provide for the implementation of stormwater quality control measures in new development and redevelopment projects with the intention of improving water quality and mitigating potential water quality impacts from stormwater and non-stormwater discharges and soil erosion.

Additionally, all developments in the City require a site-specific water quality management plan (WQMP), which would ensure that the City Code, RWQCB requirements, and appropriate operational BMPs would be implemented to minimize or eliminate the potential for soil erosion or loss of topsoil to occur. As a result, potential impacts related to substantial soil erosion or loss of topsoil would be less than significant.

IMPACT GEO-3: THE PROJECT WOULD NOT 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 ONOR OFF-SITE LANDSLIDE, LATERAL SPREADING, SUBSIDENCE, LIQUEFACTION, OR COLLAPSE.

Less than Significant Impact

The City of Paramount is similar to other communities in the Los Angeles Basin and throughout Southern California and is subject to moderate to severe ground shaking from frequent earthquakes. In addition to liquefaction impacts, strong ground shaking can trigger other seismic events and hazards such as lateral spreading, landslides, subsidence, or collapse. The City, however, is not prone to landslides due to the lack of steep slopes.

As previously discussed, the Project would be required to be constructed in compliance with the CBC and the City Codes, which would be verified through the City's plan check and permitting process. Additionally, new develop is required by the City's municipal code to prepare a geotechnical hazard assessment to identify site specific design and construction guidelines to protect occupants and structures from seismic impacts, such as liquefaction, lateral spreading, landslides, subsidence, or collapse. With compliance with existing regulations buildout of the NPGSP would result in a less than significant impact related to unstable geologic unit or soil hazards.

IMPACT GEO-4: THE PROJECT WOULD NOT BE LOCATED ON EXPANSIVE SOIL, AS DEFINED IN TABLE 18-1-B OF THE UNIFORM BUILDING CODE (1994) AND WOULD NOT CREATE SUBSTANTIAL DIRECT OR INDIRECT RISKS TO LIFE OR PROPERTY?

Less than Significant Impact

Expansive soils are those that greatly increase in volume when they absorb water and shrink when they dry out. Expansion is measured by shrink-swell potential defined by the relative volume change in soil while gaining in moisture. If the shrink-swell potential is rated moderate to high, damage to buildings, roads, and other structures can occur. Although the City is generally underlain by sandy and silty alluvial soils, there may be areas with soils exhibiting a high to moderately high shrink-swell potential that are considered expansive.

Future development pursuant within the NPGSP would be subject to the requirements of the CBC as adopted by the City, including preparation of a soils report. The CBC requires analysis of soils and application of engineering standards to ensure project sites are made suitable for building construction, particularly in regard to foundation design. Foundation and structural design for any proposed development would be subject to analysis and design recommendations by a licensed geotechnical engineer for review and approval by the City. In addition, the City's Municipal Code Title 16 requires the preparation of preliminary

soil, geotechnical, or both reports. Therefore, impacts due to geological and soils hazards would be less than significant and no mitigation is required.

IMPACT GEO-5: THE PROJECT WOULD NOT 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

Buildout of the NPGSP area would be served by sewer infrastructure. The use of septic tanks or alternative wastewater disposal systems would not occur as sewer system connections are available within the NPGSP. Therefore, no impact would occur.

IMPACT GEO-6: THE PROJECT WOULD NOT DIRECTLY OR INDIRECTLY DESTROY A UNIQUE PALEONTOLOGICAL RESOURCE OR SITE OR UNIQUE GEOLOGIC FEATURE?

Less than Significant Impact with Mitigation

Unique Geologic Feature

According to the General Plan EIR, there are no known geological resources and/or unique geological features located within the City. As such, construction of implementing projects pursuant to the NPGSP would not result in impacts to unique geologic features.

Paleontological Resources

The NPGSP area is mapped as Quaternary younger alluvium, unit 2 (Qya2), which is composed of Holocene sediments at the surface. In the subsurface, the Holocene alluvial deposits overlie older late Pleistocene (approximately 126,000 to 11,477 years old) sediments at a depth as shallow as 5 feet bgs (McLeod 2017, 2018). This unit is therefore considered to have high paleontological sensitivity at depths at or below 5 feet. Thus, future development of the proposed NPGSP would be subject to the requirements of PRC §5097.5. Also, Mitigation Measure GEO-1, Paleontological Resources Management Program (PRMP), is included to require, an assessment of the potential of each development site to contain paleontological resources from depths of 5 feet below the ground surface and lower, and to implement appropriate measures based on the site's sensitivity to ensure the potential impacts to resources would be less than significant. Therefore, potential impacts to unique paleontological resources from buildout of the proposed NPGSP would be less than significant with implementation of Mitigation Measure GEO-1.

5.5.7 CUMULATIVE IMPACTS

Geology and Soils: Geotechnical impacts are site-specific rather than cumulative in nature. Direct and indirect impacts related to geology and soils would be mitigated through mandatory conformance with the CBC and site-specific geotechnical recommendations, which would be incorporated as part of the permitting requirements for each NPGSP development project. With the exception of erosion hazards, potential hazardous effects related to geologic and soil conditions are unique to each project site, and inherently restricted to the developments proposed. That is, issues including fault rupture, seismic ground shaking, liquefaction, landslides, and expansive soils would involve effects to (and not from) the development, are specific to conditions on the property, and are not influenced by or additive with the geologic and/or soils hazards that may occur on other, off-site properties. Because of the site-specific nature of these potential hazards and the measures to address them, there would be no direct or indirect connection to similar potential issues or cumulative effects.

Impacts related to erosion and loss of topsoil would be reduced to a less than significant level with compliance with existing regulations that require preparation of a WQMP, and SWPPP to incorporate measures during

construction and operational activities to ensure that erosion impacts do not occur. Other development projects in the vicinity of the NPGSP area would be required to comply with the same regulatory requirements as the development in the NPGSP area that would reduce the potential of cumulative impacts to a less than significant level.

5.5.8 EXISTING REGULATIONS

State

- Public Resources Code (PRC) Section 5097.5
- California Building Code

Regional

- Pollutant Discharge Elimination System (NPDES)
- MS4 Permit

5.5.9 LEVEL OF SIGNIFICANCE BEFORE MITIGATION

Without mitigation Impacts GEO-1i, GEO-1iv, and GEO-5 would have no impact.

Without mitigation Impacts GEO-1ii, GEO-1iii, GEO-2, GEO-3, and GEO-4 would be less than significant.

Without mitigation Impacts GEO-6 would be potentially significant.

5.5.10 MITIGATION MEASURES

MM GEO-1 Paleontological Resources Management Program (PRMP). If a project proposes subsurface disturbance within native non-disturbed alluvial deposits at 5 feet below the ground surface or deeper, a paleontological resource management program (PRMP) is required prior to the issuance of a grading permit unless a qualified paleontologist retained by a Project Proponent provides a letter to the City verifying that a PRMP is not warranted based on the results of a project-specific assessment.

The PRMP shall implement the following standard procedures:

1. The applicant shall retain a qualified paleontologist (Project Paleontologist) approved by the City to create and implement a project-specific plan for monitoring site grading/earthmoving activities.
2. The project paleontologist retained shall review the approved development plan and grading plan and conduct any pre-construction work necessary to render appropriate monitoring requirements as appropriate. These requirements shall be documented by the project paleontologist in a paleontological resource management program (PRMP). This PRMP shall be submitted to the City for approval prior to issuance of a grading permit. Information to be contained in the PRMP, at a minimum and in addition to other industry standards and Society of Vertebrate Paleontology standards, are as follows:
 - a. The Project Paleontologist shall participate in a pre-construction project meeting with development staff and construction operations to ensure an understanding of any monitoring measures required during construction, as applicable.
 - b. Paleontological monitoring of earthmoving activities will be conducted on an as-needed basis by the project paleontologist during all earthmoving activities that

may expose sensitive strata. Earthmoving activities in areas of the project area where previously undisturbed strata will be buried but not otherwise disturbed will not be monitored. The project paleontologist or his/her assign will have the authority to reduce monitoring once he/she determines the probability of encountering fossils has dropped below an acceptable level.

- c. If the Project Paleontologist finds fossil remains, earthmoving activities will be diverted temporarily around the fossil site until the remains have been evaluated, documented, and recovered. Earthmoving will be allowed to proceed through the site when the Project Paleontologist determines the fossils have been recovered and/or the site mitigated to the extent necessary.
- d. If fossil remains are encountered by earthmoving activities when the Project Paleontologist is not onsite, these activities will be diverted around the fossil site and the Project Paleontologist called to the site immediately to evaluate, document, and recover the remains.
- e. If fossil remains are encountered, fossiliferous rock and soil will be recovered from the fossil site and processed to allow for the recovery of smaller fossil remains. Test samples may be recovered from other sampling sites in the geologic unit if appropriate.
- f. Any recovered fossil remains will be prepared to the point of identification and identified to the lowest taxonomic level possible by knowledgeable paleontologists. The remains then will be curated and catalogued, an associated specimen data and corresponding geologic and geographic site data will be archived at the museum repository by a laboratory technician. The remains will then be accessioned into the museum repository fossil collection, where they will be permanently stored, maintained, and, along with associated specimen and site data, made available for future study by qualified scientific investigators.
- g. A qualified paleontologist shall prepare a report of findings made during all site grading activity with an appended itemized list of fossil specimens recovered during grading (if any). This report shall be submitted to the Development Services Department for review and approval prior to building final inspection as described elsewhere in these conditions.

A. Pregrading Conference

The Project Paleontologist and/or designee shall participate in a pre-grading conference with development staff and construction operations, to ensure an understanding of the monitoring requirements and implementation procedures to be utilized during construction. This meeting shall take place before the initiation of major ground-disturbing activities. Training at this meeting shall inform all construction personnel of the procedures to be followed upon the discovery of paleontological resources, general paleontological items, including the paleontology and geology of the area, as well as pictures of typical fossils that can be found during construction. This training should stress applicable state, federal, and local laws, and include information on what to do in case an unanticipated discovery is made by a worker. All construction personnel should be instructed to stop work within a 100-foot radius of the find and immediately inform their field supervisor upon any discovery in the project area. The Project Paleontologist shall be called to assess the find to determine if monitors should be mobilized to the project area to examine and evaluate the fossils.

B. Paleontological Monitoring

Paleontological monitoring of earthmoving activities below five feet in depth within older Quaternary alluvial deposits will be conducted during earthmoving activities. The Project

Paleontologist may reevaluate the necessity for paleontological monitoring after initial examination of the affected sediments during excavation, which may result in part-time or spot-checking the remainder of excavations, or cessation of monitoring. Paleontological monitoring of construction excavations involves field inspection of trenches, spoils piles, scraped or graded surfaces. Monitors shall maintain close communication with the onsite construction personnel to maintain a safe working environment and to be fully apprised of the upcoming Project activity areas and any schedule changes. All monitors shall complete daily documentation of all construction activities requiring monitoring, including the location of monitoring activities throughout the day, observations of sediment type and distribution, observations regarding paleontological resources, collection of resources and other information. This documentation will be prepared by each monitor on each shift, in a Daily Field Monitoring Summary and Daily Paleontological Locality Collection log, as relevant to the discoveries each day. The monitor shall photograph ground disturbing activities, sediment, and resources for documentation purposes and will fill out a Photograph Log each day. The Daily Field Monitoring Summary, Daily Paleontological Locality Collection Log and/or Photograph Log shall comprise the field notes. These notes shall be filed weekly with the Project Paleontologist and be made available to the Proponent and City upon request.

C. Monitor's Authority to Temporarily Halt Project Activities

Paleontological monitors have authority to initiate a temporary work stoppage of construction activities to assess and/or recover paleontological discoveries. It is important that all earthmoving contractor personnel recognize the authority of the paleontological monitor(s) to redirect project construction activities. The monitor(s) will attempt to minimize schedule impacts, however, in cases of large discoveries, this process can be quite lengthy, and recent discoveries in the region have shown the area to be highly sensitive for paleontological materials. The monitor(s) will stay with the discovery and notify the construction foreman and the Project Paleontologist. The monitor will demarcate a 100-foot buffer zone around the specimen using flagging or other high-visibility methods until the find is assessed and potential impacts to paleontological resources are avoided, minimized, or mitigated.

D. Data Recovery Plan for Paleontological Resources

If fossils are discovered, the qualified paleontological monitor shall recover them. In the instance of an extended salvage period, the Project Paleontologist shall work with the construction manager to temporarily direct, divert, or halt earthwork to allow recovery of fossil remains in a timely manner. If the find is too large to be managed by one monitor, additional assistance will be called upon to expedite the process. Because of the potential for the recovery of small fossil remains, it may be necessary to collect bulk samples (up to 6,000 pounds) of sedimentary rock matrix. Screen-washing will only occur in the event of a significant discovery. The Project Paleontologist will consult with the Project Applicant/Proponent prior to collecting any bulk samples. The locations of any significant discoveries should be sampled and later screen-washed and picked in the paleontological laboratory to fully document the microfaunal or microfloral diversity of the locality.

Construction activities shall continue outside of a 100-foot buffer to the discovery site based on the size of the fossil and in consultation with the foreperson and other construction leads. All scientifically important fossils shall be salvaged and fully documented within a detailed stratigraphic framework as construction conditions and safety considerations permit. Fossils will only be retrieved from within the project boundaries. Once the fossils have been partially prepared in the laboratory, non-significant resources such as bone fragments lacking identifiable features (processes or definable skeletal structures) shall be discarded or used only for educational or public outreach purposes.

E. Monitoring Compliance Report

The Project Paleontologist shall prepare a final paleontological report prior to issuance of final building inspection, or other City milestone, to verify compliance with project conditions and mitigation measures. The report shall follow industry standard guidelines and City of Paramount requirements and shall include at a minimum: a discussion of monitoring methods and techniques used, the results of the monitoring program including any fossils recovered, an inventory of any resources recovered, locality forms, if any, final disposition of the resources, and any additional recommendations.

F. Curation of Paleontological Resources

Fossil remains collected during monitoring and salvage shall be cleaned, repaired, sorted, and catalogued as part of the monitoring program. When potentially scientifically significant fossil discoveries are made by paleontological monitors, they should be quickly and professionally explored, assessed, and evaluated to minimize construction delays; the City Planning Department and Project Paleontologist will be notified immediately. Additional paleontologists will be brought in to assist with the salvage as needed. Salvages may consist of the relatively rapid removal of small isolated fossils from an active cut, to hand-quarrying of larger fossils over several hours, to excavations of large fossils or large numbers of smaller fossils from a bone bed over several days or weeks.

At each paleontological locality, the Project Paleontologist or paleontological monitor will record the field number, date of discovery and date of collection, geographic coordinates, elevation, formation, stratigraphic provenance, lithologic description of sediment that produced the fossil(s), type(s) of fossils and type(s) of element(s), taphonomic and paleoenvironmental interpretations, associations with other fossils, photograph(s), and collector(s). All fossils and matrix samples must be properly labeled prior to removal from the locality where they were discovered and taken to a secure laboratory for preparation to the point of identification and curation.

5.5.11 LEVEL OF SIGNIFICANCE AFTER MITIGATION

Implementation of Mitigation Measure GEO-1 would reduce potential impacts associated unique paleontological resource impacts to a level that is less than significant. Therefore, no significant unavoidable adverse impacts related to geology and soils and paleontological resources would occur.

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5.6 Greenhouse Gas Emissions

5.6.1 INTRODUCTION

This section evaluates the potential for implementation of the proposed Specific Plan to cumulatively contribute to greenhouse gas (GHG) emissions impacts. Because no single project is large enough to result in a measurable increase in global concentrations of GHG emissions, impacts of the proposed Specific Plan are considered on a cumulative basis. This evaluation is based on the methodology recommended by the South Coast Air Quality Management District (SCAQMD). This section also addresses the Specific Plan's consistency with applicable plans, policies, and public agency regulations adopted for the purpose of reducing the emissions of greenhouse gases. The analysis within this section is based on the following City documents and the technical report prepared for the Project.

- City of Paramount General Plan
- City of Paramount Climate Action Plan
- City of Paramount Municipal Code
- North Paramount Gateway Specific Plan Greenhouse Gas Analysis, Appendix D

5.6.2 REGULATORY SETTING

5.6.2.1 State Regulations

California Assembly Bill 1493– Pavley

In 2002, the California Legislature adopted AB 1493 requiring the adoption of regulations to reduce GHG emissions in the transportation sector. In September 2004, pursuant to AB 1493, the California Air Resources Board (CARB) approved regulations to reduce GHG emissions from new motor vehicles beginning with the 2009 model year (Pavley Regulations). In September 2009, CARB adopted amendments to the Pavley Regulations to reduce GHG from 2009 to 2016. CARB, EPA, and the U.S. Department of Transportation's National Highway Traffic and Safety Administration (NHTSA) have coordinated efforts to develop fuel economy and GHG standards for model 2017-2025 vehicles. The GHG standards are incorporated into the "Low Emission Vehicle" (LEV) Regulations.

California Executive Order S-3-05 – Statewide Emission Reduction Targets

Executive Order S-3-05 was signed by Governor Arnold Schwarzenegger in June 2005. Executive Order S-3-05 establishes statewide emissions reduction targets through the year 2050:

- By 2010, reduce GHG emissions to 2000 levels;
- By 2020, reduce GHG emissions to 1990 levels; and
- By 2050, reduce GHG emissions to 80% below 1990 levels.

California Assembly Bill 32 (AB 32), Global Warming Solutions Act of 2006 (Chapter 488, Statutes of 2006)

In 2006, the Legislature passed the California Global Warming Solutions Act of 2006 (Assembly Bill 32 (AB 32)), which created a comprehensive, multi-year program to reduce greenhouse gas (GHG) emissions in California. AB 32 required the California Air Resources Board (CARB or Board) to develop a Scoping Plan that describes the approach California will take to reduce GHGs to achieve the goal of reducing emissions to 1990 levels by 2020. The Scoping Plan was first approved by the Board in 2008 and must be updated at least every 5 years. Since 2008, there have been two updates to the Scoping Plan. Each of the Scoping

Plans has included a suite of policies to help the state achieve its GHG targets, in large part leveraging existing programs whose primary goal is to reduce harmful air pollution. The 2017 Scoping Plan identifies how the state can reach the 2030 climate target to reduce greenhouse gas (GHG) emissions by 40% from 1990 levels, and substantially advance toward the 2050 climate goal to reduce GHG emissions by 80% below 1990 levels.

The AB 32 Scoping Plan also anticipates that local government actions will result in reduced GHG emissions because local governments have the primary authority to plan, zone, approve, and permit development to accommodate population growth and the changing needs of their jurisdictions. The Scoping Plan also relies on the requirements of Senate Bill 375 (discussed below) to align local land use and transportation planning for achieving GHG reductions.

The Scoping Plan must be updated every 5 years to evaluate AB 32 policies and ensure that California is on track to achieve the 2020 GHG reduction goal. In 2014, CARB released the First Update to the Scoping Plan, which builds upon the Initial Scoping Plan with new strategies and recommendations. The First Update identifies opportunities to leverage existing and new funds to further drive GHG emissions reductions through strategic planning and targeted low carbon investments. This update defined CARB's climate change priorities for the next 5 years and set the groundwork to reach long-term goals set forth in Executive Order S-3-05. The update highlighted California's progress toward meeting the "near-term" 2020 GHG emissions reduction goals in the original 2008 Scoping Plan. It also evaluates how to align the state's "longer-term" GHG emissions reduction strategies with other state policy priorities for water, waste, natural resources, clean energy, transportation, and land use.

In 2017, CARB released the proposed Second Update to the Scoping Plan, which identifies the state's post-2020 reduction strategy. The Second Update would reflect the 2030 target of a 40% reduction below 1990 levels, set by Executive Order B-30-15 and codified by SB 32. Key programs that the proposed Second Update builds upon include the Cap-and-Trade Regulation, the Low Carbon Fuel Standard, and much cleaner cars, trucks, and freight movement, utilizing cleaner, renewable energy, and strategies to reduce methane emissions from agricultural and other wastes.

Senate Bill 375 (Chapter 728, Statutes of 2008)

In August 2008, the Legislature passed, and on September 30, 2008, Governor Schwarzenegger signed, SB 375, which addresses GHG emissions associated with the transportation sector through regional transportation and sustainability plans. Regional GHG reduction targets for the automobile and light-truck sector for 2020 and 2035, as determined by CARB, are required to consider the emissions reductions associated with vehicle emissions standards (see SB 1493), the composition of fuels (see Executive Order S-1-07), and other CARB-approved measures to reduce GHG emissions. Regional metropolitan planning organizations (MPOs) will be responsible for preparing a Sustainable Communities Strategy (SCS) within their Regional Transportation Plan (RTP). The goal of the SCS is to establish a development plan for the region, which, after considering transportation measures and policies, will achieve, if feasible, the GHG reduction targets. If an SCS is unable to achieve the GHG reduction target, an MPO must prepare an Alternative Planning Strategy demonstrating how the GHG reduction target would be achieved through alternative development patterns, infrastructure, or additional transportation measures or policies. SB 375 provides incentives for streamlining CEQA requirements by substantially reducing the requirements for "transit priority projects," as specified in SB 375, and eliminating the analysis of the impacts of certain residential projects on global warming and the growth-inducing impacts of those projects when the projects are consistent with the SCS or Alternative Planning Strategy. On September 23, 2010, CARB adopted the SB 375 targets for the regional MPOs.

Executive Order B-30-15 – 2030 Statewide Emission Reduction Target

Executive Order B-30-15 was signed by Governor Jerry Brown on April 29, 2015, establishing an interim statewide GHG reduction target of 40% below 1990 levels by 2030, which is necessary to guide regulatory policy and investments in California in the midterm, and put California on the most cost-effective path for long-term emissions reductions. Under this Executive Order, all state agencies with jurisdiction over sources of GHG emissions are required to continue to develop and implement emissions reduction programs to reach the state's 2050 target and attain a level of emissions necessary to avoid dangerous climate change. According to the Governor's Office, this Executive Order is in line with the scientifically established levels needed in the United States to limit global warming below 2°C – the warming threshold at which scientists say there will likely be major climate disruptions such as super droughts, rising sea levels, and more frequent and extensive wildfires.

Senate Bill 32 (Chapter 249, Statutes of 2016)

Senate Bill 32 was signed on September 8, 2016 by Governor Jerry Brown. SB 32 requires the state to reduce statewide GHG emissions to 40% below 1990 levels by 2030, a reduction target that was first introduced in Executive Order B-30-15. The new legislation builds upon the AB 32 goal of 1990 levels by 2020 and provides an intermediate goal to achieving S-3-05, which sets a statewide GHG reduction target of 80% below 1990 levels by 2050. A related bill that was also approved in 2016, AB 197 (Chapter 250, Statutes of 2016) creates a legislative committee to oversee regulators to ensure that ARB is not only responsive to the Governor, but also the Legislature.

Senate Bill 97 (Chapter 185, Statutes of 2007)

SB 97 (Health and Safety Code §21083.5) was adopted in 2007 and required the Office of Planning and Research to prepare amendments to the CEQA Guidelines for the mitigation of GHG impacts. The amendments became effective on March 18, 2010. The CEQA Amendments provide guidance to public agencies regarding the analysis and mitigation of the effects of GHG emissions in CEQA documents. A new section, CEQA Guidelines §15064.4, was added to assist agencies in determining the significance of GHG emissions. The CEQA section gives discretion to the lead agency whether to: 1) use a model of 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. CEQA does not provide guidance to determine whether the project's estimated GHG emissions are significant or cumulatively considerable.

Also amended were CEQA Guidelines §15126.4 and §15130, which address mitigation measures and cumulative impacts, respectively. However, GHG mitigation measures are referenced in general terms, and no specific measures are identified. Additionally, the revision to the cumulative impact discussion requirement (§15130) simply directs agencies to analyze GHG emissions in an EIR when a project's incremental contribution of emissions may be cumulatively considerable; however, it does not answer the question of when emissions are cumulatively considerable.

Section 15183.5 permits programmatic GHG analysis and later project-specific tiering, as well as the preparation of Greenhouse Gas Reduction Plans. Compliance with such plans can support a determination that a project's cumulative effect is not cumulatively considerable, according to proposed §15183.5(b).

Title 24 Energy Efficiency Standards and California Green Building Standards

California Code of Regulations (CCR) Title 24 Part 6: The California Energy Code (CALGreen) is updated every 3 years. The most recent approved update is the 2022 update that is applicable to building permit applications submitted after January 1, 2023. The updated 2022 standards focus on the following:

- Encouraging electric heat pump technology and use. Heat pumps use less energy and produce fewer emissions than traditional HVACs and water heaters
- Establishing electric-ready requirements when natural gas is installed to provide for electric heating, cooking, and electric vehicle (EV) charging.
- Expanding solar photovoltaic (PV) system and battery storage standards
- Strengthening ventilation standards to improve indoor air quality

The CALGreen standards that reduce GHG emissions and are applicable to the proposed Project include, but are not limited to, the following.

- Bicycle parking at new buildings to encourage non-vehicular transportation.
- Designated parking for clean air vehicles. Provide designated parking for any combination of low-emitting, fuel-efficient and carpool/van pool vehicles per Title 24 Part 6 Table 5.106.5.2.
- Electric vehicle charging stations. The regulation requires empty raceways for future conduit and documentation that the electrical system has adequate capacity for the future load.
- Outdoor light pollution reduction. Outdoor lighting systems shall be designed to meet the backlight, uplight, and glare ratings per Title 24 Part 6 Table 5.106.8.
- Construction waste management. Recycle and/or salvage for reuse a minimum of 65% of the nonhazardous construction and demolition waste.
- Excavated soil and land clearing debris. 100% of trees, stumps, rocks, and associated vegetation and soils resulting primarily from land clearing shall be reused or recycled.
- Recycling by Occupants. Provide readily accessible areas that serve the entire building and are identified for the depositing, storage and collection of non-hazardous materials for recycling, including (at a minimum) paper, corrugated cardboard, glass, plastics, organic waste, and metals.
- Water conserving plumbing fixtures and fittings. Plumbing fixtures (water closets and urinals) and fittings (faucets and showerheads) meeting Title 24 standards shall be installed.
- Outdoor portable water use in landscaped areas. Nonresidential developments shall comply with a local water efficient landscape ordinance or the current California Department of Water Resources' Model Water Efficient Landscape Ordinance (MWELO), whichever is more stringent.

The CALGreen Building Standards Code has been adopted by the City of Paramount in Municipal Code Chapter 15.16.

City of Paramount Climate Action Plan

The City of Paramount Climate Action Plan (CAP) was adopted by the City in 2021 and provides local measures and strategies to meet the GHG reduction goals set by the state, which include the following that are relevant to the proposed Project:

Measure EE1: Improve Energy Efficiency of Existing Buildings.

Measure EE2: Promote Green Building in New Construction and Major Renovations.

Strategy EE2c: Incorporate energy-efficient building requirements in specific plans.

Measure RE1: Increase Local Renewable Energy Generation.

Measure TR2: Improve Pedestrian and Bicycle Infrastructure.

Measure TR3: Expand Public Transit Options and "First Mile/Last Mile" Connectivity.

Strategy TR3a: Support increased transit options.

Measure LU1: Promote Smart Growth, Transit-Oriented Development (TOD), and Complete Neighborhoods.

Strategy LU1a: Encourage compact, efficient, and contiguous development.

Measure WA1: Promote Water Conservation.

Strategy WA1b: Ensure water efficiency in existing buildings and new development.

Strategy WA2a: Promote recycled water systems in residential and commercial development.

5.6.3 ENVIRONMENTAL SETTING

Gases that trap heat in the atmosphere are called greenhouse gases (GHGs). The major concern with GHGs is that increases in their concentrations are contributing to global climate change. Global climate change is a change in the average weather on Earth that can be measured by wind patterns, storms, precipitation, and temperature. Although there is disagreement as to the rate of global climate change and the extent of the impacts attributable to human activities, most in the scientific community agree that there is a direct link between increased emissions of GHGs and long-term global temperature increases.

The principal GHGs are carbon dioxide (CO₂), methane (CH₄), nitrous oxide (N₂O), sulfur hexafluoride (SF₆), perfluorocarbons (PFCs), and hydrofluorocarbons (HFCs). Because different GHGs have different warming potential, and CO₂ is the most common reference gas for climate change, GHG emissions are often quantified and reported as CO₂ equivalents (CO₂e). For example, SF₆ is a GHG commonly used in the utility industry as an insulating gas in circuit breakers and other electronic equipment. SF₆, while comprising a small fraction of the total GHGs emitted annually worldwide, is a much more potent GHG, with 22,800 times the global warming potential as CO₂. Therefore, an emission of 1 metric ton (MT) of SF₆ could be reported as an emission of 22,800 MT of CO₂e. Large emissions sources are reported in million metric tons (MMT) of CO₂e. The principal GHGs are described below, along with their global warming potential.

Carbon dioxide: Carbon dioxide (CO₂) is an odorless, colorless, natural GHG. Carbon dioxide's global warming potential is 1. Natural sources include decomposition of dead organic matter; respiration of bacteria, plants, animals, and fungus; evaporation from oceans; and volcanic outgassing. Anthropogenic (human-made) sources are from burning coal, oil, natural gas, and wood.

Methane: Methane (CH₄) is a flammable gas and is the main component of natural gas. It has a lifetime of 12 years, and its global warming potential is 28. Methane is extracted from geological deposits (natural gas fields). Other sources are landfills, fermentation of manure, and decay of organic matter.

Nitrous oxide: Nitrous oxide (N₂O) (laughing gas) is a colorless GHG that has a lifetime of 121 years, and its global warming potential is 265. Sources include microbial processes in soil and water, fuel combustion, and industrial processes.

Sulfur hexafluoride: Sulfur hexafluoride (SF₆) is an inorganic, odorless, colorless, and nontoxic nonflammable gas that has a lifetime of 3,200 years and a high global warming potential of 23,500. This gas is human-made and used for insulation in electric power transmission equipment, in the magnesium industry, in semiconductor manufacturing, and as a tracer gas.

Perfluorocarbons: Perfluorocarbons (PFCs) have stable molecular structures and only break down by ultraviolet rays about 60 kilometers above Earth's surface. Because of this, PFCs have long lifetimes, between 10,000 and 50,000 years. Their global warming potential ranges from 7,000 to 11,000. Two main sources of perfluorocarbons are primary aluminum production and semiconductor manufacturing.

Hydrofluorocarbons: Hydrofluorocarbons (HFCs) are a group of GHGs containing carbon, chlorine, and at least one hydrogen atom. Their global warming potential ranges from 100 to 12,000. Hydrofluorocarbons are synthetic manmade chemicals used as a substitute for chlorofluorocarbons in applications such as automobile air conditioners and refrigerants.

Some of the potential effects in California of global warming may include loss in snow pack, sea level rise, more extreme heat days per year, more high ozone days, more forest fires, and more drought years. Globally, climate change has the potential to impact numerous environmental resources through potential, though uncertain, impacts related to future air temperatures and precipitation patterns. The projected effects of global warming on weather and climate are likely to vary regionally, but are expected to include the following direct effects:

- Higher maximum temperatures and more hot days over nearly all land areas;
- Higher minimum temperatures, fewer cold days and frost days over nearly all land areas;
- Reduced diurnal temperature range over most land areas;
- Increase of heat index over land areas; and
- More intense precipitation events.

Also, there are many secondary effects that are projected to result from global warming, including global rise in sea level, impacts to agriculture, changes in disease vectors, and changes in habitat and biodiversity. While the possible outcomes and the feedback mechanisms involved are not fully understood, and much research remains to be done, the potential for substantial environmental, social, and economic consequences over the long term may be great.

GHGs are produced by both direct and indirect emissions sources. Direct emissions include consumption of natural gas, heating and cooling of buildings, landscaping activities, and other equipment used directly by land uses. Indirect emissions include the consumption of fossil fuels for vehicle trips, electricity generation, water usage, and solid waste disposal.

City of Paramount

As detailed in the CAP, the City developed a baseline GHG inventory for 2010 forms the basis for setting emissions reduction targets and measuring future progress. The baseline shows that large stationary sources that are controlled by the State made up 36.2 percent of the City's total GHG emissions in 2010.

Not including the large stationary sources, on-road transportation made up 42.1 percent of the City's emissions, energy (electricity and natural gas) used by commercial/industrial buildings made up 36.4 percent, and energy used by residential buildings made up 8.7 percent.

The CAP also establishes a community-wide reduction target for 2030 of 40 percent below baseline emissions (2010), consistent with California's statewide goal to achieve a 40 percent reduction by 2030, as mandated by SB 32, and with guidance from the Governor's Office of Planning and Research (OPR)¹. The CAP does not establish a reduction target for 2050; however, the 2030 target puts the City on a trajectory that is in line with the state's long-term target established by EO S-3-05².

Existing NPGSP Area

The NPGSP area consists of approximately 112.02 acres of developed lands within an urban area that is within 0.5 mile of the planned WSAB light rail transit station. The majority of the NPGSP area is developed

¹ Governor's Office of Planning and Research, General Plan Guidelines, 2017. Chapter 8: Climate Change, pp. 222–23

² CAP page 3-2

with multi-family residential with some commercial uses along Paramount Boulevard and Rosecrans Avenue. The businesses within the NPGSP area represent a range of general commercial uses including retail, restaurants, and professional offices. The primary existing GHG emissions in the NPGSP area are from on-road transportation, building energy, and waste.

5.6.4 THRESHOLDS OF SIGNIFICANCE

Appendix G of CEQA Guidelines indicates that a project could have a significant effect if it were to:

- GHG-1 Generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment; or
- GHG-2 Conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of GHGs.

CEQA Guidelines §15064.4 provides discretion to the lead agency whether to: 1) use a model of 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. In addition, CEQA does not provide guidance to determine whether the project's estimated GHG emissions are significant, but recommends that lead agencies consider several factors that may be used in the determination of significance of project related GHG emissions, including:

- The extent to which the project may increase or reduce GHG emissions as compared to the existing environmental setting.
- Whether the project emissions exceed a threshold of significance that the lead agency determines applies to the project.
- 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.

CEQA Guidelines §15130(f) describes that the effects of GHG emissions are by their very nature cumulative and should be analyzed in the context of CEQA's requirements for cumulative impact analysis. Additionally, CEQA Guidelines §15064(h)3 states that a project's incremental contribution to a cumulative impact can be found not cumulatively considerable if the project would comply with an approved plan or mitigation program that provides requirements to avoid or lessen the cumulative problem.

The SCAQMD formed a working group to identify greenhouse gas emissions thresholds for land use projects that could be used by local lead agencies in the South Coast Air Basin (Basin) in 2008. The working group developed several different options that are contained in the SCAQMD Draft Guidance Document – Interim CEQA Greenhouse Gas Significance Threshold, that could be applied by lead agencies, which includes the following tiered approach:

- Tier 1 consists of evaluating whether or not the project qualifies for any applicable exemption under CEQA.
- Tier 2 consists of determining whether the project is consistent with a greenhouse gas reduction plan. If a project is consistent with a qualifying local greenhouse gas reduction plan, it does not have significant greenhouse gas emissions.
- Tier 3 consists of screening values, which the lead agency can choose, but must be consistent with all projects within its jurisdiction. A project's construction emissions are averaged over 30 years and are added to the project's operational emissions. If a project's emissions are below one of the following screening thresholds, then the project is less than significant:
 - All land use types: 3,000 MTCO₂E per year

- Based on land use type:
 - Residential: 3,500 MTCO₂E per year
 - Commercial: 1,400 MTCO₂E per year
 - Mixed use: 3,000 MTCO₂E per year
- Tier 4 has the following options:
 - Option 1: Reduce business as usual emissions by a certain percentage; this percentage is currently undefined.
 - Option 2: Early implementation of applicable AB 32 Scoping Plan measures.
 - Option 3, 2020 Target: For service populations (SP), including residents and employees, 4.8 MTCO₂E/SP/year for projects and 6.6 MTCO₂E/SP/year for plans.
 - Option 3, 2035 Target: 3.0 MTCO₂E/SP/year for projects and 4.1 MTCO₂E/SP/year for plans.

The SCAQMD's interim thresholds used the Executive Order S-3-05-year 2050 goal as the basis for the Tier 3 screening level. Achieving the Executive Order's objective would contribute to worldwide efforts to cap CO₂ concentrations at 450 ppm, thus stabilizing global climate.

The SCAQMD defines the Service Population (SP) as used under Tier 4 thresholds as the total residents and employees associated with a project. The origin of the SP is based on CARB's 2008 Scoping Plan. The 2008 Scoping Plan identified that based on the GHG emissions inventories for the state, the people of California generate approximately 14 tons of GHG emissions per capita and would need to reduce annual emissions to approximately 10 tons per capita to meet the GHG reduction target of AB 32.

The SP threshold is widely accepted and used by numerous cities in the Basin and is based on the SCAQMD staff's proposed GHG screening threshold for stationary source emissions for non-industrial projects, as described in the SCAQMD's Interim CEQA GHG Significance Threshold for Stationary Sources, Rules and Plans. The SCAQMD's Interim CEQA GHG Significance Threshold for Stationary Sources, Rules, and Plans identifies a screening threshold to determine whether additional analysis is required. As noted by the SCAQMD.

"...the...screening level for stationary sources is based on an emission capture rate of 90 percent for all new or modified projects...the policy objective of [SCAQMD's] recommended interim GHG significance threshold proposal is to achieve an emission capture rate of 90 percent of all new or modified stationary source projects. A GHG significance threshold based on a 90 percent emission capture rate may be more appropriate to address the long-term adverse impacts associated with global climate change because most projects will be required to implement GHG reduction measures. Further, a 90 percent emission capture rate sets the emission threshold low enough to capture a substantial fraction of future stationary source projects that will be constructed to accommodate future statewide population and economic growth, while setting the emission threshold high enough to exclude small projects that will in aggregate contribute a relatively small fraction of the cumulative statewide GHG emissions. This assertion is based on the fact that [SCAQMD] staff estimates that these GHG emissions would account for slightly less than one percent of future 2050 statewide GHG emissions target (85 [MMTCO₂e/yr]). In addition, these small projects may be subject to future applicable GHG control regulations that would further reduce their overall future contribution to the statewide GHG inventory. Finally, these small sources are already subject to [Best Available Control Technology] (BACT) for criteria pollutants and are more likely to be single-permit facilities, so they are more likely to have few opportunities readily available to reduce GHG emissions from other parts of their facility."

Based on the type of programmatic planning project being proposed and the SCAQMD guidance described above, the City has determined that the SCAQMD's project-level efficiency threshold methodology is an

appropriate significance criterion by which to determine whether the Project emits a significant amount of GHG. The 2017 Scoping Plan identifies a reduction target of 80% below 1990 levels by 2050. Therefore, the appropriate reduction target for 2050 would be 0.96 MTCO_{2e}/year. For analysis purposes herein, the SP threshold for the Project's buildout year of 2045 was calculated by linear interpolation between the 2020 target of 4.8 MTCO_{2e}/year and the 2050 target of 0.96 MTCO_{2e}/year. As such, the threshold for the Project's buildout year of 2045 is 1.44 MTCO_{2e}/year.

5.6.5 METHODOLOGY

The California Emissions Estimator Model (CalEEMod) v2020.4.0 has been used to determine construction and operational GHG emissions for buildout of the proposed Project, based on the maximum development assumptions outlined in Section 3.0, *Project Description*. The purpose of this model is to calculate construction-source and operational-source GHG emissions from direct and indirect sources; and quantify applicable air quality and GHG reductions achieved from measures incorporated into the Project to reduce or minimize GHG emissions. For construction phase project emissions, GHGs are quantified and, per SCAQMD methodology, the total GHG emissions for construction activities are divided by 30 years, and then added to the annual operational phase of GHG emissions.

In addition, CEQA requires the lead agency consider 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. Therefore, this section addresses whether the Project complies with various programs and measures designed to reduce GHG emissions.

5.6.6 ENVIRONMENTAL IMPACTS

As detailed in Section 3, *Project Description*, buildout of the NPGSP would result in 5,044 residential units and 31,171 square feet of retail and office space. As detailed Section 5.13, *Transportation*, the Project would result in an estimated net increase of 21,242 daily vehicle trips, and increase the use of energy, water, fossil fuels for non-transportation uses, and generate solid waste. All of which result in the increase of GHG emissions. However, the timing of development and operation of the development pursuant to the NPGSP would be dependent upon market conditions and development applications for new projects. Within this EIR, buildout of the NPGSP is evaluated to occur by 2045.

Development that would occur under the proposed NPGSP is intended to sustainability accommodate growth near the regional transit station. The NPGSP approach to concentrate new higher density and mixed-use development near transit is consistent with State policy aimed at meeting housing needs while reducing VMT and the related GHG emissions. As detailed in Section 5.9, *Land Use and Planning*, SCAG's regional goals include focusing higher-density development in transit-rich areas. The NPGSP would provide encourage transit-oriented development, promote active transportation, improve access to transit, reduce VMT, which reduce generation of GHG emissions.

IMPACT GHG-1: THE PROJECT WOULD GENERATE GREENHOUSE GAS EMISSIONS, EITHER DIRECTLY OR INDIRECTLY, THAT WOULD HAVE A SIGNIFICANT IMPACT ON THE ENVIRONMENT.

Significant and Unavoidable Impact

Construction

Construction activities would occur at different sites throughout the NPGSP area through the Plan's estimated 25-year buildout. The site-specific development projects that would occur pursuant to the NPGSP would be temporary at any one location, but numerous site-specific development projects are anticipated to occur pursuant to buildout of the proposed NPGSP. Construction of site-specific development projects would create

new sources of GHG emissions. Construction activities would result in the emission of GHGs from equipment exhaust, construction-related vehicular activity, and construction worker automobile trips. Emissions levels for construction activities would vary depending on the number and type of equipment, duration of use, operation schedules, and the number of construction workers.

SCAQMD methodology is to calculate the total GHG emissions for the construction activities, amortize it over 30 years, and then adding that number to the annual operational phase GHG emissions. As shown in Table 5.6-1, the total estimated construction related GHG emissions from buildout of the proposed NPGSP would equal approximately 5,620.84 MT/year CO₂E.

Table 5.6-1: Amortized Annual Construction Greenhouse Gas Emissions

Year	Emissions (MT/yr)
	Total CO ₂ e ³
2023	382.16
2024	610.95
2025	845.53
2026	3,006.81
2027	11,017.50
2028	10,733.43
2029	10,553.70
2030	10,428.90
2031	10,254.39
2032	10,131.39
2033	9,910.91
2034	9,781.91
2035	9,705.36
2036	9,742.55
2037	9,705.36
2038	9,705.36
2039	9,668.18
2040	9,321.21
2041	9,321.21
2042	9,321.21
2043	2,808.41
2044	725.57
2045	943.21
Amortized Construction Emissions (MTCO₂e)	5,620.84
Source: Greenhouse Gas Analysis (Appendix D)	

Operation

Long-term operations of uses included in the NPGSP area would generate GHG emissions from the following primary sources:

- **Area Source Emissions.** Landscape maintenance equipment would generate emissions from fuel combustion and evaporation of unburned fuel. Equipment in this category would include lawnmowers, shredders/grinders, blowers, trimmers, chain saws, and hedge trimmers used to maintain the landscaping.

³ CalEEMod reports the most common GHGs emitted which include CO₂, CH₄, and N₂O. These GHGs are then converted into the CO₂e by multiplying the individual GHG by the GWP.

- **Energy Source Emissions.** GHGs are emitted from buildings as a result of activities for which electricity and natural gas are typically used as energy sources. Combustion of any type of fuel emits CO₂ and other GHGs directly into the atmosphere; these emissions are considered direct emissions associated with a building. GHGs are also emitted during the generation of electricity from fossil fuels; these emissions are considered to be indirect emissions.
- **Mobile Source Emissions.** The Project-related GHG emissions are derived primarily from vehicle trips generated by the Project, including employee trips to and from the NPGSP area, truck trips associated with the proposed industrial and commercial uses, and trips related to future residential uses. Trip characteristics from the Trip Generation (Section 5.14, *Transportation*) were utilized to quantify the GHGs from operation of the NPGSP at buildout.
- **Water Supply, Treatment, and Distribution.** Indirect GHG emissions result from the production of electricity used to convey, treat, and distribute water and wastewater. The amount of electricity required depends on the volume of water as well as the sources of the water. For purposes of analysis, CalEEMod default parameters were used in modeling GHGs from Project water demand.
- **Solid Waste.** The proposed land uses would result in the generation and disposal of solid waste. A percentage of this waste would be diverted from landfills by a variety of means, such as reducing the amount of waste generated, recycling, and/or composting. The remainder of the waste not diverted would be disposed of at a landfill. GHG emissions from landfills are associated with the anaerobic breakdown of material. For purposes of analysis, CalEEMod default parameters were used in modeling GHGs from Project generation of solid waste.
- **Service Population.** The service population is the sum of residents and employees for a given time. According to the California Department of Finance E-5 Population and Housing Estimates (DOF 2022) persons per household is 3.61. As such, the Project would generate a future resident population of approximately 18,209 people. In addition, the employment calculation for the proposed Project was estimated using a factor of 1 employee per 500 square feet. As such, the Project would generate approximately 62 employees for the 31,171 square foot commercial portion of the Project. For purposes of this analysis, the service population is 18,271 persons.

The annual GHG emissions from operation of the NPGSP at buildout are summarized in Table 5.6-2. As shown, construction and operation of the Project would generate a MTCO_{2e}/year per service population of 2.08, which would exceed the threshold of 1.44 MTCO_{2e}/year.

Table 5.6-2: Operational Greenhouse Gas Emissions

Emission Source	Emissions (MT/yr)			
	CO ₂	CH ₄	N ₂ O	Total CO _{2e}
Annual construction-related emissions amortized over 30 years (CO _{2e})	5,620.84			
Area Source	1,534.44	0.1	0.03	1,545.07
Energy Source	7,042.61	0.36	0.10	7,081.75
Mobile Source	20,150.46	1.45	0.89	20,451.23
Waste	569.50	33.66	0.00	1,410.92
Water Usage	1,539.10	13.11	0.32	1,962.73
Total CO _{2e} (All Sources)	38,072.54			
Service Population	18,271			
Total CO _{2e} /Service Population	2.08			
Screening Threshold (CO _{2e})	1.44			
Threshold Exceeded?	Yes			
Source: Greenhouse Gas Analysis (Appendix D)				

Therefore, development projects within the NPGSP would be required to implement Mitigation Measure MM AQ-2 that requires use of off-road diesel construction equipment that complies with Environmental Protection Agency (EPA)/California Air Resources Board (CARB) Tier 3 emissions standards, Mitigation Measure MM AQ-4, that requires the use of electrical construction equipment, Mitigation Measure MM AQ-5 that requires alternative fueled construction equipment, Mitigation Measure MM AQ-8 that requires development projects to achieve 5% efficiency beyond the incumbent California Building Code Title 24 requirements, and Mitigation Measure MM AQ-9 that requires enhanced water conservation. However, even with implementation of these mitigation measures, GHG emissions would continue to exceed the service population threshold. Thus, impacts related to GHG emissions would be significant and unavoidable.

IMPACT GHG-2: THE PROJECT WOULD NOT CONFLICT WITH AN APPLICABLE PLAN, POLICY OR REGULATION ADOPTED FOR THE PURPOSE OF REDUCING THE EMISSIONS OF GREENHOUSE GASES.

Less than Significant Impact

The Scoping Plan Update reflects the 2030 target of a 40% reduction below 1990 levels, set by Executive Order B-30-15 and codified by SB 32. Table 5.6-3 summarizes the Project's consistency with the Scoping Plan and demonstrates the Project would not conflict with any of the provisions of the Scoping Plan and supports seven of the action categories.

Table 5.6-3: Project Consistency with Scoping Plan

Action	Responsible Parties	Consistency
Implement SB 350 by 2030		
Increase the Renewables Portfolio Standard to 50% of retail sales by 2030 and ensure grid reliability.	CPUC, CEC, CARB	Consistent. The Project would use energy from Southern California Edison (SCE). SCE has committed to diversify the portfolio of energy sources by increasing energy from wind and solar sources. The Project would not interfere with or obstruct SCE energy source diversification efforts.
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.		Consistent. The Project would be constructed in compliance with current California Building Code requirements. Specifically, new buildings must achieve compliance with 2019 Building and Energy Efficiency

Action	Responsible Parties	Consistency
Reduce GHG emissions in the electricity sector through the implementation of the above measures and other actions as modeled in Integrated Resource Planning (IRP) to meet GHG emissions reductions planning targets in the IRP process. Load-serving entities and publicly owned utilities meet GHG emissions reductions planning targets through a combination of measures as described in IRPs.		Standards and the 2019 California Green Building Standards requirements. The proposed Project includes energy efficient field lighting and fixtures that meet the current Title 24 Standards throughout the Project Site and would be a modern development with energy efficient boilers, heaters, and air conditioning systems.
Implement Mobile Source Strategy (Cleaner Technology and Fuels)		
At least 1.5 million zero emission and plug-in hybrid light-duty EVs by 2025.	CARB, California State Transportation Agency (CalSTA), Strategic Growth Council (SGC), California Department of Transportation (Caltrans), CEC, OPR, Local Agencies	Consistent. This is a CARB Mobile Source Strategy. The Project would not obstruct or interfere with CARB zero emission and plug-in hybrid light-duty EV 2025 targets. As this is a CARB enforced standard, vehicles that access the Project are required to comply with the standards and would therefore comply with the strategy.
At least 4.2 million zero emission and plug-in hybrid light-duty EVs by 2030.		Consistent. This is a CARB Mobile Source Strategy. The Project would not obstruct or interfere with CARB zero emission and plug-in hybrid light-duty EV 2030 targets. As this is a CARB enforced standard, vehicles that access the Project are required to comply with the standards and would therefore comply with the strategy.
Further increase GHG stringency on all light-duty vehicles beyond existing Advanced Clean cars regulations.		Consistent. This is a CARB Mobile Source Strategy. The Project would not obstruct or interfere with CARB efforts to further increase GHG stringency on all light-duty vehicles beyond existing Advanced Clean cars regulations. As this is a CARB enforced standard, vehicles that access the Project are required to comply with the standards and would therefore comply with the strategy.
Medium- and Heavy-Duty GHG Phase 2.		Consistent. This is a CARB Mobile Source Strategy. The Project would not obstruct or interfere with CARB efforts to implement Medium- and Heavy-Duty GHG Phase 2. As this is a CARB enforced standard, vehicles that access the Project are required to comply with the standards and would therefore comply with the strategy.
Innovative Clean Transit: Transition to a suite of to-be-determined innovative clean transit options. Assumed 20% of new urban buses purchased beginning in 2018 will be zero emission buses with the penetration of zero-emission technology ramped up to 100% 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-NOX standard.		Not applicable. This measure is not within the purview of this Project.

Action	Responsible Parties	Consistency
Last Mile Delivery: New regulation that would result in the use of low NOX 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% of new Class 3-7 truck sales in local fleets starting in 2020, increasing to 10% in 2025 and remaining flat through 2030.		Consistent. This is a CARB Mobile Source Strategy. The Project would not obstruct or interfere with CARB efforts to improve last mile delivery emissions.
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 the document "Potential VMT Reduction Strategies for Discussion."		Consistent. This Project would not obstruct or interfere with implementation of SB 375 and would therefore not conflict with this measure.
Increase stringency of SB 375 Sustainable Communities Strategy (2035 targets).	CARB	Consistent. This is a CARB Mobile Source Strategy. The Project would not obstruct or interfere with CARB efforts to improve last mile delivery emissions.
Harmonize project performance with emissions reductions and increase competitiveness of transit and active transportation modes (e.g., via guideline documents, funding programs, project selection, etc.).	CalSTA, SGC, OPR, CARB, Governor's Office of Business and Economic Development (GO-Biz), California Infrastructure and Economic Development Bank (IBank), Department of Finance (DOF), California Transportation Commission (CTC), Caltrans	Consistent. Although this is directed towards CARB and Caltrans, the proposed Project would be designed to promote and support pedestrian activity on-site and in the NPGSP area.
By 2019, develop pricing policies to support low-GHG transportation (e.g., low-emission vehicle zones for heavy duty, road user, parking pricing, transit discounts).	CalSTA, Caltrans, CTC, OPR, SGC, CARB	Not applicable. This measure is not within the purview of this Project.
Implement California Sustainable Freight Action Plan		
Improve freight system efficiency.	CalSTA, CalEPA, CNRA, CARB, Caltrans,	Consistent. This measure would apply to all trucks accessing the Project site, this may include existing trucks or new trucks that are part of the statewide goods movement sector.

Action	Responsible Parties	Consistency
Deploy over 100,000 freight vehicles and equipment capable of zero emission operation and maximize both zero and near-zero emission freight vehicles and equipment powered by renewable energy by 2030.	CEC, GO-Biz	Not applicable. This measure is not within the purview of this Project.
Adopt a Low Carbon Fuel Standard with a Carbon Intensity reduction of 18%.	CARB	Consistent. When adopted, this measure would apply to all fuel purchased and used by the Project in the state. The Project would not obstruct or interfere with agency efforts to adopt a Low Carbon Fuel Standard with a Carbon Intensity reduction of 18%.
Implement the Short-Lived Climate Pollutant Strategy (SLPS) by 2030		
40% reduction in methane and hydrofluorocarbon emissions below 2013 levels.	CARB, CalRecycle, CDFA, California State Water Resource Control Board (SWRCB), Local Air Districts	Consistent. The Project would be required to comply with this measure and reduce any Project-source Short-Lived Climate Pollutant Strategy (SLPS) emissions accordingly. The Project would not obstruct or interfere agency efforts to reduce SLPS emissions.
50% reduction in black carbon emissions below 2013 levels.		Not applicable. This measure is not within the purview of this Project.
By 2019, develop regulations and programs to support organic waste landfill reduction goals in the SLCP and SB 1383.	CARB, CalRecycle, CDFA, SWRCB, Local Air Districts	Not applicable. This measure is not within the purview of this Project.
Implement the post-2020 Cap-and-Trade Program with declining annual caps.	CARB	Consistent. The Project would be required to comply with any applicable Cap-and-Trade Program provisions. The Project would not obstruct or interfere agency efforts to implement the post-2020 Cap-and-Trade Program.
By 2018, develop Integrated Natural and Working Lands Implementation Plan to secure California's land base as a net carbon sink		
Protect land from conversion through conservation easements and other incentives.	CNRA, Departments within CDFA, CalEPA, CARB	Not applicable. This measure is not within the purview of this Project. However, NPGSP area does not include an identified property that needs to be conserved.
Increase the long-term resilience of carbon storage in the land base and enhance sequestration capacity.		Consistent. The Project site is vacant disturbed property and development standards in the NPGSP require all development to provide usable open space and a minimum of 20% of a development site to be landscaped. These requirements would effectively provide for carbon sequestration. The Project would not obstruct or interfere agency efforts to increase the long-term resilience of carbon storage in the land base and enhance sequestration capacity.
Utilize wood and agricultural products to increase the amount of carbon stored in the natural and built environments.		Consistent. To the extent appropriate for the proposed industrial buildings, wood products would be used in construction, including for the roof structure. Additionally, the proposed Project includes landscaping.
Establish scenario projections to serve as the foundation for the Implementation Plan.		Not applicable. This measure is not within the purview of this Project.

Action	Responsible Parties	Consistency
Implement Forest Carbon Plan	CNRA, California Department of Forestry and Fire Protection (CAL FIRE), CalEPA and Departments Within.	Not applicable. This measure is not within the purview of this Project.
Identify and expand funding and financing mechanisms to support GHG reductions across all sectors.	State Agencies and Local Agencies	Not applicable. This measure is not within the purview of this Project.
Source: Table 3-7, UC 2022 based on California Air Resources Board, California's 2017 Climate Change Scoping Plan, November 2017 and CARB, Climate Change Scoping Plan, December 2008.		

Based on Table 5.6-3, the NPGSP would not conflict with any of the Scoping Plan elements. The proposed Project is consistent with AB 32 and SB 32 through implementation of measures that address GHG emissions related to building energy, solid waste management, wastewater, and water conveyance. Thus, the Project would be consistent with the State's requirements for GHG reductions. In addition, the development that would occur under the proposed NPGSP is intended to sustainability accommodate growth near the regional transit station. The NPGSP approach to concentrate new higher density and mixed-use development near transit is consistent with State policy aimed at meeting housing needs while reducing VMT and the related GHG emissions.

The City's CAP contains local measures and strategies to meet the GHG reduction goals set by the state, which are applicable to the NPGSP. As detailed in Table 5.6-4, the Project would not conflict with the relevant CAP measures and strategies.

Table 5.6-4: Project Consistency with CAP Measures and Strategies

CAP Measure/Strategy	Consistency
Measure EE1: Improve Energy Efficiency of Existing Buildings.	Consistent. The proposed NPGSP provides for infill and redevelopment of older parcels that would be constructed pursuant to Title 24 Energy Efficiency Standards and the California Green Building Standards, as verified through the City's development review and permitting process. Therefore, the Project is consistent with Measure EE1.
Measure EE2: Promote Green Building in New Construction and Major Renovations.	Consistent. As described in the previous response, the proposed NPGSP provides for implementation of Title 24 Energy Efficiency Standards and the California Green Building Standards, as verified through the City's development review and permitting process. Therefore, the Project is consistent with Measure EE2.
Strategy EE2c: Incorporate energy-efficient building requirements in specific plans.	Consistent. Sustainability measures and energy-efficient building requirements, including solar and other Title 24 requirements are incorporated in the proposed NPGSP. Therefore, the Project is consistent with Strategy EE2c.
Measure RE1: Increase Local Renewable Energy Generation.	Consistent. As described in the previous response, sustainability measures, including solar requirements and other renewable energy generation opportunities are incorporated in the proposed NPGSP. Therefore, the Project is consistent with Measure RE1.

CAP Measure/Strategy	Consistency
Measure TR2: Improve Pedestrian and Bicycle Infrastructure.	Consistent. The NPGSP includes pedestrian and bicycle, circulation improvements that are listed in Section 3.0, Project Description, on Table 3-3, Proposed Circulation Improvements. Therefore, the Project is consistent with Measure TR2.
Measure TR3: Expand Public Transit Options and “First Mile/Last Mile” Connectivity.	Consistent. The NPGSP includes infill and mixed-use development within 0.5 mile of the proposed WSAB light rail station, and includes pedestrian and bicycle, circulation improvements, which expand public transit options and connectivity. Therefore, the Project is consistent with Measure TR3.
Strategy TR3a: Support increased transit options.	Consistent. The NPGSP includes infill and mixed-use development within 0.5 mile of the proposed WSAB light rail station that would increase transit options for residents and commuters within the NPGSP area. Therefore, the Project is consistent with Strategy TR3a.
Measure LU1: Promote Smart Growth, Transit-Oriented Development (TOD), and Complete Neighborhoods.	Consistent. As described previously, the NPGSP would implement smart growth, transit-oriented development and complete neighborhoods by providing residences, commercial, office, and mixed-uses within 0.5 mile of the proposed WSAB light rail station. The Project would implement pedestrian and bicycle circulation improvements to connect neighborhoods. Therefore, the Project is consistent with Measure LU1.
Strategy LU1a: Encourage compact, efficient, and contiguous development.	Consistent. The NPGSP would implement compact, efficient, and contiguous development to provide a transit-oriented and mixed-use environment within 0.5 mile of the proposed WSAB light rail station. Therefore, the Project is consistent with Strategy LU1a.
Measure WA1: Promote Water Conservation.	Consistent. The NPGSP would implement water conservation in developments pursuant to Title 24 Energy Efficiency Standards and the California Green Building Standards, as verified through the City’s development review and permitting process. Therefore, the Project is consistent with Measure WA1.
Strategy WA1b: Ensure water efficiency in existing buildings and new development.	Consistent. The NPGSP would implement water efficiency in developments pursuant to Title 24 Energy Efficiency Standards and the California Green Building Standards, as verified through the City’s development review and permitting process. Therefore, the Project is consistent with Measure WA1b.
Strategy WA2a: Promote recycled water systems in residential and commercial development.	Consistent. New development pursuant to the NPGSP would be required to connect to recycled water systems where they are available for connection. Therefore, the Project is consistent with Measure WA2a.

Overall, the Project would not conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of GHG, and impacts would be less than significant.

5.6.7 CUMULATIVE IMPACTS

GHG emissions impacts are assessed in a cumulative context because no single project can cause a discernible change to climate. Climate change impacts are the result of incremental contributions from natural processes, and past and present human-related activities. Therefore, the area in which the NPGSP in

combination with other past, present, or future projects could contribute to a significant cumulative climate change impact would not be defined by a geographical boundary such as a project site or a combination of sites, city, or air basin. GHG emissions have high atmospheric lifetimes and can travel across the globe over a period of 50 to 100 years or more. Even though the emissions of GHGs cannot be defined by a geographic boundary and are effectively part of the global issue of climate change, CEQA places a boundary for the analysis of impacts at the state's borders. Thus, the geographic area for analysis of cumulative GHG emissions impacts is the State of California.

Executive Order S-3-05, Executive Order B-30-15, AB 32, and SB 32 recognize that California is the source of substantial amounts of GHG emissions and recognize the significance of the cumulative impact of GHG emissions from sources throughout the state and sets performance standards for reduction of GHGs.

The analysis of GHG emissions impacts under CEQA contained in this EIR effectively constitutes an analysis of a project's contribution to the cumulative impact of GHG emissions. As described previously, the estimated GHG emissions from development and operation of the proposed NPGSP at buildout would exceed the service population threshold of 1.44 MTCO_{2e} per year after implementation of mitigation measures. Therefore, the contribution of the NPGSP to significant cumulative GHG impacts is significant and unavoidable and cumulatively considerable.

5.6.8 EXISTING REGULATIONS

State

- Clean Car Standards – Pavley Assembly Bill 1493
- California Executive Order S-3-05
- Assembly Bill 32 (Global Warming Solutions Act of 2006)
- Senate Bill 375
- California Executive Order B-30-15
- Senate Bill 32
- California Green Building Standards Code (Code of Regulations, Title 24 Part 6)

Local

- City of Paramount CAP

5.6.9 LEVEL OF SIGNIFICANCE BEFORE MITIGATION

Without mitigation, Impact GHG-1 would be potentially significant.

With compliance with existing regulatory requirements, Impact GHG-2 would be less than significant.

5.6.10 MITIGATION MEASURES

Mitigation measures identified below are also listed in Draft EIR Section 5.2, *Air Quality*.

MM AQ-2: Tier 3 Construction Equipment. Construction plans and specifications and construction permitting shall include the requirement that for construction equipment greater than 150 horsepower (>150 HP), the construction contractor shall use off-road diesel construction equipment that complies with Environmental Protection Agency (EPA)/California Air Resources Board (CARB) Tier 3 emissions standards during all construction phases and will ensure that all

construction equipment be tuned and maintained in accordance with the manufacturer's specifications.

MM AQ-4: Electric Construction Equipment. Construction plans and specifications and construction permitting shall state that the construction contractor shall require by contract specifications that construction operations rely on the electricity infrastructure surrounding the construction site, if available rather than electrical generators powered by internal combustion engines.

MM AQ-5: Alternative Fueled Construction Equipment. Construction plans and specifications and construction permitting shall require that the construction contractor use of alternative fueled, engine retrofit technology, after-treatment products (e.g., diesel oxidation catalysts, diesel particulate filters), and/or other options as they become available, including all off-road and portable diesel-powered equipment.

MM AQ-8: Enhanced Energy Efficiency: Prior to the issuance of building permits, the Project Applicant shall submit energy usage calculations to the Planning Division showing that the Project is designed to achieve 5% efficiency beyond the incumbent California Building Code Title 24 requirements. Examples of measures that reduce energy consumption include, but are not limited to, the following. (It being understood that the items listed below are not all required and merely present examples, the list is not all-inclusive, and other features that reduce energy consumption also are acceptable.)

- Increase insulation such that heat transfer and thermal bridging is minimized;
- Limit air leakage through the structure and/or within the heating and cooling distribution system;
- Use energy-efficient space heating and cooling equipment;
- Install electrical hook-ups at loading dock areas;
- Install dual-paned or other energy-efficient windows;
- Use interior and exterior energy-efficient lighting that exceeds then incumbent California Title 24 Energy Efficiency performance standards;
- Install automatic devices to turn off lights where they are not needed;
- Apply a paint and surface color palette that emphasizes light and off-white colors that reflect heat away from buildings;
- Design buildings with "cool roofs" using products certified by the Cool Roof Rating Council, and/or exposed roof surfaces using light and off-white colors;
- Design buildings to accommodate photovoltaic solar electric systems or install photovoltaic solar electric systems;
- Install ENERGY STAR-qualified energy-efficient appliances, heating and cooling systems, office equipment, and/or lighting products.

MM AQ-9: Enhanced Water Conservation. To reduce water demands and associated energy use, subsequent development proposals within the NPGSP area shall incorporate a Water Conservation Strategy and demonstrate a minimum 30% reduction in outdoor water usage when compared to baseline water demand (total expected water demand without implementation of the Water Conservation Strategy)⁴. Development proposals within the NPGSP area shall also implement the following.

- Landscaping palette emphasizing drought tolerant plants;

⁴ The analysis includes a reduction of 20% indoor water usage consistent with the current CALGreen Code for residential and nonresidential land uses. Per CALGreen, the reduction shall be based on the maximum allowable water use per plumbing fixture and fittings as required by the California Building Standards Code.

- Use of water-efficient irrigation techniques;
- U.S. EPA Certified WaterSense labeled or equivalent faucets, high-efficiency toilets (HETs), and water-conserving shower heads.

5.6.11 LEVEL OF SIGNIFICANCE AFTER MITIGATION

Emissions from operation of the proposed NPGSP at buildout would exceed GHG thresholds after implementation of regulations and mitigation measures. Because a majority of operational-source GHG emissions would be generated by vehicle trips that neither future Project applicants nor the City have the ability to reduce emissions of. Therefore, GHG emissions from implementation of the proposed Project would be cumulatively considerable, and cumulative air quality impacts would be significant and unavoidable.

REFERENCES

California Department of Finance, E-5 Population and Housing Estimates for Cities, Counties, and the State, Accessed: <https://dof.ca.gov/forecasting/demographics/estimates/estimates-e5-2010-2021/>

California Energy Commission Building Energy Efficiency Standards: <https://www.energy.ca.gov/programs-and-topics/programs/building-energy-efficiency-standards/2022-building-energy-efficiency>

California Energy Commission 2022 Building Energy Efficiency Standards Summary. Accessed: https://www.energy.ca.gov/sites/default/files/2021-08/CEC_2022_EnergyCodeUpdateSummary_ADA.pdf

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City of Paramount General Plan, Accessed: <https://www.paramountcity.com/government/planning-department/planning-division/general-plan>

City of Paramount General Plan Environmental Impact Report: Accessed: <https://www.readonbooks.net/pdf/draft-environmental-impact-report-for-the-city-of-paramount-general-plan-update>

City of Paramount Municipal Code. Accessed: <http://qcode.us/codes/paramount/>

SCAG 2016-2040 RTP/SCS Final Growth Forecast by Jurisdiction. Accessed: https://scag.ca.gov/sites/main/files/file-attachments/2016_2040rtpscs_finalgrowthforecastbyjurisdiction.pdf?1605576071

North Paramount Gateway Specific Plan Greenhouse Gas Analysis, Urban Crossroads, 2022, Appendix D.

5.7 Hazards and Hazardous Materials

5.7.1 INTRODUCTION

This section considers the nature and range of foreseeable hazardous materials and physical hazards/impacts that would result from implementation of the proposed Specific Plan. It identifies the ways that hazardous materials and other types of hazards could expose people and the environment to various health and safety risks during construction activities and operation of the proposed Project.

This section also describes routine hazardous materials that are likely to be used, handled, or processed within the Specific Plan area, and the potential for upset and accident conditions in which hazardous materials could be released. The impact analysis identifies ways in which hazardous materials might be routinely used, stored, handled, processed, or transported, and evaluates the extent to which existing and future populations could be exposed to hazardous materials. The analysis in this section is based, in part, on the following documents and resources.

- City of Paramount General Plan
- City of Paramount Municipal Code
- North Paramount Gateway Specific Plan

Hazards and Hazardous Materials Terminology

- **Hazardous Material.** Hazardous material is defined in the California Health and Safety Code, Chapter 6.95, Section 25501(o) as any material that, because of quantity, concentration, or physical or chemical characteristics, poses a significant present or potential hazard to human health and safety or to the environment if released into the workplace or the environment.
- **Hazardous Waste.** Hazardous Waste refers to any waste substance that, because of its quantity, concentration, or physical, chemical, or infectious characteristics, may either cause or significantly contribute to an increase in mortality or an increase in serious illness, or pose a substantial present or potential hazard to human health or the environment when improperly treated, stored, transported, disposed of, or otherwise managed (California Health and Safety Code, Section 25117).
- **Recognized Environmental Concerns** are defined as the presence or likely presence of any hazardous substances or petroleum products in, on, or at a property (1) due to any 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.
- **Remedial Action or Remediation** refers to actions required by federal, state, or local laws, ordinances, or regulations necessary to prevent, minimize, or mitigate damage that may result from the release or threatened release of a hazardous material. These actions include site cleanup; monitoring, testing, and analysis of site conditions; site operation and maintenance; and placing conditions or restrictions on the land use of a site upon completion of remedial actions.

5.7.2 REGULATORY SETTING

5.7.2.1 Federal Regulations

Hazardous Materials Management

The primary federal agencies responsible for hazardous materials management include the U.S. Environmental Protection Agency (USEPA) and the U.S. Department of Labor Occupational Safety and Health Administration (OSHA).

Resource Conservation and Recovery Act of 1976

Federal hazardous waste regulations are generally promulgated under the Resource Conservation and Recovery Act (RCRA). Pursuant to RCRA, the USEPA regulates the generation, transportation, treatment, storage, and disposal of hazardous waste in a “cradle to grave” manner. RCRA was designed to protect human health and the environment, reduce/eliminate the generation of hazardous waste, and conserve energy and natural resources.

The Hazardous and Solid Waste Amendments of 1984 expanded the scope of RCRA and increased the level of detail in many of its provisions, reaffirming the regulation from generation to disposal and prohibiting the use of certain techniques for hazardous waste disposal. The USEPA has largely delegated responsibility for implementing the RCRA program in California to the state, which implements this program through the California Hazardous Waste Control Law.

RCRA regulates landfill siting, design, operation, and closure (including identifying liner and capping requirements) for licensed landfills. In California, RCRA landfill requirements are delegated to the California Department of Resources Recycling and Recovery (CalRecycle), which is discussed in detail below.

RCRA allows the USEPA to oversee the closure and post-closure of landfills. Additionally, the federal Safe Drinking Water Act, 40 CFR Part 141, gives the USEPA the power to establish water quality standards and beneficial uses for waters from below- or above-ground sources of contamination. For the Project area, water quality standards are administered by the Regional Water Quality Control Board (RWQCB).

RCRA also allows the USEPA to control risk to human health at contaminated sites. Vapor intrusion presents a significant risk to human populations overlying contaminated soil and groundwater and is considered when conducting human health risk assessments and developing Remedial Action Objectives.

Occupational Safety and Health Act of 1970

Federal and state occupational health and safety regulations contain provisions regarding hazardous waste management through the Occupational Safety and Health Act of 1970 (amended), which is implemented by OSHA. Title 29 of the Code of Federal Regulations (29 CFR) requires special training of handlers of hazardous materials; notification to employees who work in the vicinity of hazardous materials; acquisition from the manufacturer of material safety data sheets (MSDS), which describe the proper use of hazardous materials; and training of employees to remediate any hazardous material accidental releases. OSHA regulates administration of 29 CFR.

OSHA also establishes standards regarding safe exposure limits for chemicals to which construction workers may be exposed. Safety and Health Regulations for Construction (29 CFR Part 1926.65 Appendix C) contains requirements for construction activities, which include occupational health and environmental controls to protect worker health and safety. The guidelines describe the health and safety plan(s) that must be developed and implemented during construction, including associated training, protective equipment, evacuation plans, chains of command, and emergency response procedures.

Adherence to applicable hazard-specific OSHA standards is required to maintain worker safety. For example, methane is regulated by OSHA under 29 CFR Part 1910.146 with regard to worker exposure to a “hazardous atmosphere” within confined spaces where the presence of flammable gas vapor or mist is in excess of 10% of the lower explosive limit. Title 49 of the CFR governs the manufacture of packaging and transport containers, packing and repacking, labeling, and the marking of hazardous material transport. Title 42, Part 82 governs solid waste disposal and resource recovery.

Comprehensive Environmental Response, Compensation, and Liability Act

The Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA) of 1980 (42 USC §9601 et seq.), commonly known as the Superfund, protects water, air, and land resources from the risks created by past chemical disposal practices such as abandoned and historical hazardous waste sites. It gave the EPA power to seek out the parties responsible for a release and ensure their cooperation in the cleanup. CERCLA also enabled the revision of the National Contingency Plan, which established the National Priority List (NPL) of sites, known as Superfund sites. CERCLA was amended by the Superfund Amendments and Reauthorization Act (SARA) in 1986 to continue cleanup activities.

Hazardous Materials Transportation Act

The transportation of hazardous materials is regulated by the Hazardous Materials Transportation Act (HMTA), which is administered by the Research and Special Programs Administration (RSPA) of the U.S. Department of Transportation (USDOT). The Hazardous Materials Transportation Act provides USDOT with a broad mandate to regulate the transport of hazardous materials, with the purpose of adequately protecting the nation against risk to life and property, which is inherent in the commercial transportation of hazardous materials. The Hazardous Materials Transportation Act governs the safe transportation of hazardous materials by all modes, excluding bulk transportation by water. The Research and Special Programs Administration carries out these responsibilities by prescribing regulations and managing a user-funded grant program for planning and training grants for states and Indian tribes. USDOT regulations that govern the transportation of hazardous materials are applicable to any person who transports, ships, causes to be transported or shipped, or is involved in any way with the manufacture or testing of hazardous materials packaging or containers. USDOT regulations pertaining to the actual movement govern every aspect of the movement, including packaging, handling, labeling, marking, placarding, operational standards, and highway routing. Additionally, USDOT is responsible for developing curriculum to train for emergency response and administers grants to states and Indian tribes for ensuring the proper training of emergency responders. The Hazardous Materials Transportation Act was enacted in 1975 and was amended and reauthorized in 1990, 1994, and 2005.

Title 49 of the Code of Federal Regulations, Chapter I

Under Code of Federal Regulations (CFR) Title 49, Chapter I, USDOT's Pipeline and Hazardous Materials Safety Administration regulates the transport of hazardous materials. Title 49, Chapter I sets forth regulations for response to hazardous materials spills or incidents during transport and requirements for shipping and packaging of hazardous materials.

Emergency Planning and Community Right-to-Know Act

Title III of SARA authorized the Emergency Planning and Community Right-to-Know Act (EPCRA)(42 USC §11001 et seq.) to inform communities and citizens of chemical hazards in their areas by requiring businesses to report the locations and quantities of chemicals stored onsite to state and local agencies; releases to the environment of more than 600 designated toxic chemicals; off-site transfers of waste; and pollution prevention measures and activities and to participate in chemical recycling. The EPA maintains and publishes an online, publicly available, national database of toxic chemical releases and other waste management

activities by certain industry groups and federal facilities—the Toxics Release Inventory. To implement EPCRA, each state appointed a state emergency response commission to coordinate planning and implementation activities associated with hazardous materials. The commissions divided their states into emergency planning districts and named a local emergency planning committee for each district. The federal EPCRA program is implemented and administered in California Governor's Office of Emergency Services (Cal OES), a state commission, 6 local committees, and 81 Certified Unified Program agencies. Cal OES coordinates and provides staff support for the commission and local committees.

Toxic Substances Control Act

The Toxic Substances Control Act (TSCA) of 1976 (15 USC § 2601 et seq.) gave the EPA the ability to track the 75,000 industrial chemicals produced or imported into the United States. The EPA repeatedly screens these chemicals; can require reporting or testing of any that may pose an environmental or human health hazard; and can ban the manufacture and import of chemicals that pose an unreasonable risk. The EPA tracks the thousands of new chemicals each year with unknown or dangerous characteristics. The Act supplements other federal statutes, including the Clean Air Act and the Toxics Release Inventory under EPCRA.

Code of Federal Regulations Title 29, Section 1926.62

CFR Title 29, Section 1926.62 provides federal regulations for construction work where an employee may be occupationally exposed to lead. It includes standards for exposure assessment, worker protection, methods of compliance, biological monitoring, and medical surveillance.

Code of Federal Regulations Title 40, Part 761

CFR Title 40, Part 761 provides federal regulations for the manufacturing, processing, distribution, use, and clean-up of polychlorinated biphenyls (PCBs). It provides remediation standards for the cleanup of PCB waste in soils.

5.7.2.2 State Regulations

Hazardous Materials Management and Waste Handling

In the regulation of hazardous waste management, California law often mirrors or is more stringent than federal law. The California Environmental Protection Agency (CalEPA) and California Occupational Safety and Health Administration (Cal/OSHA) are the primary state agencies responsible for hazardous materials management. Additionally, the California Emergency Management Agency (CalEMA) administers the California Accidental Release Prevention (CalARP) program. The California Department of Toxic Substances Control (DTSC), which is a branch of CalEPA, regulates the generation, transportation, treatment, storage, and disposal of hazardous waste, as well as the investigation and remediation of hazardous waste sites. The California DTSC program incorporates the provisions of federal (RCRA) and state hazardous waste laws. The California Department of Pesticide Regulation, which is a branch of CalEPA, regulates the sale, use, and cleanup of pesticides (CCR, Title 3).

Excavated soil containing hazardous substances and hazardous building materials would be classified as hazardous waste if they exhibit the characteristics of ignitability, corrosivity, reactivity, or toxicity (CCR, Title 22, Division 4.5, Chapter 11, Article 3). State and federal laws require detailed planning to ensure that hazardous materials are properly handled, used, stored, and disposed of, and in the event that such materials are accidentally released, to prevent or to mitigate injury to health or the environment. These laws and regulations are overseen by a variety of state and local agencies. The California Integrated Waste Management Board and the RWQCB specifically address management of hazardous materials and waste handling in their adopted regulations (CCR, Title 14 and CCR, Title 27).

The primary local agency, known as the Certified Unified Program Agency (CUPA), with responsibility for implementing federal and state laws and regulations pertaining to hazardous materials management, is the Los Angeles County Fire Department (LACFD). The Unified Program is the consolidation of six state environmental regulatory programs into one program under the authority of a CUPA. A CUPA is a local agency that has been certified by CalEPA to implement the six state environmental programs within the local agency's jurisdiction. The six consolidated programs are:

- Hazardous Materials Release Response Plan and Inventory (Business Plans)
- California Accidental Release Prevention (CalARP)
- Hazardous Waste (including Tiered Permitting)
- Underground Storage Tanks (USTs)
- Above Ground Storage Tanks (Spill Prevention Control and Countermeasures (SPCC) requirements)
- Uniform Fire Code (UFC) Article 80 Hazardous Material Management Program (HMMP) and Hazardous Material Identification System (HMIS)

The CUPA program is designed to consolidate, coordinate, and uniformly and consistently administer permits, inspection activities, and enforcement activities throughout Los Angeles County.

Hazardous Materials Release Response Plans and Inventory (Business Plan)

This CUPA program provides information to emergency responders and the general public regarding hazardous materials at certain facilities, and coordinates reporting of releases and spill response among businesses and local, state, and federal government authorities. Businesses are required to disclose all hazardous materials and wastes above certain quantities that are used, stored, or handled at their facility. They are also required to train their employees to safely handle chemicals and to take appropriate emergency response actions. Inspections are conducted periodically to verify the inventory and other information on the business emergency/contingency plan.

California Accidental Release Prevention Program

This program aims to reduce risks involving regulated substances through the evaluation of hazards and consequences and the development of risk management plans and prevention programs. The program requires certain facilities (referred to as "stationary sources") that handle specified chemicals (termed "regulated substances") to take specified actions to prevent and prepare for chemical accidents.

Underground Storage Tank Program

The Los Angeles County Fire Department's Health Hazardous Materials Division (HHMD) oversees the Underground Storage Tank (UST) Program throughout Los Angeles County. The purpose of this program is to ensure that hazardous substances are not released into the groundwater and/or the environment from UST systems. Specialists annually inspect tank system components, associated monitoring equipment, and inventory records to ensure that the UST systems comply with applicable laws and regulations.

Aboveground Petroleum Storage Act /Spill Prevention, Control, and Countermeasure Plan

Facilities that have cumulative aboveground storage capacities of petroleum products at or exceeding 1,320 gallons are subject to the Aboveground Petroleum Storage Act. Facilities that are subject to this act must prepare a Spill Prevention, Control, and Countermeasure Plan. Facilities handling petroleum or any other hazardous material require a business emergency/contingency plan. Both petroleum and non-petroleum

aboveground storage tanks are subject to the fire code requirements of the authority having fire code jurisdiction.

Hazardous Waste Generation and Onsite Treatment

The Hazardous Waste Inspection Program works to ensure that all hazardous wastes generated by Los Angeles County facilities are properly managed. Specialists in this program inspect facilities that generate hazardous waste, investigate complaints of unlawful hazardous waste disposal, and participate in public education. These programs are designed to provide information about laws and regulations relating to safe management of hazardous waste.

Hazardous Materials Management Plans (HMMPs) and Hazardous Materials Inventory Statements (HMISs)

The Uniform Fire Code has a provision for the local fire agency to collect information regarding hazardous materials at facilities for purposes of fire code implementation. A fire chief may require additional information to a Business Plan to meet the California Fire Code HMMP/HMIS requirements.

Hazardous Waste Control Act

The Hazardous Waste Control Act was passed in 1972 and established the California Hazardous Waste Control Program within the Department of Health Services. California's hazardous waste regulatory effort became the model for the federal Resource Conservation and Recovery Act (RCRA). California's program, however, was broader and more comprehensive than the federal system, regulating wastes and activities not covered by the federal program. California's Hazardous Waste Control Law was followed by emergency regulations in 1973 that clarified and defined the hazardous waste program, as follows:

- Included definitions of "waste" and "hazardous" as well as what was necessary for appropriate handling, processing, and disposal of hazardous and extremely hazardous waste in a manner that would protect the public, livestock, and wildlife from hazards to health and safety.
- The early regulations also established a tracking system for the handling and transportation of hazardous waste from the point of waste generation to the point of ultimate disposition, as well as a system of fees to cover the costs of operating the hazardous waste management program.
- Advancing the newly developing awareness of hazardous waste management issues, the program established a technical reference center for public and private use dealing with all aspects of hazardous waste management.

California Government Code Section 65962.5 (a), Cortese List

The Hazardous Waste and Substance Sites List (Cortese List) is a planning document used by the state, local agencies, and developers to comply with CEQA requirements in providing information about the location of hazardous materials release sites. Government Code §65962.5 requires the California Environmental Protection Agency (CalEPA) to develop at least annually an updated Cortese List. The Department of Toxic Substances Control is responsible for a portion of the information contained in the Cortese List. Other state and local government agencies are required to provide additional hazardous material release information for the Cortese List.

Title 22 of the California Code of Regulations and Hazardous Waste Control Law, Chapter 6.5

The Department of Toxic Substances Control regulates the generation, transportation, treatment, storage, and disposal of hazardous waste under RCRA and the California Hazardous Waste Control Law. Both laws impose "cradle-to-grave" regulatory systems for handling hazardous waste in a manner that protects human

health and the environment. CalEPA has delegated some of its authority under the Hazardous Waste Control Law to county health departments and other Certified Unified Program Agencies.

Title 23, Division 3, Chapter 16 of the California Code of Regulations, Underground Storage Tank Regulations

The Title 23, Division 3, Chapter 16 regulations are intended to protect waters of the state from discharges of hazardous substances from underground storage tanks. These regulations establish construction requirements for new underground storage tanks; establish separate monitoring requirements for new and existing underground storage tanks; establish uniform requirements for unauthorized release reporting, and for repair, upgrade, and closure of underground storage tanks.

Title 27 of the California Code of Regulations, Solid Waste

Title 27 of the California Code of Regulations contains a waste classification system that applies to solid wastes that cannot be discharged directly or indirectly to waters of the state and which therefore must be discharged to waste management sites for treatment, storage, or disposal. CalRecycle and its certified Local Enforcement Agency regulate the operation, inspection, permitting, and oversight of maintenance activities at active and closed solid waste management sites and operations.

California Human Health Screening Levels

The California Human Health Screening Levels (CHHSLs or “Chisels”) are concentrations of 54 hazardous chemicals in soil or soil gas that CalEPA considers to be below thresholds of concern for risks to human health. The CHHSLs were developed by the Office of Environmental Health Hazard Assessment on behalf of CalEPA. The CHHSLs were developed using standard exposure assumptions and chemical toxicity values published by the EPA and CalEPA. The CHHSLs can be used to screen sites for potential human health concerns where releases of hazardous chemicals to soils have occurred. Under most circumstances, the presence of a chemical in soil, soil gas, or indoor air at concentrations below the corresponding CHHSL can be assumed to not pose a significant health risk to people who may live or work at the site. There are separate CHHSLs for residential and commercial/industrial sites.

Occupational Safety: Title 8 – Cal/OSHA

Cal/OSHA administers federal occupational safety requirements and additional state requirements in accordance with California Code of Regulations Title 8. Cal/OSHA requires preparation of an Injury and Illness Prevention Program (IIPP), which is an employee safety program of inspections, procedures to correct unsafe conditions, employee training, and occupational safety communication. This program is administered via inspections by the local Cal/OSHA enforcement unit.

Cal/OSHA regulates lead exposure during construction activities under CCR Title 8, Section 1532.1, Lead, which establishes the rules and procedures for conducting demolition and construction activities such that worker exposure to lead contamination is minimized or avoided.

Compliance with Cal/OSHA regulations and associated programs would be required for the proposed Project due to the potential hazards posed by onsite construction activities and contamination from former uses.

Emergency Response to Hazardous Materials Incidents

California has developed an emergency response plan to coordinate emergency services provided by federal, state, and local government, and private agencies. The plan is administered by the California Emergency Management Agency and includes response to hazardous materials incidents. The California

Emergency Management Agency coordinates the response of other agencies, including CalEPA, California Highway Patrol, California Department of Fish and Wildlife, Regional Water Quality Control Board, South Coast Air Quality Management District, County Fire Department, and the County Health Department.

Hazardous Materials in Structures: Asbestos-Containing Materials and Lead-Based Paint

Several regulations and guidelines pertain to abatement of and protection from exposure to asbestos-containing materials (ACM) and lead-based paint (LBP), including Construction Safety Orders 1529 (pertaining to ACM) and Section 1532.1 (pertaining to LBP) from Title 8 of the California Code of Regulations, and Part 61, Subpart M, of the Code of Federal Regulations (pertaining to ACM). California Health and Safety Code §39650 et seq. provides further regulations on airborne toxic control measures. In California, ACM and LBP abatement must be performed and monitored by contractors with appropriate certification from the California Department of Health Services. Asbestos is also regulated as a hazardous air pollutant under the Clean Air Act and a potential worker safety hazard under the authority of Cal/OSHA. Requirements for limiting asbestos emissions from building demolition and renovation are specified in SCAQMD Rule 1403 (Asbestos Emissions from Demolition/Renovation Activities). California Government Code §1529 and §1532.1 provide for exposure limits, exposure monitoring, respiratory protection, and good working practice by workers exposed to lead and ACMs.

California Emergency Services Act

The California Emergency Services Act (Government Code §8550 et seq.) was adopted to establish the state's roles and responsibilities during human-made or natural emergencies that result in conditions of disaster and/or extreme peril to life, property, or the resources of the state. This act is intended to protect health and safety by preserving the lives and property of the people of the state.

California Building Code and Fire Code

Chapter 7A of the California Building Code (CBC), Materials and Methods for Exterior Wildfire Exposure, prescribes building materials and construction methods for new buildings in a fire hazard severity zone. Chapter 7A contains requirements for roofing; attic ventilation; exterior walls; exterior windows and glazing; exterior doors; decking; protection of underfloor, appendages, and floor projections; and ancillary structures. Chapter 49 of the California Fire Code (CFC), Requirements for Wildland-Urban Interface Fire Areas, prescribes construction materials and methods in fire hazard severity zones; requirements generally parallel CBC Chapter 7A.

California Public Resources Code Defensible Space Regulations

Public Resources Code (PRC) §§4291 et seq. require that brush, flammable vegetation, or combustible growth within 100 feet of buildings be removed. This requirement does not apply to single specimens of trees or other vegetation that are well-pruned and maintained so as to effectively manage fuels and not form a means of rapidly transmitting fire from other nearby vegetation to a structure or from a structure to other nearby vegetation. The intensity of fuels management may vary within the 100-foot perimeter of the structure, the most intense being within the first 30 feet around the structure.

5.7.2.3 Regional Regulations

Los Angeles RWQCB

The Los Angeles RWQCB issued a Municipal Stormwater (MS4) Permit for Coastal Watersheds of Los Angeles County with the exception of discharges originating in the City of Long Beach in 2012 (Order No. R4-2012-0175). The MS4 permit was subsequently amended by the State Water Resources Control Board

on June 16, 2015 by Order 2015-0075. The principal permittee of the MS4 Permit is the Los Angeles County Flood Control District. Priority projects—generally, redevelopment projects that add or replace 500 or more square feet of impervious surfaces, and new development projects that create 10,000 or more square feet of impervious surfaces, or development/redevelopment that results in an alteration of at least 50% of impervious services on an existing developed site the entire site must implement the standards, and development/redevelopment resulting in an alteration of less than 50% of impervious surfaces of an existing developed site only such incremental development—must implement Low Impact Development (LID) Best Management Practices (BMPs) to the maximum extent practicable. The MS4 Permit requires individual priority projects to prepare and implement a water quality management plan (WQMP) that may include source control BMPs, mitigation measures, and treatment control BMPs.

South Coast Air Quality Management District Rule 1403

SCAQMD Rule 1403 governs the demolition of buildings containing asbestos materials. Rule 1403 specifies work practices to minimize asbestos emissions during building demolition and renovation activities, including the removal and associated disturbance of asbestos-containing materials. The requirements for demolition and renovation activities include asbestos surveying, notification, asbestos containing materials removal procedures and time schedules, handling and cleanup procedures, storage, and disposal requirements for asbestos-containing waste materials.

5.7.2.4 Regional/Local Regulations

County of Los Angeles Emergency Plan

Under Los Angeles County's Chief Executive Office, the Office of Emergency Management (OEM) is responsible for countywide emergency planning, mitigation, response and recovery activities, including planning for the City of Paramount. OEM manages the County's emergency operations center and develops and maintains the County's emergency operations and hazard mitigation plans. The current emergency operations plan, adopted by the County Board of Supervisors in 2012, specifies roles and responsibilities of various county and other local agencies in each of the four phases of emergency management: preparedness/planning, response, recovery, and mitigation. The Los Angeles County Multi-Jurisdictional Hazard Mitigation Plan, approved by FEMA in September 2017, includes risk assessments for many types of hazards, both natural and human-made; an assessment of community capabilities for hazard mitigation; and mitigation strategies. County-identified evacuation routes consist of major and secondary highways.

Los Angeles County implements an extensive emergency preparedness system that adheres to the National Incident Management System (NIMS), which provides a comprehensive and standardized incident management system. Because Los Angeles County is NIMS compliant, it is eligible for federal preparedness grants. The county also follows the Standardized Emergency Management System (SEMS) adopted by California, which makes it eligible for reimbursement of response-related costs under state disaster assistance programs.

Los Angeles County Multi-Jurisdictional Hazard Mitigation Plan

The Los Angeles County Multi-Jurisdictional Hazard Mitigation Plan documents plans for reducing and/or eliminating risk in the unincorporated area of the County and Supervisorial Districts 1–5, the City of Paramount is included in Supervisorial District 4.

City of Paramount General Plan

The City General Plan Health and Safety Element includes the following policies related to hazards that are relevant to the proposed Project:

- Policy 1** The City of Paramount will strive to minimize damage to life and property in the event of a major disaster.
- Policy 2** The City of Paramount will work to identify and improve existing buildings that do not meet fire or earthquake 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.
- 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.
- Policy 13** The City of Paramount will continue to employ the code enforcement program, including the identification of pre-1933 structures, and require their rehabilitation.
- Policy 14** The City of Paramount will continue redevelopment efforts, particularly in older commercial and industrial areas.

City of Paramount Municipal Code

Chapter 8.08: Fire Protection. The City of Paramount adopted the standardized emergency management system (SEMS). Under Chapter 8.08.010 of the Municipal Code, the City adopted the Title 23 of the Los Angeles County Code (Fire Code) as the Fire Code of the City of Paramount and provides for the preparation of and carrying out of plans for the protection of persons and property within the city in the event of an emergency. The chapter provides for the direction of the emergency organization and the coordination of emergency functions of the City with all other public agencies, corporations, organizations, and affected private persons.

5.7.3 ENVIRONMENTAL SETTING

The California Department of Toxic Substances Control (DTSC) and the State Water Resources Control Board (SWRCB) track and identify sites with known or potential contamination. The DTSC EnviroStor hazardous waste facility and cleanup sites database identifies sites that have known contamination or potentially contaminated sites requiring further investigation, as well as facilities permitted to treat, store, or dispose of hazardous waste. The SWRCB GeoTracker database tracks hazardous materials sites that impact groundwater or have the potential to impact groundwater.

The EnviroStor and GeoTracker databases (searched on March 21 and March 25, 2022) did not identify any hazardous waste facilities, land disposal sites, hazardous waste cleanup sites, or leaking underground storage cleanup sites within the Specific Plan area.

5.7.4 THRESHOLDS OF SIGNIFICANCE

Appendix G of CEQA Guidelines indicates that a project could have a significant effect if it were to:

- HAZ-1 Create a significant hazard to the public or the environment through the routine transport, use or disposal of hazardous materials;
- HAZ-2 Create a significant hazard to the public or the environment through reasonably foreseeable upset or accident conditions involving the release of hazardous materials into the environment;
- HAZ-3 Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances or waste within one-quarter mile of an existing or proposed school;

- HAZ-4 Be located on a site that is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, create a significant hazard to the public or the environment;
- HAZ-5 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?
- HAZ-6 Impair implementation of, or physically interfere with, an adopted emergency response plan or emergency evacuation plan; or
- HAZ-7 Expose people or structures either directly or indirectly to a significant risk of loss, injury, or death involving wildland fires.

5.7.5 METHODOLOGY

Potentially significant impacts would generally result in the loss or degradation of public health and safety or conflict with local, state, or federal agency regulations. Information for this section was obtained, in part, from the DTSC's EnviroStor database and the SWRCB's GeoTracker database. A significant impact would result if activities permitted by the Specific Plan would not comply with applicable federal, state, and local regulations, and would otherwise expose people to health risks or create an environmental hazard due to the use, disposal, transport, or management of hazardous or potentially hazardous materials; or a reasonably foreseeable upset or accident condition involving release of hazardous materials into the environment; including within 0.25 mile of a school.

Also, a significant impact could occur if development occurs on a hazardous materials site that could endanger public health or the environment. Methodology includes research to determine whether the Specific Plan area encompasses any sites that are included on a list of hazardous materials sites or that contain unidentified/unknown contaminants. The analysis recognizes that all development would be required to comply with relevant federal, state, and local laws and regulations that are designed to remediate such sites so as to protect the public health.

5.7.6 ENVIRONMENTAL IMPACTS

IMPACT HAZ-1: THE PROJECT WOULD NOT CREATE A SIGNIFICANT HAZARD TO THE PUBLIC OR THE ENVIRONMENT THROUGH THE ROUTINE TRANSPORT, USE OR DISPOSAL OF HAZARDOUS MATERIALS.

Less than Significant Impact

Construction

The proposed construction activities would involve the routine transport, use, and disposal of hazardous materials such as paints, solvents, oils, grease, and caulking during construction activities. In addition, hazardous materials would routinely be needed for fueling and servicing construction equipment on the site. These types of materials are not acutely hazardous, and all storage, handling, use, and disposal of these materials are regulated by federal and state regulations that are implemented by the City of Paramount and County of Los Angeles, as the CUPA, during the construction permitting process. As a result, hazardous material impacts related to construction would be less than significant.

Likewise, asbestos-containing materials and lead-based paint may exist in structures in the Specific Plan area, due to the date of construction of the existing buildings. Asbestos and lead based paint surveys and abatement would be required prior to demolition of existing structures pursuant to the SCAQMD, Cal/OSHA, and the California Health and Safety Code, which are described previously in the Regulatory Setting. These

requirements were developed to protect human health and the environment from the hazards associated with exposure to lead-based materials and airborne asbestos fibers. Compliance with these existing regulations, as ensured through the permitting process, would reduce impacts related to routine transport and disposal of asbestos-containing materials and lead-based paint during construction activities to a less than significant level.

Operation

The NPGSP includes operation of new residential and commercial uses. Residential and mixed-use commercial developments do not cause or contribute substantially to potential hazards to the public or the environment, because these uses do not involve the use, transport, or disposal of appreciable amounts of hazardous materials or wastes. Residential and mixed-use commercial uses operate with common, widely available hazardous materials including paints and other solvents, cleaners, pesticides, batteries, fertilizers, and aerosol cans. These types of materials are not acutely hazardous and would only be used and stored in limited quantities. The normal routine use of these hazardous materials products pursuant to existing regulations would not result in a significant hazard to people or the environment. Therefore, operation of the new development that would result from the proposed Specific Plan would not result in a significant hazard to the public or to the environment through the routine transport, use, or disposal of hazardous waste, and impacts would be less than significant.

IMPACT HAZ-2: THE PROJECT WOULD NOT CREATE A SIGNIFICANT HAZARD TO THE PUBLIC OR THE ENVIRONMENT THROUGH REASONABLY FORESEEABLE UPSET OR ACCIDENT CONDITIONS INVOLVING THE RELEASE OF HAZARDOUS MATERIALS INTO THE ENVIRONMENT.

Less than Significant Impact

Construction

Accidental Releases. The routine use, storage, transport, and disposal of hazardous materials in accordance with applicable regulations during demolition, excavation, grading, and construction activities would not pose health risks or result in significant impacts. However, improper use, storage, transportation, and disposal of hazardous materials and wastes could result in accidental spills or releases, posing health risks to workers, the public, and the environment. Thus, implementation of the proposed Project could potentially result in the accidental release of hazardous materials. The use of Best Management Practices (BMPs) during construction implemented as part of a Stormwater Pollution Prevention Plan (SWPPP) as required by the National Pollution Discharge Elimination System (NPDES) General Construction Permit would minimize potential adverse effects to workers, the public, and the environment. Construction contract specifications would include strict onsite handling rules and BMPs that include, but are not limited to:

- Establishing a dedicated area for fuel storage and refueling activities that includes secondary containment protection measures and spill control supplies;
- Following manufacturers' recommendations on the use, storage, and disposal of chemical products used in construction;
- Avoiding overtopping construction equipment fuel tanks;
- Properly containing and removing grease and oils during routine maintenance of equipment; and
- Properly disposing of discarded containers of fuels and other chemicals.

Asbestos-Containing Materials (ACMs). Some buildings in the NPGSP area date back to a period when structures were constructed with what are now recognized as hazardous building materials, such as lead and ACMs. Demolition of these older structures could result in the release of hazardous materials. However, asbestos abatement contractors must follow state regulations contained in California Code of Regulations §1529, and §341.6-341.14 as implemented by SCAQMD Rule 1403 to ensure that ACMs are removed during demolition or redevelopment of the existing buildings and transported to an appropriate disposal facility. The contractor and hauler of the material are required to file a Hazardous Waste Manifest that details the hauling of the material from the site and the disposal of it. Section 19827.5 of the California Health and Safety Code requires that local agencies not issue demolition permits until an applicant has demonstrated compliance with notification requirements under applicable federal regulations regarding hazardous air pollutants, including ACMs. Thus, with compliance with existing regulations that would be verified through development project permitting, impacts would be less than significant.

Lead-Based Material. Due to the age of the existing structure, lead-based materials may be located within structures in the NGGSP area. The Code of Federal Regulations Title 29, §1926.62 and state regulations related to lead are from the California Code of Regulations Title 8 Section 1532.1, are implemented by Cal/OSHA. These regulations cover the demolition, removal, cleanup, transportation, storage, and disposal of lead-containing material. Cal/OSHA's Lead in Construction Standard requires project applicants to develop and implement a lead compliance plan when lead-based paint would be disturbed during construction or demolition activities. The plan must describe activities that could emit lead, methods for complying with the standard, safe work practices, and a plan to protect workers from exposure to lead during construction activities. In addition, Cal/OSHA requires 24-hour notification if more than 100 square feet of lead-based paint would be disturbed. Compliance with these requirements would be confirmed through development project permitting procedures that would reduce the potential impacts related to lead-based materials to a less than significant level.

Undocumented Hazardous Materials. The NPGSP area has a history of various uses with the potential for the utilization of hazardous materials. As a result, there is the potential for undocumented spills and releases to exist from previous uses. However, the existing federal and state regulations related to hazardous materials and construction include procedures to follow in the event hazardous materials are uncovered during construction activities.

Excavated soil containing hazardous substances and hazardous building materials would be classified as a hazardous waste if they exhibit the characteristics of ignitability, corrosivity, reactivity, or toxicity (CCR, Title 22, Division 4.5, Chapter 11, Article 3). State and federal laws require detailed planning to ensure that hazardous materials are properly handled, used, stored, and disposed of, and in the event that such materials are accidentally released, to prevent or to mitigate injury to health or the environment. These regulations are detailed previously and include, but are not limited to, RCRA, the Occupational Safety and Health Act that is implemented by OSHA, and the Hazardous Materials Transportation Act (HMTA). Additionally, the California Integrated Waste Management Board and the RWQCB specifically address management of hazardous materials and waste handling in their adopted regulations (CCR, Title 14 and CCR, Title 27). Thus, with implementation of existing regulations, potential impacts related to excavation including hazardous substances and materials would be less than significant.

Operation

As described above, the risks related to upset or accident conditions involving the release of hazardous materials into the environment would be adequately addressed through compliance with existing federal, state, and local regulations. Buildout of the Specific Plan involves residential and mixed-commercial uses that use and store common hazardous materials such as paints, solvents, and cleaning products. Building

mechanical systems and grounds and landscape maintenance could also use a variety of products formulated with hazardous materials, including fuels, cleaners, lubricants, adhesives, sealers, and pesticides/herbicides.

The environmental and health effects of different chemicals are unique to each chemical and depend on the extent to which an individual is exposed. The extent and exposure of individuals to hazardous materials would be limited by the relatively small quantities of these materials that would be stored, used, and handled. Additionally, any business or facility that uses, generates, processes, produces, packages, treats, stores, emits, discharges, or disposes of hazardous material (or waste) would require a hazardous materials handler permit from the County of Los Angeles, as the CUPA, and would be required to prepare a Hazardous Materials Business Emergency Plan to minimize the effects and extent of a potential release of a hazardous material. In addition, a Water Quality Management Plan (WQMP) is required to be implemented and include BMPs to protect human health and the environment if any accidental spills or releases of hazardous materials occur. As a result, operation of the development that would occur pursuant to the proposed Specific Plan would not result in 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, and impacts would be less than significant.

IMPACT HAZ-3: THE PROJECT WOULD NOT EMIT HAZARDOUS EMISSIONS OR HANDLE HAZARDOUS OR ACUTELY HAZARDOUS MATERIALS, SUBSTANCES OR WASTE WITHIN 0.25 MILE OF AN EXISTING OR PROPOSED SCHOOL.

Less than Significant Impact

The NPGSP area is located within 0.25 mile of Roosevelt Elementary School that is located at 13451 Merkel Avenue (approximately 0.2-mile northeast of the NPGSP area), Paramount High School that is located at 14429 Downey Avenue (approximately 0.19 mile southeast of the NPGSP area), and Paramount Park Middle School, located at 14608 Paramount Boulevard (approximately 0.2 mile south of the NPGSP area).

Construction

As described in the previous responses, construction activities would involve the use and disposal of various hazardous materials. However, all storage, handling, use, and disposal of these materials are regulated by federal and state regulations that are implemented by the City during construction permitting. Transportation of hazardous materials and wastes by truck is regulated by the U.S. Department of Transportation (DOT). DOT regulations establish criteria for safe handling procedures. Federal safety standards are also included in the California Administrative Code. These regulations are in place to prevent accidental releases and measures for appropriate containment and cleanup when accidents occur, and impacts would be less than significant to nearby school facilities.

Operation

As described in the previous response to Impact HAZ-1, the common types of hazardous materials that may be used are regulated by existing federal and state regulations related to use and disposal. Additionally, federal and state laws and regulations require businesses to plan and prepare for possible hazardous materials spills, releases, and emergencies. Any business that handles, stores, transports, or disposes of substantial amounts or acute hazardous materials would require a permit from the County of Los Angeles and must implement a Hazardous Materials Business Emergency Plan. Overall, compliance with existing regulations related to hazardous materials, which would be implemented during the permitting review, would reduce the potential for Project operations to pose a hazard to nearby schools to a less than significant level. Also, federal and state regulations are in place to prevent accidental releases and measures for appropriate containment and cleanup when accidents occur. Overall, potential impacts to schools from hazardous materials handled during operations of Specific Plan development projects would be less than significant.

IMPACT HAZ-4: THE PROJECT WOULD NOT BE LOCATED ON A SITE WHICH IS INCLUDED ON A LIST OF HAZARDOUS MATERIALS SITES COMPILED PURSUANT TO GOVERNMENT CODE SECTION 65962.5 THAT COULD CREATE A SIGNIFICANT HAZARD TO THE PUBLIC OR THE ENVIRONMENT.

No Impact

As discussed previously in Section 5.7-3, *Environmental Setting*, there are no sites in the NPGSP area that are included on a list of hazardous material sites compiled pursuant to Government Code §65962.5 or that need further investigation. Existing regulations and CUPA programs would provide reporting and documentation of any hazardous materials incidents or uncovering hazardous conditions during implementation of the proposed Specific Plan. Because the NPGSP area does not include a hazardous material sites compiled pursuant to Government Code §65962.5, no impacts would occur.

IMPACT HAZ-5: THE PROJECT WOULD NOT RESULT IN A SAFETY HAZARD OR EXCESSIVE NOISE FOR PEOPLE RESIDING OR WORKING IN THE PROJECT AREA FOR A PROJECT LOCATED WITHIN AN AIRPORT LAND USE PLAN OR, WHERE SUCH A PLAN HAS NOT BEEN ADOPTED, BE WITHIN TWO MILES OF A PUBLIC AIRPORT OR PUBLIC USE AIRPORT.

No Impact

The NPGSP area is approximately 8 miles north of the Long Beach Municipal Airport. According to the Los Angeles County Airport Land Use Commission Airport Influence Area Map for the Long Beach Airport, the NPGSP area is outside the 60-65 dBA CNEL noise contour for the airport and the NPGSP area is not subject to excessive noise levels due to operations at the Long Beach Municipal Airport. The NPGSP area is also outside of the established airport safety zones. Thus, implementation of the NPGSP would not result in a safety hazard or excessive noise for people residing or working in the area. As such, no impact would occur.

IMPACT HAZ-6: THE PROJECT WOULD NOT IMPAIR IMPLEMENTATION OF, OR PHYSICALLY INTERFERE WITH, AN ADOPTED EMERGENCY RESPONSE PLAN OR EMERGENCY EVACUATION PLAN.

Less than Significant Impact

The intent of the Los Angeles County Emergency Operations Plan is to provide the concept of operations and strategic activities for responding to any type of emergency incident that may impact the County. Emergency responses are coordinated through various offices within county government and aligned agencies. The Los Angeles County Fire and the Sheriff's Departments provide emergency response.

Construction

Buildout of the NPGSP would not result in restricting access of emergency vehicles due to construction activities. Development projects pursuant to the NPGSP could require temporary closure of travel lanes. Construction activities that may temporarily restrict vehicular traffic would be required to implement adequate measures to facilitate the safe passage of persons and vehicles through/around any required temporary road restrictions in accordance with the requirements of the California Fire Code (Title 24, California Code of Regulations, Part 9), which requires that prior to any activity that would encroach into a right-of-way, the area of encroachment be safeguarded through the installation of safety devices that would be specified by the City during the construction permitting process to ensure that construction activities would not physically interfere with emergency access. Implementation of NPGSP development projects through the City's permitting process would reduce potential construction-related physical interference with emergency access or evacuation to a less than significant level.

Operation

During operation of NPGSP development projects, the residents, the building owners, and the tenants would be required to maintain adequate emergency access for emergency vehicles as required and verified by Los Angeles County Fire. Because the NPGSP is required to comply with all applicable codes, as would be verified by the City and the Los Angeles County Fire Department, potential impacts related to emergency evacuation or emergency response plans would be less than significant.

IMPACT HAZ-7: THE PROJECT WOULD NOT EXPOSE PEOPLE OR STRUCTURES EITHER DIRECTLY OR INDIRECTLY TO A SIGNIFICANT LOSS, INJURY, OR DEATH INVOLVING WILDLAND FIRES.

No Impact

The NPGSP area is in a developed area that is not within identified wildland fire hazard areas or areas where residences are intermixed with wildlands. Construction of new developments pursuant to the NPGSP would require adherence to the California Building Code (CBC) that includes fire structure safety measures, would be ensured through the City's development permitting process. Therefore, the Project would not expose people or structures to a significant risk of loss, injury, or death from wildfires, and no impacts would occur.

5.7.7 CUMULATIVE IMPACTS

Cumulative land use changes within the City would have the potential to expose future area residents, employees, and visitors to chemical hazards through redevelopment of sites and structures that may be contaminated from either historic or ongoing uses. The severity of potential hazards for individual projects would depend upon the location, type, and size of development and the specific hazards associated with individual sites. All hazardous materials users and transporters, as well as hazardous waste generators and disposers, are subject to regulations that require proper transport, handling, use, storage, and disposal of such materials to ensure public safety. Thus, if hazardous materials are found to be present on current or future project sites, appropriate remediation activities would be required pursuant to standard federal, state, and regional regulations. Compliance with the relevant federal, state, and local regulations during the construction and operation of related projects would ensure that cumulative impacts from hazardous materials would be less than significant.

5.7.8 EXISTING REGULATIONS

Existing Regulations

Federal

- United States Code of Federal Regulations Title 42, Sections 6901 et seq.: Resource Conservation and Recovery Act
- United States Code of Federal Regulations Title 42, Sections 11001 et seq.: Emergency Planning & Community Right to Know Act
- United States Code of Federal Regulations Title 49, Parts 101 et seq.: Regulations implementing the Hazardous Materials Transportation Act (United States Code of Federal Regulations Title 49 Sections 5101 et seq.)
- United States Code of Federal Regulations Title 15, Sections 2601 et seq.: Toxic Substances Control Act
- US Environmental Protection Agency Asbestos Hazard Emergency Response Act, 40 United States Code of Regulations Section 763
- United States Code of Federal Regulations Title 49, Chapter I

- United States Code of Federal Regulations Title 29, Section 1926.62
- United States Code of Federal Regulations Title 40, Part 761
- United States Code of Federal Regulations Title 29, Section 1910.120

State

- California Occupational Safety and Health Administration Regulation 29, CFR Standard 1926.62
- California Code of Regulations Title 24, Part 2: California Building Code
- California Code of Regulations Title 24, Part 9: California Fire Code
- California Code of Regulations Title 8, Section 1532.1: Lead in Construction Standard
- California Code of Regulations Title 23, Chapter 16: Underground Storage Tanks
- California Code of Regulations Title 8, Section 1529: Asbestos
- California Health and Safety Code Division 20, Chapter 6.9.1, Sections 25400.10 through 25400.47
- California Health and Safety Code Section 39650 et seq.

Regional

- South Coast Air Quality Management District Rule 1403: Asbestos

Local

- Municipal Code Chapter 8.08: Fire Protection.

5.7.9 LEVEL OF SIGNIFICANCE BEFORE MITIGATION

Upon implementation of regulatory requirements, Impacts HAZ-1 through, HAZ-7 would be less than significant.

5.7.10 MITIGATION MEASURES

No mitigation measures are required.

5.7.11 LEVEL OF SIGNIFICANCE AFTER MITIGATION

Compliance with existing regulatory programs would reduce potential impacts associated with potential hazards and hazardous materials impacts to a level that is less than significant. Therefore, no significant unavoidable adverse impacts related to hazards and hazardous materials would occur.

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5.8 Hydrology and Water Quality

5.8.1 INTRODUCTION

This section describes the environmental and regulatory settings and identifies potential impacts for hydrology and water quality resources. The analysis in this section is based, in part, on the following documents and resources:

- California Water Boards California 2018 Integrated Report
- City of Paramount General Plan
- City of Paramount Municipal Code
- City of Paramount 2020 Urban Water Management Plan

5.8.2 REGULATORY SETTING

5.8.2.1 Federal Regulations

Clean Water Act

The United States Environmental Protection Agency (USEPA) is the federal agency that implements the Clean Water Act (CWA), which is responsible for water quality management. The purpose of the CWA is to protect and maintain the quality and integrity of the nation's waters by requiring states to develop and implement state water plans and policies.

CWA Section 303, Total Maximum Daily Loads (TMDL): Section 303 of the CWA requires states to establish water quality standards consisting of designated beneficial uses of water bodies and water quality standards to protect those uses for all Waters of the United States. Under Section 303(d) of the CWA, states, territories, and authorized tribes are required to develop lists of impaired waters. Impaired waters are waters that do not meet water quality standards, even after point sources of pollution have installed the minimum required levels of pollution control technology. The law requires that these jurisdictions establish a priority ranking for listed waters and develop action plans to improve their water quality. This process includes development of Total Maximum Daily Loads (TMDLs) that set discharge limits for non-point source pollutants.

A TMDL is a calculation of the maximum amount of a pollutant that a waterbody can receive and still safely meet water quality standards. The Ducheny Bill (AB 1740) requires the State Water Resources Control Board (SWRCB) and its nine Regional Water Quality Control Boards (RWQCBs) to post this list and to provide an estimated completion date for each TMDL.

CWA Section 402, National Pollutant Discharge Elimination System (NPDES) Permit: Direct discharges of pollutants into Waters of the United States are not allowed, except in accordance with the NPDES program established in Section 402 of the CWA. The main goal of the NPDES program is to protect human health and the environment. Pursuant to the NPDES program, permits that apply to stormwater discharges from municipal storm drain systems, specific industrial activities, and construction activities (one acre [ac] or more) have been issued. NPDES permits establish enforceable effluent limitations on discharges, require monitoring of discharges, designate reporting requirements, and require the permittee to include use of Best Management Practices (BMPs). Industrial (point source) stormwater permits are required to meet effluent limitations, while municipal and construction permits are governed by the maximum extent practicable (MEP) or the Best Available Technology (BAT)/Best Control Technology (BCT) application of BMPs. SWRCBs are required to ensure that state-specific permits comply with the NPDES Permit.

5.8.2.2 State Regulations

Porter-Cologne Act

The Porter-Cologne Water Quality Control Act of 1969, codified as Division 7 of the California Water Code, authorizes the State Water Resources Control Board (SWRCB) to provide comprehensive protection for California's waters through water allocation and water quality protection. The SWRCB implements the requirements of CWA and establishes water quality standards that have to be set for certain waters by adopting water quality control plans under the Porter-Cologne Act. The Porter-Cologne Act establishes the responsibilities and authorities of the 9 Regional Water Quality Control Boards (RWQCB), including preparing water quality plans for areas in the region, and identifying water quality objectives and waste discharge requirements (WDRs). Water quality objectives are defined as limits or levels of water quality constituents and characteristics established for reasonable protection of beneficial uses or prevention of nuisance. Beneficial uses consist of all the various ways that water can be used for the benefit of people and/or wildlife.

The NPGSP area is within the Los Angeles River Watershed. The Los Angeles River Basin Water Quality Control Plan is regularly updated to give direction on the beneficial uses of the waters, describes the water quality that must be maintained to support such uses, and provides programs, projects, and other actions necessary to achieve the established standards.

California Anti-Degradation Policy

A key policy of California's water quality program is the State's Anti-Degradation Policy. This policy, formally known as the Statement of Policy with Respect to Maintaining High Quality Waters in California (SWRCB Resolution No. 68-16), restricts degradation of surface and ground waters. In particular, this policy protects water bodies where existing quality is higher than necessary for the protection of beneficial uses. Under the Anti-Degradation Policy, any actions that can adversely affect water quality in all surface and ground waters must 1) be consistent with maximum benefit to the people of the state; 2) not unreasonably affect present and anticipated beneficial use of the water; and 3) not result in water quality less than that prescribed in water quality plans and policies (i.e., will not result in exceedances of water quality objectives).

California Construction General Permit

The State of California adopted a Statewide NPDES Permit for General Construction Activity (Construction General Permit) on September 2, 2009 (Order No. 2009-0009-DWQ, as amended by 2010-0014-DWQ and 2012-0006-DWQ). The last Construction General Permit amendment became effective on July 17, 2012. The Construction General Permit regulates construction site stormwater management. Dischargers whose projects disturb one or more acres of soil, or whose projects disturb less than one acre, but are part of a larger common plan of development that in total disturbs one or more acres, are required to obtain coverage under the general permit for discharges of stormwater associated with construction activity. Construction activity subject to this permit includes clearing, grading, and disturbances to the ground, such as stockpiling or excavation, but does not include regular operational maintenance activities.

To obtain coverage under this permit, project operators must electronically file Permit Registration Documents, which include a Notice of Intent, a Stormwater Pollution Prevention Plan (SWPPP), and other compliance-related documents, including a risk-level assessment for construction sites, an active stormwater effluent monitoring and reporting program during construction, rain event action plans, and numeric action levels for pH and turbidity as well as requirements for qualified professionals to prepare and implement the plan. An appropriate permit fee must also be mailed to SWRCB.

The Construction General Permit requires project applicants to file a Notice of Intent with the SWRCB to discharge stormwater, and to prepare and implement a SWPPP for projects that will disturb greater than 1 acre of soil. The SWPPP would include a site map, description of stormwater discharge activities, and best management practices (BMPs) taken from the menu of BMPs set forth in the California Stormwater Quality Association BMP Handbook that will be employed to prevent water pollution. The SWPPP is required to include BMPs that will be used to control soil erosion and discharges of other construction-related pollutants (e.g., petroleum products, solvents, paints, cement) that could contaminate nearby water resources. It must demonstrate compliance with local and regional erosion and sediment control standards, identify responsible parties, provide a detailed construction timeline, and implement a BMP monitoring and maintenance schedule. The Construction General Permit also requires the SWPPP to identify BMPs that will be implemented to reduce controlling potential chemical contaminants from impacting water quality. Types of BMPs include erosion control (e.g., preservation of vegetation), sediment control (e.g., fiber rolls), non-stormwater management (e.g., water conservation), and waste management. The SWPPP is also required to include BMPs to reduce pollutants in stormwater discharges after all construction phases have been completed at the site (post-construction BMPs).

California Water Resources Control Board Low Impact Development Policy

The SWRCB adopted the Low Impact Development (LID) Policy which, at its core, promotes the idea of “sustainability” as a key parameter to be prioritized during the design and planning process for future development. The SWRCB has directed its staff to consider sustainability in all future policies, guidelines, and regulatory actions. LID is a proven approach to manage stormwater. The RWQCBs are advancing LID in California in various ways, including provisions for LID requirements in renewed Phase I municipal stormwater NPDES permits.

5.8.2.3 Regional Regulations

Los Angeles Regional Water Quality Control Board Water Quality Control Plan

The City of Paramount is within the jurisdiction of the Los Angeles RWQCB. The LARWQCB sets water quality standards for all ground and surface waters within its region through implementation of a Water Quality Control Plan (Basin Plan). The Basin Plan describes existing water quality conditions and establishes water quality goals and policies. The Basin Plan is also the basis for the Regional Board’s regulatory programs. To this end, the Basin Plan establishes water quality standards for all the ground and surface waters of the region. The term “water quality standards,” as used in the federal Clean Water Act, includes both the beneficial uses of specific water bodies and the levels of quality which must be met and maintained to protect those uses. The Basin Plan includes an implementation plan describing the actions that are necessary to achieve and maintain target water quality standards. The goal of the Basin Plan is to protect public health and welfare and maintain or enhance water quality and potential beneficial uses of the water.

Municipal Regional Stormwater NPDES Permit

Within the Los Angeles County area of the Basin for the Coastal Watersheds of Los Angeles and Ventura Counties, management and control of the municipal separate storm sewer system (MS4) is shared by a number of agencies. The Los Angeles County Public Works Department is the local enforcing agency of the MS4 NPDES Permit.

The Los Angeles Regional Water Quality Control Board (LARWQCB) – Region 4 adopted order number R4-2012-0175 to comply with the requirements of the National Pollutant Discharge Elimination System (NPDES) for Los Angeles County and cities within the NPDES Permit CAS004001. LID measures provide for the implementation of stormwater quality control measures in new development and redevelopment projects with the intention of improving water quality and mitigating potential water quality impacts from stormwater

and non-stormwater discharges. The City of Los Angeles LID Ordinance requires industrial uses to capture and manage 100% of three-quarter-inch storm events, implement LID BMPs, utilize infiltration, capture and reuse, installation of high efficiency bio-filtration/retention systems BMPs, or a combination of the aforementioned. The LID Ordinance and LARWQCB NPDES Permit requires LID measures be incorporated into the design of development projects.

Under the County's NPDES permit, priority projects—generally, redevelopment projects that add or replace 500 or more square feet of impervious surfaces, and new development projects that create 10,000 or more square feet of impervious surfaces—must implement LID BMPs to the maximum extent practicable. The MS4 Permit requires individual priority projects to prepare and implement a water quality management plan (WQMP) that may include source control BMPs, mitigation measures, and treatment control BMPs.

5.8.2.4 Local Regulations

Los Angeles County Stormwater Program

The municipal discharges of stormwater and non-stormwater by the LACFCD, the County of Los Angeles, and 84 incorporated cities within the coastal watersheds of Los Angeles County, including the City of Paramount, are subject to waste discharge requirements set forth in Order R4-2012-0175, NPDES Permit No. CAS4001, (MS4 Permit). The MS4 Permit requires the implementation of LID (Low Impact Development) design principles to address runoff pollution from post development projects. The LID design principles should identify BMPs that are appropriate for the watershed pollutants of concern and especially the water constituents that would be generated from the designated project. The goal for the design is to capture and mitigate the volume of runoff produced from an 85th percentile storm event. The LID design principles should also mimic predevelopment hydrology through infiltration, evapotranspiration, and rainfall harvest and use. A project specific LID design is required to address the following:

- Develop site design measures using LID principles
- Evaluate feasibility of onsite LID BMPs
- Maximum hydrologic source control, infiltration, and biotreatment BMPs
- Select applicable source control BMPs
- Address post-construction BMP maintenance requirements

City of Paramount General Plan

The following goals and policies from the City of Paramount General Plan are relevant to the proposed Project:

Public Facilities Element

- | | |
|-----------------|--|
| Policy 1 | The City of Paramount will work to maintain good water quality. |
| Policy 2 | The City of Paramount will provide water storage and delivery capacity to meet normal usage and fire requirements. |
| Policy 4 | The City of Paramount will protect, conserve, and enhance water resources through implementation of the Water Master Plan. |
| Policy 8 | The City of Paramount will provide adequate sewage service to ensure that waste disposal practices are in accordance with policies and procedures of Sanitation Districts of Los Angeles County. |

City of Paramount Water Efficient Landscape Requirements

Chapter 17.96 (Water-Efficient Landscape Provisions) of the City's Municipal Code provides requirements to promote the benefits provided by landscapes while recognizing the need to use water as efficiently as possible. The Ordinance refers to the Model Water Efficient Landscape Ordinance (MWELO), which requires that contractors and developers of commercial and institutional use projects complete a water use audit, including the designation of low water use plants and water-conserving irrigation.

City of Paramount Municipal Code Requirements

The City's Municipal Code, Chapter 8.20, Urban Stormwater Management, provides regulation of discharges into the City's storm drain system. This is achieved by elimination of all nonpermitted discharges to the City's separate storm sewers; control discharges to the City's separate storm sewers through prohibition of spills, dumping, or disposal of materials other than stormwater; and reduction of pollutants in stormwater discharges to the maximum extent practicable. City dischargers are required to comply with the applicable NPDES permit and follow the City's standard BMP practices.

Additionally, the County's Industrial Waste Pretreatment ordinance is codified under LACC Title 20 Division 2 Sanitary Sewers and Industrial Waste of the County Municipal Code, further protects water quality in the City and County through uniform requirements for all users of the County's publicly owned treatment works. The ordinance enables the City and County to comply with all applicable state and federal laws, including the clean water act (33 USC section 1251 et seq.) and the general pretreatment regulations (40 CFR part 403).

5.8.3 ENVIRONMENTAL SETTING

Watershed

The NPGSP area is located within the Los Angeles (LA) River Watershed. The Los Angeles River Watershed is one of the largest in the Region at 824 square miles, the river is 55 miles long. It is one of the most diverse in terms of land use patterns. Approximately 324 square miles of watershed are covered by forest or open space land including the area near the headwaters, which originate in the Santa Monica, Santa Susana, and San Gabriel Mountains. The rest of the watershed is highly developed.

The NPGSP area is located in the section of the Los Angeles River Watershed south of the Glendale Narrows and is more specifically referred to as the Lower Los Angeles River Watershed, where the river is contained in a concrete-lined channel down to Willow Street in Long Beach. The main tributaries to the river in this stretch are the Arroyo Seco, the Rio Hondo, and Compton Creek.

A watershed management plan has been developed for the Lower Los Angeles River Watershed by the Lower Los Angeles River Watershed Management Group of which the City of Paramount is part. The Management Group is made up from the cities of Downey, Lakewood, Long Beach, Lynwood, Paramount, Pico Rivera, Signal Hill, and South Gate, along with the Los Angeles County Flood Control District, and Caltrans.

The Los Angeles Basin and specifically the Los Angeles River Watershed is regulated by the Los Angeles RWQCB.

Groundwater Basin

The groundwater basin in the NPGSP area is the Central Basin of the Coastal Los Angeles Groundwater Basin. The Central Basin encompasses approximately 227 square miles of the Los Angeles River Watershed. The Central Basin has approximately 13,800,000 acre-feet of storage capacity (DWR 1961). The basin was adjudicated by the Western Judgment in 1965 and is managed by the Central Basin Watermaster.

Water Quality

Water Quality Impairments: Section 303(d) of the federal Clean Water Act (CWA) requires states to identify water bodies that are “impaired,” or those that do not meet water quality standards and are not supporting their beneficial uses. Total Maximum Daily Loads (TMDLs) are then designed to serve as pollution control plans for these specific pollutants.

The Lower Los Angeles River Watershed in the area of the City of Paramount has the following tributaries: Los Angeles River Reach 2, San Gabriel River Reach 2, Rio Hondo Reach 1, and Compton Creek and have been placed on the 303(d) list for the identified impairments.

Table 5.8-1: 303(d) Water Quality Impairments

Water Body	Impairments
Los Angeles River Reach 2	Trash, Nutrients, Ammonia, Indicator Bacteria, Oil, Copper, Lead
San Gabriel River Reach 2	Lead, Cyanide, Temperature
Rio Hondo Reach 1	pH, Toxicity, Lead, Trash, Copper, Zinc, Indicator Bacteria
Compton Creek	Trash, Indicator Bacteria, Benthic Community Effects, Copper, Lead, Zinc

Source: CA Water Board Los Angeles (R4) Clean Water Act Section 303(d) List

TMDLs have been adopted to address the above impairments in the following water bodies:

- Los Angeles River Reach 2: Trash, Nutrients, Ammonia, Indicator Bacteria, Copper, Lead.
- San Gabriel River Reach 2: Lead
- Rio Hondo Reach 1: pH, Toxicity, Lead, Trash, Copper, Zinc, Indicator Bacteria
- Compton Creek: Lead, Trash, Copper, pH, Zinc

The City of Paramount has adopted the EPA’s National Pollutant Discharge Elimination System (NPDES) regulations, which aims to reduce pollutants in urban runoff and stormwater flows. The Los Angeles RWQCB issued the County a Municipal Separate Storm Sewer System (MS4) Permit (Order No. R4-2012-0175), which establishes pollution prevention requirements for planned developments. The County participates in an Area-wide Urban Stormwater Runoff Management Program to comply with the MS4 Permit requirements. Runoff from the development upland site is managed and regulated under the NPDES MS4 Permit and associated Storm Water Management Program.

Groundwater Supply

The City has three water sources: groundwater, imported water (surface), and recycled water. The City also has emergency mutual-aid domestic water connections with the City of Long Beach, the City of Downey, and the Golden State Water Company (which services a small portion of Paramount, north of the NPGSP area).

The City provides potable water service within the City limits, including the NPGSP area. The City’s current water system includes three wells; two imported water connections; approximately 130 miles of water transmission and distribution mains; and appurtenant valves, hydrants, and equipment. Currently, the City does not have any storage reservoirs, although the groundwater basin acts as ground storage for the City. The City overlies the Central Groundwater Basin (Central Basin), which is adjudicated. The City’s allocated pumping rights is currently 5,883 acre-feet per year plus 20% carryover rights, which are extracted via City wells.

Storm Drainage Facilities

The NPGSP area is developed and urbanized. The NPGSP area is part of the Los Angeles River Watershed, which drains to the Los Angeles River and the Los Cerritos Channel. The Los Angeles County Flood Control

District (LACFCD) owns and operates storm drainage facilities within the City of Paramount; the following of which are located in the NPGSP:

- Line A – 30-inch drain line in Rosecrans Avenue
- Line A – 72-inch drain line in Paramount Boulevard
- Line A – 48-inch and 72-inch drain line in Rosecrans Avenue
- Line D – 48-inch drain line in Racine Avenue
- Line E – 84-inch drain line in Paramount Boulevard
- Hollydale A Line – 48-inch and 72-inch drain line in Rosecrans Avenue
- Hollydale A Line – 81-inch drain line in Arthur Avenue
- 30-inch drain line in Century Boulevard east of Paramount Boulevard

Groundwater Infiltration

The NPGSP area is largely developed with limited vacant parcels. Thus, there is limited impervious surfaces available for soil infiltration. No groundwater recharge opportunities or facilities are located within the NPGSP area.

Flood Zone, Tsunami, Seiche

The Federal Emergency Management Agency (FEMA) Flood Insurance Rate Maps (FIRM) for the NPGSP area (06037C1820F) shows that the NPGSP area is located within “Zone X – Area with Reduced Flood Risk Due to Levee,” which is an area of minimal flood hazard potential outside of the 0.2 percent annual chance flood.

A tsunami is a series of ocean waves caused by a sudden displacement of the ocean floor, most often due to earthquakes. The NPGSP area is over 10 miles from the Pacific Ocean, and outside of the Tsunami Hazard Zone identified by the California Department of Conservation Tsunami Hazard Area Map.¹

A seiche is a surface wave created when a body of water is shaken, usually by earthquake activity. Seiches are of concern relative to water storage facilities because inundation from a seiche can occur if the wave overflows a containment wall, such as the wall of a reservoir, water storage tank, dam, or other artificial body of water. The Los Angeles and San Gabriel Rivers are the only water body in the vicinity of the NPGSP area. The Los Angeles River is approximately 0.8 mile to the west, and the San Gabriel River is approximately 2.7 miles to the east; both are a low risk related to seiche flood hazards in the NPGSP area.

5.8.4 THRESHOLDS OF SIGNIFICANCE

Appendix G of CEQA Guidelines indicates that a project could have a significant effect if it were to:

- WQ-1 Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality;
- WQ-2 Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin;
- WQ-3 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:

¹ Los Angeles County Tsunami Hazard Areas Map, <https://www.conservation.ca.gov/cgs/tsunami/maps/los-angeles>

- WQ-3 i) result in substantial erosion or siltation on- or off-site;
- WQ-3 ii) substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite;
- WQ-3 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
- WQ-3 iv) impede or redirect flood flows;
- WQ-4 In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation; or
- WQ-5 Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan.

5.8.5 METHODOLOGY

This evaluation of the significance of potential impacts related to hydrology and water quality is based on a review of published information and reports regarding regional hydrology, groundwater conditions, and surface water quality. The potential impacts on hydrology and water quality were evaluated by considering the general type of pollutants that operation of NPGSP land uses would generate during construction and operation. In determining the level of significance, the analysis recognizes that development under the proposed Project would be required to comply with relevant federal, state, and regional laws and regulations that are designed to ensure compliance with applicable water quality standards and waste discharge requirements. Because the regional and local regulations related to water quality standards have been developed to reduce the potential of pollutants in the water resources (as described in Section 5.8.2, *Regulatory Setting*, above), and are implemented to specific waterbodies, such as 303(d) TMDL requirements, or development projects such as grading and construction permit regulations, implementation of all relevant water quality and hydrology requirements would limit the potential of the proposed Project to a less than significant impact.

5.8.6 ENVIRONMENTAL IMPACTS

IMPACTS WQ-1: THE PROJECT WOULD NOT VIOLATE ANY WATER QUALITY STANDARDS OR WASTE DISCHARGE REQUIREMENTS OR OTHERWISE SUBSTANTIALLY DEGRADE SURFACE OR GROUNDWATER QUALITY.

Less than Significant Impact

Construction

Redevelopment projects that would implement the NPGSP would involve demolition of the existing structures, site preparation, construction of new buildings, new pavement areas, and infrastructure improvements. Demolition of existing structures, grading, stockpiling of materials, excavation and the import/export of soil and building materials, construction of new structures, and landscaping activities would expose and loosen sediment and building materials, which have the potential to mix with stormwater and urban runoff and degrade surface and receiving water quality.

Additionally, construction generally requires the use of heavy equipment and construction-related materials and chemicals, such as concrete, cement, asphalt, fuels, oils, antifreeze, transmission fluid, grease, solvents, and paints. In the absence of proper controls, these potentially harmful materials could be accidentally spilled or improperly disposed of during construction activities and could wash into and pollute surface waters or groundwater, resulting in a significant impact to water quality.

Pollutants of concern during construction activities generally include sediments, trash, petroleum products, concrete waste (dry and wet), sanitary waste, and chemicals. Each of these pollutants on its own or in combination with other pollutants can have a detrimental effect on water quality. In addition, chemicals, liquid products, petroleum products (such as paints, solvents, and fuels), and concrete-related waste may be spilled or leaked during construction, which would have the potential to be transported via storm runoff into nearby receiving waters and eventually may affect surface or groundwater quality. During construction activities, excavated soil would be exposed, thereby increasing the potential for soil erosion and sedimentation to occur compared to existing conditions. In addition, during construction, vehicles and equipment are prone to tracking soil and/or spoil from work areas to paved roadways, which is another form of erosion that could affect water quality.

However, the use of BMPs during construction implemented as part of a stormwater pollution prevention plan (SWPPP) as required by the NPDES General Construction Permit and the City Stormwater Management Plan would ensure that Project impacts related to construction activities resulting in a degradation of water quality would be less than significant. Furthermore, an Erosion and Sediment Transport Control Plan prepared by a qualified SWPPP developer (QSD) is required to be included in the SWPPP for each development project in the NPGSP area, which typically includes the following types of erosion control methods that are designed to minimize potential pollutants entering stormwater during construction.

- Prompt revegetation of proposed landscaped/grassed swale areas;
- Perimeter gravel bags or silt fences to prevent off-site transport of sediment;
- Storm drain inlet protection (filter fabric gravel bags and straw wattles), with gravel bag check dams within paved roadways;
- Regular sprinkling of exposed soils to control dust during construction and soil binders for forecasted wind storms;
- Specifications for construction waste handling and disposal;
- Contained equipment wash-out and vehicle maintenance areas;
- Erosion control measures including soil binders, hydro mulch, geotextiles, and hydroseeding of disturbed areas ahead of forecasted storms;
- Construction of stabilized construction entry/exits to prevent trucks from tracking sediment on City roadways;
- Construction timing to minimize soil exposure to storm events; and
- Training of subcontractors on general site housekeeping.

Compliance with the State Construction General Permit, Order No. 2009-0009-DWQ, as amended by 2010-0014-DWQ and 2012-0006-DWQ, the City's Stormwater Management Plan, the Paramount Municipal Code, and other applicable requirements, which would be verified during the City's construction permitting process, would ensure that Project impacts related to construction activities resulting in a degradation of water quality would be less than significant.

Operation

Under the existing conditions, land uses (e.g., commercial, industrial, and residential uses) contribute to surface and groundwater quality degradation. The NPGSP area drains to the Los Angeles River and the Los Cerritos Channel. The Los Angeles River Reach 3 and Reach 6 north of the City are listed as impaired waters, per

the Section 303(d) impaired waters list. The Los Angeles River Reach 3 is impaired for indicator bacteria; Los Angeles River Reach 6 is impaired for copper.

The NPGSP would include operation of redeveloped and new residential, commercial retail, and office areas that would have asphalt parking lots, landscaping, signage, and water quality treatment facilities. Operation of the proposed land uses could generate pollutants including trash, debris, oil residue, and other residue that could be deposited on streets, sidewalks, driveways, paved areas, and other surfaces and wash into receiving waters. The pollutants that could be released include bacteria, nutrients, oil and grease, metals, organics, and pesticides. Nutrients in post-construction stormwater include nitrogen and phosphorous from fertilizers from landscaping areas. Excess nutrients can impact water quality by promoting excessive and/or rapid growth of aquatic vegetation and algae, which reduces water clarity and results in oxygen depletion. Pesticides can be toxic to aquatic organisms and bioaccumulate in larger species such as birds and fish and result in harmful effects. Oil and grease may end up in stormwater from leaking vehicles, and metals may enter stormwater as surfaces corrode, decay, or leach and from roadway runoff. Pollutants have the potential to further exacerbate existing impairments of local water bodies.

Proposed development would be required to meet the specifications of the NPDES Permit, and the Project would be required to implement a Water Quality Management Plan (WQMP) including post-construction best management practices BMPs and low impact development LID included in the WQMP would avoid potential quality degradation of receiving waters resulting from proposed development. BMPs would include non-structural and structural water quality controls. Non-structural BMPs would include but are not limited to:

- Education of property operators on stormwater pollutants,
- Enclosed trash receptacle areas,
- Effective landscape design to minimize water use and maximize stormwater treatment,
- BMP maintenance activities,
- California Code of Regulation (CCR) Title 22 compliance,
- Compliance with local water quality ordinances,
- Implementation of a spill contingency plan,
- Separation of the proposed septic system from stormwater infiltration, and
- Implementation of hazardous material measures (identified in Section 5.8).

Implementation of the proposed NPGSP would comply with BMPs pursuant to the City's NPDES requirements, and the City Municipal Code 18.20, Urban Stormwater Management. As part of the permitting approval process, construction plans would be required to demonstrate compliance with these regulations to minimize the potential of the development to result in a degradation of the quality of receiving waters. Plans for grading, drainage, erosion control, and water quality would be reviewed by the City Public Works Department prior to issuance of grading permits to ensure that the applicable and required LID BMPs are constructed during implementation of the Project. Adherence to the existing regulations as implemented by the City's development permitting process would ensure that impacts related to degradation of water quality from operational activities would be less than significant.

IMPACT WQ-2: THE PROJECT WOULD NOT SUBSTANTIALLY DECREASE GROUNDWATER SUPPLIES OR INTERFERE SUBSTANTIALLY WITH GROUNDWATER RECHARGE SUCH THAT THE PROJECT MAY IMPEDE SUSTAINABLE GROUNDWATER MANAGEMENT OF THE BASIN.

Less than Significant Impact

The Urban Water Management Plans (UWMPs) developed for the City to monitor water use and availability utilizes the City's General Plan to account for existing populations and potential growth. As the original specific plans were approved in 1987, they have been included in subsequent and current UWMPs. The most recent 2020 UWMP was adopted on June 22, 2021 and provided that the City will have surplus groundwater supplies available over the next 25 years. The UWMP also describes that the City and area water providers can purchase additional water at significantly higher costs or force additional water conservation and reclaimed use of water to accommodate any population growth without depleting groundwater supplies or interfering with groundwater recharge.

The NPGSP area is located in a highly urbanized setting that is largely impervious. There is little opportunity for natural replenishment of groundwater within the NPGSP area. The NPGSP-related development would be required to ensure that post-development stormwater runoff does not exceed pre-development rates and to maximize the amount of pervious surfaces for the percolation of runoff. Each project would be required to install LIDs, which would include measures to collect and infiltrate stormwater in compliance with the requirements of the NPDES stormwater permit (NPDES Permit No. CAS004001 and RWCB Order R4-2012-0175 for Los Angeles County) and support the recharge of the underlying groundwater basin. Therefore, the Project would not substantially interfere with groundwater recharge, and impacts would be less than significant.

IMPACT WQ-3: THE PROJECT WOULD NOT 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 ADDITION OF IMPERVIOUS SURFACES, IN A MANNER WHICH WOULD RESULT IN SUBSTANTIAL EROSION OR SILTATION ON- OR OFF-SITE?

Less than Significant Impact

The proposed NPGSP includes development and redevelopment within an urban area and would utilize existing stormwater infrastructure and drainage patterns. There are no streams or rivers on or adjacent to the NPGSP area.

Construction

Development pursuant to the proposed NPGSP could result in demolition of the existing structures and vegetation removal that would expose and loosen building materials and sediment, which has the potential to mix with stormwater runoff and result in erosion or siltation off-site. However, the NPGSP area does not include any steep slopes, which reduces the erosion potential.

The existing NPDES Construction General Permit requires preparation and implementation of a SWPPP by a QSD for the proposed construction activities. The SWPPP is required to address site-specific conditions related to potential sources of sedimentation and erosion and would list the required BMPs that are necessary to reduce or eliminate the potential of erosion or alteration of a drainage pattern during construction activities. Common types of construction BMPs include:

- Silt fencing, fiber rolls, or gravel bags
- Street sweeping and vacuuming
- Storm drain inlet protection
- Stabilized construction entrance/exit
- Vehicle and equipment maintenance, cleaning, and fueling
- Hydroseeding

- Material delivery and storage
- Stockpile management
- Spill prevention and control
- Solid waste management
- Concrete waste management

Mandatory compliance with the SWPPP and the erosion control plan would ensure that the development pursuant to the NPGSP does not violate any water quality standards or waste discharge requirements during construction activities.

As part of the permitting approval process, construction plans would be required to demonstrate compliance with these regulations to minimize the potential of development pursuant to the NPGSP to result in a degradation of the quality of receiving waters. Plans for grading, drainage, erosion control, and water quality would be reviewed by the City's Public Works Department prior to issuance of grading permits to ensure that the applicable and required BMPs are implemented.

Therefore, compliance with the City Municipal Code and Los Angeles County Flood Control District (LACFCD) regulations on Storm Drains, MS4 Permit, and other applicable requirements, which would be verified during the City's construction permitting process, would ensure that impacts of construction activities resulting in a degradation of water quality would be less than significant.

Operation

As described previously the NPGSP area is urban and largely developed with impervious surfaces. Development buildout of the NPGSP would consist of infill development of new residential and commercial, which is not anticipated to result in direct modifications to existing drainage. Additionally, the MS4 permit requires any new development project to prepare a WQMP that includes post-construction BMPs to reduce the potential of erosion and/or sedimentation through site design and structural treatment control BMPs. As part of the permitting approval process for each project, proposed drainage and water quality design and engineering plans would be reviewed by the City's Engineering Division to ensure that the site-specific design limits the potential for erosion and siltation. Overall, the proposed drainage system and adherence to the existing regulations would ensure that Project impacts related to alteration of a drainage pattern and erosion/siltation from operational activities would be less than significant.

IMPACT WQ-4: THE PROJECT WOULD NOT 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 ADDITION OF IMPERVIOUS SURFACES, IN A MANNER WHICH WOULD SUBSTANTIALLY INCREASE THE RATE OR AMOUNT OF SURFACE RUNOFF IN A MANNER WHICH WOULD RESULT IN FLOODING ON- OR OFF-SITE.

Less than Significant Impact

As described previously, buildout of the NPGSP consist of infill development of new residential and commercial uses, which is not anticipated to result in direct modifications to existing drainage. There are no existing stream, rivers, or waterbodies on the Project site or area.

Construction

Construction of the proposed Project could require demolition of the existing building structures, including foundations, floor slabs, and utilities systems. These activities could temporarily alter the existing drainage pattern of the site and could result in flooding on- or off-site if drainage is not properly controlled. However,

as described previously, implementation of soils disturbance related development projects requires a SWPPP that would address site-specific drainage issues during construction and include BMPs to eliminate the potential of flooding or alteration of a drainage pattern during construction activities. Compliance with the Construction General Permit and a SWPPP prepared by a QSD and implemented by a QSP as verified by the City through the construction permitting process would prevent construction-related impacts related to potential alteration of a drainage pattern or flooding on or off-site from development activities. Therefore, impacts would be less than significant.

Operation

As discussed previously, the NPGSP area is mapped outside of areas of high flood risk area. The FEMA FIRM No. 06037C1820F, which includes the entire City of Paramount indicates Flood Zone X, Low Risk Flood area with reduced flood risk due to levee.

As described previously the NPGSP area is urban and largely developed with impervious surfaces. Buildout of the NPGSP consists of infill development of residential and commercial uses. The NPGSP includes drainage improvements that would be engineered to manage any increases of flows as required by existing state and regional requirements. As part of the permitting approval process for development and redevelopment projects drainage design and engineering plans would be reviewed by the City's Engineering Division to ensure that the proposed drainage would accommodate the appropriate design flows. Overall, adherence to the existing NPDES permit regulations would ensure that impacts related to flooding would be less than significant.

IMPACT WQ-5: THE PROJECT WOULD NOT 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 ADDITION OF IMPERVIOUS SURFACES, IN A MANNER WHICH WOULD 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 described previously, the NPGSP consist of infill development and redevelopment of residential and commercial uses, which is not anticipated to result in direct modifications to existing drainage facilities. No streams, rivers, or water bodies exist in the NPGSP area.

Construction

As described in the previous response, buildout of the NPGSP likely includes demolition and excavation activities that could temporarily alter the existing drainage pattern of the site and could result in increased runoff and polluted runoff if drainage is not properly controlled. However, as described previously, SWPPPs are required for developments, which would address site-specific pollutant and drainage issues from construction and include BMPs to eliminate the potential of polluted runoff and increased runoff during construction activities. Compliance with the Construction General Permit and a SWPPP prepared by a QSD and implemented by a QSP as verified by the City through the construction permitting process would prevent construction-related impacts related to increases in runoff and pollution from development activities. Therefore, impacts would be less than significant.

Operation

The existing topography of the NPGSP area is relatively flat. The NPGSP area drains to the existing storm drain network that is discharged into the Los Angeles River and the Los Cerritos Channel. The projects proposed within the NPGSP area would be required to be consistent with the City's drainage plans and implement BMPs and a LID design to accommodate runoff and reduce potential sources of polluted runoff. The MS4 permit requires new development project to prepare a WQMP that includes post-construction BMPs to reduce the potential of stormwater runoff pollution through site design and structural treatment control BMPs. As part of the permitting approval process for each project, proposed drainage and water quality design and engineering plans would be reviewed by the City's Engineering Division to ensure that the site-specific design would adequately treat and capture onsite stormwater runoff. Overall, with compliance to the existing regulations as verified by the City's permitting process, impacts related to the capacity of the drainage system and polluted runoff would be less than significant.

IMPACT WQ-6: THE PROJECT WOULD NOT 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 ADDITION OF IMPERVIOUS SURFACES, IN A MANNER WHICH WOULD IMPEDE OR REDIRECT FLOOD FLOWS.

Less than Significant

Construction

As described in the previous response, construction of developments pursuant to the NPGSP would require a SWPPP that would address site-specific pollutant and drainage issues and include BMPs to eliminate the potential of increased runoff and impeding or redirecting runoff during construction activities. Compliance with the Construction General Permit and a SWPPP prepared by a QSD and implemented by a QSP as verified by the City through the construction permitting process would prevent construction-related impacts related to increases in runoff or impeding or redirecting flood flows from development activities. Therefore, impacts would be less than significant.

Operation

Implementation of the NPGSP includes storm drain facility improvements; however, these improvements would not alter the existing drainage pattern of the NPGSP area. The MS4 permit requires new development project to prepare a WQMP that includes post-construction BMPs to accommodate stormwater runoff through site design and structural treatment control BMPs. As part of the permitting approval process for each project, proposed drainage and water quality design and engineering plans would be reviewed by the City's Engineering Division to ensure that the site-specific design would adequately capture onsite stormwater runoff. Overall, with compliance to the existing regulations as verified by the City's permitting process, impacts related to the capacity of the drainage system and runoff would be less than significant.

IMPACT WQ-7: THE PROJECT WOULD NOT BE LOCATED IN A FLOOD HAZARD, TSUMANI, OR SEICHE ZONES, AND DOES NOT RISK RELEASE OF POLLUTANTS DUE TO PROJECT INUNDATION.

No Impact

As described previously, the FEMA FIRM shows that the NPGSP area is located within an area of minimal flood hazard potential outside of the 0.2 percent annual chance flood, and is over 10 miles from the Pacific Ocean, and outside of the Tsunami Hazard Zone. Likewise, the site is not located near a water body that

could result in a seiche. Thus, no impacts related to location in a flood, tsunami, or seiche zone would occur from implementation of the NPGSP.

Also, the MS4 permit requires new development projects to implement a WQMP that includes post-construction BMPs to reduce the potential of stormwater runoff pollution through site design and structural treatment control BMPs. As part of the permitting approval process for each project, proposed drainage and water quality design and engineering plans would be reviewed by the City's Engineering Division to ensure that the site-specific design would adequately capture and treat onsite stormwater runoff.

IMPACT WQ-8: THE PROJECT WOULD NOT CONFLICT WITH OR OBSTRUCT IMPLEMENTATION OF A WATER QUALITY CONTROL PLAN OR SUSTAINABLE GROUNDWATER MANAGEMENT PLAN?

No Impact

As described previously, SWPPPs would be implemented during construction activities, as required by the NPDES General Construction Permit and WQMPs would be implemented for new projects pursuant to the MS4 permit requirements. Implementation of the NPGSP would adhere to the applicable regulations related to water quality and infiltration of runoff, which would be verified through the City's development permitting process. Further, the project's water would be supplied through the City, which obtains water through its adjudicated rights to the groundwater basin. Therefore, implementation of the NPGSP would not conflict or obstruct a water quality control plan or groundwater management plan.

5.8.7 CUMULATIVE IMPACTS

Water Quality: The geographic scope for cumulative impacts related to hydrology and water quality includes the Los Angeles Watershed because cumulative projects and developments pursuant to the proposed Project could incrementally exacerbate the existing impaired condition and could result in new pollutant-related impairments.

Related developments within the watershed would be required to implement water quality control measures pursuant to the same NPDES General Construction Permit that requires implementation of a SWPPP (for construction), a WQMP and LID requirements (for operation) with BMPs to eliminate or reduce the discharge of pollutants in stormwater discharges, reduce runoff, reduce erosion and sedimentation, and increase filtration and infiltration, in areas permitted. The NPDES permit requirements have been set by the State Water Resources Control Board (SWRCB) and implemented by the RWQCB to reduce incremental effects of individual projects so that they would not become cumulatively considerable. Therefore, overall potential impacts to water quality associated with present and future development in the watershed would not be cumulatively considerable with compliance with all applicable laws, permits, ordinances, and plans. As detailed previously, the NPGSP would be implemented in compliance with all regulations, which would be verified during the permitting process. Therefore, cumulative impacts related to water quality would be less than significant.

Drainage: The geographic scope for cumulative impacts related to stormwater drainage includes the geographic area served by the existing stormwater infrastructure. Drainage improvements as part of NPGSP development projects would be required to be consistent with the City's and LACFCD's drainage plans and MS4 permit requirements, that requires no net increase in runoff. As a result, the buildout of the NPGSP would not generate runoff that could combine with additional runoff from cumulative Projects that could cumulatively combine to impact drainage. Thus, cumulative impacts related to drainage would be less than significant.

Groundwater Basin: The geographic scope for cumulative impacts related to the groundwater basin is the Central Basin of the Coastal Los Angeles Groundwater Basin. As detailed previously, the basin is adjudicated

and the City has a specific annual pumping allowance. The NPGSP would not result in changes to the projected groundwater pumping or recharging that would decrease groundwater supplies. As a result, the proposed Project would not generate impacts related to the groundwater basin that have the potential to combine with effects from other projects to become cumulatively considerable. Therefore, cumulative impacts related to the groundwater basin would be less than significant.

5.8.8 EXISTING REGULATIONS

- Construction General Permit, Order No. 2009-0009-DWQ, as amended by 2010-0014-DWQ and 2012-0006-DWQ, NPDES No. CAS000002
- California Water Resources Control Board Low Impact Development (LID) Policy
- Regional MS4 Permit (Order No. R4-2012-0175)
- City Municipal Code, Chapter 8.20, Urban Stormwater

5.8.9 LEVEL OF SIGNIFICANCE BEFORE MITIGATION

Upon implementation of regulatory requirements, Impacts WQ-1 through WQ-6 would be less than significant.

5.8.10 MITIGATION MEASURES

No mitigation measures are required.

5.8.11 LEVEL OF SIGNIFICANCE AFTER MITIGATION

No significant unavoidable adverse impacts related to hydrology and water quality have been identified, and impacts would be less than significant.

REFERENCES

- CA Water Board Los Angeles (R4) Clean Water Act Section 303(d) List: Accessed: https://www.waterboards.ca.gov/losangeles/water_issues/programs/303d/
- City of Paramount General Plan
- City of Paramount (PMC2022) *Paramount California Municipal Code*. 2022. Accessed: <http://qcode.us/codes/paramount/>.
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5.9 Land Use and Planning

5.9.1 INTRODUCTION

This section provides an analysis of the potential of the Project to physically divide an established neighborhood and the consistency of the proposed Project with applicable land use plans, policies, and regulations that guide development of the NPGSP area. Analysis in this section is based primarily on the City of Paramount General Plan, the SCAG Regional Transportation Plan/ Sustainable Communities Strategy (RTP/SCS) Connect SoCal, and the Paramount Municipal Code.

5.9.2 REGULATORY SETTING

5.9.2.1 Regional Regulations

SCAG Regional Transportation Plan and Sustainable Communities Strategy (Connect SoCal)

The Southern California Association of Governments (SCAG) is designated by federal law as a Metropolitan Planning Organization (MPO) and under State law as a Regional Transportation Planning Agency and a Council of Governments. The SCAG region encompasses six counties (Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura) and 191 cities in an area covering more than 38,000 square miles. SCAG develops transportation and housing strategies for southern California as a whole.

On September 3, 2020, SCAG's Regional Council adopted Connect SoCal (Connect SoCal)- The 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy (2020 RTP/SCS), which includes long-range regional transportation plans, regional transportation improvement programs, regional housing needs allocations, and other plans for the region. Most of the plan's goals are related to regional transportation infrastructure and the efficiency of transportation in the region.

Connect SoCal projects that Paramount will grow from a population of 53,009 in 2021 to 57,500 people in 2045, which is an 8.47 percent increase, and that the number of jobs in Paramount will grow 7.5 percent. Also, the projections (detailed in Section 5.11, *Population and Housing*) show a jobs-to-housing ratio of 1.59 in 2045, which indicates that employees would be commuting into the City for employment, and that additional housing would improve the jobs-to-housing balance within the City.

The following SCAG Connect SoCal policies related to land use and projected growth are intended to be supportive of implementing the RTP/SCS. Several are directly tied to supporting related GHG reductions while others support the broader goals of Connect SoCal:

Focus Growth Near Destinations & Mobility Options

- Emphasize land use patterns that facilitate multimodal access to work, educational and other destinations.
- Focus on a regional jobs/housing balance to reduce commute times and distances and expand job opportunities near transit and along center-focused main streets.
- Plan for growth near transit investments and support implementation of first/last mile strategies.
- Promote the redevelopment of underperforming retail developments and other outmoded nonresidential uses.
- Prioritize infill and redevelopment of underutilized land to accommodate new growth, increase amenities and connectivity in existing neighborhoods.

- Encourage design and transportation options that reduce the reliance on and number of solo car trips (this could include mixed-uses or locating and orienting close to existing destinations).
- Identify ways to “right size” parking requirements and promote alternative parking strategies (e.g., shared parking or smart parking).

Promote Diverse Housing Choices

- Preserve and rehabilitate affordable housing and prevent displacement.
- Identify funding opportunities for new workforce and affordable housing development.
- Create incentives and reduce regulatory barriers for building context-sensitive accessory dwelling units to increase housing supply.
- Provide support to local jurisdictions to streamline and lessen barriers to housing development that supports reduction of greenhouse gas emissions.

Leverage Technology Innovations

- Promote low emission technologies such as neighborhood electric vehicles, shared rides hailing, car sharing, bike sharing and scooters by providing supportive and safe infrastructure such as dedicated lanes, charging and parking/drop-off space.
- Improve access to services through technology—such as telework and telemedicine as well as other incentives such as a “mobility wallet,” an app-based system for storing transit and other multi-modal payments.
- Identify ways to incorporate “micro-power grids” in communities, for example solar energy, hydrogen fuel cell power storage and power generation.

Support Implementation of Sustainability Policies

- Pursue funding opportunities to support local sustainable development implementation projects that reduce greenhouse gas emissions.
- Support statewide legislation that reduces barriers to new construction and that incentivizes development near transit corridors and stations.
- Support local jurisdictions in the establishment of Enhanced Infrastructure Financing Districts (EIFDs), Community Revitalization and Investment Authorities (CRIAs), or other tax increment or value capture tools to finance sustainable infrastructure and development projects, including parks and open space.
- Work with local jurisdictions/communities to identify opportunities and assess barriers to implement sustainability strategies.
- Enhance partnerships with other planning organizations to promote resources and best practices in the SCAG region.
- Continue to support long range planning efforts by local jurisdictions.
- Provide educational opportunities to local decisionmakers and staff on new tools, best practices, and policies related to implementing the Sustainable Communities Strategy.

Promote a Green Region

- Support development of local climate adaptation and hazard mitigation plans, as well as project implementation that improves community resiliency to climate change and natural hazards.

- Support local policies for renewable energy production, reduction of urban heat islands and carbon sequestration.
- Integrate local food production into the regional landscape.
- Promote more resource efficient development focused on conservation, recycling, and reclamation.
- Preserve, enhance, and restore regional wildlife connectivity.
- Reduce consumption of resource areas, including agricultural land.
- Identify ways to improve access to public park space.

Connect SoCal identifies Priority Growth Areas (PGAs) that follow the principles of “center-focused placemaking,” including “locations where many Connect SoCal strategies can be fully realized.” Connect SoCal identifies several types of PGAs—Job Centers, Transit Priority Areas, High-Quality Transit Areas, Neighborhood Mobility Areas, Livable Corridors, and Spheres of Influence—that account for only 4 percent of region’s total land area, while accommodating 64 percent of forecasted household growth and 74 percent of forecasted employment growth between 2016 and 2045.

The purpose of this more compact form of regional development is to:

- Reduce travel distances;
- Increase mobility options;
- Improve access to workplaces; and
- Conserve the region’s resource areas.

The NPGSP area is a Transit Priority Areas (TPAs), which is a Priority Growth Areas that are within one half-mile of existing or planned ‘major’ transit stops. Connect SoCal envisions Transit Priority Areas as areas where “transit oriented development can be realized – where people can live, work and play in higher density, compact communities with ready access to a multitude of safe and convenient transportation alternatives.” Connect SoCal states that focusing regional growth in areas with planned or existing transit stops is “key to achieving equity, economic, and environmental goals. Infill within TPAs can reinforce the assets of existing communities, efficiently leveraging existing infrastructure and potentially lessening impacts on natural and working lands. Growth within TPAs supports Connect SoCal’s strategies for preserving natural lands and farmlands and alleviates development pressure in sensitive resource areas by promoting compact, focused infill development in established communities with access to high-quality transportation.” Connect SoCal describes that Transit Priority Areas comprise less than 1 percent of Southern California’s land area, while accommodating approximately 30 percent of projected new households within Southern California between 2020 and 2045.

5.9.2.2 Local Regulations

City of Paramount General Plan

The Paramount General Plan comprises eight policy components called “Elements,” as listed below:

- **Land Use Element** – indicates the general distribution and intensity of land use and development contemplated within the land area governed by the General Plan.

- **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.
- **Resource Management Element** – indicates the City's policies with respect to the conservation and preservation of important natural and man-made resources. This Element complies with the state requirements for both a conservation element and an open space element. The scope of this Element considers issues related to parks and recreation.
- **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 the state requirements for both a noise element and a safety element.
- **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.
- **Public Facilities Element** – identifies policies and programs with respect to those public facilities that serve the community. This Element is also an optional element. This Element was certified by the State Department of Housing and Community Development as complying with state law.
- **Housing Element** – details plans and programs for the rehabilitation of existing housing, and the development of new housing to accommodate future demand. The Housing Element was adopted and certified by the State of California Department of Housing and Community Development (HCD).
- **Environmental Justice Element** – was adopted in February 2022 and includes a comprehensive set of goals and policies aimed at increasing the influence of target populations in the public decisionmaking process and reducing their exposure to environmental hazards.
- **Implementation Element** – details the implementation strategies that will be effective in ensuring that the policies and plans contained in the Paramount General Plan become reality. This Element is an optional element in that it is not specifically required by state law.

Clearwater North & Howe/Orizaba Area Plans

The City of Paramount adopted two area plans in 1987, which included the (1) Clearwater North on the west side of Paramount Boulevard and (2) Howe/Orizaba on the east side of Paramount Boulevard – totaling approximately 112.02 acres. These plans are codified as part of the City's Municipal Code as Chapter 17.84. The location of these plan areas are shown in Figure 3-4. Both Area Plans focused on high density housing opportunities, but a voter-approved initiative in 1988 capped housing density for new construction to 22 units per acre, thereby rendering the specific plans generally unimplementable. The proposed NPGSP would replace both the Clearwater North and Howe/Orizaba Area Plans.

City of Paramount Municipal Code

Title 17 – Zoning

The purpose of Title 17 is to classify land uses and regulate the location of such uses in a manner that promotes compatibility in land use patterns and protects from the intrusion of uses that would destroy the security and stability of land and improvements and prevent maximum convenience and service to the residents of Paramount. The Zoning Map that is a part of Title 17 establishes the geographical location and boundaries of the areas or zones to which the different classifications apply.

A further purpose of Title 17 is to establish land development standards such as minimum lot areas, yards, and open spaces as a means of providing a suitable environment for living, business, and industry, and for the purpose of maintaining reasonable population densities and reasonable intensities of land use, all for the general purpose of conserving public health, safety, convenience, and the general welfare of the community.

5.9.3 ENVIRONMENTAL SETTING

The City of Paramount is located in the south-central portion of Los Angeles County, approximately 16.5 miles southeast of downtown Los Angeles. The City is bounded by South Gate and Downey on the north; the Los Angeles River, Lynwood, Compton, and the unincorporated community of Rancho Dominguez on the west; Long Beach and Bellflower on the south; and Bellflower and Downey on the east. The City has a total land area of 3,072 acres, or 4.8 square miles. Approximately 52 percent of the City is developed with residential land uses. Industrial land uses account for 23 percent of the City's total land area, and commercial land uses account for five percent. The remaining 20 percent of the City's land area is devoted to streets, freeways, and other rights-of-way (ROW).

Specific Plan Area

The NPGSP area generally comprises three land uses: single-family residential, multi-family residential, and commercial. The majority of the NPGSP area is characterized by multi-family residential developments in the neighborhoods on either side of Paramount Boulevard. In March 2021, there were 1,707 residential dwelling units in the NPGSP area, most of which are multi-family. There are some commercial uses along Paramount Boulevard and Rosecrans Avenue; however, there are also medium-density residential parcels along these streets. The businesses within the NPGSP area represent a range of general commercial uses including retail, restaurants, and professional offices. Throughout the NPGSP area there are very few vacant parcels. The NPGSP area does not include any public parks; however, three community parks are located within one-half mile of the NPGSP area: Hollydale Community Park (in South Gate), All American Park, and Paramount Park. Table 5.9-1 summarizes existing land use characteristics within the NPGSP area.

Table 5.9-1: Existing Land Use Characteristics, North Paramount Gateway Specific Plan Area

Category	Land Use	Percentage
Overall Mix	Residential	83.90%
	Employment	12.30%
	Mixed-Use	1.73%
	Open Space/Civic	0.48%
Residential Mix	SF Large Lot	0%
	SF Small Lot	23.08%
	Townhome	35.49%
	Multi-Family	41.43%
Employment Mix	Office	19.60%
	Retail	57.00%
	Industrial	23.40%

Source: SCAG, City of Paramount, Gruen Associates (2020)

Existing General Plan Land Use Designations

Existing General Plan land use designations in the NPGSP area include Area Plan, Commercial, and Multiple-Family Residential, as shown in Figure 3-5, Section 3.0, *Project Description*, and described below.

- **Area Plan.** A majority of the NPGSP area is designated as Area Plan and includes the Clearwater North & Howe/Orizaba Area Plan. The General Plan Land Use Element states that the Area Plans are designed to establish more specific policies in selected areas of the City, including those areas targeted for special revitalization and redevelopment efforts.
- **Commercial.** The majority of land uses along both sides of Paramount Boulevard in the NPGSP area are designated for commercial uses. The General Plan Land Use Element states that the commercial land use designation applies to a wide range of land uses involved in retail sales and services. The maximum allowable FAR intensity is 2 to 1.
- **Multiple-Family Residential.** A small portion of the NPGSP located at the northeast corner of the Paramount Boulevard and Howe Street intersection is designated as Multiple-Family Residential. The General Plan Land Use Element states that the multiple-family residential land use designation provides for higher density residential development at intensities of up to 22 dwelling units per acre. Higher intensity development may be granted for qualified senior housing developments.

Existing Zoning Designations

Existing zoning designations in the NPGSP area include Residential - Multiple Family (R-M), Planned Development - Performance Standards (PD-PS), General Commercial (C-3), and Commercial Manufacturing (C-M), as shown in Figure 3-6, Section 3.0, *Project Description*, and described below.

- **R-M (Multiple-Family Residential).** A majority of the NPGSP area is zoned as R-M. The R-M zone provides for a variety of residential types and densities of up to 22 units per acre.
- **C-3 (General Commercial).** Parcels zoned as C-3 are currently located on the western side of Paramount Boulevard at Rosecrans Avenue and on the north side of Rosecrans Avenue within the NPGSP area. The C-3 zone provides for general commercial uses in buildings with a maximum height of 45 feet and a maximum Floor Area Ratio (FAR) of two times the area of the lot.
- **C-M (Commercial-Manufacturing).** Parcels zoned as C-M are currently located on the eastern side of Paramount Boulevard (north of Howe Street) and on the north side of Rosecrans Avenue within the NPGSP area. The C-M zone provides for manufacturing and sale of goods. Buildings within the C-M zone area allowed a maximum height of 45 feet and a maximum FAR of two times the area of the lot.
- **PD-PS (Planned Development with Performance Standards).** Parcels zoned as PD-PS are currently located on the western side of Paramount Boulevard (between Rose Street and Pearle Street) and east of Orizaba Avenue and north of Rosecrans Avenue within the NPGSP area. The PD-PS zone is intended 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.

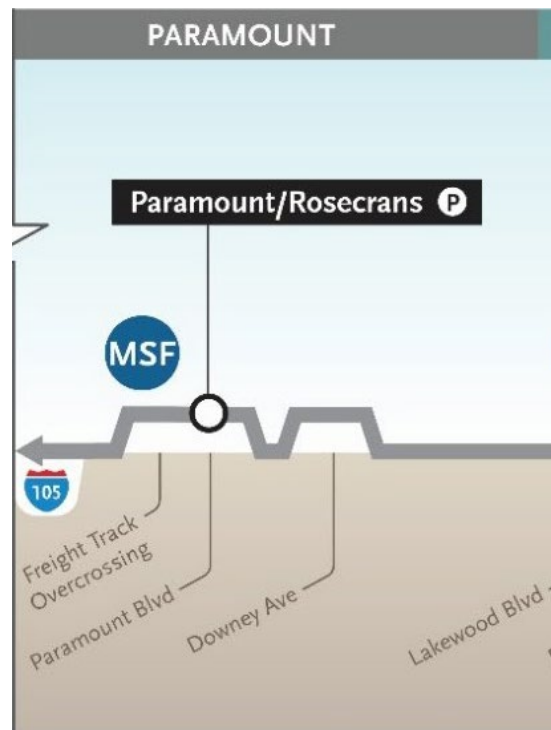
Currently, Municipal Code Chapter 17.20 limits residential dwelling units to 22 per acre (du/ac) and a maximum residential building height of 35 feet, Commercial/Manufacturing uses are limited to a maximum FAR of 2.0 and building height of 45 feet.

Surrounding Areas

As has been previously noted, the entirety of the City of Paramount is fully urbanized. Neighborhoods immediately surrounding the NPGSP area to the east and west are similar in character but with a greater proportion of single-family land use and less commercial land use. Land uses and development found in the vicinity include schools, multi-family residential, commercial buildings, and the WSAB Rail ROW. The I-105

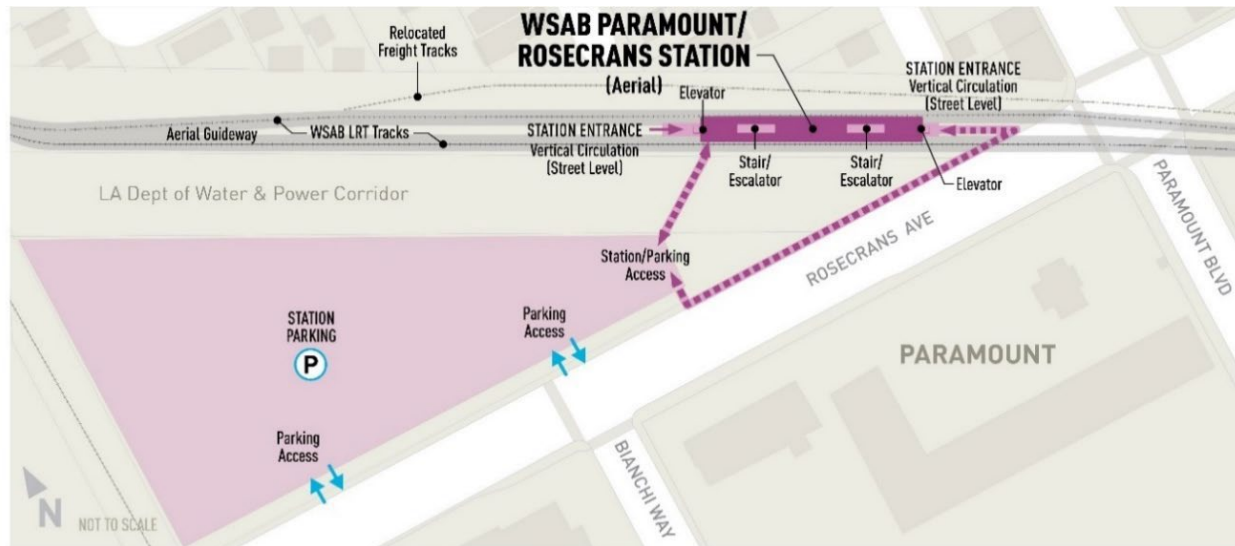
and similar uses in the City of South Gate are located to the north of the NPGSP area. To the south of Rosecrans Avenue, the existing land use pattern transitions into a mix of industrial and commercial development. In addition, the WSAB regional transit station is planned to be a grade-separated intersection (as shown on Figure 5.9-1) that would be located along on Rosecrans Avenue at Paramount Boulevard, as shown on Figure 5.9-2.

Figure 5.9-1: Planned WSAB Grade Separation Profile at the Paramount Station



Source: LA Metro WSAB Draft EIS/EIR, 2021
MSF = Maintenance and Storage Facility

Figure 5.9-2: Planned Paramount/Rosecrans WSAB Station



Source: LA Metro WSAB Draft EIS/EIR, 2021

As described by the WSAB Draft EIS/EIR, the aerial Paramount/Rosecrans WSAB light rail station will be northwest of the intersection of Paramount Boulevard and Rosecrans Avenue. Street-level access will be provided via a pedestrian walkway along the north side of Rosecrans Avenue to an at-grade plaza where two sets of stairs, two sets of escalators, and two sets of elevators will provide access to the boarding platform. A 3.8-acre parking facility with up to 490 parking spaces will be located southwest of the station. Access to the parking facility would be via two separate driveways on Rosecrans Avenue. Pedestrian access between the parking facility and station platform would be via a pedestrian pathway connecting the northern end of the station platform to the eastern corner of the parking facility and the sidewalk along Rosecrans Avenue.

5.9.4 THRESHOLDS OF SIGNIFICANCE

Appendix G of CEQA Guidelines indicates that a project could have a significant effect if it were to:

- | | |
|------|---|
| LU-1 | Physically divide an established community; or |
| LU-2 | 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. |

5.9.5 METHODOLOGY

The analysis of land use consistency impacts considers whether the proposed Project physically divide an established community and if the Project would be inconsistent with (or conflict with) with regional and local plans, policies, and regulations that are applicable to the NPGSP area, including the: SCAG RTP/SCS, City of Paramount General Plan, and City Municipal Code. Consistent with the scope and purpose of this Draft EIR, this discussion primarily focuses on those goals and policies that relate to avoiding or mitigating environmental impacts, and an assessment of whether any inconsistency with these standards creates a significant physical impact on the environment. Thus, a project's inconsistency with a policy is only considered significant if such inconsistency would cause significant physical environmental impacts (as defined by CEQA Guidelines Section 15382). CEQA Guidelines Section 15125(d) requires that an EIR discuss inconsistencies

with applicable plans that the decisionmakers should address. A project need not be consistent with each and every policy and objective in a planning document. Rather, a project is considered consistent with the provisions of the identified regional and local plans if it meets the general intent of the plans and would not preclude the attainment of the primary goals of the land use plan or policy.

5.9.6 ENVIRONMENTAL IMPACTS

IMPACT LU-1: THE PROJECT WOULD NOT PHYSICALLY DIVIDE AN ESTABLISHED COMMUNITY.

No Impact

The physical division of an established community could occur if a major road (expressway or freeway, for example) were built through an existing community or neighborhood, or if a major development were built that was inconsistent with the land uses in the community such that it divided in the community.

The NPGSP area encompasses an urban setting that has long been developed with a mix of residential, commercial, industrial, and public uses. The uses within the NPGSP area are well connected via roadways, as well as pedestrian and bicycle routes. New development permitted by the NPGSP would be centered around the WSAB light rail transit station.

No permanent roadway closures are proposed that would create any physical barrier that would separate one portion of the community or neighborhood from other areas of the community or neighborhood. The NPGSP proposes infill development utilizing an established roadway network and planned transit services. The increase in development capacity proposed by the NPGSP consists of intensified development and a transit-oriented mix of land uses in proximity to the transit station.

The NPGSP does not introduce substantially different land uses or modify the existing distribution of land uses in a way that might isolate existing or proposed residential neighborhoods from each other or from schools, parks, or shopping and employment areas.

As the result of enhancing facilities for bicycle and pedestrian movement and providing enhanced access to Metro transit service, the proposed NPGSP would establish a more integrated and multimodal community and transportation network. The proposed NPGSP would increase, rather than decrease connectivity within the area and would not physically divide any existing community. No impacts related to physical division of a community would occur.

IMPACT LU-2: THE PROJECT WOULD NOT CAUSE A SIGNIFICANT ENVIRONMENTAL IMPACT DUE TO A CONFLICT WITH ANY LAND USE PLAN, POLICY, OR REGULATION ADOPTED FOR THE PURPOSE OF AVOIDING OR MITIGATING AN ENVIRONMENTAL EFFECT.

Less than Significant Impact

SCAG Connect SoCal Regional Transportation Plan/ Sustainable Communities Strategy Policies

SCAG strategies focus largely on implementing transit-oriented development and increasing the use of regional transit, encouraging development patterns and densities that reduce infrastructure costs, and providing affordable and a variety of housing types.

The proposed NPGSP would implement SCAG strategies related to high-density, infill development, and improvement of the job/housing balance that is centered around public transit opportunities. The proposed NPGSP provide for infill development in an already developed urban area that would make use of the existing circulation and utility infrastructure. The proposed NPGSP also introduce higher-density residential uses and create a mixed-use environment in which residents would benefit from nearby shopping and

employment opportunities. New development would be within walking distance of the WSAB light rail transit station. Thus, the NPGSP would be consistent with SCAG strategies to provide infill residential and mixed-use development and increase the availability of transit-oriented development. In addition, green building measures, such as water efficiency, Low Impact Development (LID), and renewable energy sources would be implemented by the proposed NPGSP to reduce GHG emissions. Overall, the proposed NPGSP would be consistent with SCAG's 2020 Connect SoCal RTP/SCS, as detailed in Table 5.9-2. Therefore, implementation of the proposed Project would not result in conflict with SCAG Connect SoCal strategies, and impacts would not occur.

Table 5.9-2: Project Consistency with SCAG Connect SoCal Regional Transportation Plan/Sustainable Communities Strategy Policies

2020 Connect SoCal Strategy Policy	Proposed Project Consistency with Policy
Focus Growth Near Destinations & Mobility Options	
Emphasize land use patterns that facilitate multimodal access to work, educational and other destinations.	Consistent. The proposed NPGSP establishes higher intensity mixed-use land use patterns near the WSAB light rail transit station to increase opportunities for transit use and reduce reliance on the automobile.
Focus on a regional jobs/housing balance to reduce commute times and distances and expand job opportunities near transit and along center-focused main streets.	Consistent. The proposed NPGSP aligns economic development with transit availability by focusing revitalization efforts near the WSAB light rail transit station and along Paramount Boulevard. The NPGSP also provides for the increase the number of dwelling units and square footage of employment-generating uses in proximity to the WSAB light rail transit station and would improve the City's jobs/housing balance.
Plan for growth near transit investments and support implementation of first/last mile strategies.	Consistent. The proposed NPGSP provides improvements to area pedestrian and bicycle facilities, and emphasizes transit use, including specific improvements to maximize access to the WSAB light rail transit station.
Promote the redevelopment of underperforming retail developments and other outmoded nonresidential uses.	Consistent. The proposed NPGSP aligns economic development with transit availability by focusing revitalization efforts near the WSAB light rail transit station and along Paramount Boulevard. Proposed land uses in the NPGSP are based on economic studies aimed at identifying areas of the City's economic competitiveness.
Prioritize infill and redevelopment of underutilized land to accommodate new growth, increase amenities and connectivity in existing neighborhoods.	Consistent. The proposed NPGSP provides for development and redevelopment opportunities that would provide for infill mixed land uses in proximity to the WSAB light rail transit station and along Paramount Boulevard for infill and investment.
Encourage design and transportation options that reduce the reliance on and number of solo car trips (this could include mixed-uses or locating and orienting close to existing destinations).	Consistent. By increasing the intensity of development near the WSAB light rail transit station and along Paramount Boulevard, along with enhancing access to the station, the proposed NPGSP maximizes the productivity of the transit, pedestrian, and bicycle systems while maintaining the productivity of the areas' vehicular systems. The NPGSP also provides for improvements to the areas' circulation systems in order to increase the safety and efficiency for a variety of users, including transit riders, pedestrians, and cyclists.
Identify ways to "right size" parking requirements and promote alternative parking strategies (e.g., shared parking or smart parking).	Consistent. The NPGSP includes the priority of developing surface parking lots and includes reduced parking ratios that discourage the use of private vehicles.
Promote Diverse Housing Choices	
Preserve and rehabilitate affordable housing and prevent displacement.	Consistent. The NPGSP provides for new housing in mixed-use settings and higher density multi-family settings to provide for increased residential opportunities.
Identify funding opportunities for new workforce and affordable housing development.	Consistent. The NPGSP provides for a substantial amount of new housing in proximity to transit and major employment centers in surrounding cities. The NPGSP also provides for mixed-use

2020 Connect SoCal Strategy Policy	Proposed Project Consistency with Policy
	developments at higher densities to provide for affordable housing within new residential developments.
Create incentives and reduce regulatory barriers for building context-sensitive accessory dwelling units to increase housing supply.	Consistent. The NPGSP provides for a net increase in dwelling units to increase housing supply.
Provide support to local jurisdictions to streamline and lessen barriers to housing development that supports reduction of greenhouse gas emissions.	Not applicable. Issues related to streamlining the City's development review process and lessening barriers to the production of housing are addressed in the citywide General Plan Housing Element. The NPGSP provides for a substantial net increase in housing units in proximity to transit, pedestrian circulation and bicycle facilities to provide for multimodal transportation opportunities and reduce vehicle miles traveled to support a reduction in greenhouse gas emissions.
Leverage Technology Innovations	
Promote low emission technologies such as neighborhood electric vehicles, shared rides hailing, car sharing, bike sharing and scooters by providing supportive and safe infrastructure such as dedicated lanes, charging and parking/drop-off space.	Consistent. The NPGSP provide for improvements to the area's infrastructure, including dedicated bicycle lanes.
Improve access to services through technology—such as telework and telemedicine as well as other incentives such as a “mobility wallet,” an app-based system for storing transit and other multi-modal payments.	Not applicable. Issues related to technological improvements are addressed on a citywide and regional basis.
Identify ways to incorporate “micro-power grids” in communities, for example solar energy, hydrogen fuel cell power storage and power generation.	Not applicable. Issues related to “micro-power grids” would be addressed on a citywide and regional basis.
Support Implementation of Sustainability Policies	
Pursue funding opportunities to support local sustainable development implementation projects that reduce greenhouse gas emissions.	Consistent. The NPGSP, which was funded with SCAG grant money, implements development standards, and provides for high-density, mixed-use development in proximity to transit and employment that would result in reduced vehicle miles traveled and related reductions in GHG emissions.
Support statewide legislation that reduces barriers to new construction and that incentivizes development near transit corridors and stations.	Consistent. The proposed Project is a land use planning project that is not related to statewide legislation. However, the NPGSP incentivizes development near the transit corridor and transit station; and therefore, is consistent with this policy.
Support local jurisdictions in the establishment of Enhanced Infrastructure Financing Districts (EIFDs), Community Revitalization and Investment Authorities (CRIAs), or other tax increment or value capture tools to finance sustainable infrastructure and development projects, including parks and open space.	Consistent. The NPGSP provides for establishment of a variety of financing methods for infrastructure, parks, and other public improvements.
Work with local jurisdictions/communities to identify opportunities and assess barriers to implement sustainability strategies.	Consistent. The proposed Project is a land use planning project that includes sustainability design standards including in the NPGSP as Section 4.8, Sustainable Design.
Enhance partnerships with other planning organizations to promote resources and best practices in the SCAG region.	Not applicable. The proposed Project is a land use planning project for a specific area of the City. This measure is intended for implementation by regional agencies.

2020 Connect SoCal Strategy Policy	Proposed Project Consistency with Policy
Continue to support long range planning efforts by local jurisdictions.	Consistent. The proposed Project is a long-range land use planning effort by a local jurisdiction; and therefore, is consistent with this policy.
Provide educational opportunities to local decisions makers and staff on new tools, best practices, and policies related to implementing the Sustainable Communities Strategy.	Consistent. The proposed Project is a land use planning project that includes sustainability design standards including in the NPGSP as Section 4.8, Sustainable Design.
Promote a Green Region	
Support development of local climate adaptation and hazard mitigation plans, as well as project implementation that improves community resiliency to climate change and natural hazards.	Consistent. Although the Project does not consist of a local climate adaptation and hazard mitigation plan, the NPGSP provides land use standards and sustainability design standards that are consistent with reduction of VMT related greenhouses gas emissions/climate adaptation and implementation of existing regulations to mitigate natural hazards. Thus, the Project is consistent with this policy.
Support local policies for renewable energy production, reduction of urban heat islands and carbon sequestration.	Consistent. The proposed Project is a land use planning project that includes sustainability design standards including in the NPGSP as Section 4.8, Sustainable Design.
Integrate local food production into the regional landscape.	Not applicable. This measure is a regional policy and not related to an urban downtown transit-oriented environment.
Promote more resource efficient development focused on conservation, recycling, and reclamation.	Consistent. The proposed Project is a land use planning project that includes sustainability design standards including in the NPGSP as Section 4.8, Sustainable Design.
Preserve, enhance, and restore regional wildlife connectivity.	Not applicable. The City of Paramount does not contain biological habitats for which wildlife connectivity would be an issue.
Reduce consumption of resource areas, including agricultural land.	Not applicable. This measure is a regional policy and not related to an urban downtown transit-oriented environment. The NPGSP does not contain any resource areas, including agricultural land.
Identify ways to improve access to public park space.	Not applicable. The NPGSP does not contain public park space.

City of Paramount General Plan

Table 5.9-3 lists the policies from the City of Paramount General Plan that are relevant to the proposed NPGSP. General Plan policies focus largely on orderly infill development, facilitation of mixed uses, provision of housing for all income level households, improvement of aesthetics, provision of public services, inclusion of bicycle and pedestrian facilities.

The proposed NPGSP provides for infill development that would make use of the existing circulation and utility infrastructure and provide affordable housing opportunities. In addition, General Plan policies include use of alternative energy sources and energy efficiency that would be implemented by the proposed NPGSP. Because the proposed NPGSP would be consistent with the City's General Plan, they would not result in conflict with the City's General Plan.

Table 5.9-3: Project Consistency with Project Applicable General Plan Policies

General Plan Policy	NPGSP Consistency with Policy
Aesthetics	
Land Use Element	
Land Use Element 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.	Consistent. Design guidelines and standards in the NPGSP provide for compatibility with existing uses to enhance the aesthetics and character of the neighborhood and are intended to create a distinctive identity within the NPGSP area. NPGSP design guidelines incorporate streetscape improvements, including a specified palette of street trees, street furniture (e.g.,

General Plan Policy	NPGSP Consistency with Policy
	planters, benches, bicycle parking, trash receptacles), signage, and public open spaces. Implementation of these design criteria would improve the visual character and quality of life within the NPGSP area.
Land Use Element Policy 6: The City of Paramount will strive to improve the unity and identity of individual neighborhoods as a means to protect and preserve a high quality of life in Paramount.	Consistent. Design guidelines and standards in the NPGSP provide for compatibility with existing uses to enhance the aesthetics and character of the neighborhood and are intended to create a distinctive identity within the NPGSP area. NPGSP design guidelines incorporate streetscape improvements, including a specified palette of street trees, street furniture (e.g., planters, benches, bicycle parking, trash receptacles), signage, and public open spaces.
Land Use Element Policy 19: The City of Paramount will continue to work towards improving the appearance of the entryways leading into the City	Consistent. NPGSP design guidelines incorporate streetscape improvements, including a specified palette of street trees, street furniture (e.g., planters, benches, bicycle parking, trash receptacles), signage, and public open spaces. Implementation of these design criteria would enhance the visual character of the NPGSP area including the City entryway at the freeway and Paramount Boulevard.
Land Use Element Policy 20: The City of Paramount will continue to work towards the implementation of streetscape and sign standards.	Consistent. NPGSP design guidelines incorporate streetscape improvements, including a specified palette of street trees, street furniture (e.g., planters, benches, bicycle parking, trash receptacles), signage, and public open spaces.
Land Use Element Policy 22: The City of Paramount will continue to promote quality design in the review of residential, commercial, and industrial development.	Consistent. Design guidelines and standards in the NPGSP are intended to enhance the aesthetics and character of the NPGSP area. Implementation strategies address review procedures for new development to ensure quality design in the review of new residential, commercial, and office development.
Land Use Element 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. Design guidelines and standards in the NPGSP would establish a design theme that is both compatible with existing uses and will also enhance the aesthetics and character of the NPGSP area.
Resource Management Element	
Resource Management Element Policy 6: The City of Paramount will require special design and landscaping treatments along major roadways and other scenic corridors.	Consistent. NPGSP design guidelines incorporate streetscape improvements, including a specified palette of street trees, street furniture (e.g., planters, benches, bicycle parking, trash receptacles), signage, and public open spaces. Implementation of these design criteria would enhance the visual character of the Specific Plan area including Paramount Boulevard, which is a major roadway.
Resource Management Element Policy 18: The City of Paramount will continue with the development of the community art program.	Consistent. NPGSP design guidelines require larger commercial and office developments to incorporate public art or to contribute to a City administered fund to provide public art throughout the City.
Economic Development Element	
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. Design guidelines and standards in the NPGSP are intended to create a distinctive identity within the NPGSP area. Guidelines incorporate streetscape improvements, including a specified palette of street trees, street furniture (e.g., planters, benches, bicycle parking, trash receptacles), signage, and public open spaces. Implementation of these design criteria would enhance the image of the City for residents as well as businesses.
Cultural Resources	
Resource Management Element	

General Plan Policy		NPGSP Consistency with Policy	
Resource Management Element Policy 17: The City of Paramount will initiate a cultural arts and facilities program to enhance the City image.		Consistent. NPGSP goals support the inclusion of cultural facilities within the plan area, although no specific sites or facilities are identified.	
Resource Management Element Policy 19: The City of Paramount will identify and preserve those sites/buildings that are important to the community for the benefit of the future generations that will reside or work in the City.		Consistent. No historical or cultural sites or buildings are known to exist within the NPGSP area. If archaeological or paleontological resources are encountered during excavation and grading activities, all work would cease until appropriate salvage measures are established. The requirements of the mitigation measures for cultural resources, as identified in Section 5.3, <i>Cultural Resources</i> and Section 5.5, <i>Geology and Soils</i> , would be followed for excavation monitoring and salvage work that may be necessary.	
Geology and Soils			
Health and Safety Element 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. All future development within the NPGSP would occur in accordance with established regulatory requirements. A geological or soils report or both, would be required by the City Engineer, and must be prepared pursuant to the California Building Code requirements.	
Hazards and Hazardous Materials			
Health and Safety Element			
Health and Safety Element 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. All future development within the NPGSP will occur in accordance with established regulatory requirements. A geological or soils report or both, would be required by the City Engineer, and must be prepared by a geologist qualified by the County Geological Qualifications Board, pursuant to the California Building Code.	
Public Facilities Element			
Public Facilities Element Policy 8: The City of Paramount will provide adequate sewage service to ensure that waste disposal practices are in accordance with policies and procedures of Sanitation Districts of Los Angeles County.		Consistent. The NPGSP incorporates an infrastructure plan that includes the provision of sewer services to all development sites. A number of necessary improvements to the local sewer system would be constructed in coordination with future development.	
Land Use and Planning			
Land Use Element			
Land Use Element Policy 7: The City of Paramount will continue to maintain and conserve its existing residential neighborhoods.		Consistent. The NPGSP would conserve the existing residential neighborhoods and add additional residential development throughout the plan area. The residential land uses are provided in the NPGSP to maintain and grow the existing residential neighborhoods.	
Land Use Element Policy 8: The City of Paramount will continue to examine future potential opportunities for residential development.		Consistent. The NPGSP would provide for new residential development throughout the plan area. The residential land uses are included in the NPGSP to provide for residential neighborhoods.	
Land Use Element Policy 9: The City of Paramount will promote development that capitalizes on its location near the I-105 Freeway, the I-710 Freeway, and the 91 Freeway.		Consistent. The MU-2 zone designation, which is placed primarily along Paramount Boulevard and Rosecrans Avenue near the WSAB station, as well as larger parcels in the northern portion of the NPGSP area near the freeway, allows a greater density of residential units per acre and provides greater job opportunities such as offices. Thereby, promoting development that capitalizes on the freeway location.	
Land Use Element Policy 10: The City of Paramount will continue to promote the development of larger, more efficient, commercial retail shopping centers as opposed to smaller auto-oriented commercial centers.		Consistent. The mixed-use zones in the NPGSP are intended to activate Paramount Boulevard and Rosecrans Avenue with a combination of commercial and residential uses. This may be accomplished with vertical mixed-use (residential uses placed above a ground-floor commercial use), or horizontal mixed-use	

General Plan Policy	NPGSP Consistency with Policy
	(residential uses placed next to commercial uses) that would provide for efficient retail shopping.
Land Use Element Policy 11: The City of Paramount will continue to preserve and promote the improvement of the existing commercial areas, including those districts located along Paramount Boulevard and Alondra Boulevard.	Consistent. The mixed-use zones in the NPGSP are intended to activate Paramount Boulevard with a combination of commercial and residential uses. This may be accomplished with vertical mixed-use (residential uses placed above a ground-floor commercial use), or horizontal mixed-use (residential uses placed next to commercial uses). This would promote the improvement of the existing commercial areas.
Land Use Element Policy 15: The City of Paramount will promote the development of modern and attractive business parks that will enhance the community's economic well-being.	Consistent. The NPGSP would provide for new commercial development along Paramount Boulevard to enhance the community's economic well-being.
Economic Development Element	
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. Design guidelines and standards in the NPGSP are intended to create a distinctive identity within the NPGSP area. Guidelines incorporate building design, setbacks, signage, landscaping and other design aspects to improve the image of the City.
Economic Development Element Policy 3: The City of Paramount will continue to promote and support revitalization of the commercial districts in the City. The City will continue to enhance the "Central Business District", promote the creation of smaller commercial neighborhood centers at key intersections, and discourage the further creation of auto-oriented commercial development.	Consistent. The mixed-use zones in the NPGSP are intended to activate Paramount Boulevard and Rosecrans Avenue with a combination of commercial and residential uses. This may be accomplished with vertical mixed-use (residential uses placed above a ground-floor commercial use), or horizontal mixed-use (residential uses placed next to commercial uses). In addition, the Project would implement pedestrian and bicycle infrastructure improvements to provide for a multimodal environment that is less auto oriented.
Economic Development Element Policy 4: The City of Paramount will encourage mixed-use projects in key locations to provide additional market support and patronage of local businesses. This concept will be encouraged in the future infill development of underutilized and blighted commercially zoned parcels. This development concept will also be effective in eliminating auto-oriented commercial land use and development patterns.	Consistent. The mixed-use zones in the NPGSP are intended to support local business in vertical mixed-use (residential uses placed above a ground-floor commercial use), or horizontal mixed-use (residential uses placed next to commercial uses). The proposed NPGSP is intended to encourage infill development of underutilized and blighted parcels near the WSAB light rail station.
Economic Development Element Policy 6: The City of Paramount will continue to promote and support industry that provides jobs for the local labor force.	Consistent. The MU-2 zone designation, which is placed primarily along Paramount Boulevard and Rosecrans Avenue near the WSAB station, as well as larger parcels in the northern portion of the NPGSP area near the freeway, allows a greater density of residential units per acre and provides job opportunities for the local labor force.
Economic Development Element Policy 12: The City of Paramount will continue to utilize redevelopment to consolidate and redevelop underutilized and blighted parcels and properties. The City will continue to promote economic development through the use of redevelopment.	Consistent. The proposed NPGSP is intended to encourage infill development of underutilized and blighted parcels near the WSAB light rail station.
Noise	
Health and Safety Element	
Health and Safety Element Policy 34: The City of Paramount will promote the development of a compatible noise environment throughout the City.	Consistent. After implementation of Mitigation Measures NOI-1 through NOI-6, contained in Section 5.10, Noise, buildout of the

General Plan Policy	NPGSP Consistency with Policy
	NPGSP would result in development of a compatible noise environment throughout the NPGSP area.
Health and Safety Element Policy 35: The City of Paramount will continue to require noise attenuation in new residential developments that are exposed to significant noise levels from freeway and arterial roadway traffic.	Consistent. New development within the NPGSP area would be required to implement noise attenuation in residential developments that are exposed to significant noise levels, to meet the municipal code required exterior and interior noise levels.
Population and Housing	
Housing Element	
Housing Element Policy 2.1: Adequate Sites. Provide a zoning context that creates adequate sites to support the production of 364 housing units through October 2029 to meet the demands of present and future residents, including an adequate number and range of new dwelling types affordable to extremely low-, very low-, low-, moderate-, and above moderate- income households.	Consistent. The NPGSP creates adequate sites to support more than 364 housing units through October 2029, including a range of new dwelling affordable to extremely low-, very low-, low-, moderate-, and above moderate- income households.
Housing Element Policy 2.2: Diversified Housing Types. Facilitate the development of a range of residential development types which fulfill regional housing needs, including accessory dwelling units, low- to moderate-density townhomes, and higher-density apartments and condominiums and mixed-use projects.	Consistent. The proposed NPGSP would promote new residential development within infill, mixed-use, and redevelopment projects, including a range of new dwelling affordable to extremely low-, very low-, low-, moderate-, and above moderate- income households. The NPGSP would accommodate townhomes, and higher-density apartments, condominiums, and mixed-use projects.
Housing Element Policy 2.3: New Residential Development. Promote new residential development and ensure this housing, including affordable units, provides a healthy, safe, and attractive living environment.	Consistent. The proposed NPGSP would promote new residential development within infill, mixed-use, and redevelopment projects. The NPGSP is located near employment, public transportation, recreational facilities, and schools. City review of development projects through the existing permitting process would ensure that the project provide a healthy, safe, and attractive living environment.
Housing Element Policy 2.4: Housing Near Transit. Encourage transit-oriented development within walking distance of planned light rail stations and high-frequency bus stops, including higher residential densities, public gathering places, urban parks, streetscape amenities, and commercial and entertainment uses.	Consistent. The NPGSP is intended to encourage and facilitate new housing development within walking distance to the WSAB light rail station.
Housing Element Policy 3.5: Special Needs. Consider opportunities for new housing, including housing for special needs households, in the planning and review of new development proposals.	Consistent. The NPGSP is intended to expand housing opportunities and to ensure a mix of housing types near the WSAB light rail station.
Resource Management Element	
Resource Management Element Policy 4: The City of Paramount will require new larger residential developments to provide sufficient open space (including pedestrian and bicycle linkages) to meet the local need.	Consistent. The NPGSP incorporates Design and Development Standards which set minimum requirements for outdoor areas for new developments, including features intended to enhance pedestrian and bicycle circulation and linkages.
Transportation Element	
Transportation Element Policy 1: The City of Paramount will increase the efficiency of the local street system by reducing the conflicts associated with through traffic.	Consistent. Design and Development standards incorporated in the NPGSP include measures such as shared driveway access (where appropriate) and provision of adequate off-street parking for both vehicles and bicycles to increase the efficiency of the local street system.

General Plan Policy	NPGSP Consistency with Policy
Transportation Element Policy 4: The City of Paramount will continue to develop and enhance the existing streets and intersections in the City.	Consistent. The NPGSP provides for the widening of sidewalks, constructing curb extensions, adding new pedestrian crossings, traffic signalization improvements, installing rail gates at Paramount Boulevard and Rosecrans Avenue, upgrading curb ramps in compliance with ADA guidelines, and installing bike lanes.
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. As future development occurs within the NPGSP, each development will be required to install its site adjacent road and related improvements as well as make fair share contributions to more regional transportation needs per the City's Development Impact Fee (DIF) program. Roadway, intersection, and related improvements (sidewalks, curbs, gutters, etc.) will be installed as needed by new development.
Transportation Element Policy 6: The City of Paramount will continue to support the development and expansion of the region's public and mass transit system.	Consistent. The NPGSP encourages coordination with WSAB, transit providers, and major employers to establish shuttle connections between the rail station planned in the vicinity of the intersection of Paramount Boulevard and Rosecrans Avenue and major destinations.
Transportation Element Policy 7: The City of Paramount will design and locate increased off-street parking in commercial areas to reduce conflicts with arterial traffic and improve viability of commercial districts.	Consistent. The NPGSP specifies off-street parking requirements for both vehicles and bicycles. Development plans must clearly indicate the proposed parking plan, including location, size, shape, design, materials, entrances, walls, lighting, signs, screening, paving specifications, drainage, landscaping and such other data and features as the Planning Director may deem necessary.
Transportation Element Policy 8: The City of Paramount will promote shared parking in its commercial areas, where feasible.	Consistent. The NPGSP specifies off-street parking requirements for both vehicles and bicycles and shared parking.
Transportation Element 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 NPGSP encourages coordination with WSAB, transit providers, and major employers to establish shuttle connections between the rail station planned at the intersection of Paramount Boulevard and Rosecrans Avenue and major destinations. As new development occurs, projects will also be required to install bicycle parking facilities and sidewalk improvements.
Resource Management Element Policy 15: The City of Paramount will seek to establish a comprehensive bikeway and pedestrian trail system for the City.	Consistent. The NPGSP incorporates new pedestrian and bicycle circulation facilities and linkages.
Utilities and Service Systems	
Public Facilities Element Policy 8: The City of Paramount will provide adequate sewage service to ensure that waste disposal practices are in accordance with policies and procedures of the Sanitation Districts of Los Angeles County.	Consistent. The NPGSP examined the existing capacity of sewer mains within the SPA and determined that planned future growth would require upgrading of main sewer lines located within Rose Street and Paramount Boulevard from 8 inches in diameter to 10 inches in diameter. Measures to facilitate and finance expansion of infrastructure are addressed in the Implementation Plan of the NPGSP. The City's sewage lines discharge into the Los Angeles County Sanitation District Number 2 Trunk Facilities and flow to Los Angeles County Sanitation District Treatment Facilities. Wastewater from Paramount is treated at the District's Joint Water Pollution Control Plant, which is not experiencing any capacity problems.
Public Services	
Public Facilities Element Policy 14: The City of Paramount will work closely with the school	Consistent. New residential development within the NPGSP would result in additional school students. Analyses of school

General Plan Policy	NPGSP Consistency with Policy
districts in evaluating the impacts of new housing development on local schools.	impacts are unique in that any related effects to schools are considered fully mitigated through the payment of development impact fees pursuant to Government Code Section 65995.

City of Paramount Municipal Code

Upon adoption of the NPGSP, the standards contained in the Specific Plan would become a subpart of the City's Municipal Code including but not limited to Title 17 (Zoning). The applicable sections of code would be based on the following:

- a. Residential land uses: PMC Chapter 17.16: R-M, Multiple Family Residential Zone.
- b. Nonresidential land uses: PMC Chapter 17.24: C-3, General Commercial Classification

The development regulations and design criteria within the NPGSP would apply to the Project area and would establish the applicable zoning regulations and development standards. The NPGSP would become the main land use implementation tool for the Project area. In the event of any conflict between the requirements of the zoning code and the standards contained within the adopted NPGSP, the requirements of the NPGSP would govern, and when the provisions of a NPGSP are silent on a specific matter, the regulations set forth in the City's Municipal Code would apply. As such, the proposed NPGSP would not result in conflicts with the municipal code, and impacts would be less than significant.

5.9.7 CUMULATIVE IMPACTS

The geographic context for the cumulative land use policy analysis would include the entire City of Paramount. Cumulative development would not result in substantial changes to existing land use patterns through conversion of underutilized parcels in the City based upon General Plan, Specific Plan, and Area Plan land use designations. Cumulative development would be subject to site-specific environmental and planning review that would address consistency with adopted General Plan goals and policies, as well as with applicable regional policy plans and the City of Paramount Municipal Code. As part of environmental review, projects would be required to provide mitigation for any significant inconsistencies with the General Plan or environmental policies that could result in significant adverse physical environmental effects.

While cumulative projects could include General Plan amendments and/or zone changes to allow modifications to existing land uses, such amendments do not necessarily represent an inherently negative effect on the environment, particularly if changes involve types and intensity of uses, rather than eliminating application of policies that were specifically adopted for the purpose of avoiding or mitigating environmental effects. When a project entails an amendment to a General Plan land use or zoning designation, inconsistency with the existing designation is an element of the project itself, which then necessitates a legislative policy decision by the City and does not necessarily result in a potential environmental effect. Determining whether any future projects might include such amendments and determining the cumulative effects of any such amendments would be speculative since it cannot be known what future applications might request. However, any such applications would be reviewed and considered in accordance with CEQA and City development regulations.

As described previously, the NPGSP would provide for infill, redevelopment, and mixed-uses in a multimodal environment near the WSAB light rail station. The Project is intended to provide housing, retail, and employment in a manner that would follow regional planning directives to provide for growth, accommodate transit, and reduce VMT. Thus, the proposed Project would not result in cumulatively considerable impacts related to land use and planning.

5.9.8 EXISTING REGULATIONS

- City of Paramount General Plan
- City of Paramount Municipal Code, Zoning

5.9.9 LEVEL OF SIGNIFICANCE BEFORE MITIGATION

Impacts LU-1 and LU-2 would be less than significant.

5.9.10 MITIGATION MEASURES

No mitigation measures are required.

5.9.11 LEVEL OF SIGNIFICANCE AFTER MITIGATION

Impacts would be less than significant.

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5.10 Noise

5.10.1 INTRODUCTION

This Draft EIR section evaluates the potential noise and vibration impacts that would result from implementation of the proposed NPGSP. It discusses the existing noise environment within and around the NPGSP area as well as the regulatory framework for regulation of noise. This section analyzes the effect of the proposed Project on the existing ambient noise environment during demolition, construction, and operational activities; and evaluates the proposed Project's noise effects for consistency with relevant local agency noise policies and regulations. This section includes data from the following:

- City of Paramount General Plan
- City of Paramount Municipal Code

Noise and Vibration Terminology

Various noise descriptors are utilized in this EIR analysis and are summarized as follows.

dB: Decibel, the standard unit of measurement for sound pressure level.

dBA: A-weighted decibel, an overall frequency-weighted sound level in decibels that approximates the frequency response of the human ear.

Leq: The equivalent sound level, which is used to describe noise over a specified period of time, typically 1 hour, in terms of a single numerical value. The Leq of a time-varying signal and that of a steady signal are the same if they deliver the same acoustic energy over a given time. The Leq may also be referred to as the average sound level.

Lmax: The instantaneous maximum noise level experienced during a given period of time.

Lmin: The instantaneous minimum noise level experienced during a given period of time.

Lx: The sound level that is equaled or exceeded “x” percent of a specified time period. The “x” thus represents the percentage of time a noise level is exceeded. For instance, L50 and L90 represents the noise levels that are exceeded 50 percent and 90 percent of the time, respectively.

Ldn: Also termed the “day-night” average noise level (DNL), Ldn is a measure of the average of A-weighted sound levels occurring during a 24-hour period, accounting for the greater sensitivity of most people to nighttime noise by weighting noise levels at night (penalizing” nighttime noises). Noise between 10:00 p.m. and 7:00 a.m. is weighted by adding 10 dBA to take into account the greater annoyance of nighttime noises.

CNEL: The Community Noise Equivalent Level, which, similar to the Ldn, is the average A-weighted noise level during a 24-hour day that is obtained after an addition of 5 dBA to measured noise levels between the hours of 7:00 p.m. to 10:00 p.m. and after an addition of 10 dBA to noise levels between the hours of 10:00 p.m. to 7:00 a.m. to account for noise sensitivity in the evening and nighttime, respectively.

The “ambient noise level” is the background noise level associated with a given environment at a specified time and is usually a composite of sound from many sources from many directions.

Effects of Noise

Noise is generally loud, unpleasant, unexpected, or undesired sound that is typically associated with human activity that is a nuisance or disruptive. The effects of noise on people can be placed into four general categories:

- Subjective effects (e.g., dissatisfaction, annoyance)
- Interference effects (e.g., communication, sleep, and learning interference)
- Physiological effects (e.g., startle response)
- Physical effects (e.g., hearing loss)

Noise is a byproduct of urbanization, and there are numerous noise sources and receptors in an urban community. The range of sound pressure perceived as sound is large. The decibel is the preferred unit for measuring sound since it accounts for these variations using a relative scale adjusted to the human range for hearing (referred to as the A-weighted decibel or dBA). The A-weighted decibel is a method of sound measurement which assigns weighted values to selected frequency bands in an attempt to reflect how the human ear responds to sound. The range of human hearing is from 0 dBA (the threshold of hearing) to about 140 dBA which is the threshold for pain. Examples of noise and their A-weighted decibel levels are shown in Table 5.10-1.

Table 5.10-1: Representative Environmental Noise Levels

Common Outdoor Activities	Noise Level (dBA)	Common Indoor Activities
	110	Rock Band
Jet Flyover at 100 feet	105	
	100	
Gas Lawnmower at 3 feet	95	
	90	
	85	Food Blender at 3 feet
Diesel Truck going 50 mph at 50 feet	80	Garbage Disposal at 3 feet
Noisy Urban Area during Daytime	75	
Gas Lawnmower at 100 feet	70	Vacuum Cleaner at 10 feet
Commercial Area	65	Normal Speech at 3 feet
Heavy Traffic at 300 feet	60	
	55	Large Business Office
Quiet Urban Area during Daytime	50	Dishwasher in Next Room
	45	
Quiet Urban Area during Nighttime	40	Theater, Large Conference Room (background)
Quiet Suburban Area during Nighttime	35	
	30	Library
Quiet Rural Area during Nighttime	25	Bedroom at Night, Concert Hall (background)
	20	
	15	Broadcast/Recording Studio

Source: FTA 2006

Although exposure to high noise levels has been demonstrated to cause physical and physiological effects, the principal human responses to typical environmental noise exposure are related to subjective effects and interference with activities. Interference effects refer to interruption of daily activities and include interference with human communication activities, such as normal conversations, watching television, telephone conversations, and sleep. Sleep interference effects can include both awakening and arousal to a lesser

state of sleep. With regard to the subjective effects, the responses of individuals to similar noise events are diverse and are influenced by many factors, including the type of noise, the perceived importance of the noise, the appropriateness of the noise to the setting, the duration of the noise, the time of day and the type of activity during which the noise occurs, and individual noise sensitivity.

In general, the more a new noise level exceeds the previously existing ambient noise level, the less acceptable the new noise level will be by those hearing it. With regard to increases in A-weighted noise levels, the following relationships generally occur:

- Except in carefully controlled laboratory experiments, a change of 1 dBA cannot be perceived.
- Outside of the laboratory, a 3-dBA change in noise levels is considered to be a barely perceivable difference.
- A change in noise levels of 5 dBA is considered to be a readily perceivable difference.
- A change in noise levels of 10 dBA is subjectively heard as doubling of the perceived loudness.

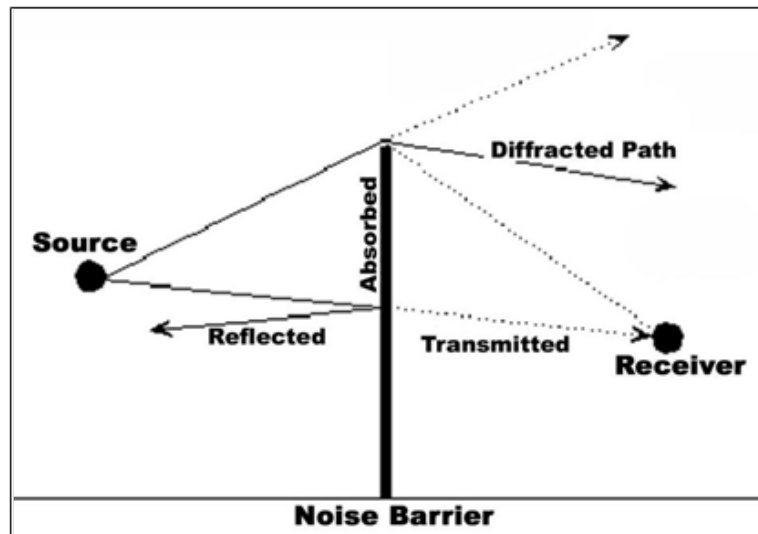
Noise Attenuation

Stationary point sources of noise, including mobile sources such as idling vehicles, attenuate (lessen) at a rate of 6 dBA per doubling of distance from the source over hard surfaces to 7.5 dBA per doubling of distance from the source over hard surfaces, depending on the topography of the area and environmental conditions (e.g., atmospheric conditions, noise barriers [either vegetative or manufactured]). Thus, a noise measured at 90 dBA 50 feet from the source would attenuate to about 84 dBA at 100 feet, 78 dBA at 200 feet, 72 dBA at 400 feet, and so forth. Widely distributed noise, such as a large industrial facility spread over many acres or a street with moving vehicles, would typically attenuate at a lower rate, approximately 4 to 6 dBA per doubling of distance from the source.

Hard sites are those with a reflective surface between the source and the receiver, such as asphalt or concrete surfaces or smooth bodies of water. No excess ground attenuation is assumed for hard sites, and the changes in noise levels with distance (drop-off rate) is simply the geometric spreading of the noise from the source. Soft sites have an absorptive ground surface such as soft dirt, grass, or scattered bushes and trees. In addition to geometric spreading, an excess ground attenuation value of 1.5 dBA (per doubling distance) is normally assumed for soft sites. Line sources (such as traffic noise from vehicles) attenuate at a rate between 3 dBA for hard sites and 4.5 dBA for soft sites for each doubling of distance from the reference measurement.

Attenuation can be achieved by the use of solid barriers. Noise barriers attenuate sound in four ways: diffraction, absorption, reflection, and reduced transmission. Diffraction mechanisms reduce noise by extending the distance that noise waves travel to the receiver from the source (see Figure 5.10-1). The noise barrier material absorbs some noise energy, while some noise is transmitted through the barrier but at a reduced energy level, and some noise is reflected from the barrier and does not reach the receiver.

A barrier attenuates sound more effectively when it is at least high enough to obscure the 'line of sight' between the noise source and receiver. A barrier is most effective for high frequencies since low frequencies are diffracted around the edge of a barrier more easily. The maximum performance of a barrier is limited to about 20 dB, due to scattering by the atmosphere. A barrier is most effective when placed either very close to the source or the receiver.

Figure 5.10-1: Noise Barrier Attenuation

Source: Adopted from FHWA 2000

Fundamentals of Vibration

Vibration is energy transmitted in waves through the ground or human-made structures. These energy waves generally dissipate with distance from the vibration source. Soil and subsurface conditions are known to have a strong influence on the levels of groundborne vibration. Among the most important factors are the stiffness and internal damping of the soil and the depth to bedrock. Experience with groundborne vibration is that vibration propagation is more efficient in stiff clay soils, and shallow rock seems to concentrate the vibration energy close to the surface and can result in groundborne vibration problems at large distances from the track. Factors such as layering of the soil and depth to water table can have significant effects on the propagation of groundborne vibration (FTA, 2006).

Several different methods are used to quantify vibration. The peak particle velocity (PPV) is defined as the maximum instantaneous peak of the vibration signal. The PPV is most frequently used to describe vibration impacts. Vibration levels for typical sources of groundborne vibration are shown in Table 5.10-2.

Table 5.10-2: Typical Levels of Groundborne Vibration

Source	Typical Velocity at 50 feet (inches/second)	Human or Building Response
Pile Driver, impact, sheet piling	0.40	Damage to fragile buildings
Blasting from construction projects	0.10	Minor cosmetic damage to fragile buildings
Bulldozers and other heavy tracked construction equipment	0.06	Workplace annoyance; difficulty with vibration-sensitive tasks
Commuter rail, upper range	0.02	Distinctly Perceptible; residential annoyance for infrequent events
Rapid transit rail, upper range	0.010	
Commuter rail, typical range	0.008	Barely perceptible; residential annoyance for frequent events
Bus or truck over bump	0.004	
Rapid transit rail, typical range	0.003	Threshold Perception
Bus or truck typical	0.002	
Background vibration	0.004	None

Source: FTA 2018 (Table 7-4 and Figure 5-4), with PPV converted to rms with reference velocity of 1×10^{-6} in/sec. Values express a root mean square.

Sensitive Receptors

Noise-sensitive receptors (also called “receivers”) are locations where people reside or where the presence of unwanted sound may adversely affect the use of the land. Noise-sensitive receptors typically include residences, hospitals, schools, guest lodging, libraries, parks, and certain types of passive recreational uses.

The NPGSP area is a developed urban environment that includes a substantial number of residential uses. Because the proposed NPGSP provides for infill development within existing developed areas, the closest existing noise sensitive land uses are likely to be, at times, immediately adjacent to the new site-specific development projects.

5.10.2 REGULATORY SETTING

5.10.2.1 Federal Regulations

Federal Highway Administration

Proposed federal or federal-aid highway construction projects at a new location, or the physical alteration of an existing highway that significantly changes either the horizontal or vertical alignment, or increases the number of through-traffic lanes, requires an assessment of noise and consideration of noise abatement per 23 CFR Part 772, “Procedures for Abatement of Highway Traffic Noise and Construction Noise.” The Federal Highway Administration (FHWA) has adopted noise abatement criteria (NAC) for sensitive receivers such as picnic areas, recreation areas, playgrounds, active sport areas, parks, residences, motels, hotels, schools, churches, libraries, and hospitals when “worst-hour” noise levels approach or exceed 67 dBA Leq. Caltrans has further defined approaching the NAC to be 1 dBA below the NAC for noise-sensitive receivers identified as Category B activity areas (e.g., 66 dBA Leq is considered approaching the NAC).

U.S. Environmental Protection Agency

In addition to FHWA standards, the United States Environmental Protection Agency (EPA) has identified the relationship between noise levels and human response. The EPA has determined that over a 24-hour period, an Leq of 70 dBA will result in some hearing loss. Interference with activity and annoyance will not occur if exterior levels are maintained at an Leq of 55 dBA and interior levels at or below 45 dBA. While these levels are relevant for planning and design and useful for informational purposes, they are not land use planning criteria because they do not consider economic cost, technical feasibility, or the needs of the community.

The EPA also set 55 dBA Ldn as the basic goal for exterior residential noise intrusion. However, other federal agencies, in consideration of their own program requirements and goals, as well as difficulty of actually achieving a goal of 55 dBA Ldn, have settled on the 65 dBA Ldn level as their standard. At 65 dBA Ldn, activity interference is kept to a minimum, and annoyance levels are still low. It is also a level that can realistically be achieved.

Occupational Health and Safety Administration

The federal government regulates occupational noise exposure common in the workplace through the Occupational Health and Safety Administration (OSHA) under the EPA. Such limitations would apply to the operation of construction equipment and could also apply to any proposed industrial land uses. Noise exposure of this type is dependent on work conditions and is addressed through a facility’s Health and Safety Plan, as required under OSHA, and is therefore not addressed further in this analysis.

US Department of Housing and Urban Development

The US Department of Housing and Urban Development (HUD) has set a goal of 65 dBA Ldn as a desirable maximum exterior standard for residential units developed under HUD funding. (This level is also generally accepted within the State of California.) While HUD does not specify acceptable interior noise levels, standard construction of residential dwellings typically provides in excess of 20 dBA of attenuation with the windows closed. Based on this premise, the interior Ldn should not exceed 45 dBA.

5.10.2.2 State Regulations

Title 24, California Building Code

State regulations related to noise include requirements for the construction of new hotels, motels, apartment houses, and dwellings other than detached single-family dwellings that are intended to limit the extent of noise transmitted into habitable spaces. These requirements are collectively known as the California Noise Insulation Standards and are found in California Code of Regulations, Title 24 (known as the Building Standards Administrative Code), Part 2 (known as the California Building Code), Appendix Chapters 12 and 12A. For limiting noise transmitted between adjacent dwelling units, the noise insulation standards specify the extent to which walls, doors, and floor ceiling assemblies must block or absorb sound. For limiting noise from exterior sources, the noise insulation standards set forth an interior standard of 45 CNEL dBA in any habitable room and, where such units are proposed in areas subject to noise levels greater than 60 dBA CNEL require an acoustical analysis demonstrating how dwelling units have been designed to meet this interior standard. If the interior noise level depends upon windows being closed, the design for the structure must also specify a ventilation or air conditioning system to provide a habitable interior environment.

The mandatory measures for non-residential buildings states that new construction shall provide an interior noise level that does not exceed an hourly equivalent level of 50 dBA Leq in occupied areas during any hour of operation. Title 24 standards are included in the City's Municipal Code in Title 15 (Buildings and Construction) and are enforced through the City's development permitting process.

5.10.2.3 Local Regulations

City of Paramount General Plan

Health and Safety Element

Policy 34 The City of Paramount will promote the development of a compatible noise environment throughout the City.

Policy 35 The City of Paramount will continue to require noise attenuation in new residential developments that are exposed to significant noise levels from freeway and arterial roadway traffic.

Table 5-3 (included as Table 5.10-3 below) of the General Plan Health and Safety Element identifies the specific criteria to evaluate proposed developments based on exterior and interior noise level limits for land uses and requires a noise analysis to determine needed mitigation measures if necessary. The Element identifies schools, hospitals, places of worship, and residences as a noise-sensitive land use. As shown, depending on the density of the development, residential land uses are compatible to ambient noise levels of 65 and 70 dBA.

Table 5.10-3: Noise and Land Use Compatibility Guidelines

Land Use	Maximum Desirable Noise Level	Maximum Acceptable Noise Level
Low Density Residential	55 dBA	65 dBA
Medium Density Residential	60 dBA	65 dBA
High Density Residential	65 dBA	70 dBA
Schools	60 dBA	70 dBA
Office & Commercial	65 dBA	75 dBA
Industrial	70 dBA	75 dBA

Source: Table 5-3, City of Paramount General Plan, Health and Safety Element

City of Paramount Municipal Code

The City of Paramount Municipal Code Title 9 establishes noise performance standards by land use. For residential uses, Municipal Code Section 9.12.040 identifies the base exterior noise level standard of 62 dBA Leq during the daytime hours (6:00 a.m. to 10:00 p.m.) and 57 dBA Leq during the nighttime (10:00 p.m. to 6:00 a.m.) hours, as shown on Table 5.10-4.

Table 5.10-4: City of Paramount Operational Noise Standards

Noise Zone	Noise Standard (decibels)	
	Day (maximum) 6:00 a.m. to 10:00 p.m.	Night (maximum) 10:00 p.m. to 6:00 a.m.
R1 and R2 Residential	62	57
R3 and R4 (now R-M) Multi-Family Residential	67	62
Industrial and Commercial	82	77

Source: Section 9.12.040, Paramount Municipal Code, Noise Performance Standards

In addition, Municipal Code Section 19.12.060 (B)(4) provides noise standards for construction activities based on the period of time of the noise, as listed below:

- (a) Exemption: Construction, repair or remodeling equipment and devices and other related construction noise sources shall be exempted from the provisions of this chapter provided a permit for such construction, repair or remodeling shall have been obtained for such construction, repair, or remodeling from the building department of the city and the construction, repair or remodeling does not take place between the hours of 8:00 p.m. and 7:00 a.m.

5.10.3 ENVIRONMENTAL SETTING

Existing Noise Levels

The existing noise environment of the City in general, and the NPGSP area, is typical of established urban communities. Typical noise sources include traffic construction work, commercial and industrial operations, human activities, emergency vehicles, railroad lines, etc. The Federal Transit Administration (FTA, 2006) noise algorithms estimates that noise levels from one train per day, with 4 locomotives, generates a peak noise of 77.3 dBA with a CNEL of 58.7 dBA (assuming daytime operations).

Noise sensitive receptors are generally defined as locations where people reside or where the presence of unwanted sound could otherwise adversely affect the use of the land. Noise-sensitive land uses are generally

considered to include residences, schools, hospitals, and recreation areas. Sensitive receptors, primarily various residential uses, are located throughout the NPGSP area.

Due to its highly urban nature, the NPGSP area has relatively elevated ambient noise levels compared to established standards. The Final Noise and Vibration Impact Analysis Report for the West Santa Ana Branch (WSAB) Transit Corridor Project identified that existing noise levels within the NPGSP and along the WSAB line ranges from 51.7 to 67.5 dBA Ldn (Table 5.4). Also, a recent (2020) noise study for a proposed senior living facility¹ on Paramount Boulevard (just south of the NPGSP area at 70th Street) found the ambient daytime noise level to be 68.2 dBA which exceeds both the General Plan noise standards (see Table 5.10-1) and the Municipal Code noise standards (see Table 5.10-2) for residential uses.

Existing Vibration

The NPGSP area also experiences elevated levels of vibration at times when large trucks or trains pass by nearby residential uses. Aside from periodic construction work that may occur in the vicinity of the NPGSP area, other sources of groundborne vibration include heavy-duty vehicular travel (e.g., refuse trucks and delivery trucks) on area roadways. Trucks traveling at a distance of 50 feet typically generate groundborne vibration velocity levels of around 63 VdB (approximately 0.006 in/sec PPV) and could reach 72 VdB (approximately 0.016 in/sec PPV) when trucks pass over bumps in the road (FTA, 2006).

Existing Airports

The NPGSP is not within 2 miles of any airports and is not within an Airport Land Use Plan. The Long Beach Municipal Airport is the closest airport and is approximately 8 miles south of the NPGSP area. Thus, the NPGSP area receives limited noise from aircraft overflight.

5.10.4 THRESHOLDS OF SIGNIFICANCE

Appendix G of CEQA Guidelines indicates that a project could have a significant effect if it were to:

- NOI-1 Generation of a substantial temporary or permanent increase in ambient noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies;
- NOI-2 Generate excessive groundborne vibration or groundborne noise levels;
- NOI-3 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.

Construction Noise

- An impact would not occur if Project related construction activities are between the hours of 7:00 a.m. to 8:00 p.m. (Section 9.12.060.B.4); or
- An impact could occur if construction creates noise levels which exceed the 80 dBA Leq during the daytime or 70 dBA Leq during the nighttime acceptable noise level thresholds at the nearby sensitive receiver locations (FTA, 2006);

¹ Paramount Senior Living, 16675 & 16683 Paramount Boulevard, noise study from IS/MND, page 69 and Table 3-7

Operational Noise

- A project is considered to pose a significant impact on the community noise if the project causes the ambient noise level at the property line to either (1) increase the CNEL by 5 dBA or more or (2) increase the CNEL by 3 dBA and raise the CNEL into either the normally unacceptable or clearly unacceptable category. The applicable guidance as defined in the General Plan is the limit above which would be considered unacceptable. These are the thresholds used in recent certified CEQA documents in the City of Paramount (e.g. AltAir Renewable Fuels Conversion Project, 2022; Go Store It Self-Storage Project 2022; Garfield Project, 2017) and are therefore continued to be utilized in this analysis for CNEL.

Vibration

- The City of Paramount does not specify a quantitative vibration threshold in the General Plan's Health and Safety Element or municipal code. Therefore, a Caltrans construction threshold is utilized, which identifies that an impact could occur if Project-related construction activities generate vibration levels which exceed 0.2 PPV inches/second at receiver locations. As per Caltrans (2013), a vibration level of 0.2 inches/second corresponds to an annoying level or one which is distinctly perceptible and vibration thresholds for building damage range from 0.2–0.5 inches/second.

5.10.5 METHODOLOGY

Construction Noise

To identify potential temporary construction noise contributions to the existing ambient noise environment, the construction noise levels anticipated from usage of construction equipment needed to implement the NPGSP were analyzed through comparison of construction noise levels to the thresholds listed previously to assess the level of significance associated with temporary construction noise level impacts.

Operational Noise

The primary source of noise associated with the operation of the NPGSP would be from vehicular trips and new stationary sources (such as heating, ventilation, and air conditioning units) associated with the new site-specific development that would occur by the NPGSP. The increase in noise levels generated by these activities has been quantitatively estimated and compared to the applicable noise standards listed previously.

Vibration

Aside from noise levels, groundborne vibration would also be generated during construction of the Project by various construction-related activities and equipment; and could be generated by truck traffic traveling to and from the NPGSP area. The potential groundborne vibration levels resulting from construction activities occurring from the NPGSP were estimated by data published by the Federal Transit Administration (FTA). Thus, the groundborne vibration levels generated by these sources have also been quantitatively estimated and compared to the applicable thresholds of significance established by the Caltrans' Transportation and Construction Vibration Guidance Manual (2013).

5.10.6 ENVIRONMENTAL IMPACTS

IMPACT NOI-1: THE PROJECT WOULD NOT GENERATE A SUBSTANTIAL TEMPORARY OR PERMANENT INCREASE IN AMBIENT NOISE LEVELS IN EXCESS OF STANDARDS ESTABLISHED IN THE

LOCAL GENERAL PLAN OR NOISE ORDINANCE, OR APPLICABLE STANDARDS OF OTHER AGENCIES.

Construction

Less than Significant with Mitigation Incorporated

The timing of development and various construction activities pursuant to the NPGSP would be dependent upon market conditions and development applications for new projects. As such, it is expected that the proposed NPGSP construction activities would occur at various locations throughout the course of the 25-year planning period. Construction noise impacts associated with each new individual development would be short-term in nature and limited to the period of time when construction activity is taking place for that particular site-specific development. However, each project would involve similar construction activities that would include a combination of trucks, power tools, concrete mixers, and portable generators that when combined can reach high levels. Construction of development and redevelopment projects typically occurs in the following stages: demolition, excavation, and grading, building construction, architectural coating, paving. Noise levels generated by heavy construction equipment range from approximately 67 dBA to 79 dBA at 50 feet from the noise source, as shown on Table 5.10-5. These noise levels would diminish rapidly with distance from a construction site at a rate of approximately 6 dBA per doubling of distance. For example, a noise level of 84 dBA Leq measured at 50 feet from the noise source to the receptor would reduce to 78 dBA Leq at 100 feet from the source to the receptor and reduce by another 6 dBA Leq to 72 dBA Leq at 200 feet from the source to the receptor.

Table 5.10-5: Typical Construction Equipment Noise Levels

Construction Stage	Reference Construction Activity	Reference Noise Level @ 50 Feet (dBA Leq) ¹	Combined Noise Level (dBA Leq) ²
Site Preparation	Crawler Tractors	78	80
	Hauling Trucks	72	
	Rubber Tired Dozers	75	
Grading	Graders	81	83
	Excavators	77	
	Compactors	76	
Building Construction	Cranes	73	81
	Tractors	80	
	Welders	70	
Paving	Pavers	74	83
	Paving Equipment	82	
	Rollers	73	
Architectural Coating	Cranes	73	77
	Air Compressors	74	
	Generator Sets	70	

Source: Adapted from FHWA Roadway Construction Noise Model (RCNM).

¹ FHWA RCNM.

² Represents the combined noise level for all equipment assuming they operate at the same time consistent with FTA Transit Noise and Vibration Impact Assessment guidance.

As described previously, Municipal Code Section 19.12.060 (B)(4) allows construction noise to exceed the City noise standards provided that construction activities occur between 7:00 a.m. and 8:00 p.m. However, the City construction noise standards do not provide any limits to the noise levels that may be created from construction activities, and even with adherence to the City standards, the resultant construction noise levels may result in a significant substantial temporary noise increase to the nearby residents. Therefore, to determine if construction activities would create a significant substantial temporary noise increase, the FTA

construction noise criteria thresholds detailed above have been utilized, which shows that a significant construction noise impact would occur if construction noise exceeds 80 dBA during the daytime at a sensitive receiver, such as a residence.

Because the NPGSP includes development of residential uses and existing residential units are located throughout the NPGSP area, construction of new developments pursuant to the NPGSP that are infill and redevelopment projects could occur adjacent to sensitive receptors. Construction that occurs immediately adjacent to existing noise sensitive receptors would generate noise levels that would be substantially greater than the existing ambient noise levels at these receptor locations. However, this noise level is not anticipated to occur throughout the entire course of a construction day, as construction equipment and activities rarely operate continuously for a full day at a construction site. Typically, the operating cycle for construction equipment would involve one or two minutes of full power operation followed by three or four minutes at lower power settings. Additionally, construction equipment engines would likely be intermittently turned on and off over the course of a construction day. However, due to the potential of construction activities adjacent to noise sensitive receptors, temporary intermittent construction noise impacts could occur. Therefore, Mitigation Measures NOI-1 through NOI-4 have been included to provide construction measures to reduce potential construction-related noise impacts to less than significant levels. Mitigation Measures NOI-1 and NOI-2 limit the location and operation of construction equipment, Mitigation Measure NOI-3 requires development plans to specify that development projects would meet the construction noise level limits, and Mitigation Measure NOI-4 provides for use of construction noise barriers in instances where construction noise could exceed the exterior construction noise level of 80 dBA Leq at a sensitive receiver. With implementation of these measures, construction noise impacts would be reduced to a less than significant level.

Operation

Significant and Unavoidable

The NPGSP area and surrounding vicinity is generally built out, and future development under the proposed NPGSP would consist mostly of infill, mixed-use, and redevelopment projects. This growth that would be accommodated by the proposed NPGSP would result in generation of various operational noise sources, such as, traffic, parking, noise from residential and commercial uses, as well as air conditioning units and other machinery. It is expected that the primary source of noise increases would be traffic-related noise along Paramount Boulevard because it carries the largest volume of traffic, at the highest potential speed, and passes through the center of the planning area.

Traffic Noise

From a community noise perspective, the 24-hour average noise levels within and surrounding the NPGSP area are influenced primarily by traffic on local roadways. The proposed NPGSP would consist of infill and redevelopment of new mixed uses, including residential, that would generate vehicular trips. Typically, it would take a doubling of traffic volumes to result in a 3 dBA increase in roadway noise. The VMT Analysis for the NPGSP estimated the existing and future vehicular trip generation from development within the NPGSP area. Table 5-10-6 demonstrates that buildout of the NPGSP would generate more than double the amount of existing traffic during at least a portion of the p.m. peak hour and for overall daily traffic. While all the Project traffic would not load onto any one particular street, this general analysis indicates that traffic levels on certain NPGSP roadways may more than double, which could result in significant noise impacts (i.e., +3 dBA increase). Therefore, Mitigation Measure NOI-5 has been included, which requires noise attenuating features for new residential uses in the NPGSP areas where roadway noise exceeds the Municipal Code standards. However, because the specific location and type of new development projects and the additional traffic noise is currently unknown, it is not guaranteed that the noise attenuating features would completely mitigate traffic noise, and it is not feasible at this time to identify other potential mitigation to reduce traffic

noise. Therefore, due to the potential of a doubling of traffic on roadways within the NPGSP area, impacts would be significant and unavoidable.

Table 5.10-6: Potential Traffic Noise Increase from Buildout of the NPGSP

Land Use	Total Daily Trips	AM Peak Hour			PM Peak Hour		
		In	Out	Total	In	Out	Total
Existing	18,166	431	764	1,195	1,067	848	1,915
Proposed*	39,408	1,434	1,071	2,505	1,289	1,593	2,880
Exceeds Doubling of Trips?	Yes	Yes	No	Yes	No	No	No

Source: EIR Table 5.14-1 from Table 1, NPGSP Vehicle Miles Traveled Screening Analysis, EPD 2022

*Buildout of proposed NPGSP uses including 5,044 multi-family residential units near transit, 31,171 square feet of retail and office space in the MU-1 and MU-2 zones.

West Santa Ana Branch Rail Noise

Noise associated with West Santa Ana Branch (WSAB) rail line includes noise from steel wheels rolling on steel rails (wheel/rail noise), propulsion motors, air conditioning, and other auxiliary equipment on the vehicles. Sensitive uses would be exposed to a combination of noise sources, including pass-by noise, audible warnings noise (crossing signal bells), wheel squeal noise, and special trackwork noise. The WSAB EIS/EIR Final Noise and Vibration Impact Analysis Report (Table 5.4) identified that operation of the rail line would generate noise levels up to 76.8 dBA Ldn at a distance of 15 feet from the rail line at existing residential uses within the NPGSP area. Assuming no intervening structures and a flat landscape, this would attenuate to approximately 65 dBA Ldn at a distance of 60 feet from the rail line.

As residential developments under the NPGSP are proposed adjacent to, and in the immediate vicinity of the WSAB rail line (i.e., closer than 75 feet), the noise generated by trains traveling through the NPGSP area daily would result in noise levels of that could exceed the City's exterior noise standards (i.e., 62 dBA daytime and 57 dBA nighttime for single-family residential and 67 dBA daytime and 62 dBA nighttime for multiple family residential). Therefore, the new residential uses pursuant to the proposed Project could experience significant noise impacts from being sited near the WSAB rail line. As a result, Mitigation Measure NOI-6 has been included to ensure that new residential developments in the NPGSP are not subject to substantial noise from the WSAB rail line, which would reduce potential impacts to a less than significant level.

Noise Generated by New Development

Exterior Noise Standards. Implementation of the proposed NPGSP would include a combination of noise sources related to the proposed residential, commercial, recreation, and other uses included in the NPGSP. Buildout of the NPGSP would result in noise sources that would include air conditioning units, loading dock activities, parking lots, trash enclosures, and outdoor activities in park and recreation areas. These Project-related noise sources are consistent with existing noise sources observed in the NPGSP area. Also, the proposed residential land uses are noise-sensitive and would be consistent with existing residential land use in the NPGSP area.

Each proposed development project within the NPGSP area would be processed through the City's environmental review and development permit processes. Future developments in the NPGSP area would be considered on a case-by-case basis to ascertain whether the operational noise levels generated by an individual development could result in exceedance of the City's noise standards, which regulate the appropriate location for various types of uses in relation to noise generation. The City requires proposed developments to prepare and submit an acoustical report to demonstrate compliance with the General Plan and to identify all reasonable and feasible measures to satisfy the exterior noise level standard and 45

dBa CNEL interior noise level standard. Development permits are provided pursuant to the applicant's compliance with the municipal code related to noise, which are provided to reduce potential noise impacts.

Heating, Ventilating, and Air Conditioning Equipment Noise. Once the new site-specific development projects associated with the proposed NPGSP are operational, a constant source of noise may be generated from these developments from operation of HVAC systems. However, as an industry practice, the design of the onsite HVAC units and other noise-generating mechanical equipment associated with the new developments in the NPGSP area would typically be installed on the rooftops of residential and non-residential buildings and located either within an enclosure or behind other intervening structures that would provide a level of noise shielding for nearby noise-sensitive uses to comply with the regulations within the Municipal Code Section 9.12.040. When these design measures are taken into consideration with the existing urban noise environment of the NPGSP area, the noise generated from HVAC systems and other mechanical equipment at the new development sites would not increase ambient noise levels that would exceed the maximum exterior noise standards set forth in Municipal Code Section 9.12.040. As a result, noise impacts from HVAC or other mechanical equipment on the existing and future land uses adjacent to new development within the NPGSP area would be less than significant.

Loading Dock Noise. As the proposed NPGSP would place a mix of residential and non-residential uses in the NPGSP area, noise generated by activities at the non-residential uses could affect both nearby existing and new noise-sensitive receptors. Operational noise from the new non-residential uses associated with the proposed NPGSP would be primarily related to the arrival, departure, and loading/unloading of goods from delivery trucks and their on-site circulation. While the noise levels generated by loading docks are not ordinarily loud, they may create temporary, sporadic increases in ambient noise. Because the temporary and sporadic increases related to loading and unloading activities would be required to comply with Municipal Code Section 9.12.040 loading dock noise levels associated with new NPGSP land uses would be less than significant.

With implementation of existing regulations, as implemented through the City's plan check and permitting process for development projects, noise impacts related to operation of the infill and redevelopment projects that would occur through implementation of the NPGSP would be less than significant.

IMPACT NOI-2: THE PROJECT WOULD NOT GENERATE EXCESSIVE GROUNDBORNE VIBRATION OR GROUNDBORNE NOISE LEVELS.

Construction

Less than Significant Impact

Construction activities for the infill and redevelopment projects that would occur pursuant to the NPGSP are anticipated to include demolition, site preparation, grading, building construction, paving, and application of architectural coatings. Vibration impacts from these construction activities would typically be created from the operation of heavy off-road equipment. Because the NPGSP includes development of residential uses and existing residential units are located throughout the NPGSP area, construction of new developments pursuant to the NPGSP that are infill and redevelopment projects could occur adjacent to sensitive receptors. As described previously, Section 9.12.060.B.4 of the City's Municipal Code limits construction to occur between 7:00 a.m. and 8:00 p.m., which also limits the time that construction vibration could occur. Ground vibration levels associated with various types of construction equipment are summarized in Table 5.10-5 at distances of 25 feet, 100 feet, and 200 feet.

Table 5.10-7: Vibration Levels for Construction Equipment

Equipment	PPV (in/sec) at 25 feet	PPV (in/sec) at 100 feet	PPV (in/sec) at 200 feet
Vibratory Roller/Tamper	0.210	0.0263	0.0093
Backhoe	0.089	0.0111	0.0039
Large Hydraulic Excavator	0.089	0.0111	0.0039
Large bulldozer	0.089	0.0111	0.0039
Large Truck	0.076	0.0095	0.0034
Auger	0.022	0.0028	0.0010
Crane	0.008	0.0010	0.0004
Small bulldozer	0.003	0.0004	0.0001
Jackhammer	0.035	0.0040	0.0020

Source: Adapted from FTA 2006 and Caltrans 2013

The primary source of vibration during infill and redevelopment construction would be from the operation of a bulldozer. As shown in Table 5.10-5, a large bulldozer would create a vibration level of 0.089 inch per second PPV at 25 feet. Based on threshold for vibration of 0.2 in/sec vibration velocity, construction equipment would not exceed the vibration threshold beyond 25 feet. According to the *Caltrans Transportation and Construction Vibration Guidance Manual* (Caltrans, 2013), transient vibrations are barely perceptible at 0.035 in/sec. This level would not be exceeded beyond 82 feet from even a vibratory roller/tamper equipment, which produces the greatest vibration levels listed in Table 5.10-7.

However, due to the redevelopment and infill development nature of the proposed NPGSP, existing sensitive receptors could be adjacent to development projects. As a result, it is possible construction related to new development within the NPGSP area could result in significant levels of vibration for residential uses located adjacent to construction sites. Therefore, Mitigation Measure NOI-5 is included to reduce potential vibration impacts to a less than significant level.

Operation

Less than Significant Impact

The proposed Project would consist of infill and redevelopment within the NPGSP with new residential, commercial, and mixed-use projects. The ongoing operation of these types of land uses do not include the operation of any vibration sources other than typical on-site vehicle and truck operations. Therefore, impacts related to Project generated operational vibration would be less than significant.

Within the NPGSP area, passenger trains associated with the West Santa Ana Branch (WSAB) light rail would pass through the transit station on a regular basis. As described in the FTA's *Transit Noise and Vibration Impact Assessment* (FTA, 2006), locomotive-powered passenger trains traveling at 50 miles per hour (mph) can generate vibration levels up to approximately 84.5 VdB (0.067 in/sec PPV) at 50 feet from the track centerline, which does not exceed the FTA vibration threshold of 0.2 in/sec PPV. Additionally, it should be noted that this vibration level represents the upper range of measurement data collected by FTA from well-maintained systems (FTA, 2006). It is likely that speeds would be substantially below 50 mph and closer to five to 10 mph in the vicinity of the site, especially the trains stopping at the transit stop. Vibration from trains at five to 10 miles per hour would be below the level of human detection of vibration at the residences. Thus, new residential uses that would be implemented by the NPGSP would not be within areas substantially impacted by WSAB generated vibration.

IMPACT NOI-3: THE PROJECT IS NOT LOCATED WITHIN THE VICINITY OF A PRIVATE AIRSTRIP OR LAND USE PLAN OR WITHIN TWO MILES OF A PUBLIC AIRPORT OR PUBLIC USE AIRPORT AND WOULD NOT EXPOSE PEOPLE RESIDING OR WORKING IN THE PROJECT AREA TO EXCESSIVE NOISE LEVELS.

No Impact

The NPGSP area is not within 2 miles of either of any airport and is not within an Airport Land Use Plan. The Long Beach Municipal Airport is the closest airport and is approximately 8 miles south of the NPGSP area. According to the Los Angeles County Airport Land Use Commission Airport Influence Area Map for the Long Beach Long Beach Airport, the NPGSP area is outside of the 60-65 dBA CNEL noise contour. As a result, new development in the NPGSP area would not be subject to excessive noise levels due to operations at the Long Beach Municipal Airport. Therefore, impacts related to airport noise would not occur.

5.10.7 CUMULATIVE IMPACTS

Cumulative noise assessment considers development of the proposed Project in combination with ambient growth and other development projects within the vicinity of the NPGSP area. As noise is a localized phenomenon, and drastically reduces in magnitude as distance from the source increases, only projects and ambient growth in the nearby area could combine with the activities of the NPGSP to result in cumulative noise impacts.

Buildout of the NPGSP in combination with the related projects would result in an increase in construction-related and traffic-related noise. However, Municipal Code Section 9.12.060 (B)(4) requires construction activities to not occur within the hours of 8:00 p.m. and 7:00 a.m. Also, construction noise and vibration are localized in nature and decreases substantially with distance. Consequently, to achieve a substantial cumulative increase in construction noise and vibration levels, more than one source emitting high levels of construction noise would need to be in close proximity to NPGSP construction activity. As the timing of development and various construction activities pursuant to the NPGSP would be dependent upon market conditions and development applications for new projects, there is a low probability that multiple construction projects would be occurring adjacent to each other within and outside the NPGSP area simultaneously. Construction activities associated with buildout of the proposed NPGSP would likely occur sporadically over a 25-year period or longer. Thus, it is currently unknown if construction projects would occur adjacent to one another. However, implementation of the construction and vibration mitigation measures provided herein would reduce the potential of noise and vibration levels from different construction projects combining to become cumulatively considerable to a less than significant level. Therefore, with implementation of mitigation, cumulative noise and vibration impacts associated with construction activities would be less than significant.

As described previously, Table 5-10-6 demonstrates that buildout of the NPGSP would generate more than double the amount of existing traffic during at least a portion of the p.m. peak hour and for overall daily traffic. While all the Project traffic would not load onto any one particular street, this general analysis indicates that traffic levels on certain NPGSP roadways may more than double, which could result in significant noise impacts (i.e., +3 dBA increase). This increase in traffic would combine with traffic from ambient growth and other development projects in the vicinity of the NPGSP to be cumulatively considerable because it would increase the cumulative volume of noise farther above the threshold. Thus, impacts related to vehicular noise would be significant. Although, Mitigation Measure NOI-5 has been included, the feasibility of attenuating features on new developments to completely mitigate the increase is currently unknown, as specific development proposals are not identified. Therefore, cumulative impacts related to traffic noise would remain cumulatively significant and unavoidable.

Development anticipated by the NPGSP in combination with other nearby projects would result in an increase in ambient noise. However, all development projects would be subject to the operational noise standards established by the General Plan and the Municipal Code, which would ensure that noise from new uses in the NPGSP area would stay below City standards and therefore not combine with other development projects to be cumulatively significant. Thus, operational noise from new land uses in or adjacent to the proposed NPGSP would result in less than significant cumulative noise impacts.

Also, as described above, the NPGSP area is located outside of the Airport Land Use Plans for both LAX and Long Beach airports. Therefore, development within the proposed NPGSP area would not result in exposure of people residing or working in the area to excessive noise levels from operation of an airport and would not result in an impact that could cumulatively combine. Hence, cumulative impacts related to airport noise would not occur.

5.10.8 EXISTING REGULATIONS

- City of Paramount exterior noise level standard, as defined by Municipal Code Section 19.12.060.
- California Code of Regulations, Title 24 included in the City's Municipal Code in Chapter 18 that requires a 45 dBA CNEL interior noise level.
- City's Municipal Code Section 9.12.060(B)(4) all construction activities shall be limited to the daytime hours of between 7:00 a.m. to 8:00 p.m. Monday to Saturdays; with no activity allowed on Sundays or holidays.

5.10.9 LEVEL OF SIGNIFICANCE BEFORE MITIGATION

Without mitigation, the following impacts would be potentially significant:

Impact NOI-1: Buildout of the proposed NPGSP could generate of a substantial temporary or permanent increase in ambient noise levels in excess of standards established in the local general plan or noise ordinance.

Impact NOI-2: Buildout of the proposed NPGSP could generate excessive groundborne vibration or groundborne noise levels.

Without mitigation, Impact NOI-3 would be less than significant.

5.10.10 MITIGATION MEASURES

MM NOI-1: Construction Equipment. Prior to the issuance of a demolition, grading, or construction permit for new development within the NPGSP, the project plans and specifications shall require that construction contractors equip all construction equipment, fixed or mobile, with properly operating and maintained mufflers, consistent with manufacturers' standards, and all stationary construction equipment shall be placed so that emitted noise is directed away from the noise-sensitive use nearest the construction activity.

MM NOI-2: Construction Staging. Prior to the issuance of a demolition, grading, or construction permit for new development within the NPGSP, the project plans and specifications shall require that the construction contractor shall locate equipment staging in areas that will create the greatest distance between construction-related noise sources and noise-sensitive receiver nearest to the construction activity.

MM NOI-3: Construction Noise Levels. Prior to the issuance of a demolition, grading, or construction permit for new development within the NPGSP, the project plans and specifications shall demonstrate that all

construction activity within the NPGSP will satisfy the exterior construction noise level of 80 dBA L_{eq} at a sensitive receiver (e.g., residential).

MM NOI-4: Construction Noise Barriers. Prior to the issuance of a demolition, grading, or construction permit for new development within the NPGSP that could exceed the exterior construction noise level of 80 dBA L_{eq} at a sensitive receiver (e.g. residential), the project plans and specifications shall detail the installation of temporary construction noise barriers for occupied noise-sensitive uses for the duration of construction activities that could exceed the NPGSP construction noise level thresholds. The noise control barrier(s) must provide a solid face from top to bottom and shall:

- Provide a minimum transmission loss of 20 dBA and be constructed with an acoustical blanket (e.g., vinyl acoustic curtains or quilted blankets) attached to the construction site perimeter fence or equivalent temporary fence posts;
- Be maintained and any damage promptly repaired. Gaps, holes, or weaknesses in the barrier or openings between the barrier and the ground shall be promptly repaired; and
- Be removed and the site appropriately restored upon the conclusion of the construction activity.

MM NOI-5: Traffic Noise at Residential. Prior to the issuance of building permits, exterior areas of proposed single-family and multiple-family residential uses that are projected to be exposed to existing with project roadway noise levels and cumulative with project roadway noise levels exceeding the City's exterior noise standards (i.e., 62 dBA daytime and 57 dBA nighttime for single-family residential and 67 dBA daytime and 62 dBA nighttime for multiple family residential) shall include noise attenuation features including, but not limited to, setbacks, soundwalls, glass noise barriers, and landscaping so that exterior areas meet the City's exterior noise standards. To ensure that the City's exterior noise standards are met, the project applicant shall demonstrate compliance through the preparation of an acoustical evaluation.

MM NOI-6: Rail Noise at Residential. Prior to the issuance of building permits, proposed residential developments adjacent to the West Santa Ana Branch rail line (within approximately 75 feet) that are exposed to rail noise of greater than 62 dBA daytime and 57 dBA nighttime for single-family residential and 67 dBA daytime and 62 dBA nighttime for multiple family residential shall include noise attenuation features including, but not limited to, setbacks, soundwalls, glass noise barriers, and landscaping so that exterior areas meet the City's exterior noise standards. To ensure that the City's exterior noise standards are met, the project applicant shall demonstrate compliance through the preparation of an acoustical evaluation.

MM NOI-7: Construction Vibration. Prior to approval of a demolition permit, grading plans, and/or issuance of building permits for construction activities within 100 feet of existing residential structures or occupied noise-sensitive uses that require the use of large bulldozers, large loaded trucks, jackhammers, pile drivers, and/or caisson drills, the City of Paramount Building and Safety Division shall ensure that construction plans and specifications state that the use of such vibratory equipment shall be prohibited within 100 feet of existing residential structures or occupied noise-sensitive uses. Instead, small rubber-tired bulldozers shall be used within this area during demolition and/or grading operations to reduce vibration effects. If the use of large bulldozers, loaded trucks, jackhammers, pile drivers, and/or caisson drills is necessary within 100 feet of existing residential structures or occupied noise-sensitive uses, the project applicant/developer shall demonstrate the construction will not exceed the FTA vibration perception threshold of 0.035 inches per second (in/sec) PPV.

5.10.11 LEVEL OF SIGNIFICANCE AFTER MITIGATION

Impact NOI-1: After implementation of Mitigation Measures NOI-1 through NOI-6, existing regulations, and the City's development review and permitting process, construction and operational activities of new development within the NPGSP would not result in a substantial temporary or permanent increase in ambient noise levels in excess of standards established in the General Plan or noise ordinance. Thus, impacts would be less than significant. However, traffic noise from operation of the NPGSP at buildout would be significant and unavoidable. Because the specific location and type of new development projects and the additional traffic noise is currently unknown, it is not feasible at this time to identify potential mitigation to reduce traffic noise; therefore, impacts would be significant and unavoidable.

Impact NOI-2: After implementation of Mitigation Measure NOI-7, existing regulations, and the City's development review and permitting process, buildout of the NPGSP would not result in excessive groundborne vibration or groundborne noise levels. Thus, impacts would be less than significant.

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5.11 Population and Housing

5.11.1 INTRODUCTION

This section examines the existing population, housing, and employment conditions in the City of Paramount and assesses the Project's impacts related to direct and indirect growth and potential displacement of people and housing. The demographic data and analysis in this section is based, in part, on the following documents and resources:

- 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy, SCAG, September 2020
- Local Profiles Report 2019, Profile of the City of Paramount, SCAG, May 2019
- Population Estimates for Cities, Counties, and the State, California Department of Finance (DOF), May 2022
- City of Paramount General Plan
- City of Paramount 2021-2029 Housing Element.

Although evaluation of population, housing, and employment typically involves economic and social, rather than physical environmental issues, population, housing, and employment growth are often precursors to physical environmental impacts. According to Section 15382 of the CEQA Guidelines, “[a]n economic or social change by itself shall not be considered a significant impact on the environment.” Socioeconomic characteristics should be considered in an EIR only to the extent that they create adverse impacts on the physical environment.

5.11.2 REGULATORY SETTING

5.11.2.1 State Regulations

California Housing Element Law

California planning and zoning law requires each city and county to adopt a general plan for future growth (California Government Code Section 65300). This plan must include a housing element that identifies housing needs for all economic segments and provides opportunities for housing development to meet that need. At the state level, the California Department of Housing and Community Development Department (HCD) estimates the relative share of California's projected population growth that would occur in each county based on Department of Finance (DOF) population projections and historical growth trends. These figures are compiled by HCD in a Regional Housing Needs Assessment (RHNA) for each region of California. Where there is a regional council of governments, HCD provides the RHNA to the council. Such is the case for the City of Paramount, which is a member of SCAG. The council, in this case Southern California Association of Governments (SCAG), then assigns a share of the regional housing need to each of its cities and counties. The process of assigning shares gives cities and counties the opportunity to comment on the proposed allocations. HCD oversees the process to ensure that the council of governments distributes its share of the state's projected housing need.

Southern California Association of Governments

SCAG is a council of governments representing Orange, Imperial, Los Angeles, Riverside, San Bernardino, and Ventura counties. It is the federally recognized metropolitan planning organization (MPO) for this region, which encompasses over 38,000 square miles. SCAG actions in the southeast region of Los Angeles County are partially the result of input from the Gateway Cities Council of Governments (GCCOG), which offers recommendations regarding SCAG's initiatives.

Regional Transportation Plan/Sustainable Communities Strategy. SCAG develops the Regional Transportation Plan (RTP), which presents the transportation vision for Los Angeles, Orange, San Bernardino, Imperial, Riverside, and Ventura counties. A Sustainable Communities Strategy (SCS), an element of the RTP that provides a plan for meeting emissions reduction targets set forth by the California Air Resources Board (CARB). The SCS outlines the plan for integrating the transportation network and related strategies with an overall land use pattern that responds to projected growth, housing needs, changing demographics, and transportation demands.

The SCS focuses the majority of new housing and job growth in high quality transit areas and other opportunity areas in existing main streets, downtowns, and commercial corridors, resulting in an improved jobs to housing balance and more opportunities for transit-oriented development. This overall land use development pattern supports and complements the proposed transportation network that emphasizes system preservation, active transportation, and transportation demand management measures. The 2020–2045 RTP/SCS, also known as Connect SoCal, is a long-range visioning plan that builds on and expands land use and transportation strategies established over several planning cycles to increase mobility options and achieve a more sustainable growth pattern, such as implementation of mixed-use and higher density developments near transit.

Regional Housing Needs Allocation

SCAG is empowered by state law to assess regional housing needs and provide a specific allocation of housing needs for all economic segments of the community for each of the region's counties and cities. The determination of each city's and county's share of regional housing needs that is required by law to be reflected in municipal General Plan housing elements is based on the growth projections of the RTP/SCS. Meeting a jurisdiction's Regional Housing Needs Assessment (RHNA) is mandated by state housing law as part of the periodic process of updating housing elements of local general plans. State law requires that housing elements identify RHNA targets set by HCD to encourage each jurisdiction in the state to provide its fair share of very low-, low-, moderate-, and upper-income housing. The RHNA is intended to provide a long-term outline for housing within the context of local and regional trends and housing production goals.

SCAG determines total housing need for each community in southern California based on three general factors: 1) the number of housing units needed to accommodate future population and employment growth; 2) the number of additional units needed to allow for housing vacancies; and 3) the number of very low, low, moderate, and above-moderate income households needed. All cities are required to ensure that sufficient sites are planned and zoned for housing, such that area would be available to accommodate the projected housing needs, and to implement proactive programs that facilitate and encourage the production of housing commensurate with its housing needs.

For the 2021–2029 planning period, SCAG determined that the City of Paramount RHNA allocation for very low-income housing units is 92 and low-income units is 43; as shown in Table 5.11-1.

Table 5.11-1: City of Paramount SCAG Regional Housing Needs Allocation, 2021-2029

Income Group	% of Median Household Income	Income Range (4-person household)	Proposed 6th RHNA Allocation (Housing Units)
Very-Low Income	<50% of AMI	\$0 - \$56,300	92
Low Income	50-80% of AMI	\$56,301 - \$90,100	43
Moderate Income	81-120% of AMI	\$90,101 - \$107,711	48
Above-Moderate Income	>120% of AMI	\$135,120+	181
Total			364
Source: City of Paramount 2021-2029 Housing Element. *AMI: Area Median Income in Los Angeles County			

5.11.2.2 Regional/Local Regulations

City of Paramount General Plan Housing Element

The City certified the 2021-2029 Housing Element Update on October 7, 2022. The 2021-2029 Housing Element includes the following policies related to population and housing and the Project:

- Policy 2.1** Adequate Sites. Provide a zoning context that creates adequate sites to support the production of 364 housing units through October 2029 to meet the demands of present and future residents, including an adequate number and range of new dwelling types affordable to extremely low-, very low-, low-, moderate-, and above moderate- income households.
- Policy 2.2** Diversified Housing Types. Facilitate the development of a range of residential development types which fulfill regional housing needs, including accessory dwelling units, low- to moderate-density townhomes, and higher-density apartments and condominiums and mixed-use projects.
- Policy 2.3** New Residential Development. Promote new residential development and ensure this housing, including affordable units, provides a healthy, safe, and attractive living environment.
- Policy 2.4** Housing Near Transit. Encourage transit-oriented development within walking distance of planned light rail stations and high-frequency bus stops, including higher residential densities, public gathering places, urban parks, streetscape amenities, and commercial and entertainment uses.
- Policy 2.5** Infill Housing. Encourage infill housing development that is compatible in character with the surrounding established residential neighborhood.
- Policy 3.1** Affordable Housing. Ensure that affordable housing in the City is developed to the highest standards possible in a manner consistent with market rate housing in the City.
- Policy 3.5** Special Needs. Consider opportunities for new housing, including housing for special needs households, in the planning and review of new development proposals.

5.11.3 ENVIRONMENTAL SETTING

The NPGSP area is generally comprised of three land uses: single-family residential, multi-family residential, and commercial. There are currently 1,707 residential dwelling units in the NPGSP area, most of which are multi-family. The businesses within the NPGSP area represent a range of general commercial uses including retail, restaurants, and professional offices. The NPGSP area is largely built out with very few vacant parcels. The City of Paramount is part of the greater Los Angeles area and is bordered by South Gate and Downey to the north; Bellflower to the east; Long Beach to the south; and Compton, Lynwood, and unincorporated areas of Los Angeles County to the west. The population and housing within the City is part of the regional pattern of growth and land uses, particularly near light rail transit stations.

Population

The California Department of Finance (DOF) estimates that in 2021 the City of Paramount had a population of 53,009. SCAG estimates that the City will have a population increase of 8.47 percent between 2021 and 2045, and the County will have population growth rate of over 17.55 percent over the same period. Table 5.11-2 provides population figures for the City of Paramount and the County in 2021, and SCAG projections of change between years 2021 and 2045.

Table 5.11-2: Population Estimates and Projections, 2021–2045

	2021 ¹	2045 ² Projection	2021-2045 Change
City of Paramount	53,009	57,500	8.47%
Los Angeles County	9,931,338	11,674,000	17.55%
¹ California Department of Finance, E-5 Population and Housing Estimates for Cities, Counties, and the State, 2021.			
² SCAG 2020 RTP/SCS Growth Forecasts			

Housing and Households

The DOF estimates that there were 14,873 housing units in Paramount in 2021. The City's housing stock is approximately 57 percent single-family residential and is estimated to be 97.1 percent occupied. The DOF estimated persons per household is 3.61.

Table 5.11-3: City of Paramount Existing Housing Stock, 2021

Residence Type	Number	Percentage
Single-Family Detached	6,764	45%
Single-Family Attached	1,723	12%
Two to Four Units	934	6%
Five Plus	4,306	29%
Mobile Homes	1,145	8.0%
Total	14,873	100%
Occupied	14,441	97.1%
Vacancy	423	2.9%
Source: California Department of Finance, E-5 Population and Housing Estimates for Cities, Counties, and the State, 2021.		

According to SCAG's 2020-2045 RTP/SCS, the City of Paramount is projected to add approximately 400 households between 2016 and 2045 (Table 5.11-4), which is an average of approximately 17 new households annually through 2045. This SCAG estimate is based on the developed condition of the City and the maximum of 22 dwelling units per acre (until the recent determination that the limit imposed by voters in 1988 is inapplicable by operation of law as stated in the 6th Cycle, 2021–2029 Paramount Housing Element), which is a low projection because the California Department of Housing and Community Development's default density is 30 dwelling units per acre established for affordable housing. In addition, the projections do not consider regional planning policy to locate higher density residential and mixed-use residential developments near regional transit stations.

Table 5.11-4: SCAG Household Projections 2016–2045

	2016 Households	2045 Households	2021-2045 Increase
City of Paramount	14,100	14,500	2.8%
Los Angeles County	3,134,000	4,119,000	31.4%
Source: SCAG 2020 RTP/SCS 2045 Growth Forecasts.			

Employment

According to SCAG's 2020-2045 RTP/SCS, the number of jobs within the City is projected to increase from 21,400 jobs in 2016 to 23,000 jobs in 2045 (Table 5.11-5), which is an increase of over 7.5 percent, and an average of 1,600 jobs annually through the year 2045.

Table 5.11-5: SCAG Projected Employment Trends 2016-2045

	2016	2045	2016-2045 Increase
City of Paramount	21,400	23,000	1,600 (7.5%)
Los Angeles County	4,743,000	5,382,000	639,000 (13.5%)
Source: SCAG 2045 Growth Forecasts.			

In addition, the 2020 Census estimates that 61.8 percent of the City's residents that are over 16 years of age are in the labor force and have an average 28.7-minute commute. This is similar to Los Angeles County as a whole, where 60.5 percent of residents over 16 years old are in the labor force and the average commute time was 31.7 minutes.

Jobs – Housing Balance

The jobs-housing ratio is a general measure of the “balance” between the number of jobs and number of housing units within a geographic area, without regard to economic constraints or individual preferences. The ratio expresses quantitatively the relationship between the number of people working and number of dwelling units housing the people living in a given area. Additionally, a well-balanced ratio of jobs and housing reduces commuting trips because more employment opportunities are closer to residential areas. Such a reduction in vehicle trips lowers air pollutant emissions (including lower greenhouse gas emissions) and causes less congestion on area roadways and intersections. A major focus of SCAG's regional planning efforts has been to improve this balance. SCAG defines the jobs-housing balance as follows:

Jobs and housing are in balance when an area has enough employment opportunities for most of the people who live there and enough housing opportunities for most of the people who work there. The region as a whole is, by definition, balanced.... Job-rich subregions have ratios greater than the regional average; housing-rich subregions have ratios lower than the regional average. Ideally, job-housing balance would... assure not only a numerical match of jobs and housing but also an economic match in type of jobs and housing.

SCAG considers an area balanced when the jobs-housing ratio is 1.36; communities with more than 1.36 jobs per dwelling unit are considered jobs-rich; those with fewer than 1.36 are “housing rich,” meaning that more housing is provided than employment opportunities in the area (SCAG 2004).

As described above and shown in Table 5.11-6 below, the City currently has approximately 14,100 households and approximately 21,400 jobs (2022 State of California Employment Development Department Labor Force data), which results in a jobs-to-housing ratio of 1.52 jobs per household. SCAG projects a jobs-to-housing ratio of 1.59 in 2045, which indicates that employees would be commuting into the City for employment, and that additional housing would improve the jobs to housing balance within the City. The City is projected to have a higher percentage of jobs to households in comparison to the County, which is projected to have a jobs-to-housing ratio of 1.31 in 2045. Table 5.11-6 provides the projected jobs-to-housing ratios for the City and the County.

Table 5.11-6: Projected Jobs - Housing Balance in the City and County

	Year	Employment	Households	Jobs-Housing Ratio
City of Paramount	2016	21,400	14,100	1.52
	2045	23,000	14,500	1.59
Los Angeles County	2016	4,743,000	3,134,000	1.51
	2045	5,382,000	4,119,000	1.31
Source: SCAG 2020				

5.11.4 THRESHOLDS OF SIGNIFICANCE

Appendix G of CEQA Guidelines indicates that a project could have a significant effect if it were to:

- POP-1 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); or
- POP-2 Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere.

5.11.5 METHODOLOGY

CEQA Guidelines Section 15064(e) states that a social or economic change generally is not considered a significant effect on the environment unless the changes can be directly linked to a physical adverse change. Additionally, CEQA Guidelines Appendix G indicates that a project could have a significant effect if it would induce substantial unplanned population growth in an area, either directly (e.g., by proposing new homes and businesses) or indirectly (e.g., through extension of roads or other infrastructure). Therefore, population impacts are considered potentially significant if growth associated with a project would exceed projections for the area and if such an exceedance would have the potential to create a significant adverse physical change to the environment.

The methodology used to determine population, housing, and employment impacts includes data collection of population and housing trends, which was obtained from DOF, the General Plan, and SCAG. The determination of impacts is based on an analysis of the number of residents and employees anticipated at buildout of the proposed Project. The scale of population at buildout is then compared with growth forecasts for the project area. Growth is considered in the context of local and regional plans that include population projections for the City and the County. If projected growth within the Project area from implementation of the Project would exceed SCAG growth projections, the resulting growth would be considered “substantial,” and a significant impact would result.

5.11.6 ENVIRONMENTAL IMPACTS

IMPACT POP-1: THE PROJECT WOULD NOT INDUCE SUBSTANTIAL UNPLANNED POPULATION GROWTH IN AN AREA, EITHER DIRECTLY (FOR EXAMPLE, BY PROPOSING NEW HOMES AND BUSINESSES) OR INDIRECTLY (FOR EXAMPLE THROUGH THE EXTENSION OF ROADS OR OTHER INFRASTRUCTURE).

Less Than Significant Impact

The NPGSP provides for infill development and redevelopment within the NPGSP area. The development that would occur from buildout of the NPGSP is 5,044 dwelling units and 31,171 square feet of commercial and office space through 2045.

The City has an average of approximately 3.61 persons per household; however, this includes single-family residences which typically accommodate larger households and make up 57 percent of the City's housing stock. The residential units implemented by the Project would consist of apartment and townhome units within higher density or mixed-use development that would average smaller household sizes. Thus, the estimates of the number of residents from the NPGSP is conservative.

Table 5.11-7 shows that based on the projected net increase in development, and the estimates of 3.61 persons per household and one employee for every 500 square feet of non-residential space, buildout of the proposed NPGSP in 2045 would accommodate 18,209 residents and 62 employees.

Table 5.11-7: Increases in Residents and Employees from Buildout of the Proposed NPGSP Land Uses

	Projected Net Change at Buildout	Quantifier	Total
Residential	5,044 units	3.61 persons per household ¹	18,209 residents
Commercial/Office	31,171 SF	1 employee for every 500 SF ²	62 employees

¹California Department of Finance, E-5 Population and Housing Estimates for Cities, Counties, and the State, 2021.

As detailed on Section 3.9.3, *Proposed Specific Plan Buildout*, the projected net change from buildout of the NPGSP buildout year of 2045 was calculated by subtracting existing development of 1,707 residential units within the NPGSP area from the future maximum buildout under the proposed zoning. The estimated non-residential development was based on the existing vacancy rates, current unmet needs, projected future demand for applicable uses, and the largely residential development throughout the NPGSP area.

The increase in residential units is a conservative assumption, because it's likely that most redevelopment projects would not include maximum development capacity of the sites, and it is probable that most of the multi-family residences within mixed-use and infill developments would be smaller studio, one-bedroom, and two-bedroom units that would not house 3.61 persons. Therefore, these assumptions, while are consistent with the California Department of Finance data for the City, are conservative and likely overestimate the number of residents that would be generated by buildout of the proposed Project.

Population. As shown in Table 5.11-7, the proposed NPGSP is projected to result in a net population increase of 18,209 residents, which is a citywide increase of 34.3 percent over the 2021 estimated population of 53,009 residents. This is a growth of 13,718 more new residents in the City than projected by SCAG by the year 2045. Over the 25-year buildout period, this growth averages approximately 728 new residents and 2.5 new employees annually within the City. Additionally, the maximum allowable buildout equates to 1.0 percent of the County projected growth by 2045, based on the conservative assumption that all the new residences would have 3.61 persons per household. Thus, impacts related to population growth would be less than significant.

Housing. Assuming that the maximum number of residential units under the proposed zoning in the NPGSP area are developed, the 5,044 households would consist of a 33.6 percent increase of households citywide. This equates to 0.5 percent of the projected household growth in the County. While the growth at buildout of the proposed NPGSP would exceed the City's estimated population and household growth, it would be a 1.0 percent and 0.5 percent of the anticipated County's growth.

The NPGSP area is urban and largely developed. Future development pursuant to the NPGSP would consist of infill, mixed-use, and redevelopment projects that are market and need dependent. Development that would occur under the proposed NPGSP would help the City sustainability accommodate growth near the regional transit station as opposed to substantially increasing growth. The NPGSP approach to concentrate new development near transit is consistent with State policy aimed at meeting housing needs while reducing VMT and improving air quality. SCAG's Connect SoCal goals include focusing higher-density development in transit-rich areas. The NPGSP would provide more opportunities for affordable housing, encourage transit-oriented development, promote active transportation, improve access to transit, reduce VMT, and streamline the environmental review of future development projects, all of which are consistent with the guiding policies of Connect SoCal.

The residential development that would occur under the proposed Project would help to meet housing demands from projected employment growth in the City while maintaining a healthy vacancy rate. As described previously, the City has a limited (2.9%) residential unit vacancy rate, which provides limited choice in housing and higher rental costs from limited supply. The NPSP provides for higher density and

mixed-use residential developments that would accommodate the City's Regional Housing Need Assessment (RHNA), which includes 92 very low income residential units and 43 low income residential units by 2029. The NPGSP would promote the development of affordable housing units as developments in the area would be eligible for density bonus, transit-oriented, and other development incentives that reward development of affordable units.

Therefore, the NPGSP would not induce significant population growth in the City or the County and would serve to accommodate citywide and countywide growth in a sustainable manner that is consistent with State and regional land use and environmental policies. Therefore, the NPGSP would not induce unplanned population or housing growth, and impacts would be less than significant.

Non-Residential Development. Implementation of the NPGSP would result in long-term employment opportunities that would be generated from approximately 31,171 square feet of new retail commercial and new office uses. Based on an estimate of one employee for every 500 square feet of non-residential uses, the Project is estimated to result in approximately 62 job opportunities. As described in Table 5.11-5, SCAG projects an increase of 1,600 jobs in the City by 2045. The jobs provided through the NPGSP would accommodate 4 percent of the anticipated growth. Therefore, the Project would not induce unplanned business or employment growth.

Construction. Construction of projects that would occur as a result of the proposed NPGSP would include a need for construction labor. Due to the employment patterns of construction workers in Southern California, and the large market for construction labor in Los Angeles County, construction workers are not likely to relocate their households as a consequence of the job opportunities presented by construction projects in the NPGSP area. The construction industry differs from most other industry sectors in several important ways that are relevant to potential impacts on housing:

- There is no regular place of work. Construction workers commute to job sites that change many times in the course of a year. These often-lengthy daily commutes are made possible by the off-peak starting and ending times of the typical construction workday.
- Many construction workers are specialized (e.g., crane operators, steel workers, masons), and move from job site to job site as dictated by the demand for their skills.
- The work requirements of most construction projects are also specialized, and workers are employed on a job site only as long as their skills are needed to complete a particular phase of the construction process.

It is reasonable to assume that construction workers for developments that would occur pursuant to the proposed NPGSP would be drawn from the existing labor force in the surrounding area, and, because a typical construction worker would be employed at several different construction sites during any given year, would not relocate their households' places of residence as a consequence of working at a particular construction site in the City of Paramount. Therefore, construction-related employment that would be generated from implementation of the proposed NPGSP would not induce substantial unplanned and impacts would be less than significant.

Infrastructure. The Project provides a framework for development of a walkable, mixed-use environment around Paramount Boulevard, Rosecrans Avenue, and the West Santa Ana Branch (WSAB) light rail Station and WSAB Rail Corridor Bike Trail. The circulation improvements provided by the NPGSP do not provide accessibility in new areas that would result in additional growth; these improvements would enhance the existing circulation system to provide for multi-modal transportation to reduce VMT and provide transit accessibility. The NPGSP concluded that the water system infrastructure for potable and non-potable water mains and systems can accommodate existing demand and any future demands from development of the Project. Sewer system improvements would include replacement or upgrades of existing lines. The utility

improvements included in the Project improve existing aged infrastructure and improve service provision within the NPGSP area, and do not provide for development in new areas that would result in additional growth. Therefore, the proposed infrastructure improvements included in the NPGSP would not induce unplanned population growth either directly or indirectly that could cause substantial adverse physical changes in the environment, and impacts would be less than significant.

IMPACT POP-2: THE PROJECT WOULD NOT DISPLACE SUBSTANTIAL NUMBERS OF EXISTING PEOPLE OR HOUSING, NECESSITATING THE CONSTRUCTION OF REPLACEMENT HOUSING ELSEWHERE.

Less Than Significant Impact

The NPGSP is intended to facilitate housing development and preserve and enhance existing housing stock. The NPGSP at buildout would result in 5,044 new housing units. Thus, the availability of residential units would increase with the NPGSP. It is possible that a redevelopment project could temporarily reduce housing; however, a substantial displacement of people would not occur, and the need for additional new housing beyond the 5,044 units allowable by the proposed NPGSP would not occur. Therefore, impacts related to the displacement of housing and people would be less than significant.

5.11.7 CUMULATIVE IMPACTS

Less Than Significant Impact

The geographic context for an analysis of cumulative impacts would be Los Angeles County. The NPGSP would result in development of new land uses that would, in combination with other cumulative development in the area, increase population, housing, and employment in the County. However, SCAG's population, housing, and employment forecasts take into account all past, present, and reasonably foreseeable future development projects. Because the NPGSP is within SCAG growth forecasts for the County (accounting for 1.0 percent of the projected population growth and 0.5 percent of the household growth), cumulative development would not result in a significant cumulative impact to which the proposed NPGSP might contribute. Thus, cumulatively considerable impacts related to inducement of substantial growth would not occur.

5.11.8 EXISTING REGULATIONS

- SCAG Regional Housing Needs Allocation
- California Government Code Section 65300
- Government Code Sections 65580–65589

5.11.9 LEVEL OF SIGNIFICANCE BEFORE MITIGATION

Impact POP-1 and POP-2 would be less than significant.

5.11.10 MITIGATION MEASURES

No mitigation measures are required.

5.11.11 LEVEL OF SIGNIFICANCE AFTER MITIGATION

No significant unavoidable adverse impacts related to population and housing would occur.

REFERENCES

- California Department of Finance. E-5 Population and Housing Estimates for Cities, Counties, and the State, 2011-2021 with 2010 Census Benchmark (DOF 2021). Accessed: <http://www.dof.ca.gov/Forecasting/Demographics/Estimates/E-5/>.
- City of Paramount 2021-2029 Housing Element. Accessed: <https://www.paramountcity.com/home/showpublisheddocument/7538/637672282770400000>
- SCAG. 2020-2045 Regional Transportation Plan/ Sustainable Communities Strategy (SCAG 2020). Accessed: <https://www.connectsocal.org/Pages/Connect-SoCal-Final-Plan.aspx>.
- SCAG. 2019 Local Profile for City of Paramount. Accessed: https://scag.ca.gov/sites/main/files/file-attachments/paramount_localprofile.pdf?1606011206
- SCAG. Connect SoCal Demographics and Growth Forecast. Accessed: https://scag.ca.gov/sites/main/files/file-attachments/0903fconnectsocal_demographics-and-growth-forecast.pdf?1606001579
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- California Employment Development Department. *Labor Force and Unemployment Rate for Cities and Census Designated Places*. 2022. Accessed: <https://www.labormarketinfo.edd.ca.gov/data/labor-force-and-unemployment-for-cities-and-census-areas.html>.

5.12 Public Services and Recreation

5.12.1 INTRODUCTION

This section of the Draft EIR addresses impacts of the Project to public services and recreation, including fire protection and emergency services, police protection, school services, park and recreation services, and other public services, such as library services. This section addresses whether there are physical environmental effects of new or expanded public facilities that are necessary to maintain acceptable service levels. This section analyzes whether any physical changes resulting from a potential increase in service demands from Project implementation could result in significant adverse physical environmental effects. Thus, an increase in staffing associated with public services, or an increase in calls for services, would not by itself be considered a physical change in the environment. However, physical changes in the environment resulting from the construction of new facilities or an expansion of existing facilities to accommodate the increased staff or equipment needs resulting from the Project could constitute a significant impact. The analysis in this section is based, in part, on the following documents and resources:

- City of Paramount General Plan
- City of Paramount Municipal Code

5.12.2 REGULATORY SETTING

5.12.2.1 Federal Regulations

There are no federal regulations pertaining to public services that would be applicable to the Project.

5.12.2.2 State Regulations

California Building Code

The California Building Code (CBC) includes fire safety requirements, including the installation of sprinklers in all commercial and residential buildings; the establishment of fire resistance standards for fire doors, building materials, and particular types of construction; and the clearance of debris and vegetation within a prescribed distance from occupied structures in wildfire hazard areas.

California Fire Code

California Code of Regulations (CCR) Title 24, Part 9 (2016 California Fire Code) contains regulations relating to construction and maintenance of buildings, the use of premises, and the management of wildland-urban interface areas, among other issues. The California Fire Code is updated every 3 years by the California Building Standards Commission and was last updated in 2016 (adopted January 1, 2017).

The Fire Code sets forth regulations regarding building standards, fire protection and notification systems, fire protection devices such as fire extinguishers and smoke alarms, high-rise building standards, and fire suppression training. It contains regulations relating to construction, maintenance, and use of buildings. Topics addressed in the code also include fire department access, fire hydrants, automatic sprinkler systems, fire alarm systems, fire and explosion hazards safety, hazardous materials storage and use, provisions intended to protect and assist fire responders, industrial processes, and many other general and specialized fire-safety requirements for new and existing buildings and the surrounding premises. Development under the Project would be subject to applicable regulations of the California Fire Code.

California Government Code (Section 65995(b)) and Education Code (Section 17620)

California Senate Bill 50 (SB 50), which passed in 1998, amended California Government Code §65995.5 through §65998, which contains limitations on Education Code Section 17620. The statute authorizes school districts to assess development fees within school district boundaries. Government Code §65995(b)(3) requires the maximum square footage assessment for development to be increased every 2 years, according to inflation adjustments. Effective April 21, 2020, the maximum impact fees allowed by SB 50 are as follows:

- Residential construction: \$4.08 per square foot of assessable space.
- Commercial, industrial, and senior housing construction: \$0.66 per square foot of chargeable covered and enclosed space. (Government Code §65995, subd. (b)).

According to California Government Code §65995(3)(h), the payment of statutory fees is “deemed to be full and complete mitigation of the impacts of any legislative or adjudicative act, or both, involving, but not limited to, the planning, use, or development of real property, or any change in governmental organization or reorganization ... on the provision of adequate school facilities.” The school district is responsible for implementing the specific methods for mitigating school impacts under the Government Code.

California State Assembly Bill 2926: School Facilities Act of 1986

In 1986, AB 2926 was enacted to authorize the levy of statutory fees on new residential and commercial/industrial development to pay for school facilities. AB 2926 was expanded and revised in 1987 through the passage of AB 1600, which added Sections 66000 et seq. to the Government Code. Under this statute, payment of statutory fees by developers serves as CEQA mitigation to satisfy the impact of development on school facilities.

Mitigation Fee Act (California Government Code Sections 66000 et seq.)

Enacted as Assembly Bill (AB) 1600, the Mitigation Fee Act requires a local agency, such as the City of Paramount, to establish, increase, or impose an impact fee as a condition of development to identify the purpose of the fee and the use to which the fee is to be put. The agency must also demonstrate a reasonable relationship between the fee and the purpose for which it is charged, and between the fee and the type of development Project on which it is to be levied. This Act became enforceable on January 1, 1989 (California Legislative Information, 2019).

Quimby Act

The Quimby Act (California Government Code, §66477) was established by the California legislature in 1965 to develop new or rehabilitate existing neighborhood or community park or recreation facilities. This legislation was enacted in response to the need to provide parks and recreation facilities for California’s growing communities. The Quimby Act gives the legislative body of a city or county the authority, by ordinance, to require the dedication of land or payment of in-lieu fees, or a combination of both, for park and recreational purposes as a condition of approval of a tract map or parcel map.

5.12.2.3 Local Regulations**Los Angeles County Library Facilities Mitigation Fees**

Los Angeles County applies a library facilities mitigation fee to new residential developments in the unincorporated areas. This fee is intended to mitigate the significant adverse impacts of increased residential development on the Los Angeles County Library System. The library facilities mitigation fee is based on the

estimated cost of providing the projected library facility needs in each library planning area. There are seven library planning areas.

The NPGSP area is located in the Southeast Library planning area. The mitigation fee for each planning area is reviewed annually by the Los Angeles County Librarian in consultation with the Los Angeles County Auditor-Controller. All library facilities mitigation fees received by Los Angeles County are deposited into a special library capital facilities fund (one for each library planning area) and expended solely for the purposes for which the fees were collected.

City of Paramount General Plan

Health and Safety Element (Fire Protection)

Policy 15. The City of Paramount will strive to protect life and property from fire damage.

Policy 16. The City of Paramount will work to reduce fire danger.

Policy 17. The City of Paramount will continue to provide efficient fire protection services.

Policy 18. The City of Paramount will continue code enforcement efforts as a means to reduce fire hazards often associated with older buildings.

Resource Management Element (Parks)

Policy 4. The City of Paramount will require new larger residential developments to provide sufficient open space (including pedestrian and bicycle linkages) to meet the local need.

Policy 7. The City of Paramount will maintain a recreation program that is responsive to the interests and needs of the City.

Policy 13. The City of Paramount will continue to collect park fees from all new residential development.

Policy 15. The City of Paramount will seek to establish a comprehensive bikeway and pedestrian trail system for the City.

Policy 16. The City of Paramount will seek to develop connections to park facilities and trails through the use of power line/rail line easements.

City of Paramount Municipal Code

Municipal Code Section 16.24.060 Regulations for payment of park fees for new residential dwelling units. As a condition of approval of a building permit for a new residential dwelling unit in an R-M (Multiple-Family Residential) zone, the subdivider or developer shall pay a fee for park or recreational purposes that is based on the ratio of 2 acres per 1,000 population.

5.12.3 ENVIRONMENTAL SETTING

Fire Services

The City of Paramount contracts with the Los Angeles County Fire Department for fire protection and prevention services in the City. The City of Paramount is served by two fire stations. Station 31, located at 7521 East Somerset Boulevard, (1.7 driving miles southwest of the center of the NPGSP area) and has two fire engines and one paramedic squad.

Station 57 is located at 5720 Gardendale Street in South Gate (1.5 driving miles northwest of the center of the NPGSP area) and has one fire engine. Station 57 had an operational response time average of 4 minutes and 51 seconds to structure fires and a response time of 5 minutes and 58 seconds to critical calls in 2021.

Station 31 and Station 57 both serve the NPGSP area. The County Fire Department provides fire suppression, emergency medical services (paramedic and non-paramedic), ambulance services, hazardous materials (HAZMAT) response, arson investigation, technical rescue, rescue operations, and hazard abatement.

The Los Angeles County Fire Department uses the national guideline of a 5-minute response time for basic life support in urban areas and an 8-minute response time for advanced life support in urban areas.

Law Enforcement Services

Law enforcement services in the City, including the NPGSP area, are provided by the Los Angeles County Sheriff's Department that has 42 personnel assigned to the City including patrol deputies, a detective team, and a deputy district attorney. At the estimated population of 53,009 in 2021, the ratio of existing Sheriff's Department personnel per 1,000 residents is 0.79.

The City is served by the Lakewood Station located at 5130 Clark Avenue (5.5 driving miles south of the center of the NPGSP area) and by a substation located near the intersection of Paramount and Somerset Boulevards (0.7 miles south of the center of the NPGSP area). LASD maintains other locations throughout Los Angeles County where it houses other divisions that support the Lakewood Sheriff's Station.

On average, there are six deputies assigned to answer calls for service in Paramount that are supplemented by Special Assignment Officers and Community Service Officers. Deputies take reports for crimes that have been committed or respond to crimes that are being committed, and deputies on motorcycles who are assigned to enforce traffic violations. On average, Paramount has 19 sworn officers working the early morning/day shifts, 14 sworn officers working during the evening/night shift, and 9 sworn officers assigned to work day/night shifts.

The City's website describes that crime within the City dropped by 1% during 2020 to the lowest level it has been since 1973; and that over the last 20 years, the decline has been 39%. In addition, in 2019 the average emergency response time for the Sheriff's Department in the City of Paramount was 3.2 minutes.

Park Services

Existing parks within the City include 10 parks for a total of approximately 51.94 acres. At the estimated population of 53,009 in 2021, the ratio of existing parkland acres per 1,000 residents is 0.9. Table 5.12-1 provides a list of the existing City parks, their distance from the NPGSP area, and the facility details.

Table 5.12-1: Existing Parks within the City

Park Name	Location	Distance from NPGSP Area	Park Size (acres)	Park Details
All-American Park	13330 Orizaba Ave.	Within 0.5 mile	6.78	Multi-purpose field, picnic area, playground, restrooms, stream/pond.
Garfield Park	14751 Garfield Ave.	0.9 mile	0.79	Picnic/barbecue area, playground.

Park Name	Location	Distance from NPGSP Area	Park Size (acres)	Park Details
Meadows Park	15753 Gundry Ave.	1.9 miles	0.65	Picnic shelters, playground.
Paramount Park	14400 Paramount Blvd.	Within 0.5 mile	8.04	2 playgrounds, futsal courts, gymnasium, lighted baseball diamond, lighted basketball court, picnic shelters/barbecues, restrooms, walking path.
Pequeno Park	13931 Downey Ave.	Within 0.5 mile	0.11	Playground.
Progress Park	15500 Downey Ave.	1.3 miles	7.32	2 community centers, 2 playgrounds, basketball courts, lighted baseball diamonds, picnic/barbecue area, restrooms.
Ralph C. Dills Park	6500 San Juan St.	1.7 miles	12.6	Exercise stations, nature trail, picnic area, playground, restrooms, walking/jogging path.
Salud Park	7167 Somerset Blvd	1.3 miles	9.17	Outdoor exercise stations, rubberized walking/running track, sand volleyball court, synthetic multi-purpose field, walking path.
Spane Park	14400 Gundry Ave.	1.1 miles	4.21	Fishing pond, learning center, lighted baseball diamonds, lighted basketball court, outdoor amphitheater, picnic area, playground, restrooms.
Village Park	7718 Somerset Blvd.	0.8 miles	2.0	12,500 sq. ft. skate park, lighted basketball court, picnic area, playground, restrooms.
Orange Splash Pad	14618 Orange Ave.	1.3 miles	0.27	Pools, splash pad (open summers only).
Total			51.94 Acres	

Source: <https://www.paramountcity.com/government/community-services-recreation-department/parks/parks>

School Services

The City is served by the Paramount Unified School District (PUSD), which serves kindergarten through twelfth grades and overall consists of nine elementary schools, two intermediate schools, one high school, a continuation school, and an adult education school. The NPGSP area is primarily served by the Roosevelt Elementary School, at 13451 Merkel Avenue (approximately 0.2 miles from the NPGSP area), Paramount Park Middle School at 14608 Paramount Boulevard (approximately 0.2 miles from the NPGSP area), and Paramount High School at 14429 Downey Avenue (approximately 0.19 miles from the NPGSP area).

Other Public Services

Other governmental services include a variety of public and quasi-public services including libraries, medical clinics, urgent care facilities, hospitals, social service centers, senior centers, and other facilities. Additionally, the City also contracts with Los Angeles County for public service including the Paramount Library located at 16254 Colorado Avenue in the City of Paramount, approximately 1.2 miles south of the NPGSP area.

5.12.4 THRESHOLDS OF SIGNIFICANCE

Appendix G of CEQA Guidelines indicates that a project could have a significant effect if it were to 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, to maintain acceptable service ratios, response times or other performance objectives for any of the public services:

- PS-1 – Fire protection
- PS-2 – Police protection
- PS-3 – Schools
- PS-4 – Parks
- PS-5 – Other public facilities

In addition, Appendix G of the CEQA Guidelines indicates that a project could have a significant effect if the project would:

- REC-1 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.
- REC-2 Include recreational facilities or requires the construction or expansion of recreational facilities which might have an adverse physical effect on the environment.

5.12.5 METHODOLOGY

The evaluation of impacts to public services is based on whether the existing public service can meet the demands of the buildout of the NPGSP, based on established thresholds, including maintaining acceptable service ratios, staffing levels, adequate equipment, response times, and other performance objectives or if buildout of the NPGSP results in the need for new or the expansion of existing government services and facilities, including fire and police stations, schools, parks, and other public facilities.

Impacts are considered significant if implementation of the proposed Project would result in inadequate staffing levels, response times, and/or increased demand for services that would require the construction or expansion of new or altered facilities that might have an adverse physical effect on the environment. For example, for fire services, a significant impact could occur if the Project generated the need for additional personnel or equipment that could not be accommodated within the existing stations and would require the construction of a new station or an expansion of an existing station that could have an adverse physical impact on the environment.

The need for, or deficiency in, adequate fire and emergency response services in and of itself is not a CEQA impact, but a social or economic impact (*City of Hayward v Board of Trustees* (2015) 242 Cal. App 4th 833, 843). To the extent that the proposed plan result in the construction of new facilities or additions to existing facilities and the impact from that construction results in a potential impact to the environment, that is a CEQA impact that is assessed in this EIR.

Regarding potential recreation impacts, the analysis considers the increase in use of parks and recreation facilities that would result from the increased development intensity, along with the ability of existing park and recreation facilities to accommodate the increased use. The analysis considers whether an increase in use would result in the substantial physical deterioration of existing recreational facilities, such as accelerated wear on sports facilities and fields, or in the need for new or expanded facilities that could result in a potential impact to the environment.

5.12.6 ENVIRONMENTAL IMPACTS

IMPACT PS-1: THE PROJECT WOULD NOT RESULT IN SUBSTANTIAL ADVERSE PHYSICAL IMPACTS ASSOCIATED WITH FIRE PROTECTION SERVICES OR THE PROVISION OF NEW OR PHYSICALLY ALTERED FIRE STATION FACILITIES.

Less than Significant Impact

Buildout of the Specific Plan area pursuant to the NPGSP would increase the demand for fire protection and emergency medical services due to the increase in people and structures in the NPGSP area. Development pursuant to the NPGSP would often consist of demolition of old structures and development of new buildings, which would improve the existing fire safety and emergency access. The new structures would be required to be installed with fire extinguishers, wet and dry sprinkler systems, pre-action sprinkler systems, fire alarm systems, fire pumps, backflow devices, and clean agent waterless fire suppression systems pursuant to the California Fire Code adopted under Section 8.08.010 of the Municipal Code. As part of development of new structures in the NPGSP area, access to each project site would be reviewed by City planning and the Los Angeles County Fire Department to ensure that adequate access for fire trucks and emergency vehicles.

The increase of residents and buildings would be gradually in response to market conditions and permits for development and would be implemented through 2045. The Los Angeles County Fire Department would add staff and equipment to the existing stations on an as-needed basis in order to accommodate the increased demands. Because there are two existing County fire stations within 1.7 miles of the NPGSP, and the anticipated infill development from the NPGSP would locate the new development within the already served area, the increase in fire department staffing and equipment required to serve the buildout of the NPGSP would be accommodated by the existing fire stations, and new or physically altered fire protection facilities would not be required to serve the buildout of the NPGSP. Thus, physical impacts to the environment related to the development of or expansion of fire department facilities would not occur, and impacts would be less than significant.

In addition, development impact fees would serve to ensure the maintenance and improvement of existing facilities as needed. The fees collected by the City would ensure the level of fire protection services are maintained and can be applied to the purchase of equipment, maintenance of existing facilities, and the construction of new facilities as needed.

IMPACT PS-2 THE PROJECT WOULD NOT RESULT IN SUBSTANTIAL ADVERSE PHYSICAL IMPACTS ASSOCIATED WITH POLICE SERVICES OR THE PROVISION OF NEW OR PHYSICALLY ALTERED POLICE FACILITIES.

Less than Significant Impact

Construction. As part of site-specific development permitted by the NPGSP, varying amounts of construction equipment and materials would be stored on construction sites during non-working hours, creating a potential target for theft and vandalism. The result could be calls for service to the Sheriff's Department. Because the NPGSP area is already developed with urban uses, future construction sites would replace existing developed uses. It is unlikely that the number of calls for police service to the construction sites would be substantially greater than the number of calls for service to existing uses current on such future construction sites. Therefore, construction activities related to buildout of the NPGSP would not require a substantial increase in policing services that would require construction of a new or expanded Sheriff's station. Thus, impacts would be less than significant.

Operation. As described in Section 5.11, *Population and Housing*, buildout of the NPGSP would result in 5,044 residential units with a population of 18,209 residents. In addition, the proposed NPGSP is anticipated

to generate a net increase of approximately 62 employees within the NPGSP area. This increase in development and persons within the NPGSP area would result in additional calls for police services.

The number of calls handled per year is anticipated to increase incrementally as site-specific developments within the NPGSP areas are constructed and occupied. To maintain the current ratio of 0.79 sworn officers per 1,000 residents, which is assumed to provide the same level of existing police services, the City would need 14 new officers by buildout of the NPGSP, which is anticipated to occur over a 25-year timeframe.

Based on its ongoing practice, the City would coordinate with the Sheriff's Department to add staff and equipment on an annual basis in order to accommodate this incrementally increasing service demand. However, buildout of the proposed NPGSP would not result in or require development of new or expansion of existing Sheriff Department facilities. The additional sworn officers would generally be in vehicles and out in the field providing services, and the additional officers would be divided by shifts and not working concurrently. Thus, the additional officers needed by buildout of the NPGSP would be accommodated by the existing Sheriff's facilities. The need for new or physically altered facilities, and physical environmental impacts related to the provision of those new or expanded police facilities, would not occur. Impacts related to police services would be less than significant.

In addition, development impact fees collected by the City provide funding to maintain the level of police protection services to the purchase of equipment, maintenance of existing facilities, and the construction of new facilities as needed.

IMPACT PS-3 THE PROJECT WOULD NOT RESULT IN SUBSTANTIAL ADVERSE PHYSICAL IMPACTS ASSOCIATED WITH SCHOOL SERVICES OR THE PROVISION OF NEW OR PHYSICALLY ALTERED SCHOOL FACILITIES?

Less than Significant Impact

The NPGSP is located within the Paramount Unified School District and is served by the Roosevelt Elementary School, Paramount Middle School, and Paramount High School. Table 5.12-1 lists the current enrollment and student capacity of each school. As shown the elementary school is almost at capacity, the middle school has additional capacity, and the high school is currently over capacity.

Table 5.12-2: School Capacity

School	Capacity	2021-2022 Enrollment	Existing Remaining Capacity
Roosevelt Elementary	578	564	14
Paramount Middle School	739	646	93
Paramount High School	3,558	3,948	-390

Source: <https://dq.cde.ca.gov/dataquest/>

Buildout of the NPGSP would generate 5,044 new residential units incrementally throughout the proposed 25-year buildout period. This would result in additional students in the NPGSP area and would result in an increased need for school facilities that would occur incrementally. Based on the Los Angeles Unified School District student generation factors (LAUSD March 2022), as current Paramount Unified School District generation rates were not available, of 0.3711 students per household, buildout of the NPGSP would result in approximately 1,872 students.

However, pursuant to Government Code Section 65995 et seq., the need for additional school facilities is addressed through compliance with school impact fee assessment. SB 50 sets forth a state school facilities construction program that includes restrictions on a local jurisdiction's ability to condition a project on mitigation of a project's impacts on school facilities in excess of fees set forth in the Government Code. These fees are collected by school districts at the time of issuance of building permits for development projects.

Pursuant to Government Code Section 65995 applicants shall pay developer fees to the appropriate school districts at the time building permits are issued; and payment of the adopted fees provides full and complete mitigation of school impacts. As a result, impacts related to school facilities would be less than significant with the Government Code required fee payments that would be verified during the building permitting process.

IMPACT PS-4 THE PROJECT WOULD NOT RESULT IN SUBSTANTIAL ADVERSE PHYSICAL IMPACTS ASSOCIATED WITH PARK AND RECREATIONAL SERVICES OR THE PROVISION OF NEW OR PHYSICALLY ALTERED PARK FACILITIES?

Less than Significant Impact

Implementation of the NPGSP would provide for increased density and intensity of existing land uses, which would result in a buildout of 5,044 new residential units incrementally throughout the proposed 25-year buildout period. This would result in an estimated 18,209 additional residents in the NPGSP area. This population increase would result in an increased use of City parks and recreational facilities that would occur incrementally. However, with implementation of the NPGSP, development standards would require common open space to be included in residential developments to offset the additional use of existing park facilities by new residents. These standards dictate that common open space be provided for residential unit. The open space can be provided in various areas onsite, including rooftops.

Also, in accordance with the Quimby Act, a jurisdiction may establish a parkland dedication standard based on its existing parkland ratio, provided required dedications do not exceed 5 acres per 1,000 persons. The City's parkland dedication requirements of 2 acres per 1,000 residents (per Municipal Code Section 16.24.060) is consistent with the Quimby Act. Based on this requirement, the population increase of 18,209 residents from buildout of the NPGSP would generate a dedication requirement for 36.4 acres of parkland.

To provide for this additional parkland and maintain and improve the existing parkland in the City, developments within the NPGSP area would be required to pay the applicable development impact fee pursuant to the City's Municipal Code (16.24.060). Following payment of in-lieu fees and/or dedication of additional parkland facilities as part of each individual development project proposed in the NPGSP, which would be implemented through the development permitting process, impacts to adverse physical impacts associated with park and recreation services and the need for new facilities, would be reduced to a less than significant level.

IMPACT PS-5 THE PROJECT WOULD NOT RESULT IN SUBSTANTIAL ADVERSE PHYSICAL IMPACTS ASSOCIATED WITH OTHER GOVERNMENT SERVICES OR THE PROVISION OF NEW OR PHYSICALLY ALTERED PUBLIC FACILITIES.

Less than Significant Impact

The addition of 18,209 new residents within the NPGSP area over the next 25 years would increase demand for library services and facilities. However, most of the residential units would be equipped with internet access that provides access to many of the same resources provided by the library and thereby limit the increased demand for library services and resources. Thus, the existing Paramount Library would be able to accommodate the increased demand from the addition of new residents to the NPGSP area.

Buildout of the NPGSP would not require the construction of new or the expansion of existing government services or facilities. The NPGSP would contribute to the incremental demand for expanded other government services and facilities, including, community recreation centers, public health facilities, and/or animal shelters. However, the buildout of the NPGSP would generate new tax revenues that would contribute to and supplement existing revenue sources for the maintenance and enhancement of these facilities.

Therefore, the NPGSP would not require the construction of new or modified public facilities and impacts would be less than significant.

IMPACT REC-1 THE PROJECT WOULD NOT RESULT IN INCREASE IN THE USE OF EXISTING NEIGHBORHOOD AND REGIONAL PARKS OR OTHER RECREATIONAL FACILITIES SUCH THAT SUBSTANTIAL PHYSICAL DETERIORATION OF THE FACILITY WOULD OCCUR OR BE ACCELERATED.

Less than Significant Impact

As detailed in the discussion regarding Impact PS-4, the addition of 18,209 new residents through development of 5,044 residential units within the NPGSP area over the next 25 years would increase demand for parks and recreation facilities. However, existing development standards require common open space to be included as a part of residential developments to offset the additional use of existing park and recreation facilities by new residents. Also, the City's parkland dedication requirements of 2 acres per 1,000 residents (per Municipal Code Section 16.24.060) is consistent with the Quimby Act; and would generate a requirement to provide for an additional 36.4 acres of parkland. To provide for this additional parkland and maintain and improve the existing parkland in the City, such that substantial physical deterioration of the facilities does not occur, developments within the NPGSP area would be required to pay the applicable development impact fee pursuant to the City's Municipal Code (Section 16.24.060). Following payment of in-lieu fees and/or dedication of additional parkland/recreation facilities as part of each individual development project proposed in the NPGSP, which would be implemented through the development permitting process, impacts to recreational resources, including the physical deterioration of existing facilities, would be reduced to a less than significant level.

IMPACT REC-2 THE PROJECT WOULD NOT INCLUDE RECREATIONAL FACILITIES OR REQUIRE THE CONSTRUCTION OR EXPANSION OF RECREATIONAL FACILITIES WHICH MIGHT HAVE AN ADVERSE PHYSICAL EFFECT ON THE ENVIRONMENT.

Less than Significant Impact

The proposed NPGSP would not result in construction of new neighborhood or regional parks. However, future individual residential development projects that would occur pursuant to the NPGSP would include private onsite park and/or recreation facilities. All physical environmental effects from construction of future development, whether or not such site-specific development includes private park and/or recreational facilities, have been analyzed in all technical sections of this EIR. For example, activities such as excavation, grading, and construction as required for accessory park and open space areas within a residential development project in the NPGSP would result in impacts that are analyzed in the Air Quality, Greenhouse Gas Emissions, Noise, and Transportation evaluations. Therefore, construction of recreation-related facilities has been analyzed in this EIR and would be adequately mitigated either through implementation of code requirements and/or mitigation measures contained within Chapter 5 of this EIR. As a result, impacts would be less than significant.

5.12.7 CUMULATIVE IMPACTS

The geographic context for public services is the City of Paramount and the area that is served by the Paramount Unified School District. As described previously, implementation of the NPGSP would incrementally increase the City's population and demand for public services. Cumulative development would contribute to an increase in calls for police and fire service, additional students attending the schools, and a need for additional park and recreational facilities.

With implementation of the City's normal development review and permitting procedures, and building and fire code requirements, cumulative impacts related to fire protection and police protection would be less than significant. Under California Government Code Sections 65995(b), payment of school impact fees is deemed to be full and complete mitigation. Therefore, cumulative impacts related to schools would be less than significant. The cumulative increased need for parks and recreational facilities would be met through Municipal Code-required onsite useable open space and recreational facilities in new residential developments and payment of development impact fees pursuant to the Quimby Act/Municipal Code for provision of new public facilities and maintenance of existing public facilities. As a result, cumulative impacts related to parks and recreational facilities would also be less than significant.

5.12.8 EXISTING REGULATIONS

State

- California Government Code (Section 65995(b)) and Education Code (Section 17620)
- California State Assembly Bill 2926: School Facilities Act of 1986
- Mitigation Fee Act (California Government Code Sections 66000 et seq.)
- The Quimby Act (California Government Code §66477)
- California Government Code: Sections 53080 and 65970

Local

- City of Paramount Municipal Code 16.24.060, payment of park fees for new residential dwelling units.

5.12.9 LEVEL OF SIGNIFICANCE BEFORE MITIGATION

Upon implementation of regulatory requirements impacts would be less than significant.

5.12.10 MITIGATION MEASURES

No mitigation measures are required.

5.12.11 LEVELS OF SIGNIFICANCE AFTER MITIGATION

Compliance with regulatory programs would reduce potential impacts related to public services to a less than significant level. No significant unavoidable adverse impacts would occur.

REFERENCES

City of Paramount, Final Paramount General Plan.

City of Paramount. *Paramount California Municipal Code*. 2022. <http://qcode.us/codes/paramount/>.

City of Paramount. *Community Services Department, Parks*. 2022. Accessed: <https://www.paramountcity.com/government/community-services-recreation-department/parks/parks>.

City of Paramount Police Services. Accessed: <https://www.paramountcity.com/residents/public-safety>

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Los Angeles Unified School District 2022 Developer Fee Justification Study, March 2022. Accessed:
<https://achieve.lausd.net/cms/lib/CA01000043/Centricity/Domain/921/2022%20Developer%20Fee%20Justification%20Study%20for%20Los%20Angeles%20Unified%20School%20District.pdf>

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5.13 Transportation

5.13.1 INTRODUCTION

This section addresses potential transportation impacts that may result from implementation of the Specific Plan. The following discussion addresses the existing transportation conditions in the Project area, identifies applicable regulations, identifies and analyzes environmental impacts. This analysis has been prepared in accordance with CEQA requirements to evaluate potential transportation impacts based on vehicle miles traveled (VMT). The analysis in this section is based on the following resources:

- City of Paramount General Plan
- City of Paramount Municipal Code
- City of Paramount CEQA Assessment VMT Analysis Guidelines
- Vehicle Miles Traveled (VMT) Screening Analysis, included as Appendix I

Transportation Terminology

Various transportation terms are utilized in this EIR analysis and are summarized as follows.

Class 1 Bikeway: a paved route not on a street or roadway and expressly reserved for bicycles. Bike paths may parallel roads but typically are separated from them.

Class 2 Bikeway: a corridor expressly reserved by markings for bicycles, existing on a street or roadway in addition to any lanes for use by motorized vehicles.

Class 3 Bikeway: a facility shared with motorists and identified by signs or pavement marking symbols. A bike route does not have lane stripes.

Peak Hour: the one-hour period between 7:00 and 9:00 AM and 4:00 and 6:00 PM that experiences the heaviest amount of traffic on a given intersection, freeway interchange, or freeway mainline segment.

Right-of-Way: an alignment dedicated to use by the public for pedestrian and vehicular travel. A right-of-way may include, but is not limited to, a street, sidewalk, curb, and gutter. A right-of-way may be a crossing, intersection, parkway, median, highway, alley, lane, mall, court, way, avenue, boulevard, road, roadway, railway, viaduct, subway, tunnel, bridge, thoroughfare, park square, or other similar public way.

Transportation Priority Area is an area located within a one-half mile of an existing or planned “major transit stop” or an existing stop along a “high quality transit corridor.” Per Public Resources Code, § 21064.3, “‘Major transit stop’ means a site containing an existing rail transit station, a ferry terminal served by either a bus or rail transit service, or the intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods.” Per Public Resources Code, § 21155, a high-quality transit corridor means a “corridor with fixed route bus service with service intervals no longer than 15 minutes during peak commute hours.”

Trip: a one-way journey that proceeds from an origin to a destination via a single mode of transportation and is the smallest unit of movement considered in transportation studies. Each trip has one “production end” (origin) and one “attraction end” (destination).

Vehicle Miles Traveled (VMT): refers to the average daily number of automobile trips and distance of automobile travel associated with a specified geographic area based on the following formula: Number of trips x average distance (in miles) per trip = vehicle miles traveled (VMT)

5.13.2 REGULATORY SETTING

5.13.2.1 State Regulations

Senate Bill 743

On September 27, 2013, Senate Bill (SB) 743 was signed into state law. The California legislature found that with the adoption of the Sustainable Communities and Climate Protection Act of 2008 (SB 375), the state had signaled its commitment to encourage land use and transportation planning decisions and investments that reduce vehicle miles traveled (VMT) and thereby contribute to the reduction of greenhouse gas (GHG) emissions, as required by the California Global Warming Solutions Act of 2006 (AB 32).

SB 743 requires the California Governor's Office of Planning and Research to amend the CEQA Guidelines to provide an alternative to level of service (LOS) as the metric for evaluating transportation impacts under CEQA. Particularly within areas served by transit, SB 743 requires the alternative criteria to promote the reduction of greenhouse gas emissions, development of multi-modal transportation networks, and diversity of land uses. The alternative metric for transportation impacts detailed in the CEQA Guidelines is VMT. Jurisdictions had until July 1, 2020 to adopt and begin implementing VMT thresholds for traffic analysis.

5.13.2.2 Regional Regulations

Regional Transportation Plan/Sustainable Communities Strategy

The Southern California Association of Governments (SCAG) is the designated metropolitan planning organization for six Southern California counties (Ventura, Los Angeles, San Bernardino, Riverside, Orange, and Imperial). As the designated metropolitan planning organization, SCAG is mandated by the federal and state governments to prepare plans for regional transportation and air quality conformity. The most recent plan adopted by SCAG is the 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), also known as Connect SoCal, which was adopted in September 2020. The RTP/SCS integrates transportation planning with economic development and sustainability planning and aims to comply with state GHG emissions reduction goals, such as SB 375. With respect to transportation infrastructure, SCAG anticipates in the RTP/SCS that the six-county region will have to accommodate 22.5 million residents by 2045 while also meeting the GHG emissions reduction targets set by the California Air Resources Board. SCAG is empowered by state law to assess regional housing needs and provide a specific allocation of housing needs for all economic segments of the community for each of the region's counties and cities. In addition, SCAG has taken on the role of planning for regional growth management.

5.13.2.3 Local Regulations

City of Paramount General Plan

Transportation Element

- Policy 1. The City of Paramount will increase the efficiency of the local street system by reducing the conflicts associated with through traffic.
- Policy 2. The City of Paramount will close selected local streets along major arterials to improve through circulation and to eliminate through traffic impacts on local streets.
- Policy 3. The City of Paramount will continue to develop and enhance the existing streets and intersections in the City.

- Policy 4. The City of Paramount will continue to develop and implement a designated system of truck routes as a means to keep industrial traffic out of residential neighborhoods.
- Policy 9. The City of Paramount will continue to support the maintenance and expansion of the existing public transit system.
- 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.

Resource Management Element

- Policy 15. The City of Paramount will seek to establish a comprehensive bikeway and pedestrian trail system for the City.

5.13.3 ENVIRONMENTAL SETTING

Major Roadways

Regional access to the NPGSP area is provided by Interstate 105 (I-105), which is an east-west freeway between the Los Angeles International Airport and the City of Norwalk. It has four general-purpose lanes and one high-occupancy vehicle lane in the vicinity of the Project and runs along the northern boundary of the NPGSP area. In addition, the I-710 is a north-south freeway that extends from Long Beach to Alhambra. It has five general-purpose lanes in the vicinity of the City and runs along the western boundary of the City.

Local access to the NPGSP area from the south is provided by Rosecrans Avenue, which is an east-west major arterial and has interchanges with I-710 to the west and I-605 to the east. Rosecrans Avenue is designated a City of Paramount truck route from the west city limits to Century Boulevard.

Century Boulevard runs southeast-northwest along the northern boundary of the NPGSP area. Paramount Boulevard is a north-south major arterial that runs through the center of the NPGSP area, connecting the I-105 and SR-91 freeways. Local circulation is via a grid network of smaller arterial and local streets with Paramount Boulevard, Century Boulevard, and Rosecrans Avenue providing connections to nearby freeways and regional destinations. The major streets and most of the local streets have sidewalks on both sides of each street although bicycle lanes are limited in the area.

Existing Transit Services

Bus service within and near the NPGSP area is provided by Long Beach Transit and Los Angeles Metro. The Metro bus routes are Line 125 (running east/west along Rosecrans Avenue) and Line 265 (running north/south along Paramount Boulevard). Long Beach Transit bus routes are Line 21 (running north/south along Garfield Avenue) and Line 71 (running east/west along Rosecrans Ave). At the north end of Line 21 (at Garfield Avenue and Rosecrans Avenue), this line splits into Line 21A operating in a clockwise loop on Rosecrans Avenue, Paramount Boulevard and Alondra Boulevard and Line 21B operating in a counter-clockwise direction along the same streets. Line 21 trips that operate in early morning and night do not make a loop and stay on Garfield Avenue. These bus lines provide connectivity to several regional destinations and rail stations/lines. The routes and schedule are listed in Table 5.13-1.

Table 5.13-1: Existing Bus Service

Bus Route	Weekday		Weekend		Travel Route
	Hours of Operation	Frequency	Hours of Operation	Frequency	
Metro 125	6:00 a.m. to 9:30 p.m.	Frequency: Varies (30 to 60 minutes)	6:00 a.m. to 9:00 p.m.	Frequency: Varies (30 to 60 minutes)	Norwalk Station (Green Line); Compton Station / Martin Luther King, Jr Transit Center (Metro Rail A Line - Blue); Rosecrans Station; Douglas Station; Plaza El Segundo
Metro 265	5:20 a.m. to 8:30 p.m.	Frequency: Varies (30 to 60 minutes)	7:30 a.m. to 7:30 p.m.	Frequency: 60 minutes	Pico Rivera Plaza and Towne Center; Lakewood Blvd Green Line Station; Kindred Hospital; Lakewood Center Mall
LBT 212	5:00 a.m. to 10:30 p.m.	Frequency: 60 minutes	6:35 a.m. to 10:35 p.m.	Frequency: 90 minutes	Between Transit Gallery and Rosecrans at Garfield
LBT 23	5:40 a.m. to 9:30 p.m.	Frequency: 30 minutes	5:00 a.m. to 10:30 p.m.	Frequency: 90 minutes	Between Transit Gallery and Garfield at Petrol
LBT 712	6:00 a.m. to 7:15 p.m.	Frequency: Varies (about 45 minutes)	5:00 a.m. to 10:30 p.m.	Frequency: 30-60 minutes	Between Transit Gallery and Paramount Walmart

Source: <https://ridelbt.com/>

Existing Bicycle and Pedestrian Facilities

There is a relatively complete network of sidewalks within the project study area; however, the width and condition of sidewalks varies throughout the NPGSP area. Along most corridors, there are often sidewalk obstructions including power poles, signs, fire hydrants, and other miscellaneous items. Sidewalks with less than four feet of clear space and obstructions would not be accessible per the American Disability Act (ADA). Additionally, many of the sidewalks within residential areas include a parkway area that includes street trees. Parkway areas are also located along major arterials. In many locations the sidewalks do not have ADA-compliant curb ramps, and in a few location curb ramps are missing altogether. In the NPGSP area as well as the larger Paramount area, bicycle facilities are limited whereby there are some bike racks but there are no bike lanes. Bicyclists primarily use the sidewalks and roadway travel lanes.

5.13.4 THRESHOLDS OF SIGNIFICANCE

Appendix G of CEQA Guidelines indicates that a project could have a significant effect if it were to:

- TR-1 Conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities;
- TR-2 Conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b);
- TR-3 Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment); or
- TR-4 Result in inadequate emergency access.

Vehicle Miles Traveled Significance Criteria

CEQA Guidelines §15064.3(b)(1) provides that for land use projects:

VTM traveled exceeding an applicable threshold of significance may indicate a significant impact. Generally, projects within 0.5 mile of either an existing major transit stop or a stop along an existing high quality transit corridor should be presumed to cause a less than significant transportation impact. Projects that decrease vehicle miles traveled in the project area compared to existing conditions should be presumed to have a less than significant transportation impact.

The City of Paramount estimates VMT impacts using the Los Angeles County Public Works Transportation Impact Analysis Guidelines which state impact thresholds and screening thresholds to determine if projects would require a VMT analysis. The County's Guidelines provide criteria for projects that would be considered to have a less than significant impact on VMT and therefore could be screened out from further analysis. If a project meets one of the following screening criteria, then the VMT impact of the project is considered less than significant and no further analysis of VMT would be required: 1. Non-retail project trip generation screening criteria; 2. Retail project site plan screening criteria; 3. Proximity to transit-based screening criteria; and 4. Residential land use-based screening criteria.

5.13.5 METHODOLOGY

On September 27, 2013, Senate Bill (SB) 743 was signed into state law. The California legislature found that with the adoption of the Sustainable Communities and Climate Protection Act of 2008 (SB 375), the state had signaled its commitment to encourage land use and transportation planning decisions and investments that reduce vehicle miles traveled (VMT) and thereby contribute to the reduction of greenhouse gas (GHG) emissions, as required by the California Global Warming Solutions Act of 2006 (AB 32).

SB 743 requires the California Governor's Office of Planning and Research to amend the CEQA Guidelines to provide an alternative to LOS as the metric for evaluating transportation impacts under CEQA. Particularly within areas served by transit, SB 743 requires the alternative criteria to promote the reduction of greenhouse gas emissions, development of multi-modal transportation networks, and diversity of land uses. The alternative metric for transportation impacts detailed in the CEQA Guidelines is VMT. Jurisdictions had until July 1, 2020, to adopt and begin implementing VMT thresholds for traffic analysis. As outlined in CEQA Guidelines §15064.3, except as provided for roadway capacity transportation projects, a project's effect on automobile delay shall not constitute a significant environmental impact. Therefore, to comply with CEQA Guidelines §15064.3, impacts associated with automobile delay are not analyzed in this Draft EIR.

Vehicle Miles Traveled Analysis Methodology

The applicability of each City of Paramount VMT Guidelines screening criterion was analyzed in relation to the proposed NPGSP's land uses, location, and proximity to transit. If the Project meets one of the screening criteria set forth in the City of Paramount VMT Guidelines, it can be presumed that the Project would result in a less than significant impact.

5.13.6 ENVIRONMENTAL IMPACTS

IMPACT TR-1: THE PROJECT WOULD NOT CONFLICT WITH A PROGRAM, PLAN, ORDINANCE, OR POLICY ADDRESSING THE CIRCULATION SYSTEM, INCLUDING TRANSIT, ROADWAY, BICYCLE, AND PEDESTRIAN FACILITIES.

Less than Significant Impact

Roadway Network: The proposed NPGSP is located in the northeastern portion of the City of Paramount. The NPGSP area is currently developed with single-family homes, multi-family housing, retail, and office uses, while the NPGSP proposes multi-family housing near transit, retail, and office uses. Access to the NPGSP area is via two freeways (I-105 to the north and SR-91 to the south) and a series of major arterials including Rosecrans Avenue, Century Boulevard, and Paramount Boulevard (see Figure 5.14-1).

The Project trip generation was prepared using trip rates from the latest (11th edition, 2017) Institute of Transportation Engineers (ITE) Trip Generation Handbook. Trip rates for General Office Building (Land Use Code 710), Strip Retail Plaza (Land Use Code 822), and Multi-family Housing (Mid-Rise) Close to Transit (Land Use Code 221) were used for the proposed land uses. The land use codes General Office Building (Land Use Code 710), Single Family Detached Housing (Land Use Code 210), Multi-family Housing (Mid-Rise) Not Close to Transit (Land Use Code 221), and Strip Retail Plaza (Land Use Code 822) were used for the existing land uses. The Project VMT Memo presents the trip generation estimate for the proposed specific plan and existing land uses. The Project is forecast to generate 21,242 net daily trips, including 1,310 net trips during the AM peak hour and 966 net trips during the PM peak hour. Table 5.13-2 summarizes the existing and anticipated future trip generation for the NPGSP Project.

Table 5.13-2: NPGSP Trip Generation

Land Use ¹	Unit ²	Total Daily	AM Peak Hour			PM Peak Hour		
			In	Out	Total	In	Out	Total
Trip Generation Rates								
Office	per TSF	10.84	1.34	0.18	1.52	0.24	1.20	1.44
Single Family Residential (SFR)	per DU	9.43	0.18	0.52	0.70	0.59	0.35	0.94
Strip Retail Plaza	per TSF	54.45	1.42	0.94	2.36	3.30	3.30	6.59
Multi-Family (Not Near Transit)	per DU	4.45	0.09	0.28	0.37	0.24	0.15	0.39
Multi-Family (Near Transit)	per DU	4.75	0.18	0.14	0.32	0.12	0.17	0.29
Existing Trip Generation								
Single Family Residential (SFR)	643 DU	6,063	117	333	450	381	224	604
Multi-Family (Not Near Transit)	1,064 DU	4,735	91	303	394	253	162	415
Retail	129,231	7,037	183	122	305	426	426	852
Office	TSF	332	41	6	47	7	37	44
TOTAL	30,598 TSF	18,166	431	764	1,195	1,067	848	1,915
Proposed Trip Generation								
Multi-Family (Near Transit)	6,036 DU	28,671	1,082	850	1,932	753	998	1,750
Mixed Use Development (MU-1)								
Retail	76,000 TSF	4,138	108	72	179	250	250	501
Internal Capture (-10%)		-414	-11	-7	-18	-25	-25	-50
Office	19,500 TSF	211	26	4	30	5	23	28
Internal Capture (-5%)		-11	-1	-1	-2	0	-1	-1
Multi-Family (Near Transit)	317 DU	1,506	45	45	102	40	66	92
Internal Capture (-15%)		-226	-9	-7	-16	-6	-10	-14
Mixed Use Development (MU-2)								
Retail	76,000 TSF	4,138	108	72	179	250	250	501
Internal Capture (-10%)		-414	-11	-7	-18	-25	-25	-50
Office	19,500 TSF	211	26	4	30	5	23	28
Internal Capture (-5%)		-11	-1	-1	-2	0	-1	-1
Multi-Family (Near Transit)	398 DU	1,891	71	56	127	50	66	115
Internal Capture (-15%)		-284	-11	-8	-19	-8	-10	-18
TOTAL	--	39,408	1,434	1,071	2,505	1,289	1,593	2,880
TOTAL NET TRIP GENERATION (Proposed - Existing)	--	21,242	1,002	307	1,310	222	744	966
Source: Table 1, NPGSP Vehicle Miles Traveled Screening Analysis, EDP 2022								
¹ Office = ITE Code 710-General Office Building, SFR = ITE Code 210-SFR Detached, Strip Retail = ITE Code 822-Strip Retail Plaza (<40 TSF), MF not near transit = ITE Code 221-MF (mid-rise) not near transit, and MF near transit = ITE Code 221 (mid-rise) near transit.								
² DU = dwelling units, TSF = thousand square feet								

The NPGSP provides for the widening of sidewalks, constructing curb extensions, adding new pedestrian crossings, traffic signalization improvements, installing rail gates at Paramount Boulevard and Rosecrans Avenue, upgrading curb ramps in compliance with ADA guidelines, and installing bike lanes. As future development occurs within the NPGSP, each development would be required to install the adjacent circulation and related improvements as well as make fair share contributions per the City's Development Impact Fee (DIF) program. Compliance with the standards for roadway and related improvements, plus payment of established development impact fees would reduce potential impacts of the Project to the City's roadway system to a less than significant level.

Transit Facilities: Metro light rail service is planned for the Metro and Union Pacific Railroad rights-of-way adjacent to the southern and western portions of the NPGSP (Line C is operational along the I-105 to the north of the NPGSP). As outlined in Section 3.0, *Project Description*, the NPGSP would "aid the City of Paramount to plan for and guide the City's future to capitalize on the forthcoming West Santa Ana Branch (WSAB) light rail transit station to be located near the Paramount/Rosecrans intersection..." When completed, the entire NPGSP area would be within a half-mile walking distance of the WSAB and a large portion of the NPGSP area would also be within a half-mile walking distance of the I-105/C Line Metro Station in South Gate as well (see Figure 5.14-2).

There are various bus stops within the NPGSP area along the Metro bus routes, and adding new routes and stops are based on demand. As growth occurs in the NPGSP area, new development is required to coordinate with LA Metro to determine if any improvements are needed to provide adequate bus service to new facilities. Therefore, the proposed Project would not alter or conflict with existing transit stops and schedules, and impacts related to transit services would be less than significant.

Bicycle Facilities: There are no marked bicycle lanes on any roadways within the NPGSP area. The only regional multi-use trails in the surrounding area are along the West Santa Ana Branch (former Pacific Electric Railway) right-of-way southeast of Somerset Boulevard (east of the NPGSP) and along the east side of the Los Angeles River/I-710 Freeway (west of the NPGSP). The NPGSP promotes requiring new development to dedicate space in the front setback that can be used to widen the sidewalks and reconfiguring the roadway to include bicycle lanes and providing bike parking facilities. Therefore, implementation of the NPGSP would not conflict with existing or planned bike lanes or bicycle transportation. Thus, impacts related to bicycle facilities would be less than significant.

Pedestrian Facilities: All of the major streets and most of the smaller local streets within the NPGSP area have continuous sidewalks on both sides of the street. There is also a pedestrian crossing over the I-105 Freeway in the north end of the Specific Plan area near Arthur Avenue at Denver Street (see also information on multi-use trails under bicycle facilities above). The NPGSP provides for the widening of sidewalks, constructing curb extensions, adding new pedestrian crossings, traffic signalization improvements, installing rail gates at Paramount Boulevard and Rosecrans Avenue, upgrading curb ramps in compliance with ADA guidelines, and installing bike lanes. Therefore, implementation of the NPGSP would not conflict with existing or planned pedestrian facilities.

Conclusion. Therefore, the proposed Specific Plan would also not conflict with pedestrian facilities, but instead would provide additional facilities. Overall, impacts related to transit, bicycle, and pedestrian facilities would be less than significant.

IMPACT TR-2: THE PROJECT WOULD NOT CONFLICT OR BE INCONSISTENT WITH CEQA GUIDELINES SECTION 15064.3, SUBDIVISION (B) REGARDING VEHICLE MILES TRAVELED.

Less Than Significant Impact

SB 743 was signed by Governor Brown in 2013 and required the Governor's Office of Planning and Research (OPR) to amend the CEQA Guidelines to provide an alternative to LOS for evaluating Transportation impacts. SB743 specified that the new criteria should promote the reduction of greenhouse gas emissions, the development of multi-modal transportation networks and a diversity of land uses. The bill also specified that delay-based level of service could no longer be considered an indicator of a significant impact on the environment. In response, §15064.3 was added to the CEQA Guidelines beginning January 1, 2019. Section 15064.3 - Determining the Significance of Transportation Impacts states that Vehicle Miles Traveled (VMT) is the most appropriate measure of transportation impacts and provides lead agencies with the discretion to choose the most appropriate methodology and thresholds for evaluating VMT. Section 15064.3(c) states that the provisions of the section shall apply statewide beginning on July 1, 2020.

CEQA Guidelines Section 15064.3 (b)(1) states "Generally, projects within one-half mile of either an existing major transit stop or a stop along an existing high quality transit corridor should be presumed to cause a less than significant transportation impact."

The NPGSP area is located within one-half mile of the planned WSAB transit station. Thus, pursuant to CEQA Guidelines Section 15064.3 (b)(1), the NPGSP "should be presumed to cause a less than significant transportation impact."

Nevertheless, an analysis was undertaken to determine whether the NPGSP would be identified as an impact pursuant to the Los Angeles County Public Works Transportation Impact Analysis Guidelines which the City uses to provide thresholds and screening thresholds to determine if projects would require a VMT analysis. The County's Guidelines provide criteria for projects that would be considered to have a less-than significant impact on VMT and therefore could be screened out from further analysis. If a project meets one of the following screening criteria, the VMT impact of the project is considered less-than significant and no further analysis of VMT would be required.

1. Non-retail project trip generation screening criteria.
2. Retail project site plan screening criteria.
3. Proximity to transit-based screening criteria.
4. Residential land use-based screening criteria.

The applicability of each criterion to the proposed Project is discussed below.

Screening Criteria 1 – Non-Retail Project Trip Generation: According to the County's guidelines, non-retail projects that generate a net increase of less than 110 daily vehicle trips would not be required to complete a VMT assessment. The Project generates a net increase of 21,242 daily vehicle trips. Therefore, the Project would not screen as per Screening Criteria 1.

Screening Criteria 2 – Retail Project Site Plan: According to the County's guidelines, retail projects that consist of less than 50,000 square feet of gross floor area would not be required to complete a VMT assessment. The Project contains retail uses with 76,000 square feet of gross floor area. Therefore, the Project would not screen as per Screening Criteria 2.

Screening Criteria 3 – Proximity to Transit: The County's guidelines state that projects satisfying the below criteria would not be required to complete a VMT assessment:

- Project is located within a one-half mile radius of a major transit stop or an existing stop along a high-quality transit corridor

- Project has a Floor Area Ratio (FAR) of greater than 0.75
- Project provides less parking than required by the County Code
- Project is consistent with the SCAG RTP/SCS
- Project does not replace residential units set aside for lower-income households with a smaller number of market-rate residential units

The Project is located within a one-half mile radius of the WSAB transit station, is consistent with the SCAG RTP/SCS, and does not replace residential units set aside for lower-income households with a smaller number of market-rate residential units. In addition, the specific plan provides for development within an FAR greater than 0.75 and does not require more parking is currently required by the Municipal Code. Therefore, the Project would screen as per Screening Criteria 3.

Screening Criteria 4 – Residential Land Use: According to the County’s guidelines, residential projects that consist of 100% lower income/affordable households would not be required to complete a VMT assessment. The project does not propose lower-income/affordable housing; therefore, the Project would not screen as per Screening Criteria 4.

Conclusion. Based on the preceding analysis, the Project would not meet Screening Criteria 1, 2, or 4; however, the project is within a one-half mile radius of the WSAB transit station and meets the other criteria to satisfy Screening Criteria 3. Therefore, project VMT impacts would be less than significant.

IMPACT TR-3: THE PROJECT WOULD NOT SUBSTANTIALLY INCREASE HAZARDS DUE TO A GEOMETRIC DESIGN FEATURE (E.G. SHARP CURVES OR DANGEROUS INTERSECTIONS) OR INCOMPATIBLE USES (FARM EQUIPMENT).

Less Than Significant Impact

Implementation of the Specific Plan is not anticipated to result in inadequate features or incompatible uses. The Project includes implementation of infill and redevelopment of parcels with new mixed uses that include residential, commercial, and office mixed uses. There are no incompatible uses (such as farm equipment) that are included in the proposed NPGSP.

The street pattern within and adjacent to the NPGSP is generally a standard grid pattern typical of urbanized areas other than where railroad lines have terminated certain local roads (e.g., Arthur Avenue, McClure Avenue). There are no major streets with curvilinear alignments that could contribute to unsafe traffic conditions. Development within and consistent with the NPGSP would continue the established grid pattern of streets and include a variety of roadway improvements (detailed in Table 3-3 of Section 3.0, *Project Description*) that include constructing curb extensions, implementing connectivity such as pedestrian crossings, and addition of bicycle lanes. These improvements do not include sharp curves or dangerous intersections. The proposed improvements are intended to help minimize conflicts between pedestrians, bicyclists, and vehicles. In addition, the improvements would be constructed pursuant to future engineering review consistent with applicable Los Angeles County guidelines and practices, including—but not limited to—the California Manual on Uniform Traffic Control Devices, Caltrans Highway Design Manual, and the City Municipal Code.

Specific development projects that would occur pursuant to the NPGSP would undergo project review and approval pursuant to the City’s development permitting process. The City’s construction permitting process includes review of development plans to ensure that no potentially hazardous transportation design features would be introduced. For example, the design of street and driveway improvements would be reviewed to ensure fire engine accessibility and turn around area is provided to the fire code standards. Therefore,

impacts related to hazards due to a geometric design feature, sharp curve, or dangerous intersection would be less than significant.

IMPACT TR-4: THE PROJECT WOULD NOT RESULT IN INADEQUATE EMERGENCY ACCESS.

Less Than Significant Impact

The street pattern within and adjacent to the NPGSP is a standard grid pattern typical of urbanized areas. Development within the NPGSP would continue the established grid pattern of streets and intersections. The NPGSP does not include any improvements that would result in inadequate emergency access. As described in the previous response, the Project includes a variety of roadway improvements that are intended to help minimize conflicts between pedestrians, bicyclists, and vehicles; thereby, providing for adequate emergency access.

Future development projects in the NPGSP area would be required to comply (through development review and approval process) with the City's municipal codes, which includes fire code compliance review that involves emergency access and would be required to meet California Fire Code (CCR Title 24 Part 9), Section 503. Thus, implementation of development projects through the City's permitting process would ensure existing regulations are adhered to and that impacts related to construction emergency access would be less than significant.

5.13.7 CUMULATIVE IMPACTS

Roadway, Transit, Bicycle, and Pedestrian Networks

The NPGSP provides for improvements to streets, transit access, bicycle, and pedestrian facilities throughout the NPGSP area through buildout in 2045.

Overall, recommendations included in the NPGSP would serve to improve the existing circulation networks with the Specific Plan Area, and the City of Paramount as a whole, and cumulative impacts would be less than significant.

Vehicle Miles Traveled

The cumulative traffic study area for the proposed Project includes the City of Paramount. As discussed above, the NPGSP area is within a one-half mile radius of the WSAB transit station and is consistent with the RTP/SCS. Therefore, the project satisfies VMT Screening Criteria 3 if all new development within the NPGSP area has a FAR greater than 0.75 and provides less parking than required by City code, then project VMT impacts would be considered less than significant and further analysis of VMT would not be required. Therefore, with implementation of Mitigation Measure VMT-1, the proposed Project would not result in cumulative impacts related to VMT.

5.13.8 EXISTING REGULATIONS

- SB 743
- SCAG 2020 - 2045 Regional Transportation Plan/Sustainable Communities Strategy

5.13.9 LEVEL OF SIGNIFICANCE BEFORE MITIGATION

Upon implementation of regulatory requirements and the proposed NPGSP development and design criteria, less than significant transportation related impacts would occur.

5.13.10 MITIGATION MEASURES

No mitigation measures are required.

5.13.11 LEVEL OF SIGNIFICANCE AFTER MITIGATION

Impacts would be less than significant.

REFERENCES

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5.14 TRIBAL CULTURAL RESOURCES

5.14.1 INTRODUCTION

This section addresses potential impacts to tribal cultural resources (TCR) associated with implementation of the Project. The analysis in this section is based, in part, on the following documents and resources.

- City of Paramount, Final Paramount General Plan.
- City of Paramount Final Environmental Impact Report Paramount General Plan Update.

Additionally, part of this analysis is based upon Project-specific coordination and consultation with California Native American tribes that are traditionally and culturally affiliated with the Project region.

5.14.2 REGULATORY SETTING

5.14.2.1 Federal Regulations

Archaeological Resources Protection Act

The Archaeological Resources Protection Act (ARPA) of 1979 regulates the protection of archaeological resources and sites on federal and Native American lands. The ARPA regulates authorized archaeological investigations on federal lands; increased penalties for looting and vandalism of archaeological resources; required that the locations and natures of archaeological resources be kept confidential in most cases. In 1988, amendments to the ARPA included a requirement for public awareness programs regarding archaeological resources (NPS 2018).

Native American Graves Protection and Repatriation Act (NAGPRA)

NAGPRA is a federal law passed in 1990 that mandates museums and federal agencies to return certain Native American cultural items—such as human remains, funerary objects, sacred objects, or objects of cultural patrimony—to lineal descendants or culturally affiliated Indian tribes.

5.14.2.2 State Regulations

California Senate Bill 18

Senate Bill 18 (SB 18) (California Government Code §65352.3) sets forth requirements for local governments to consult with California Native American tribes identified by the California Native American Heritage Commission (NAHC) to aid in the protection of tribal cultural resources. The intent of SB 18 is to provide California Native American tribes an opportunity to participate in local land use decisions at an early stage of planning to protect, or mitigate impacts on, tribal cultural resources. The Tribal Consultation Guidelines: Supplement to General Plan Guidelines (OPR, 2005), identifies the following contact and notification responsibilities of local governments:

Prior to the adoption or any amendment of a general plan or specific plan, a local government must notify the appropriate tribes (on the contact list maintained by the NAHC) of the opportunity to conduct consultations for the purpose of preserving, or mitigating impacts to, cultural places located on land within the local government's jurisdiction that is affected by the proposed plan adoption or amendment. Tribes have 90 days from the date on which they receive notification to request consultation unless a shorter timeframe has been agreed to by the tribe (Government Code §65352.3).

Prior to the adoption or substantial amendment of a general plan or specific plan, a local government must refer the proposed action to those tribes that are on the NAHC contact list and have traditional lands located

within the city or county's jurisdiction. The referral must allow a 45-day comment period (Government Code §65352). Notice must be sent regardless of whether prior consultation has taken place. Such notice does not initiate a new consultation process.

Local government must send a notice of a public hearing, at least 10 days prior to the hearing, to tribes who have filed a written request for such notice (Government Code §65092).

Because the proposed Project includes a General Plan Amendment, it is subject to the statutory requirements of SB 18 Tribal Consultation Guidelines.

California Assembly Bill 52

Assembly Bill 52 (AB 52) established a requirement under CEQA to consider “tribal cultural values, as well as scientific and archaeological values when determining impacts and mitigation.” Public Resources Code (PRC) §21074(a) defines “tribal cultural resources” (TCRs) as “[s]ites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American tribe” that are either “[i]ncluded or determined to be eligible for inclusion in the California Register of Historical Resources” or “in a local register of historical resources.” Additionally, defined cultural landscapes, historical resources, and archaeological resources may be considered tribal cultural resources. PRC §21074(b), (c). The lead agency may also in its discretion treat a resource as a TCR if it is supported with substantial evidence.

Projects for which a notice of preparation for a Draft EIR was filed on or after July 1, 2015 are required to have lead agencies offer California Native American tribes traditionally and culturally affiliated with the project area consultation on CEQA documents prior to submitting an EIR in order to protect TCRs. PRC §21080.3.1(b) defines “consultation” as “the meaningful and timely process of seeking, discussing, and considering carefully the views of others, in a manner that is cognizant of all parties’ cultural values and, where feasible, seeking agreement.” Consultation must “be conducted in a way that is mutually respectful of each party’s sovereignty [and] recognize the tribes’ potential needs for confidentiality with respect to places that have traditional tribal cultural significance.” The consultation process is outlined as follows:

1. California Native American tribes traditionally and culturally affiliated with the project area submit written requests to participate in consultations.
2. Lead agencies are required to provide formal notice to the California Native American tribes that requested to participate within 14 days of the lead agency’s determination that an application package is complete or decision to undertake a project.
3. California Native American tribes have 30 days from receipt of notification to request consultation on a project.
4. Lead agencies initiate consultations within 30 days of receiving a California Native American tribe’s request for consultation on a project.
5. Consultations are complete when the lead agencies and California Native tribes participating have agreed on measures to mitigate or avoid a significant impact on a TCR, or after a reasonable effort in good faith has been made and a party concludes that a mutual agreement cannot be reached (PRC Sections 21082.3(a), (b)(1)-(2); 21080.3.1(b)(1)).

AB 52 requires that the CEQA document disclose significant impacts on TCRs and discuss feasible alternatives or mitigation to avoid or lessen an impact.

California Health and Safety Code, Section 7050.5

This code requires that if human remains are discovered on a project site, disturbance of the site shall halt and remain halted until the coroner has investigated 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. If the coroner determines

that the remains are not subject to his or her authority and recognizes or has reason to believe the human remains are those of a Native American, he or she shall contact, by telephone within 24 hours, the Native American Heritage Commission.

California Public Resources Code, Sections 5097.9 to 5097.991

PRC §5097.9 to §5097.991 provide protection to Native American historical and cultural resources and sacred sites and identify the powers and duties of the NAHC. These sections also require notification to descendants of discoveries of Native American human remains and provide for treatment and disposition of human remains and associated grave goods.

5.14.3 ENVIRONMENTAL SETTING

Native American Tribes

The NPGSP area lies within the historic territorial boundaries of the Tongva, later known as Gabrielino Indians. The Gabrielino were Shoshonean and Takic language speakers, who resided in the Los Angeles Basin and adjacent San Fernando Valley at the time of European contact. The fully developed Gabrielino culture was a socially and economically complex hunting and gathering group, very advanced in their culture, social organization, religious beliefs, and art and material object production. Gabrielino culture underwent dramatic changes following European contact. Introduced diseases weakened and killed large numbers of native peoples, and most Gabrielino villages were abandoned by 1810. Gabrielino survivors helped build the Spanish Missions and the Mexican and American ranches that followed (Greenwood 2017).

Tribal Cultural Resources

The City is fully developed and has undergone extensive ground disturbance associated with past development and excavations. However, subsurface tribal cultural resources have been discovered during redevelopment or further ground disturbing activities within the City.

5.12.4 THRESHOLDS OF SIGNIFICANCE

Appendix G of CEQA Guidelines indicates that a project could have a significant effect if it were to cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code §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:

TCR-1 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

TCR-2 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 Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.

5.14.5 METHODOLOGY

In compliance with SB 18 and AB 52, on May 19, 2022, the City sent letters to Native American groups or individuals that may have knowledge regarding tribal cultural places in the NPGSP area that include the following:

- Gabrieleno Band of Mission Indians - Kizh Nation.
- Gabrieleno/Tongva San Gabriel Band of Mission Indians

- Gabrielino /Tongva Nation
- Gabrielino Tongva Indians
- Gabrielino-Tongva Tribe
- Santa Rosa Band of Cahuilla Indians
- Soboba Band of Luiseno Indians

A response was received on July 13, 2022, from the Gabrieleno Band of Mission Indians – Kizh Nation. The response stated that the Tribe is in agreement with the Specific Plan but would like to request consultation if there will be ground disturbance occurring for any and all future projects within the NPGSP area.

5.14.6 ENVIRONMENTAL IMPACTS

IMPACT TCR-1: THE PROJECT WOULD NOT CAUSE A SUBSTANTIAL ADVERSE CHANGE IN THE SIGNIFICANCE OF A HISTORIC TRIBAL CULTURAL RESOURCE 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).

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As defined by state law in Title 14 California Code of Regulations Section 4850, the term "historic resource" means "any object, building, structure, site, area, place, record, or manuscript, which is historically or archaeologically significant, or which is significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural history of California." As defined by Section 15064.5(a) of the CEQA Guidelines, the term "historic resource" includes the following:

- A resource listed in, or determined eligible for, listing in the California Register of Historical Resources (Public Resources Code [PRC] Sections 5024.1).
- A resource included in a local register of historical resources or identified as significant in an historical resource survey meeting the requirements Section 5024.1 (g) of the PRC. Public agencies must treat any such resource as significant unless the preponderance of evidence demonstrates that it is not historically or culturally significant.
- Any object, building, structure, site, area, place, record, or manuscript which is historically or archaeologically significant, or is significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California, provided the lead agency's determination is supported by substantial evidence in light of the historical record.
- Generally, a resource shall be considered by the lead agency to be "historically significant" if the resource meets at least one of the four criteria for listing on the California Register of Historical Resources (PRC Section 5024.1 [a]), which are as follows:
 1. It is associated with events that have made a significant contribution to the broad patterns of California history and cultural heritage.
 2. It is associated with the lives of persons important in our past.
 3. It embodies the distinctive characteristic of an important creative individual, or possesses high artistic values; or is of a type, period, region, or method of construction, or represents the work; or
 4. Has yielded, or may be likely to yield, important information in prehistory or history.

A tribal cultural resource may also meet the criteria described above for a historic resource. However, according to the City's General Plan, there are no known historical tribal cultural resources within the City.

SB 18 and AB 52 require meaningful consultation between lead agencies and California Native American tribes regarding potential impacts on tribal cultural resources. As described above, tribal cultural resources are sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American tribe that are either eligible or listed in the California Register of Historical Resources or local register of historical resources (PRC Section 21074). The City sent letters to Native American Tribes on May 19, 2022 notifying them of the proposed Project in accordance with SB 18 and AB 52. In response, Gabrieleno Band of Mission Indians – Kizh Nation, a California Native American tribe, sent a letter on July 13, 2022 stating that the Tribe is in agreement with the Specific Plan, but would like to request consultation if there will be ground disturbance occurring for any and all future projects within the NPGSP area. Pursuant to this request, Mitigation Measure TCR-1 has been included, which requires the City to contact the Gabrieleno Band of Mission Indians – Kizh Nation and invite them to consult with the City regarding the subject development's potential to impact tribal cultural resources during ground disturbance activities and provide for monitoring of ground disturbing activity, as necessary.

Implementation of the proposed NPGSP would not directly result in physical construction that could impact tribal cultural resources. However, development and redevelopment projects pursuant to the NPGSP could involve grading and excavation to greater depths than previously undertaken that could disturb unknown buried tribal cultural resources. As described in Section 5.3, *Cultural Resources*, Mitigation Measures CUL-2 through CUL-7 provide measures to protect cultural resources that could be uncovered during construction. In addition, TCR-1 through TCR-3 are required for implementing projects and would reduce the potential for tribal cultural resources to be impacted during earthmoving activities and provides for preservation of any identified resources.

With implementation of Mitigation Measures CUL-1 through CUL-7 and TCR-1 through TCR-3, impacts related to a substantial adverse change in the significance of a tribal cultural resource would be less than significant.

IMPACT TCR-2: THE PROJECT WOULD NOT CAUSE A SUBSTANTIAL ADVERSE CHANGE IN THE SIGNIFICANCE OF 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 THE PUBLIC RESOURCES CODE SECTION 5024.1, THAT CONSIDERS THE SIGNIFICANCE OF THE RESOURCES TO A CALIFORNIA NATIVE AMERICAN TRIBE.

Less than Significant with Mitigation Incorporated

As described in Section 5.3, *Cultural Resources*, the Specific Plan is located in an urbanized area; however, future site-specific development projects pursuant to the Specific Plan could involve grading and excavation to greater depths than previously undertaken that could disturb buried archaeological resources, including tribal cultural resources. Thus, Mitigation Measures CUL-1 through CUL-7 are included to reduce the potential for archaeological resources, which include tribal cultural resources, to be impacted during earthmoving activities and provides for preservation of any identified resources. Furthermore, as a result of SB 18 and AB 52 tribal consultation, Mitigation Measures TCR-1 through TCR-3 are included to require tribal monitoring for sites that are sensitive for tribal cultural resources and provisions for inadvertent discoveries of tribal cultural resources. With implementation of Mitigation Measures CUL-1 through CUL-7 and TCR-1 through TCR-3, impacts related to a substantial adverse change in the significance of a tribal cultural resource would be less than significant.

5.14.7 CUMULATIVE IMPACTS

The cumulative study area for tribal cultural resources includes the Southern California region, which contains the same general tribal historic setting of the Gabrieleno, as detailed previously in Section 5.15.3,

Environmental Setting. Other projects in the vicinity of the NPGSP area would involve ground disturbances that could reveal buried tribal cultural resources.

As described above, there is a possibility that ground-disturbing activities in native soils may uncover or disturb unknown tribal cultural resources. However, the Project has included Mitigation Measures CUL-1 through CUL-7 and TCR-1 through TCR-3 that would reduce the potential impact to unknown resources, and cumulative development would be required to undergo environmental review, which would establish requirements for avoidance or mitigation of impacts potential resources. Thus, the cumulative effects of development on tribal cultural resources from implementation of the proposed Specific Plan in combination with other projects would be less than significant.

5.14.8 EXISTING REGULATIONS

- California Government Code Sections 5097.9-5097.99
- California Health and Safety Code Section 7050.5
- California Public Resources Code Sections 21073 et seq. (AB 52)

5.14.9 LEVEL OF SIGNIFICANCE BEFORE MITIGATION

Without mitigation, Impacts TCR-1 and TCR-2 would be potentially significant.

5.14.10 MITIGATION MEASURES

Mitigation Measure TCR-1 Tribal Consultation. Prior to issuance of a grading permit for a development project within the NPGSP area that includes ground disturbance, the City shall contact the Gabrieleno Band of Mission Indians – Kizh Nation (Tribe) and invite them to consult with the City regarding the potential of the subject development to impact tribal cultural resources during ground disturbance activities.

If substantial evidence is presented by the Tribe of the potential presence of a previously unknown tribal cultural resource, a qualified Native American Monitor shall be retained prior to the commencement of any “ground-disturbing activity” for the development (i.e., both on-site and any off-site locations that are included in the project description/definition and/or required in connection with the project, such as public improvement work). “Ground disturbing activity” shall include, but is not limited to, demolition, pavement removal, potholing, auguring, grubbing, tree removal, boring, grading, excavation, drilling, and trenching.

Any monitoring shall require a copy of the executed monitoring agreement to be submitted to the lead agency prior to the earlier of the commencement of any ground-disturbing activity, or the issuance of any permit necessary to commence a ground-disturbing activity.

The monitor will complete daily monitoring logs that will provide descriptions of the relevant ground-disturbing activities, the type of construction activities performed, locations of ground disturbing activities, soil types, cultural-related materials, and any other facts, conditions, materials, or discoveries of significance to the Tribe. Monitor logs will identify and describe any discovered TCRs, including but not limited to, Native American cultural and historical artifacts, remains, places of significance, etc., (collectively, tribal cultural resources, or “TCR”), as well as any discovered Native American (ancestral) human remains and burial goods. Copies of monitor logs will be provided to the project applicant/lead agency upon written request to the Tribe.

Tribal monitoring shall conclude upon the latter of the following (1) written confirmation to the Tribe from a designated point of contact for the project applicant/lead agency that all ground-disturbing activities and phases that may involve ground-disturbing activities on the project site or in connection with the project are complete; or (2) a determination and written notification by the Tribe to the project applicant/lead agency

that no future, planned construction activity and/or development/construction phase at the project site possesses the potential to impact tribal cultural resources.

Upon discovery of any tribal cultural resources, all construction activities in the immediate vicinity of the discovery shall cease (i.e., not less than the surrounding 50 feet) and shall not resume until the discovered tribal cultural resource has been fully assessed by the Tribal monitor and/or Tribal archaeologist. The monitoring Tribe will recover and retain all discovered tribal cultural resources in the form and/or manner the Tribe deems appropriate, in the Tribe's sole discretion, and for any purpose the Tribe deems appropriate, including for educational, cultural and/or historic purposes.

Mitigation Measure TCR-2. Unanticipated Discovery of Human Remains and Associated Funerary Objects

- A. Native American human remains are defined in PRC 5097.98 (d)(1) as an inhumation or cremation, and in any state of decomposition or skeletal completeness. Funerary objects, called associated grave goods in Public Resources Code Section 5097.98, are also to be treated according to this statute.
- B. If Native American human remains and/or grave goods discovered or recognized on the project site, then all construction activities shall immediately cease. Health and Safety Code Section 7050.5 dictates that any discoveries of human skeletal material shall be immediately reported to the County Coroner and all ground-disturbing activities shall immediately halt and shall remain halted until the coroner has determined the nature of the remains. If the coroner recognizes the human remains to be those of a Native American or has reason to believe they are Native American, he or she shall contact, by telephone within 24 hours, the Native American Heritage Commission, and Public Resources Code Section 5097.98 shall be followed.
- C. Human remains and grave/burial goods shall be treated alike per California Public Resources Code section 5097.98(d)(1) and (2).
- D. Construction activities may resume in other parts of the project site at a minimum of 200 feet away from discovered human remains and/or burial goods, if the monitoring Tribe that resuming construction activities at that distance is acceptable and provides the project manager express consent of that determination (along with any other mitigation measures the Tribal monitor and/or archaeologist deems necessary). (CEQA Guidelines Section 15064.5(f).)
- E. Preservation in place (i.e., avoidance) is the preferred manner of treatment for discovered human remains and/or burial goods. Any historic archaeological material that is not Native American in origin (non-TCR) shall be curated at a public, non-profit institution with a research interest in the materials, such as the Natural History Museum of Los Angeles County or the Fowler Museum, if such an institution agrees to accept the material. If no institution accepts the archaeological material, it shall be offered to a local school or historical society in the area for educational purposes.
- F. Any discovery of human remains/burial goods shall be kept confidential to prevent further disturbance.

Mitigation Measure TCR-3. Procedures for Burials and Funerary Remains

- A. As the Most Likely Descendant ("MLD"), the Koo-nas-gna Burial Policy shall be implemented. To the Tribe, the term "human remains" encompasses more than human bones. In ancient as well as historic times, Tribal Traditions included, but were not limited to, the preparation of the soil for burial, the burial of funerary objects with the deceased, and the ceremonial burning of human remains.
- B. If the discovery of human remains includes four or more burials, the discovery location shall be treated as a cemetery and a separate treatment plan shall be created.

- C. The prepared soil and cremation soils are to be treated in the same manner as bone fragments that remain intact. Associated funerary objects are objects that, as part of the death rite or ceremony of a culture, are reasonably believed to have been placed with individual human remains either at the time of death or later; other items made exclusively for burial purposes or to contain human remains can also be considered as associated funerary objects. Cremations will either be removed in bulk or by means as necessary to ensure complete recovery of all sacred materials.
- D. In the case where discovered human remains cannot be fully documented and recovered on the same day, the remains will be covered with muslin cloth and a steel plate that can be moved by heavy equipment placed over the excavation opening to protect the remains. If this type of steel plate is not available, a 24-hour guard should be posted outside of working hours. The Tribe will make every effort to recommend diverting the project and keeping the remains in situ and protected. If the project cannot be diverted, it may be determined that burials will be removed.
- E. In the event preservation in place is not possible despite good faith efforts by the project applicant/developer and/or landowner, before ground-disturbing activities may resume on the project site, the landowner shall arrange a designated site location within the footprint of the project for the respectful reburial of the human remains and/or ceremonial objects.
- F. Each occurrence of human remains and associated funerary objects will be stored using opaque cloth bags. All human remains, funerary objects, sacred objects and objects of cultural patrimony will be removed to a secure container on site if possible. These items should be retained and reburied within six months of recovery. The site of reburial/repatriation shall be on the project site but at a location agreed upon between the Tribe and the landowner at a site to be protected in perpetuity. There shall be no publicity regarding any cultural materials recovered.
- G. The Tribe will work closely with the project's qualified archaeologist to ensure that the excavation is treated carefully, ethically and respectfully. If data recovery is approved by the Tribe, documentation shall be prepared and shall include (at a minimum) detailed descriptive notes and sketches. All data recovery data recovery-related forms of documentation shall be approved in advance by the Tribe. If any data recovery is performed, once complete, a final report shall be submitted to the Tribe and the NAHC. The Tribe does Not authorize any scientific study or the utilization of any invasive and/or destructive diagnostics on human remains.

5.14.11 LEVEL OF SIGNIFICANCE AFTER MITIGATION

The mitigation measures and existing regulations described previously would reduce potential impacts associated with tribal cultural resources for Impacts TCR-1 and TCR-2 to a level that is less than significant. Therefore, no significant unavoidable adverse impacts related to tribal cultural resources would occur.

REFERENCES

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5.15 Utilities and Service Systems

5.15.1 INTRODUCTION

This section of the Draft EIR evaluates the potential effects on utilities and service systems from implementation of the NPGSP, identifying anticipated demand and existing and planned utility availability and the physical environmental effects of new or expanded facilities to maintain acceptable service levels related to water and wastewater utilities, storm drainage, and non-hazardous solid waste. Because CEQA focuses on physical environmental effects, this section analyzes whether increases in demand that would result from the proposed NPGSP would result in significant adverse physical environmental effects. This includes water supply and infrastructure, wastewater, drainage, and solid waste. Electric power and natural gas are addressed in Section 5.4, *Energy*.

Implementation of the NPGSP would provide for redevelopment and infill development and a multimodal circulation system within 0.5 mile of the planned WSAB transit station. At full buildout, the NPGSP would result in the addition of up to 5,044 new residential units and 31,171 square feet of retail and office space within the proposed 25-year growth period. This would accommodate approximately 18,209 additional residents at maximum buildout of the allowable uses of the NPGSP.

5.15.2 WATER

5.15.2.1 Water Regulatory Setting

State

California Urban Water Management Planning Act

Section 10610 of the California Water Code established the California Urban Water Management Planning Act (CUWMPA), requires urban water suppliers to initiate planning strategies to ensure an appropriate level of reliability in its water service. CUWMPA states that every urban water supplier that provides water to 3,000 or more customers, or that annually provides more than 3,000 acre-feet of water service, should make every effort to ensure the appropriate level of reliability in its water service to meet the needs of its customers during normal, dry, and multiple-dry years. The CUWMPA describes the contents of UWMPs as well as methods for urban water suppliers to adopt and implement the plans.

CALGreen Building Code

California Code of Regulations Title 24, Part 11, establishes the California Green Building Code or CALGreen that is updated every 3 years. CALGreen sets forth water efficiency standards (i.e., maximum flow rates) for all new plumbing and irrigation fittings and fixtures.

Local

City of Paramount General Plan

The following policies from the City of Paramount General Plan are relevant to the NPGSP:

Public Facilities Element

- Policy 2. The City of Paramount will provide water storage and delivery capacity to meet normal usage and fire requirements.
- Policy 4. The City of Paramount will protect, conserve, and enhance water resources through implementation of the Water Master Plan.

Municipal Code

Water Conservation. Chapter 13.04, Article 5, of the Municipal Code provides a water conservation and supply shortage program to reduce water consumption in the City through conservation, enable effective water supply planning, assure reasonable and beneficial use of water, prevent waste of water, and maximize the efficient use of water within the City to avoid and minimize the effect and hardship of water shortages to the greatest extent possible.

Additionally, the code establishes six stages of water supply shortage response actions to be implemented during times of declared water shortage or declared water shortage emergencies, with increasing restrictions on water uses in response to worsening drought conditions, decreasing water supplies, and/or emergency conditions.

Water Efficient Landscape. Municipal Code Section 17.96.030 establishes standards and procedures for the design, installation, and management of water conserving landscapes and water-efficient irrigation systems in order to utilize available plant, water, and land resources to avoid excessive landscape water demands and to foster long-term water conservation while ensuring high quality landscape design, and respecting the economic, environmental, aesthetic, and lifestyle choices of individuals and property owners. The requirements of this chapter include compliance with the State Model Water Efficient Landscape Ordinance (MWELO).

5.15.2.2 Water Environmental Setting

The City's Water Department provides water service to the NPGSP area. As described in the Paramount Urban Water Management Plan (2020), the City has three water sources: groundwater, imported water (surface), and recycled water. Imported water is purchased through the Central Basin Municipal Water District (CBMWD), who in turn receives the water through the Metropolitan Water District of Southern California (MWD) and the State Water Project (SWP). The City also has emergency mutual-aid domestic water connections with the City of Long Beach, the City of Downey, and the Golden State Water Company (which serves a small section of Paramount to the north of the NPGSP area).

The City provides potable water service to residential, commercial, industrial, and institutional customers through a system that includes four wells; two imported water connections; approximately 130 miles of water transmission and distribution mains; and appurtenant valves, hydrants, and equipment. The existing water mains within the NPGSP area include the following:

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

- **Orizaba Avenue.** The trunk main is a 6-inch line from Howe Street and transitions into a 16-inch line before Rosecrans Avenue.
- **Anderson Street.** The trunk main is a 12-inch and 8-inch line from Howe Street to Rosecrans Avenue.

The City overlies the Central Groundwater Basin (Central Basin). Upon the Central Basin's adjudication in 1965, the City was allocated an annual pumping right, which is currently 5,883 acre-feet per year plus 20% carryover rights. The City does not have any storage reservoirs, although the groundwater basin acts as ground storage for the City.

The City's 2020 Urban Water Management Plan describes that water consumption has ranged from a low of 90 gallons per day per capita (GPCD) in 2019 to a maximum of 124 GPCD in 2004. The average use per day during the period from 2001 through 2020 was 110 gallons per person. The 2020 Urban Water Management Plan also describes that the 2020 actual raw water demand was 5,837 acre-feet (AF) and anticipates a raw water demand of 6,446 AF in 2045, which is an increase of 609 AF over the 25-year timeframe. As shown on Table 5.15-1, the 2020 Urban Water Management Plan's identified water supplies are projected to exceed the anticipated demand through year 2045.

Table 5.15-1: 2020 Urban Water Management Plan Water Supplies and Demands (Acre-Feet)

	2025	2030	2035	2040	2045
Supplies	7,876	7,902	7,902	7,902	7,902
Demand	5,955	6,074	6,194	6,320	6,446
Difference	1,921	1,828	1,708	1,582	1,456

Source: 2020 City of Paramount Urban Water Management Plan

5.15.2.3 Water Thresholds of Significance

Appendix G of CEQA Guidelines indicates that a project could have a significant effect if it were to:

- UT-1 Require or result in the relocation or construction of new water facilities, or expansion of existing facilities, the construction of which could cause significant environmental effects; or
- UT-2 Not have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years.

5.15.2.4 Water Service Methodology

Evaluation of water infrastructure, water demand and supply is based upon information incorporated in the City's 2020 Urban Water Management Plan, the City's General Plan, and a comparison of the water needed to serve buildout of the NPGSP area.

5.15.2.5 Water Environmental Impacts

IMPACT UT-1: THE PROJECT WOULD NOT REQUIRE OR RESULT IN THE RELOCATION OR CONSTRUCTION OF NEW WATER FACILITIES, OR EXPANSION OF EXISTING FACILITIES, THE CONSTRUCTION OF WHICH COULD CAUSE SIGNIFICANT ENVIRONMENTAL EFFECTS.

Less than Significant

Implementation of development projects pursuant to the NPGSP would increase the intensity of land uses within the NPGSP area. Future site-specific development projects would install onsite water infrastructure and new connection points to existing water lines in roadway rights-of-way. Such improvements would be required to be sized to accommodate the water demand of each new development, and all specifications

of the Municipal Code (Chapter 13.04 – Water Works System). All new projects are required to undergo CEQA review which would identify any mitigation measures necessary pertaining to construction noise, air quality, dust suppression, and erosion control. No needs for expansion of the existing physical water distribution infrastructure within the NPGSP area have been identified during investigations conducted in preparation for the NPGSP. Thus, the NPGSP does not require and has not been identified to result in the relocation or construction of water facilities that could result in environmental effects.

Compliance with CEQA and the Municipal Code, as ensured through the City's development review and permitting process, would ensure that construction related impacts associated with future development project water connections within the NPGSP area would be less than significant.

IMPACT UT-2: THE PROJECT WOULD NOT HAVE SUFFICIENT WATER SUPPLIES AVAILABLE TO SERVE THE PROJECT AND REASONABLY FORESEEABLE DEVELOPMENT DURING NORMAL, DRY, AND MULTIPLE DRY YEARS.

Less than Significant with Mitigation Incorporated

According to the 2020 UWMP, the City's water system currently serves approximately 55,461 people within its service area. Key factors that affect water demands are population growth, increases in land use development, industrial growth, and reductions in annual rainfall. The average use per capita per day during the period from 2001 through 2020 was 110 gallons. As shown in Table 5.15-1, the 2020 Urban Water Management Plan's identified water supplies are projected to exceed the anticipated demand by 1,456 AF in 2045. However, this does not include the City's carryover rights from the groundwater basin, the ability to increase imported water supplies, and the City's six stages of water supply shortage responses to implement in multiple dry years to conserve up to 50 percent of water usage.

Full buildout of the NPGSP is conservatively estimated to result in 18,209 additional residents, which at 110 gallons per capita per day, would generate a water demand increase of 2,243.64 AF that would occur incrementally as development projects are approved and completed. As detailed in Section 5.11, *Population and Housing*, the estimated residents at buildout of the NPGSP is a conservative assumption, because it does not take into account (or credit for) any existing development, as it is unknown exactly what parcels would be redeveloped and what the future applications for redevelopment would be. Also, it is likely that most redevelopment projects would not include maximum development capacity of the sites. Furthermore, it is probable that most of the multi-family residences within mixed-use and infill developments would be smaller studio, one-bedroom, and two-bedroom units that would not house 3.61 persons. Therefore, these assumptions, while are consistent with the California Department of Finance data for the City, are conservative and likely overestimate the number of residents that would be generated by buildout of the proposed Project.

Table 5.15-2 provides water demand and supply projections from the City's 2020 UWMP and includes projections through 2040 during various dry year (drought) scenarios. As shown, the City's 2020 UWMP details that in a 5-year drought condition in 2040 hydrology would be reduced, such that demand would exceed supply by 172 AF. However, this does not include additional supplies that would be available through surplus storage (the 20% groundwater basin carryover rights). Instead, it demonstrates the water to be added to the supply system based on the hydrology of those years.

The supplemental water needed in drought years that is beyond the City's groundwater supply rights would come from increasing the volume of water obtained from the Central Basin Water District (CBMWD) that is a wholesale agency that imports water from the Metropolitan Water District (MWD) and provides between 4,500 to 5,500 acre-feet of recycled water for landscape irrigation. The recycled water is obtained from wastewater facilities and is a long-term reliable source of irrigation supply.

Table 5.15-2: City UWMP Multiple Dry Years Supply and Demand Comparison (Acre-Feet)

Water Supply/Use (AFY)		2025	2030	2035	2040
Year 1	Available Supply 2020 UWMP	7,955	7,981	7,981	7,981
	Estimated Demand 2020 UWMP	5,967	6,086	6,206	6,333
	Available Supply Capacity	+2,028	+1,895	+1,775	+1,648
Year 2	Available Supply 2020 UWMP	7,718	7,493	7,493	7,493
	Estimated Demand 2020	6,325	6,452	6,578	6,713
	Available Supply Capacity	+1,393	+1,041	+915	+780
Year 3	Available Supply 2020 UWMP	7,797	7,823	7,823	7,823
	Estimated Demand 2020 UWMP	6,705	6,838	6,973	7,116
	Available Supply Capacity	+1,092	+985	+850	+707
Year 4	Available Supply 2020 UWMP	7,797	7,823	7,823	7,823
	Estimated Demand 2020 UWMP	7,107	7,249	7,391	7,543
	Available Supply Capacity	+690	+574	+432	+280
Year 5	Available Supply 2020 UWMP	7,797	7,823	7,823	7,823
	Estimated Demand 2020 UWMP	7,533	7,683	7,835	7,995
	Available Supply Capacity	+264	+140	-12	-172

Source: City of Paramount 2020 UWMP

The MWD 2020 UWMP details that it would be able to meet all demands during normal, single dry, and multiple dry year scenarios in the next 25 years, including the increased demands from member agencies. The MWD 2020 UWMP bases its water demand estimates upon growth projections that show that the total occupied housing stock is expected to increase more than 20 percent between 2020 and 2045, and the largest increases in water demands are expected to occur in Los Angeles County. In addition, multi-family water use is estimated to increase by 28 percent between 2020 and 2045. Thus, the increase in population in the NPGSP region has been projected and accounted for in MWD's determination that it would be able to supply imported water to meet demand in multiple dry years. Therefore, supplemental water supplies that are beyond the City's groundwater pumping rights would be able to meet the Project's needs and reasonably foreseeable development during normal, dry, and multiple dry years.

The City requires all development to comply with the Water Conservation Plan per Municipal Code Chapter 13.04, Water Works System, Article 5 Water Conservation that implement water conservation strategies to help ensure sufficient supplies are maintained to accommodate future growth. Additionally, Municipal Code Section 17.96.030 requires that projects complete a water use audit, which includes the designation of low water use plants and water conserving sprinklers. Also, if the development is located within 150 feet of a public reclaimed water distribution system, the project is required to connect to it for landscape irrigation, which would reduce demands upon potable water supply.

The approval of new development within the NPGSP area would continue to be conditional on the availability of sufficient long-term water supply for each development project that is confirmed by the City's Water Division. By withholding project approval based on water supply availability, implementation of the NPGSP would avoid overextending water supplies in multiple dry year conditions. Therefore, Mitigation Measure W-1 is included to require that all development projects within the NPGSP area provide documentation of long-term water availability through a will-serve letter provided by the City's Water Division of the Public Works Department or a Water Supply Assessment that has been approved by the City.

5.15.2.6 Water Cumulative Impacts

The analysis provided under Impact U-1 is cumulative in nature and considers water demand associated with the development included under full buildout of the NPGSP, as well as water demands associated with other

developments (existing and projected) as contained in the City's 2020 UWMP. As described above, projected water demands in the City's service area with the NPGSP would exceed available supply (based on existing data) during certain multiple dry (drought) years. However, the MWD 2020 UWMP details that it would be able to meet all demands during normal, single dry, and multiple dry year scenarios in the next 25 years, including the increased demands from member agencies, such as the CBMWD. Further, Mitigation Measure W-1 ensures that no future development within the NPGSP area would be approved and/or permitted for construction until the availability of sufficient long-term water supply is confirmed. Therefore, the NPGSP would not result in cumulatively considerable water supply impacts, and cumulative impacts would be less than significant.

5.15.2.7 Existing Regulations

The following standard regulations would reduce potential impacts related to water supplies:

- California Code of Regulations Title 24, Part 11; the California Green Building Code
- Municipal Code Chapter 13.04, Water Works System
- Municipal Code Section 17.96.030

5.15.2.8 Level of Significance Before Mitigation

Upon implementation of regulatory requirements, Impact UT-1 would be less than significant, and UT-2 would be potentially significant.

5.15.2.9 Water Mitigation Measures

Mitigation Measure MM W-1 Water Supply. Prior to development approval and/or construction permit approval, each development project shall submit documentation of long-term water availability through a will-serve letter provided by the City's Water Division of the Public Works Department or a Water Supply Assessment that has been approved by the City to the City of Paramount Building and Safety Division.

5.15.2.10 Water Level of Significance After Mitigation

Implementation of Mitigation Measure W-1 would ensure long-term water availability for development projects, which would reduce potential impacts related to water supplies in multiple dry year conditions to a less than significant level.

5.15.3 WASTEWATER

5.15.3.1 Wastewater Regulatory Setting

Local

City of Paramount General Plan

The following policies from the City of Paramount General Plan are relevant to the proposed Project:

Public Facilities Element, Policy 7. The City of Paramount will provide adequate sewage service to ensure that waste disposal practices are in accordance with policies and procedures of the Sanitation Districts of Los Angeles County.

Municipal Code

Sewer Infrastructure. Municipal Code Section 13.08.040 states that most of the existing sewers in the City were constructed years ago and were designed to serve residential and agriculture properties. However,

due to the ever increasing population density within the City, the erection of many multifamily dwelling units and growth of the commercial and industrial areas the City sewerage system is no longer adequate to accommodate the increased volume of sewerage generated by such developments. The purpose of this chapter is to establish a means of providing adequate sewers required by development in the City and to establish a charge to be collected from all the properties that propose to discharge, to the public sewer, quantities of sewage in excess of the quantity for which the existing sewerage system was designed; and to establish a fund into which these charges may be deposited and from which money will be available for the City sewer reconstruction program.

Sewer Capacity. Municipal Code Section 13.08.080, Sewer Capacity within City, states that the City Engineer shall determine what capacity is necessary in each public sewer to provide for the proper collection of sewage in the City. In the event a lot in the City is to undergo development or redevelopment, and the anticipated sewage from the proposed use is found by the City Engineer to exceed the capacity available in the public sewer, the building permit for such development or redevelopment shall not be issued until such time as capacity in the public sewer is available or can be made available before the building is occupied.

5.15.3.2 Wastewater Environmental Setting

The sewer system generally flows in a southwesterly direction throughout the City. The existing City sewer mains in the NPGSP area are 8-inch diameter predominantly vitrified clay pipes (VCP) that flow to the Los Angeles County Sanitation Districts (LACSD) trunk sewers, and includes the following:

- **Arthur Avenue.** An 8-inch VCP line is located between Denver Street and Rose Street flowing southbound, and a 21-inch Los Angeles County Sanitation District (LACSD) VCP line that extends north of the I-105 freeway to Rosecrans Avenue and flows southwest that has a capacity of 3.7 million gallons per day (mgd) and conveyed a peak flow of 1.1 mgd when last measured in 2016 (LACSD 2022).
- **Laredo Avenue.** An 8-inch VCP line is located mid-block between Rose Street and flows north to Howe Street.
- **McClure Avenue.** An 8-inch VCP line is located between Denver Street and the end of the street flowing southbound.
- **Pearle Street.** An 8-inch VCP line is located between Paramount Boulevard and Arthur Avenue flowing westbound.
- **Howe Street.** An 8-inch VCP line is located between Paramount Boulevard and Arthur Avenue and flows westbound. An 8-inch VCP line is located between Anderson Street and Paramount Boulevard that flows to the west.
- **Rose Street.** An 8-inch VCP line is located between Paramount Boulevard and Arthur Avenue that connects to the OCSD 21-inch VCP line and flows west. An 8-inch VCP line is located between Orizaba Avenue and Paramount Boulevard and flows to the west.
- **Paramount Boulevard.** An 8-inch VCP line is located within Paramount Boulevard and flows southbound to Rosecrans Avenue.
- **Rosecrans Avenue.** At the mid-block west of Orizaba Avenue a 12-inch VCP line transitions to an 8-inch VCP trunk line that flows to the west. In addition, a 24-inch diameter LACSD trunk sewer within Rosecrans Avenue has a capacity of 6.6 mgd and conveyed a peak flow of 1.8 mgd when last measured in 2016 (LACSD 2022).
- **Orizaba Avenue.** An 8-inch VCP line is located between Howe Street to Rosecrans Avenue that flows southbound.

- **Anderson Street.** An 8-inch VCP line is located between Howe Street and Rosecrans Avenue that flows southbound.

The Los Angeles County Sanitation Districts (LACSD) treats wastewater generated in the City. The wastewater generated in Paramount is first conveyed by trunk sewers to the Los Coyotes Water Reclamation Plant (Los Coyotes WRP), which is operated by the LACSD and provides primary, secondary, and tertiary treatment. The Los Coyotes WRP has a design capacity of 37.5 mgd. Wastewater exceeding this capacity and all solids are diverted to the Joint Water Pollution Control Plant (JWPCP) for processing.

The JWPCP is the Sanitation Districts' largest wastewater treatment plant. Serving a population of approximately 4.8 million residents, businesses, and industries, the JWPCP currently provides primary and secondary treatment, has a design capacity of 400 mgd, and currently processes an average flow of 249.8 mgd. After treatment, the effluent is chlorinated and discharged through two ocean outfalls a mile and a half offshore (LACSD 2022).

5.15.3.3 Wastewater Thresholds of Significance

Appendix G of CEQA Guidelines indicates that a project could have a significant effect if it were to:

- UT-3 Require or result in the construction of new wastewater facilities, or expansion of existing facilities, the construction of which could cause significant environmental effects; or
- UT-4 Result in a determination by the wastewater treatment provider that would serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments.

5.15.3.4 Wastewater Service Methodology

This section evaluates anticipated wastewater generation from buildout of the NPGSP and compares the demand to the existing and planned sewer infrastructure and wastewater treatment plant capacity to determine if expansion of facilities would be required to serve full buildout of the NPGSP. An assessment of potential environmental impacts is provided if expansion of facilities is determined necessary.

5.15.3.5 Wastewater Environmental Impacts

IMPACT UT-3: THE PROJECT WOULD NOT REQUIRE OR RESULT IN THE RELOCATION OR CONSTRUCTION OF NEW WASTEWATER FACILITIES, OR EXPANSION OF EXISTING FACILITIES, THE CONSTRUCTION OF WHICH COULD CAUSE SIGNIFICANT ENVIRONMENTAL EFFECTS.

Less than Significant Impact

The NPGSP preparation process included examination of the existing capacity of sewer mains within the NPGSP area and determined that infrastructure improvements are needed for sewer lines located within Rose Street and Paramount Boulevard. This is consistent with Municipal Code Section 13.08.040, which states that most of the existing sewers in the City were constructed years ago and requires improvements to accommodate the increased volume of sewerage generated from new developments. The NPGSP includes the following sewer improvements to support buildout of the proposed NPGSP land use plan:

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

Implementation of development projects pursuant to the NPGSP would increase the intensity of land uses within the NPGSP area, and future site-specific development projects would require installation of onsite sewer infrastructure, improvements to aged sewer pipelines, and new connections to the trunk sewer system. Construction of sewer lines to service specific future development projects would generally occur at existing connection points in roadway rights-of-way and would be required to comply with Municipal Code standards.

Under the City's development review procedures, pursuant to the Municipal Code, the City identifies any required sewer system improvements to accommodate new development and replace aged infrastructure. The sewer design specifications for each site-specific development project would be required to comply with City standards (per the California Building Code) as part of construction approval and operational permitting.

Also, the construction of any needed sewer system improvements as part of future site-specific development projects under the proposed NPGSP would be required to comply with all EIR mitigation measures regarding construction noise, air quality and dust suppression, and erosion control (through the required SWPPP). These requirements implemented as part of the City's development review and permitting process would ensure that construction-related impacts are less than significant. Overall, potential impacts related to construction of new wastewater facilities would be less than significant.

IMPACT UT-4: THE PROJECT WOULD NOT RESULT IN A DETERMINATION BY THE WASTEWATER TREATMENT PROVIDER THAT WOULD SERVE THE PROJECT THAT IT HAS INADEQUATE CAPACITY TO SERVE THE PROJECTS PROJECTED DEMAND IN ADDITION TO THE PROVIDERS EXISTING COMMITMENTS.

Less than Significant Impact

As described previously, the wastewater generated in Paramount is first conveyed to the Los Coyotes WRP that has a design capacity of 37.5 mgd. Wastewater exceeding this capacity and all solids are diverted to the JWPCP for processing that has a design capacity of 400 mgd and currently processes an average flow of 249.8 mgd. Thus, the JWPCP has additional capacity to accommodate approximately 150.2 mgd.

The Los Angeles County Sanitation Districts provided an estimate (in Appendix A) that buildout of the NPGSP would generate 989,814 gallons per day (0.99 mgd) of wastewater, which would be accommodated by the remaining treatment capacity (150.2 mgd) of the JWPCP. Therefore, the proposed Project would result in a less than significant impact related to wastewater treatment provider capacity.

5.15.3.6 Wastewater Cumulative Impacts

Cumulative wastewater infrastructure impacts are considered on a systemwide basis and are associated with the overall capacity of existing and planned infrastructure. As described previously, during buildout of the NPGSP, aged sewer lines at project sites would be installed as needed to serve individual projects. Wastewater treatment is provided by the LACSD. As has been noted previously, the JWPCP has additional capacity to accommodate approximately 150.2 mgd of wastewater. The Project's incremental addition of 0.99 mgd to the JWPCP system would be less than cumulatively considerable. In addition, sewer system improvements have been identified to ensure that system improvements accommodate the Project and other cumulative projects. Thus, incremental cumulatively considerable impacts to regional sewer and wastewater treatment facilities associated with the NPGSP would be less than significant.

5.15.3.7 Existing Regulations

- Municipal Code Section 13.08.040 Sewer Infrastructure

- Municipal Code Section 13.08.080, Sewer Capacity within City

5.15.3.8 Level of Significance Before Mitigation

Impacts UT-3 and UT-4 would be less than significant.

5.15.3.9 Wastewater Mitigation Measures

No mitigation measures are required.

5.15.3.10 Wastewater Level of Significance After Mitigation

Impacts would be less than significant.

5.15.4 STORMWATER DRAINAGE

5.15.4.1 Stormwater Regulatory Setting

Federal

National Pollutant Discharge Elimination System Permits

The NPDES permit system was established in the federal Clean Water Act to regulate both point source discharges (a municipal or industrial discharge at a specific location or pipe) and nonpoint source discharges (diffused runoff from adjacent land uses) to surface water of the United States. For point source discharges, such as sewer outfalls, each NPDES permit contains limits on allowable concentrations and mass emissions of pollutants contained in the discharge.

State

Construction General Permit

The State of California adopted a Statewide NPDES Permit for General Construction Activity (Construction General Permit) on September 2, 2009 (Order No. 2009-0009-DWQ, as amended by 2010-0014-DWQ and 2012-0006-DWQ). The Construction General Permit regulates construction site stormwater management. Dischargers of projects that disturb 1 or more acres of soil, or of projects that disturb less than 1 acre but are part of a larger common plan of development that in total disturbs 1 or more acres, are required to obtain coverage under the general permit for discharges of stormwater associated with construction activity. Construction activity subject to this permit includes clearing, grading, and disturbances to the ground, such as stockpiling or excavation, but does not include regular maintenance activities performed to restore the original line, grade, or capacity of the facility.

To obtain coverage under this permit, project operators must electronically file Permit Registration Documents, which include a Notice of Intent, a Storm Water Pollution Prevention Plan (SWPPP), and other compliance-related documents. The SWPPP is required to identify specific Best Management Practices (BMPs) that would be implemented to control drainage from project sites.

State Water Resources Control Board Low Impact Development Policy

The State Water Resources Control Board (SWRCB) adopted the Low Impact Development (LID) Policy which, at its core, promotes the idea of “sustainability” as a key parameter to be prioritized during the design and planning process for future development. The SWRCB has directed its staff to consider sustainability in all future policies, guidelines, and regulatory actions. LID is a proven approach to manage stormwater. The

RWQCBs are advancing LID in California in various ways, including provisions for LID requirements in renewed Phase I municipal stormwater NPDES permits.

Regional

Municipal Separate Storm Sewer System (MS4) Permits

The City of Paramount is subject to the NPDES stormwater permit covering Los Angeles County (NPDES No. CAS614001). The MS4 Permit requires permittees to reduce the discharge of stormwater pollutants to the maximum extent practicable and ensure MS4 discharges do not cause or contribute to violations of water quality standards. The MS4 Permit also requires implementation of various site design best management practices (BMPs) and treatment control BMPs to reduce the possibility of pollutants stored or produced onsite from entering surface water or sewer system. Requirements of the MS4 Permit would be applicable to development pursuant to the proposed NPGSP.

The MS4 Permit requires the implementation of LID (Low Impact Development) design principles to address runoff pollution from post development projects. The LID design principles should identify BMPs that are appropriate for the watershed pollutants of concern and especially the water constituents that would be generated from the designated project. The goal for the design is to capture and mitigate the volume of runoff produced from an 85th percentile storm event. The LID design principles should also mimic predevelopment hydrology through infiltration, evapotranspiration, and rainfall harvest and use. A project specific LID design is required to address the following:

- Develop site design measures using LID principles
- Evaluate feasibility of onsite LID BMPs
- Maximum hydrologic source control, infiltration, and biotreatment BMPs
- Select applicable source control BMPs
- Address post-construction BMP maintenance requirements

Los Angeles County Standard Urban Storm Water Mitigation Plan

Development in the City of Paramount is subject to the Los Angeles County Standard Urban Storm Water Mitigation Plan (SUSMP), which provides drainage regulations for specific types of development projects. These types of development projects include:

- Ten or more dwelling units (includes single-family homes, multi-family homes, condominiums, and apartments);
- Automotive service facilities (SIC codes 5013, 5014, 5541, 7532-7534, and 7536-7539);
- Restaurants (SIC code 5812);
- 100,000 square feet or more of impervious surface in industrial/commercial;
- Retail gasoline outlet;
- Parking lot 5,000 square feet or more of surface area or with 25 or more parking spaces;
- Redevelopment projects in subject categories that meet redevelopment thresholds.

Development projects, included in the list above would be required to comply with the County SUSMP submittal requirements, as listed below:

- Provide a hydrology analysis to determine the design flow rate (QPM) or Volume (VM) for the first 3/4-inch of rainfall that must be treated.
- Submit site specific hydraulic calculations along with the recommended structural BMP manufacturer's product specifications to verify the BMP will adequately handle the minimum design flow required for treatment.

- Show locations of BMPs on building/drainage plans.
- Determine and provide the pre and post development pervious and impervious areas created by the proposed development.
- Submit Operation and Maintenance Guidelines that include the designated responsible party to manage the SUSMP devices, employee's training program and duties, operating schedule, maintenance frequency, routine service schedule, specific maintenance activities, and copies of resource agency permits. Inspection and servicing of all SUSMP devices must occur on an annual basis at a minimum.

The County lists example BMPs to be implemented on sites that would aid in stormwater drainage; examples of these include using minimum pavement widths and permeable pavement, directing of rooftop runoff to pervious areas, and including vegetated swales and strips and infiltration basins throughout the development.

Local

Municipal Code

Urban Stormwater Management. Municipal Code, Section 8.20, Urban Stormwater Management, is designed to protect the beneficial uses of receiving waters within the City from pollutants carried by stormwater and non-stormwater discharges. The provisions apply to the discharge, deposit or disposal of any stormwater and/or runoff to the storm drain system and/or receiving waters within any incorporated area covered by a NPDES municipal stormwater permit.

5.15.4.2 Stormwater Drainage Environmental Setting

The City of Paramount is part of the Lower Los Angeles River Watershed Management Group which drains to the Los Angeles River and the Los Cerritos Channel. The Los Angeles County Flood Control District (LACFCD) owns and operates storm drainage facilities within the City of Paramount; the following of which are located in the NPGSP:

- Line A – 30-inch drain line in Rosecrans Avenue
- Line A – 72-inch drain line in Paramount Boulevard
- Line A – 48-inch and 72-inch drain line in Rosecrans Avenue
- Line D – 48-inch drain line in Racine Avenue
- Line E – 84-inch drain line in Paramount Boulevard
- HollyDale A Line – 48-inch and 72-inch drain line in Rosecrans Avenue
- HollyDale A Line – 81-inch drain line in Arthur Avenue
- 30-inch drain line in Century Boulevard east of Paramount Boulevard

5.15.4.3 Stormwater Drainage Thresholds of Significance

Appendix G of CEQA Guidelines indicates that a project could have a significant effect if it were to:

- UT-5 Require or result in the construction of new stormwater drainage facilities, or expansion of existing facilities, the construction of which could cause significant environmental effects.

5.15.4.4 Stormwater Drainage Methodology

The evaluation of stormwater drainage infrastructure examines the Project's changes to impervious surfaces and stormwater runoff that would be generated from buildout of the NPGSP and identifies if runoff would be accommodated by the existing stormwater drainage infrastructure. The evaluation identifies if expansions

would be required to serve the proposed development, and if those expansions have the potential to result in an environmental impact.

5.15.4.5 Stormwater Drainage Environmental Impacts

IMPACT UT-5: THE PROJECT WOULD NOT REQUIRE OR RESULT IN THE RELOCATION OR CONSTRUCTION OF NEW DRAINAGE FACILITIES, OR EXPANSION OF EXISTING FACILITIES, THE CONSTRUCTION OF WHICH COULD CAUSE SIGNIFICANT ENVIRONMENTAL EFFECTS.

Less than Significant Impact

The NPGSP area includes developed urban areas that are primarily covered with impervious surfaces. No surface streams or rivers pass through the NPGSP area. Stormwater run-off within the NPGSP primarily sheet flows across impervious surfaces, and is collected by curbs and gutters and conveyed to underground storm drains.

The site-specific commercial, residential, and mixed-use development projects that would be permitted by the NPGSP would generally have a similar amount of impervious surfaces as the existing uses they would replace and would therefore not generate a substantial increase in the amount of runoff. A small number of currently vacant and underdeveloped sites with pervious surface areas would be developed pursuant to the proposed NPGSP, which would increase impervious surface areas on those sites and increase stormwater runoff from those sites.

New development pursuant to the proposed NPGSP would be required to provide for detention and infiltration of stormwater pursuant to SUSMP and LID regulations that are designed to reduce and manage stormwater drainage. The SUSMP requires site-specific development projects to conduct a drainage hydrologic/hydraulic analysis and detail the project's anticipated runoff. From this analysis, site-specific development projects are required to ensure that a net increase in peak stormwater flows would not occur. Development projects are also required through implementation of project-specific WQMPs to detain and treat the stormwater quality volume generated by the project. In addition, implementation of LID standards would reduce runoff through smart growth practices, such as stormwater infiltration, evapotranspiration, biofiltration, and rainfall harvest and use.

Development projects within the NPGSP area would also be required to install landscaping that could increase the amount of pervious surface area within the NPGSP. These vegetated areas would help capture, detain, and utilize some surface water runoff for irrigation, which would reduce the amount of surface runoff in the storm drain pipelines.

Because new development pursuant to the NPGSP would be required to provide for detention and infiltration of stormwater pursuant to SUSMP and LID regulations such that no net increase in peak stormwater flows would occur, construction of new or expanded stormwater drainage facilities that could cause significant environmental effects would not be needed. As a result, impacts related to stormwater drainage infrastructure would be less than significant.

5.15.4.6 Stormwater Drainage Cumulative Impacts

The scope for cumulative impacts related to stormwater drainage includes the City of Paramount geographic area served by the existing stormwater infrastructure. Regional Water Quality Control Board (RWQCB) Permit conditions require a hydrology/drainage study, WQMPs with LID BMPs, and SWPPP to demonstrate that all stormwater runoff would be appropriately conveyed and not leave a project site at rates exceeding pre-project conditions. As a result, increases of runoff from cumulative projects that could cumulatively

combine to impact stormwater drainage capacity would not occur, and cumulative impacts related to drainage infrastructure would be less than significant.

5.15.4.7 Existing Regulations

- California Water Boards Construction Stormwater General Permits No. 2009-009-DWQ, as amended by 2010-0014-DQG
- California Water Boards, Los Angeles County MS4 Permit Order No. R4-2012-0175-A01
- California Water Resources Control Board Low Impact Development (LID) Policy
- City Municipal Code, Chapter 8.20, Urban Stormwater

5.15.4.8 Level of Significance Before Mitigation

Impact UT-5 would be less than significant.

5.15.4.9 Stormwater Drainage Mitigation Measures

No mitigation measures are required.

5.15.4.10 Stormwater Drainage Level of Significance After Mitigation

No significant impacts related to drainage have been identified.

5.15.5 SOLID WASTE

5.15.5.1 Solid Waste Regulatory Setting

State

California Assembly Bill 341

AB 341 established a state policy goal that no less than 75 percent of solid waste generated be source reduced, recycled, or composted by 2020, and requiring CalRecycle to provide a report to the Legislature that recommends strategies to achieve the policy goal.

California Assembly Bill 939

The California Integrated Waste Management Act, AB 939 of 1989 as amended made all California cities, counties, and approved regional solid waste management agencies responsible for enacting plans and implementing programs to divert 50 percent of their solid waste per year.

California Assembly Bill 1826

AB 1826, Chesbro, requires businesses that generate 2 cubic yards or more of waste (includes trash, recycling, and organics) per month to enroll in an organic waste recycling program. Businesses include multifamily dwellings of 5 or more units. Multifamily dwellings, however, are exempt from the food waste diversion program that is part of AB 1826. Organic waste for the purposes of AB 1826 means food waste, green waste, landscape and pruning waste, nonhazardous wood waste, and food-spoiled paper waste that is mixed with food waste.

California Green Building Standards

Section 5.408.1 Construction Waste Diversion. Recycle and/or salvage for reuse a minimum of 65 percent of the nonhazardous construction and demolition waste.

Section 5.410.1 Recycling by Occupants. Provide readily accessible areas that serve the entire building and are identified for the depositing, storage and collection of non-hazardous materials for recycling, including (at a minimum) paper, corrugated cardboard, glass, plastics, organic waste, and metals, or meet a lawfully enacted local recycling ordinance, if more restrictive.

Local Solid Waste Regulatory Setting

City of Paramount General Plan

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.

City of Paramount Municipal Code

Municipal Code, Chapter 13.09 Mandatory Organic Waste Disposal Reduction. This chapter of Municipal Code addresses compliance with the City's organic waste requirements and collection services, stating that green organic waste and recyclable waste shall be separated into separate containers for collection by the City's solid waste service provider.

Municipal Code, Chapter 13.20 Refuse, Garbage and Weeds. This chapter of Municipal Code addresses solid waste collection and disposal, property maintenance, discharge of hazardous materials, and construction and demolition debris recycling.

5.15.5.2 Solid Waste Environmental Setting

In 2019, a majority (59 percent) of the solid waste from the City, which was disposed of in landfills, went to the Olinda Alpha landfill that is currently permitted to accept 8,000 tons per day through 2036. The CalRecycle database details that in June 2022, the maximum tonnage accepted at the landfill was 7,925 tons on June 6, 2022. This is 75 tons below the 8,000 tons per day limit permissible by the Solid Waste Facility Permit.

In 2019, approximately 32 percent of solid waste generated in the City that was disposed of in landfills went to Frank Bowerman Sanitary Landfill. The Frank Bowerman Sanitary Landfill is permitted to accept 11,500 tons per day of solid waste and is permitted to operate through 2053. In July 2022, the maximum tonnage accepted was 9,395 tons, which is 2,105 tons below the 11,500 tons per day limit that is allowed under Solid Waste Facility Permit.

5.15.5.3 Solid Waste Thresholds of Significance

Appendix G of CEQA Guidelines indicates that a project could have a significant effect if it were to:

- UT-6 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.
- UT-7 Comply with federal, state, and local management and reduction statutes and regulations related to solid waste.

5.15.5.4 Solid Waste Methodology

The analysis for this section addresses potential impacts related to solid waste generation, landfill capacity, and compliance with regulations related to solid waste recycling (landfill diversion) arising from implementation of the NPGSP. Solid waste generation is estimated using solid waste generation factors derived for multi-family residential, commercial, and office uses from CalRecycle, and growth estimates from buildout of the land uses proposed in the NPGSP. The maximum estimates for each land use category have been utilized in estimating solid waste generation to provide for a conservative estimate. Impacts related to

solid waste could occur if the project generates solid waste that is in excess of landfill capacity or reduction/recycling requirements, and/or if the project is not consistent with regulations related to solid waste.

5.15.5.5 Solid Waste Environmental Impacts

IMPACT UT-6: THE PROJECT WOULD NOT 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

Construction

Construction for implementing projects within the NPGSP area would result in demolition of various structures in the NPGSP area. The majority of waste generated during demolition and construction activities would be building materials (e.g., concrete, dirt, and miscellaneous debris). Nonhazardous waste from construction activities would be recycled to the extent feasible.

As stated in the City's Municipal Code Section 13.20.780, Construction and demolition debris recycling and disposal, all construction and demolition projects are required to achieve the maximum feasible diversion but not less than the waste diversion performance standard of 65% of the total wastes generated. Each construction and demolition project for which a building and/or demolition permit is applied for and approved must achieve this waste diversion performance standard. Because implementation of the NPGSP would occur over a 25-year period, construction waste would occur in limited quantities as development projects occur and would be required to divert/recycle 65 percent of the waste, and due to the existing capacity in the landfills utilized by the City of Paramount, impacts would be less than significant.

Operation

Solid waste generation associated with the buildout of the NPGSP would be typical of similar residential, commercial and office development in the City of Paramount. Table 5.15-3 estimates solid waste generation from implementation of the NPGSP.

Table 5.15-3: Estimated Solid Waste Generation during Project Operation

Land Use	Quantity	Generation Rate	Solid Waste Demand
Residential Units	5,044 units	0.25 tons per unit per year	1,261 tons/year
Commercial/Office	31,171 SF	0.93 tons per 1000 SF per year	28.92 tons/year
Total Solid Waste			1,289.92 tons/year (4.96 tons/day based on a 5-day disposal week)
Daily Landfill Disposal with AB 341 (75% Reduction)			1.24 tons/day

Source: Calcemod Version 2022.1 Estimated Solid Waste Generation Rates

As described previously, in June 2022, the maximum tonnage accepted at the Olinda Alpha landfill was 7,925 tons, which is 75 tons below the 8,000 tons per day limit; and the maximum tonnage accepted at the Frank Bowerman Sanitary Landfill was 9,395 tons, which is 2,105 tons below the 11,500 tons per day limit. Therefore, both of the existing landfills that serve the City would be able to accommodate the additional 1.24 tons per day of solid waste that would be generated by the NPGSP at buildout. Therefore, the Project would not generate solid waste in excess of standards, the landfill capacity, or otherwise impair solid waste reduction goals, and impacts would be less than significant.

IMPACT UT-7: THE PROJECT WOULD COMPLY WITH FEDERAL, STATE, AND LOCAL STATUTES AND REGULATIONS RELATED TO SOLID WASTE.**No Impact**

The proposed Project would result in new development that would generate an increased amount of solid waste. All solid waste-generating activities within the City is subject to the requirements set forth in the California Green Building Standards Code that requires demolition and construction activities to recycle or reuse a minimum of 65 percent of the nonhazardous construction and demolition waste, and AB 341 that requires diversion of a minimum of 75 percent of operational solid waste. Implementation of the proposed Project would be consistent with all state regulations, as ensured through the City's development permitting process. Therefore, the proposed Project would comply with all solid waste statute and regulations; and impacts would not occur.

5.15.5.6 Solid Waste Cumulative Impacts

The geographic scope of cumulative analysis for landfill capacity is the service area for the Olinda Alpha landfill and the Frank Bowerman Sanitary Landfill, which serve the NPGSP area. The projections of future landfill capacity based on the entire projected waste stream going to these landfills is used for cumulative impact analysis. As described previously, Olinda Alpha landfill has a maximum permitted daily capacity of 8,000 tons per day and a remaining capacity of approximately 75 tons per day. The Frank Bowerman Sanitary Landfill has a maximum permitted capacity of 11,500 tons per day and has a maximum disposal of approximately 9,395 tons and a remaining capacity of 2,105 tons. The 1.24 tons of solid waste per week from operation of the NPGSP at buildout would be 0.06 percent of the remaining capacity of the landfill. Due to this small percentage, the increase in solid waste from the proposed Project would be less than cumulatively considerable and would be less than significant.

5.15.5.7 Existing Regulations**State**

- Assembly Bill 341 (Chapter 476, Statutes of 2011)
- Assembly Bill 939
- Assembly Bill 1826
- California Green Building Standards Code

Local

- Municipal Code, Chapter 13.20 Refuse, Garbage and Weeds
- Municipal Code, Chapter 13.09 Mandatory Organic Waste Disposal Reduction

5.15.5.8 Level of Significance Before Mitigation

Impacts UT-6 and UT-7 would be less than significant.

5.15.5.9 Solid Waste Mitigation Measures

No mitigation measures are required.

5.15.5.10 Solid Waste Level of Significance After Mitigation

No significant unavoidable adverse impacts related to solid waste would occur.

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5.16 Mandatory Findings of Significance

5.16.1 SIGNIFICANT UNAVOIDABLE IMPACTS

Section 15126.2(b) of the CEQA Guidelines requires an EIR to describe “any significant impacts, including those which can be mitigated but not reduced to a level of insignificance.” Potential environmental effects of the proposed Project and mitigation measures are discussed in detail throughout Chapter 5 of this Draft EIR. As summarized below and detailed in Section 5.2, *Air Quality*, Section 5.6, *Greenhouse Gas Emissions*, and Section 5.10, *Noise*, impacts in the following areas would remain significant and unavoidable, even with the incorporation of standard conditions; plans, programs, policies; and feasible mitigation measures.

Air Quality

Construction. The timing of development and operation of the development pursuant to the NPGSP would be dependent upon market conditions and development applications for new projects. Thus, construction activities associated with buildout of the proposed NPGSP would likely occur sporadically over 25 years or longer. Due to the uncertainty of the specific timing and methods of construction activities related to NPGSP development projects, the maximum daily emissions were based on the scenario that construction would occur throughout the NPGSP implementation period, based on maximum equipment use, and multiple future NPGSP development projects overlapping.

In this conservative scenario the estimated maximum daily construction emissions would exceed thresholds established by the SCAQMD for emissions of VOCs, NO_x, CO, PM₁₀, and PM_{2.5}. Development projects would be required, through City construction permitting, to implement SCAQMD rules, including Rule 401, Rule 402, Rule 403, Rule 481, Rule 1108, Rule 1113, and Rule 1143 that would reduce construction-related emissions. Also, Mitigation Measures AQ-1 through AQ-7 would require construction activities to utilize “Super-Compliant” low VOC paints that have no more than 10 g/L of VOC, which exceeds the regulatory VOC limits put forth by SCAQMD’s Rule 1113, to require all construction equipment greater than 150 horsepower (>150 HP) to be CARB certified tier 3 or higher, to use electrical and alternative fueled equipment, and other similar measures. With implementation of Mitigation Measures AQ-1 through AQ-6, emissions of VOC and NO_x from construction activities would be reduced, and emissions from most NPGSP developments would be reduced to below the SCAQMD significance thresholds. However, due to the unknown detail about future development projects and the potential overlap of construction activities, it cannot be assured that the mitigation measures would reduce emissions below the SCAQMD significance thresholds. Therefore, based on the very conservative scenario of construction timing and construction equipment use, impacts related to construction emissions would remain significant and unavoidable.

Operation. The development identified by the NPGSP would generate in long-term emissions of criteria air pollutants from area sources generated by vehicular emissions, natural gas consumption, landscaping, applications of architectural coatings, and use of consumer products, which are typical of residential, commercial, and office uses. However, operation of the NPGSP at buildout and full occupancy would generate emissions that would exceed the applicable SCAQMD thresholds for VOC, NO_x, CO, PM₁₀, and PM_{2.5}. Mitigation Measure AQ-8 would be implemented to require development projects in the NPGSP area to achieve 5 percent efficiency beyond the incumbent California Building Code Title 24 requirements; and Mitigation Measure AQ-9 would require enhanced water conservation for NPGSP development projects. However, even with implementation of Mitigation Measures AQ-8 and AQ-9, emissions would continue to exceed regional thresholds of significance established by the SCAQMD, and impacts would be significant and unavoidable. The majority of the Project’s CO and NO_x emissions are derived from vehicle usage. Since neither the Project applicant nor the City have regulatory authority to control tailpipe emissions, no feasible mitigation measures exist that would reduce these emissions to less than significant levels. Thus, impacts would remain significant and unavoidable.

Per SCAQMD's methodology, if a project results in air emissions of criteria pollutants that exceeds the SCAQMD's thresholds for project-specific impacts, then it would also result in a cumulatively considerable net increase of these criteria pollutants. As described previously, emissions from construction and operation of the proposed Project could exceed SCAQMD's threshold for VOC, NO_x, CO, PM₁₀, and PM_{2.5} after implementation of SCAQMD Rules and mitigation measures. Therefore, emissions from implementation of the proposed Project would be cumulatively considerable, and cumulative air quality impacts would be significant and unavoidable. Further, because the Project would result in exceedance of air quality emissions thresholds, the proposed Project would also result in a significant and unavoidable impact related to consistency with the SCAQMD Air Quality Management Plan (AQMP).

Greenhouse Gas Emissions

As detailed in Section 5.6, *Greenhouse Gas Emissions*, construction and operation of the Project would generate an MTCO_{2e}/year per service population of 2.08, which would exceed the threshold of 1.44 MTCO_{2e}/year. Therefore, development projects within the NPGSP would be required to implement Mitigation Measure MM AQ-2 that requires use of off-road diesel construction equipment that complies with Environmental Protection Agency (EPA)/California Air Resources Board (CARB) Tier 3 emissions standards, Mitigation Measure MM AQ-4, that requires the use of electrical construction equipment, Mitigation Measure AQ-5 that requires alternative fueled construction equipment, Mitigation Measure MM AQ-8 that requires development projects to achieve 5% efficiency beyond the incumbent California Building Code Title 24 requirements, and Mitigation Measure MM AQ-9 that requires enhanced water conservation. However, even with implementation of these mitigation measures, GHG emissions would continue to exceed the service population threshold. Thus, impacts related to GHG emissions would be significant and unavoidable.

Additionally, GHG emissions impacts are assessed in a cumulative context since no single project can cause a discernible change to climate. The analysis of greenhouse gas emission impacts under CEQA contained in this EIR effectively constitutes an analysis of a project's contribution to the significant statewide cumulative impact of GHG emissions. Because the estimated GHG emissions from development and operation of the proposed NPGSP at buildout would exceed the service population threshold after implementation of mitigation measures, the Project would result in a cumulatively considerable significant impact after implementation of regulations and mitigation measures.

Noise

As detailed in Section 5.10, *Noise*, the proposed NPGSP would consist of infill and redevelopment of new mixed uses, including residential, that would generate vehicular trips. Typically, it would take a doubling of traffic volumes to result in a 3 dBA increase in roadway noise. The VMT Analysis for the NPGSP estimated the existing and future vehicular trip generation from development within the NPGSP area identified that buildout of the NPGSP would generate more than double the amount of existing traffic during at least a portion of the p.m. peak hour and for overall daily traffic. While all the Project traffic would not load onto any one particular street, this general analysis indicates that traffic levels on certain NPGSP roadways may more than double, which could result in significant noise impacts (i.e., +3 dBA increase). Although, Mitigation Measure NOI-5 requires noise attenuating features for new residential uses in the NPGSP areas where roadway noise exceeds the Municipal Code standards, the specific location and type of new development projects and the additional traffic noise is currently unknown. Thus, it is not guaranteed that the noise attenuating features would completely mitigate traffic noise, and it is not feasible at this time to identify other potential mitigation to reduce traffic noise. Therefore, due to the potential of a doubling of traffic on roadways within the NPGSP area, traffic noise impacts would be significant and unavoidable.

5.16.2 GROWTH INDUCEMENT

This section analyzes the growth inducement potential of the proposed Project and the associated secondary effects of growth the Project might permit. As required by CEQA Guidelines Section 15126.2(d), an EIR must:

“Discuss the ways in which the proposed project could foster economic or population growth, or the construction of additional housing, either directly or indirectly, in the surrounding environment. Included in this are projects which would remove obstacles to population growth (a major expansion of a recycled water plant might, for example, allow for more construction in service areas). Increases in the population may tax existing community service facilities, requiring construction of new facilities that could cause significant environmental effects. Also discuss the characteristic of some projects which may encourage and facilitate other activities that could significantly affect the environment, either individually or cumulatively. It must not be assumed that growth in any area is necessarily beneficial, detrimental, or of little significance to the environment.”

Thus, based on CEQA, a project could have a direct effect on population growth, for example, if it would involve construction of substantial new housing. A project could also have indirect growth-inducement potential if it would:

- Establish substantial new permanent employment opportunities (e.g., commercial, industrial, governmental, or other employment-generating enterprises) or otherwise stimulate economic activity such that it would result in the need for additional housing, businesses, and services to support increased economic activities.
- Remove obstacles to growth, e.g., through the construction or extension of major infrastructure facilities that do not presently exist in the project area, or would add substantial capacity that could accommodate additional unplanned growth.
- Remove obstacles to growth through changes in existing regulations pertaining to land development.
- Result in the need to expand one or more public service facilities to maintain desired levels of service; or
- Involve some other action that could encourage and facilitate other activities that could significantly affect the environment.

As CEQA Guidelines Section 15126.2(d) states that growth-inducing effects are not to be construed as necessarily beneficial, detrimental, or of little significance to the environment; the following information is provided as additional information on ways in which the proposed Project could contribute to significant changes in the environment beyond the direct consequences of developing the land use concepts examined in the preceding sections of this Draft EIR.

Establish substantial new permanent employment opportunities or otherwise stimulate economic activity such that it would result in the need for additional housing, businesses, and services to support increased economic activities.

The proposed NPGSP would result in development of up to 5,044 residential units and 31,171 square feet of retail commercial and office space by buildout in 2045. SCAG estimates that employment in the City will increase from 21,400 jobs in 2016 to 23,000 in 2045, which is an increase of 1,600 jobs or a 7.5 percent increase (SCAG 2020 growth forecast). The employment anticipated by the proposed NPGSP would generate approximately 62 new employees (see Section 5.11, *Population and Housing*), which represents 3.9 percent of the estimated job growth by 2045. The 62 jobs expected in the NPGSP area from the NPGSP

are included in SCAG projections because the employment land in the NPGSP area is included in the General Plan and is not changing substantially with implementation of the NPGSP. Thus, the employment that would occur within the NPGSP area would be less than significant.

The NPGSP would accommodate the forecasted employment in an environmentally sustainable manner by providing for housing to maintain the jobs to housing balance, that would reduce vehicle miles traveled through provision of mixed uses, multi-modal transportation, near the WSAB station. Also, as listed below, the City of Paramount has had recent unemployment rates ranging between 3.0 and 7.5 percent (EDD, 2021).

- April 2022: 5.2 percent unemployment rate
- 2021 Annual Average: 10.1 percent unemployment rate
- 2020 Annual Average: 13.7 percent unemployment rate
- 2019 Annual Average: 4.8 percent unemployment rate
- 2018 Annual Average: 5.0 percent unemployment rate

The jobs would provide new employment opportunities for people living in Paramount and the surrounding cities. Most of the new commercial and office jobs that would be created by the proposed NPGSP would be positions that are anticipated to be filled by people who would already be living within Paramount and surrounding communities and would not induce an unanticipated influx of new labor into the region. As described in Section 5.11, *Population and Housing*, buildout of the NPGSP would result in maintenance and future improvement of the projected jobs-household ratio, which is a benefit of the proposed NPGSP because a more balanced jobs-to-housing ratio could improve the environment by reducing vehicle miles traveled and emissions from motor vehicles. Overall, the proposed NPGSP would accommodate forecasted employment growth consistent with SCAG's regional forecasts. Thus, impacts related to increased growth through the provision of employment opportunities would be less than significant.

Remove Obstacles to Growth, e.g., Through the Construction Or Extension of Major Infrastructure Facilities that do not Presently Exist in the Project Area or Would Add Substantial Capacity that Could Accommodate Additional Unplanned Growth.

The elimination of a physical obstacle to growth is considered to be a growth inducing impact. A physical obstacle to growth typically involves the lack of public service infrastructure. The proposed Project would induce growth if it would provide public services or infrastructure with excess capacity to serve lands that would otherwise not be developable.

The NPGSP area is a developed urban area that is connected to the City's existing infrastructure system. Water, sewer, drainage, and roadways provide service to all of the areas within the NPGSP. As described in Section 5.15, *Utilities and Service Systems*, development projects pursuant to the NPGSP would include installation of onsite infrastructure and new connections to the existing infrastructure systems, which include improvements to existing aged infrastructure such as increasing the size of water and sewer lines. However, these improvements are sized to accommodate the NPGSP buildout and not provide excess capacity. As described above, the NPGSP area is urban and developed, and the projects implemented by the NPGSP would consist of infill and redevelopment of existing uses or development of vacant parcels that are in between developed parcels in the urban area. The NPGSP-related infrastructure and utility improvements do not involve extension of utilities into undeveloped areas. Therefore, the infrastructure improvements implemented by the Project would not result in unplanned growth.

The NPGSP would also implement circulation improvements to pedestrian, and bicycle facilities, which would enhance local circulation and the use of transit provided by the WSAB station. The circulation improvements

provided by the NPGSP would not extend circulation into new areas or provide excess circulation capacity that could induce growth. The improvements proposed by the NPGSP would enhance circulation to provide for multi-modal transportation and implement use of transit. As a result, the circulation improvements provided by the NPGSP would result in less than significant growth inducing impacts.

Remove Obstacles to Growth Through Changes in Existing Regulations Pertaining to Land Development

A project could directly induce growth if it would remove barriers to population growth such as change to a jurisdiction's general plan and zoning code, which allows new development to occur in underutilized areas. The NPGSP would create new specific plan land use designations (zones) that do not currently exist in the City that would increase residential density from 22 dwelling units per acre (du/ac) to 30 and 40 du/ac. However, the proposed density is consistent with the density previously envisioned by the Clearwater North Specific Plan and the Howe/Orizaba Specific Plan, that were adopted in 1987 and focused on high-density housing opportunities providing a maximum density of 70 du/ac.

Also, as detailed in the City's adopted and certified Housing Element Update (2021-2029), the City's 22 du/ac cap pursuant to Municipal Code Chapter 17.20 is incompatible with current California state laws regarding required density bonuses applicable to affordable housing projects. The Housing Element Update includes a program to clarify the inapplicability of the proposition either through the adoption of a resolution or other binding commitment; and requires that the NPGSP utilize density minimums and maximums that are comparable to the State's requirements. Therefore, implementation of the NPGSP would not remove obstacles to growth through changes in existing regulations related to land development, and impacts would be less than significant.

Result in the Need to Expand One or More Public Service Facilities to Maintain Desired Levels of Service

The proposed Project is expected to incrementally increase the demand for fire protection and emergency response, police protection, and school services. As detailed in Section 5.12, *Public Services*, the proposed Project would not require development of additional facilities or expansion of existing facilities to maintain existing levels of service. Based on service ratios and buildout projections, the proposed Project would not create a demand for services beyond the capacity of existing facilities. Therefore, an indirect growth inducing impact as a result of expanded or new public facilities that could support other development in addition to the proposed Project would not occur. The proposed Project would not result in significant growth inducing consequences that would require the need to expand public services to maintain desired levels of service.

Involve Some Other Action that Could Encourage and Facilitate Other Activities that Could Significantly Affect the Environment

The proposed Project does not propose changes to any of the City's building safety standards (i.e., building, grading, plumbing, mechanical, electrical, or fire codes). The development implemented pursuant to the NPGSP would comply with all applicable City plans, policies, and ordinances. In addition, mitigation measures have been identified within this Draft EIR to ensure that the Project minimizes environmental impacts. The Project would not involve any precedent-setting action that could encourage and facilitate other activities that significantly affect the environment.

Environmental Impacts of Induced Growth

All physical environmental effects from construction of development of the proposed NPGSP have been analyzed in all technical sections of this Draft EIR prepared for this Project. For example, activities such as

excavation, grading, and construction as required for the buildout of the NPGSP have been evaluated herein. Also, all operational aspects of the NPGSP have been analyzed in this Draft EIR and through implementation of existing regulations, including the General Plan and zoning ordinance, would not create an environmental impact of induced growth.

5.16.3 SIGNIFICANT IRREVERSIBLE EFFECTS

CEQA Guidelines require the EIR to consider whether “uses of nonrenewable resources during the initial and continued phases of the project may be irreversible since a large commitment of such resources makes removal or nonuse thereafter unlikely.... Also, irreversible damage can result from environmental accidents associated with the project. Irretrievable commitments of resources should be evaluated to assure that such current consumption is justified.” (CEQA Guidelines Section 15126.2(c)). “Nonrenewable resource” refers to the physical features of the natural environment, such as land, waterways, mineral resources, etc. These irreversible environmental changes may include current or future uses of non-renewable resources, and secondary or growth-inducing impacts that commit future generations to similar uses.

Generally, a project would result in significant irreversible environmental changes if:

- The primary and secondary impacts would generally commit future generations to similar uses.
- The project would involve a large commitment of nonrenewable resources.
- The project would involve uses in which irreversible damage could result from any potential environmental accidents associated with the project; or
- The proposed irretrievable commitments of nonrenewable resources are not justified (e.g., the project involves the wasteful use of energy).

The proposed Project would result in or contribute to the following irreversible environmental changes:

- Lands in the NPGSP area are already committed to urban uses. The Project results in efficient uses of land areas near the WSAB station to accommodate growth and reduce VMT. The infill and redevelopment of higher density residential and mixed commercial, office, and residential uses would result in secondary effects associated with this irreversible new commitment of land resources include:
 - Changes in views associated with construction of the new buildings and associated development (Section 5.1, *Aesthetics*)
 - Increased traffic on area roadways (see Section 5.13, *Transportation*).
 - Emissions of air pollutants associated with NPGSP construction and operation (see Section 5.2, *Air Quality*).
 - Consumption of non-renewable energy associated with construction and operation of the proposed Project due to the use of automobiles, trucks, lighting, heating and cooling systems, appliances, etc. (see Section 5.4, *Energy*).
 - Increased ambient noise associated with an increase in activities and traffic from NPGSP buildout (see Section 5.10, *Noise*).
- Construction of the proposed Project as described in Section 3.0, Project Description, would require the use of energy produced from nonrenewable resources and construction materials.

As discussed in Section 5.4, *Energy*, the proposed Project would not involve a large commitment of nonrenewable resources as impacts related to energy were less than significant and would not involve the wasteful use of energy. Development implemented pursuant to the proposed NPGSP would incorporate energy-generating and conserving sustainable design features, including those required by the California

Building Code, California Energy Code Title 24, which specify green building standards for new developments. In addition, the Project would not result in irreversible damages that could result from any potential environmental accidents as associated with the proposed Project.

5.16.4 EFFECTS FOUND NOT TO BE SIGNIFICANT

CEQA Guidelines Section 15126.2(a) states that “[a]n EIR shall identify and focus on the significant effects on the environment”. However, CEQA Guidelines Section 15128 requires that an EIR contain a statement briefly indicating the reasons that various possible effects of a project were determined not to be significant and were therefore not discussed in detail in the EIR. The following environmental issue areas would not be potentially impacted by the proposed Project, as detailed below.

Agricultural and Forest Resources

The NPGSP area is not located on designated Prime Farmland, Unique Farmland, or Farmland of Statewide Importance as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program. As such, buildout of the proposed Project would not convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance to non-agricultural uses. No impact on farmlands would occur. Likewise, the Project would not conflict with the existing zoning for an agricultural use, as the NPGSP area is currently zoned for urban uses. Additionally, no portion of the NPGSP area is enrolled in a Williamson Act Contract. Thus, no impact would occur.

Regarding forestland and timberland, no forestland or timberland exists in the NPGSP area, and the proposed NPGSP would not result in changes to or cause rezoning of forest land, timber land or timberland zoned for Timberland Production. Thus, no impact to forestland or timberland would occur.

Biological Resources

The NPGSP area is a developed urbanized area and is surrounded by existing urban development. The area is developed with residential and commercial development and roadways. The Project would implement redevelopment and infill development within an urban environment near regional transportation. No biological resources or migratory wildlife corridors exist within the NPGSP area. The proposed NPGSP land uses for the developed and urban area 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 due to lack of habitat.

No wetlands, riparian habitat, or other sensitive natural community exist within the NPGSP area. Thus, implementation of the NPGSP would not have a substantial adverse effect on any wetland, vernal pool, 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. Likewise, the NPGSP area is not subject to any policies protecting biological resources, including tree preservation policies, Habitat Conservation Plan, a Natural Community Conservation Plan, or other such plan.

The NPGSP area does include ornamental landscaping that could support nesting birds, and new ornamental landscaping would be installed as part of development projects. Should removal of vegetation for development projects occur during nesting season (typically February 15 through September 15), City permitting for specific development projects would require implementation of nesting bird surveys as required by the Federal Migratory Bird Treaty Act (MBTA) of 1918 (Code of Federal Regulations, Title 50, § 10.13) and Sections 3503, 3503.5, and 3513 of the California Fish and Game Code. Therefore, no impacts related to biological resources would occur as a result of implementation of the NPGSP. Further, site

specific review and permitting of each development project would ensure application and of appropriate regulations.

Mineral Resources

The NPGSP area is urban and has not historically been used for mining and is not identified as containing valuable mineral or aggregate resources. Therefore, implementation of the proposed Project would not result in the loss of availability of a valuable known mineral resource or recovery site, and no impact would occur.

Wildfire

According to the CalFire Fire Hazard Severity Zone map, the NPGSP area is not within an area identified as a Fire Hazard Area. In addition, the NPGSP would not substantially impair an adopted emergency response plan or emergency evacuation plan. The NPGSP area is urban with roadways, and not adjacent to or in the vicinity of wildlands. Therefore, implementation of the proposed NPGSP would not impair an adopted emergency response plan or emergency evacuation plan within or near a very high fire hazard severity zone. Implementation of the NPGSP would not exacerbate wildfire risks nor expose occupants to risk of pollutant concentrations from a wildfire or uncontrolled spread of a wildfire. Also, implementation of the NPGSP would not require installation of infrastructure that could exacerbate fire risks and would not expose people to downstream flooding related to post fire slope instability. Therefore, implementation of the NPGSP would not result in any impacts related to wildfire.

REFERENCES

California Department of Fish and Wildlife. Accessed: <https://nrm.dfg.ca.gov/FileHandler.ashx?DocumentID=68626&inline>

California Department of Conservation Important Farmland mapping (CDC 2022). Accessed: <https://www.conservation.ca.gov/dlrp/fmmp>

California Geological Survey Mineral Resource mapping (CGS 2022). Accessed: <https://maps.conservation.ca.gov/mineralresources/#webmaps>

CalFire Fire Hazard Severity Zones Maps. Accessed: <https://osfm.fire.ca.gov/divisions/wildfire-planning-engineering/wildland-hazards-building-codes/fire-hazard-severity-zones-maps/>

Cal Fire. Website: <https://www.fire.ca.gov/>

City of Paramount General Plan. Accessed: <https://www.paramountcity.com/home/showpublisheddocument/2538/636717805901070000>

SCAG 2020, Connect SoCal 2024 – The 2024-2050 Regional Transportation Plan/Sustainable Communities Strategy. Accessed: <https://scag.ca.gov/connect-socal>

United States Fish and Wildlife Service (USFWS 2020). Accessed: <https://www.fws.gov/wetlands/Data/Mapper.html>

6. Alternatives

This section addresses alternatives to the proposed Project and describes the rationale for including them in the Draft EIR. The section also discusses the environmental impacts associated with each alternative and compares the relative impacts of each alternative to those of the proposed Project. In addition, this section describes the extent to which each alternative meets the Project objectives.

6.1 INTRODUCTION

The identification and analysis of alternatives to a project is a fundamental part of the environmental review process pursuant to CEQA. Public Resources Code (PRC) §21002.1(a) establishes the need to address alternatives in an EIR by stating that in addition to determining a project's significant environmental impacts and indicating potential means of mitigating or avoiding those impacts, "the purpose of an environmental impact report is . . . to identify alternatives to the project."

Pursuant to CEQA Guidelines §15126.6(a), an EIR must describe a reasonable range of alternatives to the proposed Project or to the Project's location that would feasibly avoid or lessen its significant environmental impacts while attaining most of the proposed Project's objectives. CEQA Guidelines §15126.6(b) emphasizes that the selection of project alternatives be based primarily on the ability to reduce impacts relative to the proposed project. In addition, CEQA Guidelines §15126.6(e)(2) requires the identification and evaluation of an "Environmentally Superior Alternative."

Pursuant to CEQA Guidelines §15126.6(d), discussion of each alternative presented in this Draft EIR Section is intended "to allow meaningful evaluation, analysis, and comparison with the proposed project." As permitted by CEQA, the significant effects of each alternative are discussed in less detail than those of the proposed Project, but in enough detail to provide perspective and allow for a reasoned choice among alternatives to the proposed Project.

In addition, the "range of alternatives" to be evaluated is governed by the "rule of reason" and feasibility, which requires the Draft EIR to set forth only those alternatives that are feasible and necessary to permit an informed and reasoned choice by the lead agency and to foster meaningful public participation (CEQA Guidelines §15126.6(f)). CEQA generally defines "feasible" to mean an alternative that is capable of being accomplished in a successful manner within a reasonable period of time, taking into account economic, environmental, social, technological, and legal factors and other considerations (CEQA Guidelines §15091(a)(3) and §15364).

Based on the CEQA requirements described above, the alternatives addressed in this Draft EIR were selected in consideration of one or more of the following factors:

- The extent to which the alternative could avoid or substantially lessen any of the identified significant environmental effects of the proposed Project.
- The extent to which the alternative could accomplish the objectives of the proposed Project.
- The potential feasibility of the alternative.
- The appropriateness of the alternative in contributing to a "reasonable range" of alternatives that would allow an informed comparison of relative advantages and disadvantages of the proposed Project and potential alternatives to it; and
- The requirement of the *CEQA Guidelines* to consider a "no project" alternative; and to identify an "environmentally superior" alternative in addition to the no project alternative (CEQA Guidelines Section 15126.6(e)).

Neither the CEQA statute, the CEQA Guidelines, nor recent court cases specify a specific number of alternatives to be evaluated in an EIR. Rather, “the range of alternatives required in an EIR is governed by the rule of reason that sets forth only those alternatives necessary to permit a reasoned choice” (CEQA Guidelines §15126(f)).

6.2 ENVIRONMENTAL IMPACTS

CEQA requires the alternatives selected for comparison in an EIR to avoid or substantially lessen one or more significant effects of the project being evaluated. In order to identify alternatives that would avoid or substantially lessen any of the identified significant environmental effects of implementation of the proposed Project, the significant impacts must be considered, although it is recognized that alternatives aimed at reducing the significant and unavoidable impacts would also avoid or reduce impacts that were found to be less than significant or reduced to below a level of significance with implementation of mitigation measures.

The analysis in Chapter 5 of this EIR determined that buildout of the proposed NPGSP would result in the following significant and unavoidable impacts.

Air Quality

Construction. The timing of development and operation of the development pursuant to the NPGSP would be dependent upon market conditions and development applications for new projects. Thus, construction activities associated with buildout of the proposed NPGSP would likely occur sporadically over 25 years or longer. Due to the uncertainty of the specific timing and methods of construction activities related to NPGSP development projects, the maximum daily emissions were based on the scenario that construction would occur throughout the NPGSP implementation period, based on maximum equipment use and multiple future NPGSP development projects overlapping.

In this conservative scenario the estimated maximum daily construction emissions would exceed thresholds established by the SCAQMD for emissions of VOCs, NO_x, CO, PM₁₀, and PM_{2.5}. Development projects would be required, through City construction permitting, to implement SCAQMD rules, including Rule 401, Rule 402, Rule 403, Rule 481, Rule 1108, Rule 1113, and Rule 1143 that would reduce construction-related emissions. Also, Mitigation Measures AQ-1 through AQ-7 would require construction activities to utilize “Super-Compliant” low VOC paints that have no more than 10 g/L of VOC, which exceeds the regulatory VOC limits put forth by SCAQMD’s Rule 1113, to require all construction equipment greater than 150 horsepower (>150 HP) to be CARB certified tier 3 or higher, to use electrical and alternative fueled equipment, and other similar measures. With implementation of Mitigation Measures AQ-1 through AQ-6, emissions of VOC and NO_x from construction activities would be reduced and emissions from most NPGSP developments would be reduced to below the SCAQMD significance thresholds. However, due to the unknown detail about future development projects and the potential overlap of construction activities, it cannot be assured that the mitigation measures would reduce emissions below the SCAQMD significance thresholds. Therefore, based on the very conservative scenario of construction timing and construction equipment use, impacts related to construction emissions would remain significant and unavoidable.

Operation. The development identified by the NPGSP would generate in long-term emissions of criteria air pollutants from area sources generated by vehicular emissions, natural gas consumption, landscaping, applications of architectural coatings, and use of consumer products, which are typical of residential, commercial, and office uses. However, operation of the NPGSP at buildout and full occupancy would generate emissions that would exceed the applicable SCAQMD thresholds for VOC, NO_x, CO, PM₁₀, and PM_{2.5}. Mitigation Measure AQ-8 would be implemented to require development projects in the NPGSP area to achieve 5 percent efficiency beyond the incumbent California Building Code Title 24 requirements; and

Mitigation Measure AQ-9 would require enhanced water conservation for NPGSP development projects. However, even with implementation of Mitigation Measures AQ-8 and AQ-9, emissions would continue to exceed regional thresholds of significance established by the SCAQMD, and impacts would be significant and unavoidable. The majority of the Project's CO and NO_x emissions are derived from vehicle usage. Since neither the Project applicant nor the City have regulatory authority to control tailpipe emissions, no feasible mitigation measures exist that would reduce these emissions to less than significant levels. Thus, impacts would remain significant and unavoidable.

Per SCAQMD's methodology, if a project results in air emissions of criteria pollutants that exceeds the SCAQMD's thresholds for project-specific impacts, then it would also result in a cumulatively considerable net increase of these criteria pollutants. As described previously, emissions from construction and operation of the proposed Project could exceed SCAQMD's threshold for VOC, NO_x, CO, PM₁₀, and PM_{2.5} after implementation of SCAQMD Rules and mitigation measures. Therefore, emissions from implementation of the proposed Project would be cumulatively considerable, and cumulative air quality impacts would be significant and unavoidable. Further, because the Project would result in exceedance of air quality emissions thresholds, the proposed Project would also result in a significant and unavoidable impact related to consistency with the SCAQMD Air Quality Management Plan (AQMP).

Greenhouse Gas Emissions

As detailed in Section 5.6, *Greenhouse Gas Emissions*, construction and operation of the Project would generate an MTCO_{2e}/year per service population of 2.08, which would exceed the threshold of 1.44 MTCO_{2e}/year. Therefore, development projects within the NPGSP would be required to implement Mitigation Measure MM AQ-2 that requires use of off-road diesel construction equipment that complies with Environmental Protection Agency (EPA)/California Air Resources Board (CARB) Tier 3 emissions standards, Mitigation Measure MM AQ-4, that requires the use of electrical construction equipment, Mitigation Measure AQ-5 that requires alternative fueled construction equipment, Mitigation Measure MM AQ-8 that requires development projects to achieve 5% efficiency beyond the incumbent California Building Code Title 24 requirements, and Mitigation Measure MM AQ-9 that requires enhanced water conservation. However, even with implementation of these mitigation measures, GHG emissions would continue to exceed the service population threshold. Thus, impacts related to GHG emissions would be significant and unavoidable.

Additionally, GHG emissions impacts are assessed in a cumulative context since no single project can cause a discernible change to climate. The analysis of greenhouse gas emission impacts under CEQA contained in this EIR effectively constitutes an analysis of a project's contribution to the significant statewide cumulative impact of GHG emissions. Because the estimated GHG emissions from development and operation of the proposed NPGSP at buildout would exceed the service population threshold after implementation of mitigation measures, the Project would result in a cumulatively considerable significant impact after implementation of regulations and mitigation measures.

Noise

As detailed in Section 5.10, *Noise*, the proposed NPGSP would consist of infill and redevelopment of new mixed uses, including residential, that would generate vehicular trips. Typically, it would take a doubling of traffic volumes to result in a 3 dBA increase in roadway noise. The VMT Analysis for the NPGSP estimated the existing and future vehicular trip generation from development within the NPGSP area identified that buildout of the NPGSP would generate more than double the amount of existing traffic during at least a portion of the p.m. peak hour and for overall daily traffic. While all the Project traffic would not load onto any one particular street, this general analysis indicates that traffic levels on certain NPGSP roadways may more than double, which could result in significant noise impacts (i.e., +3 dBA increase). Although, Mitigation Measure NOI-5 requires noise attenuating features for new residential uses in the NPGSP areas where

roadway noise exceeds the Municipal Code standards, the specific location and type of new development projects and the additional traffic noise is currently unknown. Thus, it is not guaranteed that the noise attenuating features would completely mitigate traffic noise, and it is not feasible at this time to identify other potential mitigation to reduce traffic noise. Therefore, due to the potential of a doubling of traffic on roadways within the NPGSP area, traffic noise impacts would be significant and unavoidable.

6.3 PROJECT OBJECTIVES

CEQA Guidelines §15124(b) (14 California Code of Regulations [CCR]) requires “A statement of objectives sought by the proposed project. A clearly written statement of objectives would help the Lead Agency develop a reasonable range of alternatives to evaluate in the EIR and would aid the decisionmakers in preparing findings or a statement of overriding considerations, if necessary. The statement of objectives should include the underlying purpose of the project.” The proposed NPGSP outlines a variety of “Guiding Principles” and related Goals that form the Project Objectives of the Project, including the following:

- Encourage focused growth strategies along Paramount Boulevard near the I-105 and the Paramount/Rosecrans light rail station that preserve a majority of the existing lower-density neighborhoods and allow for intensification along Paramount Boulevard and Rosecrans Avenue to support the use of transit without contributing to overcrowded conditions.
- Reinforce and enhance existing commercial corridors through the introduction of new building types, a mix of housing and commercial uses, and placemaking strategies that create a unique brand and sense of place.
- Develop a phased approach to development that allows for the highest and best use of transit-oriented development (TOD) sites.
- Address connectivity/mobility issues, at a high level, that go beyond the Specific Plan’s study area such as connecting to Downtown Paramount to the south, South Gate to the north, neighboring transit such as the light rail station at the C Line (Green Line), and other destinations.
- Use complete street approaches for the design of existing and new streets that balance the needs of pedestrians, cyclists, and vehicles.
- Strengthen bicycle and pedestrian connections to the proposed stations and the regional bike and park system.
- Address longstanding environmental justice issues by creating new public amenities, improving air quality through reduced congestion and lower car use, building high-quality, affordable housing, and connecting residents to quality jobs through transit and active transportation investments, all of which contribute to a reduction of greenhouse gas (GHG) emissions and vehicle miles traveled (VMT).
- Respect the existing character and scale of adjacent low-density housing.
- Promote a diverse housing stock with products that are offered at a wide range of sizes and affordability.
- Provide strategies for introducing new open space and recreational opportunities for neighborhood residents in new developments.
- Close to the Paramount/Rosecrans station, consider reduced parking ratios that discourage the use of private vehicles.

- Ensure that new housing developments are well connected to the station through wide, clear sidewalks, bicycle lanes, and amenities such as convenient bicycle storage.
- In all project disciplines, consideration needs to be given to how Covid-19 and related public health issues may affect the Specific Plan's regulatory framework. High level strategies should be identified to give the City tools for growth, order, and a sense of normalcy under uncertain future conditions.
- Ensure consistency with current and previous planning efforts such as the forthcoming Clearwater East Specific Plan Update, The Paramount/South Gate Station Area Vision Plan, the WSAB Corridor Transit-Oriented Development Strategic Implementation Plan (WSAB TOD SIP), and SCAG's Connect SoCal Plan.

6.4 ALTERNATIVES CONSIDERED BUT REJECTED

Pursuant to CEQA Guidelines §15126.6(c), an EIR must briefly describe the rationale for selection and rejection of alternatives. The lead agency may make an initial determination as to which alternatives are potentially feasible and, therefore, merit in-depth consideration, and which are infeasible and need not be considered further. Alternatives that are remote or speculative, or the effects of which cannot be reasonably predicted, need not be considered (CEQA Guidelines §15126.6(f), (f)(3)). This section identifies alternatives considered by the lead agency but rejected as infeasible and provides a brief explanation of the reasons for their exclusion. Alternatives may be eliminated from detailed consideration in the Draft EIR if they fail to meet most of the Project objectives, are infeasible, or do not avoid any significant environmental effects.

Alternate Site Alternative

An alternative site alternative was considered and eliminated from further consideration. CEQA specifies that the key question regarding alternative site consideration is "whether any of the significant effects of the project would be avoided or substantially lessened by putting the project at another location."

Implementation of infill and redevelopment within other areas of Paramount would result in similar impacts related air quality, greenhouse gas emissions, and construction and vehicle noise. Also, mitigation would continue to be required for cultural resources, geology and soils, tribal cultural resources, and utilities and service systems. Thus, an alternative site would not reduce impacts related to development proposed by the Project.

Additionally, the primary purpose of the NPGSP is to promote infill and redevelopment of residential and mixed uses within 0.5 miles of the planned WSAB light rail station. Development that would occur under the proposed NPGSP is intended to sustainability accommodate growth near the regional transit station. The NPGSP approach to concentrate new higher density and mixed-use development near transit is consistent with State policy aimed at meeting housing needs while reducing VMT and the related air quality and GHG emissions. As detailed in Section, 5.9, *Land Use and Planning*, SCAG's regional goals include focusing higher-density development in transit-rich areas.

Thus, given the size and nature of the proposed NPGSP and its objectives, it would be inapplicable and/or infeasible to propose the NPGSP on an alternate site and not within 0.5 mile of the proposed WSAB light rail station. Also, analysis of an alternative site for the proposed NPGSP is neither meaningful nor necessary, because another site would not meet the transit-oriented infill development objectives of the Project and because the significant impacts resulting from the proposed infill and redevelopment would not be avoided or substantially lessened. Therefore, the Alternative Site Alternative was rejected from further consideration.

All Residential Land Use Alternative

An all-residential land use alternative was considered and eliminated from further consideration. The all-residential land use scenario would provide for redevelopment, infill development, and intensification within

the NPGSP area with only residential uses. The proposed NPGSP assumes buildout of 5,044 residential units and 31,171 square feet of retail and office space; this alternative assumes between 30 and 35 additional residential units within the NPGSP area and no new retail and office space. The residential uses could be developed both sides of Paramount Boulevard on both vacant and underutilized properties. This alternative would not provide for the integration of mixed-use development projects within the NPGSP area and would not promote the revitalization of this area in the same manner envisioned in the NPGSP, which is intended to foster a reduction of vehicle trips by provision of various complementary land uses, such as retail, office, and employment opportunities near residences and the WSAB station. The All-Residential Land Use scenario would result in similar construction and operational impacts related to air quality, greenhouse gas emissions, and noise. It would continue the pattern of people living in one area and commuting generally by personal vehicles to jobs, shopping, and services in a different area of the City or outside of the City. As such, this alternative does not meet the objectives set forth in the NPGSP and does not meet SCAG's regional goal of focusing higher-density multimodal development in transit-rich areas. Therefore, the All-Residential Land Use Alternative was rejected from further consideration.

All Non-Residential Land Use Alternative

An all-commercial land use alternative was considered and eliminated from further consideration. The all non-residential land use scenario would provide for redevelopment, infill development, and intensification within the NPGSP area with only non-residential uses, such as commercial, retail, office type uses. The proposed NPGSP assumes buildout of 5,044 residential units and 31,171 square feet of retail and office space; this alternative assumes the square footage of building space to be used for residences within the NPGSP area would be used for employment, services, and retail. As described in Section 5.11, *Population and Housing*, SCAG's growth projections identify that the number of jobs within the City will increase from 21,400 jobs in 2016 to 23,000 jobs in 2045, which is an increase of over 7.5 percent (1,600 jobs). This alternative would assist in provision of space to accommodate the increase of employment within the City.

However, this alternative would not provide for the integration of mixed-use development projects within the NPGSP area and would not promote the revitalization of this area in the same manner envisioned in the NPGSP, which is intended to foster a reduction of vehicle trips by provision of additional residences within walking and biking distance to the planned WSAB station. Further, this alternative would not assist in provision of housing locations to meet the City's Regional Housing Needs Allocation (RHNA) requirements. As detailed in the Housing Element Update, the City currently (2021-2029) has a RHNA allocation of 364 residential units, which include 92 very-low-income units, 43 low-income units, and 48 moderate income units. Additional RHNA allocations will be assigned from throughout the NPGSP planned buildout year of 2045. Because this alternative would not assist in meeting current or future RHNA allocations, the All Non-Residential Land Use Alternative was rejected.

Further, the All Non-Residential Land Use scenario would result in similar construction and operational impacts related to air quality, greenhouse gas emissions, and traffic-generated noise. It would continue the pattern of people living in one area and commuting generally by personal vehicles to jobs, shopping, and services in a different area of the City or outside of the City. As such, this alternative does not meet the objectives set forth in the NPGSP and does not meet SCAG's regional goal of focusing higher-density residential development in transit-rich areas. Therefore, the All Non-Residential Land Use Alternative was rejected from further consideration.

6.5 ALTERNATIVES SELECTED FOR FURTHER ANALYSIS

Two alternatives to the proposed Project have been identified for further analysis as representing a reasonable range of alternatives that attain most of the objectives of the Project, may avoid or substantially lessen any of the significant effects of the proposed Project, and are feasible from a development

perspective. These alternatives have been developed based on the criteria identified in Section 6.1, and are described below:

Alternative 1: No Project/Buildout of the Existing Zoning. Under this alternative, the proposed Specific Plan would not be approved, and no amendment to the existing General Plan land use and zoning designations would occur. The existing land use designations would remain. In accordance with the CEQA Guidelines, the No Project Alternative consists of the circumstance under which the project does not proceed. Section 15126.6(e)(3)(A) of the *CEQA Guidelines* states that, when the project is the revision of an existing land use or regulatory plan, policy, or ongoing operation, the “no project” alternative will be the continuation of the existing plan, policy, or operation into the future. Thus, the projected impacts of the proposed plan or alternative plans would be compared to the impacts that would occur under the existing plan.

Accordingly, Alternative 1: No Project/Buildout of Existing Zoning Alternative provides a comparison between the environmental impacts of the proposed Project in contrast to the result from not approving, or denying, the proposed Project. Thus, this alternative is intended to meet the requirements of *CEQA Guidelines* Section 15126.6(e) for evaluation of a no project alternative.

Alternative 2: Reduced Intensity Alternative. The Reduced Intensity Alternative would reduce the intensity of the proposed NPGSP zoning designations, and therefore the buildout of the plan area. Under this alternative, a 30 percent reduction in the allowable number of dwelling units, retail commercial uses, and office uses would be developed throughout the NPGSP. Thus, under the Reduced Intensity Alternative a maximum of 3,530 dwelling units and 21,820 square feet of retail commercial, and office uses would be developed within the NPGSP area through the year 2045. Under the Reduced Intensity Alternative, the maximum residential density would increase from 22 du/ac to a maximum of 30 du/ac with a corresponding maximum building height of 30 feet throughout the plan area. Under this alternative, redevelopment and infill development would still be concentrated on underutilized parcels within 0.5-mile of the planned WSAB light rail station. This alternative includes all of the circulation, streetscape improvements, and infrastructure improvements that are included in the proposed NPGSP.

6.6 ALTERNATIVE 1: NO PROJECT/NO BUILD

Section 15126.6(e) of the *CEQA Guidelines* requires analysis of the No Project Alternative. The no project alternative analysis must discuss the existing conditions at the time the Notice of Preparation/Initial Study was published and considers conditions that would be reasonably expected to occur in the foreseeable future if the project were not approved. The No Project Alternative applies to the following scenarios:

- (1) When the project is a revision of an existing land use or regulatory plan, policy, or ongoing operation, the “no project” alternative is the continuation of the existing plan, policy, or operation into the future; or
- (2) If the project is other than a land use or regulatory plan, for example a development project on identifiable property, the “no project” alternative is the circumstance under which the project does not proceed.

This alternative evaluates the environmental effects of buildout of the NPGSP area according to the existing General Plan and zoning designations. The No Project/Buildout of Existing Zoning Alternative provides a comparison between the environmental impacts of the proposed Project in contrast to the result from not approving, or denying, the proposed Project. This alternative is intended to meet the requirements of *CEQA Guidelines* Section 15126.6(e) for evaluation of a no project alternative.

The zoning designations of the NPGSP area would be implemented, which includes: the R-M zone for residential densities of up to 22 du/ac, the C-3 and C-M zones that provide for general commercial and

manufacturing uses in buildings with a maximum height of 45 feet and a maximum FAR of two times the area of the lot, and the PD-PS zone that applies performance standards for each specific development.

Under this alternative, circulation within the NPGSP area would remain the same, and infrastructure improvements would be coordinated on an as needed basis pursuant to the City's Capital Improvement Program.

6.6.1 ENVIRONMENTAL IMPACTS

Aesthetics

Under the No Project/Buildout of Existing Zoning Alternative, infill and redevelopment per the existing zoning and adaptive reuse of existing buildings would occur within the NPGSP area to add residential and commercial uses. Development under this alternative would likely not occur in the absence of unifying design guidelines, architectural guidelines, streetscape improvements, open space improvements, and other aesthetic enhancements proposed in the NPGSP that are intended to enhancing connectivity to the planned WSAB light rail station with alternative transportation. Although visual impacts would be less than significant under this alternative, the overall visual quality of the NPGSP area would not be improved when compared to the proposed Project, which would result in an overall improvement in aesthetics and enhancement of character within the area. Furthermore, the No Project/Buildout of Existing Zoning Alternative would not promote compact and walkable urban form in the vicinity of the WASB, introduce a greater variety of transportation options (and reduce vehicle trips and vehicle miles traveled), and provide more public more amenities that provides aesthetic and community benefits.

Development under this alternative would also result in new sources of light and glare from infill development. Both this alternative and the proposed NPGSP would result in similar less than significant impacts with implementation of the City's existing lighting regulations and the City's design review process. Overall, the aesthetic impacts from this alternative would be less than significant, and neutral in comparison to the proposed Project.

Air Quality

Under the No Project/Buildout of Existing Zoning Alternative, new development in response to market demand and the existing zoning designations would occur in the absence of the NPGSP. Because the alternative would not result in changes to zoning or the General Plan land uses, it would be consistent with the Air Quality Management Plan (AQMP) under the AQMP Consistency Criterion No. 1.

In this alternative, fewer dwelling units would be built; therefore, it would generate fewer construction and operational emissions than would occur from buildout of the proposed NPGSP and is not anticipated to result in a significant and unavoidable impact, which would occur from the proposed NPGSP. However, the existing zoning within the Project area does not promote mixed uses and transit-oriented designs and does not provide improvements to circulation and connectivity that would help to reduce vehicle trips and increase access to the WSAB station.

Overall, this alternative would result in fewer air quality emissions than the proposed NPGSP but would not achieve the long-term objective of fostering a walkable and bikeable mixes-use environment within 0.5 mile of the WSAB light rail station. Due to the reduction in buildout that would occur by the No Project/Buildout of Existing Zoning Alternative, less air quality impacts would occur than by the proposed NPGSP. Thus, impacts under the No Project/Buildout of Existing Zoning Alternative would be less than the proposed Project.

Cultural Resources

Under the No Project/Buildout of Existing Zoning Alternative, new development in response to market demand and the existing zoning designations would occur in the absence of the NPGSP. This alternative is anticipated to result in less infill and redevelopment within the plan area. As such, the No Project/Buildout of Existing Zoning Alternative would result in less potential to adversely affect any historic or undiscovered archeological resources than the proposed Project. However, like the proposed Project, mitigation measures and compliance with applicable state regulations and City of Paramount General Plan policies would be required to reduce potential impacts to a less than significant level. Therefore, consistent with the proposed Project impacts related to cultural resources from the No Project/Buildout of Existing Zoning Alternative would be less than significant with mitigation incorporated.

Energy

Under the No Project/Buildout of Existing Zoning Alternative, new development in response to market demand and the existing zoning designations would occur in the absence of the NPGSP. This alternative is anticipated to result in less infill and redevelopment within the plan area than the proposed Project. As such, the No Project/Buildout of Existing Zoning Alternative would result in less demand for construction and energy related demands. In addition, consistent with the proposed Project, development under the No Project/Buildout of Existing Zoning Alternative would be required to implement all of the required Title 24/CalGreen energy efficiency requirements. Thus, neither the proposed Project nor the No Project/Buildout of Existing Zoning Alternative would result in wasteful, inefficient, or unnecessary use of energy or conflict with a regulation related to energy. Although the volume of energy demand needed from buildout of the No Project/Buildout of Existing Zoning Alternative would be less than the proposed Project, both impacts from this alternative and the proposed Project would be less than significant.

However, the No Project/Buildout of Existing Zoning Alternative would not have the same degree of transit orientation as would development permitted by the proposed NPGSP. The No Project/Buildout of Existing Zoning Alternative does not provide for improved access to the planned WSAB station, would not provide the extent of bicycle or pedestrian mobility enhancements and the degree of mode shift from automobiles to transit and non-motorized travel that would be achieved by the NPGSP would not be achieved under this alternative.

Geology and Soils

Because it would involve far less development than the proposed NPGSP, the Project/Buildout of Existing Zoning Alternative would place far fewer people within a seismically active region. However, development permitted by the Project/Buildout of Existing Zoning Alternative would be required to comply with the same California Building Code requirements as would development permitted by the proposed NPGSP. Therefore, seismic and soils related impacts would be similar and less than significant with compliance with existing regulations.

Also, with less development, the No Project/Buildout of Existing Zoning Alternative would result in less potential to adversely affect paleontological resources than the proposed Project. However, like the proposed Project, mitigation measures and compliance with applicable state regulations and City of Paramount General Plan policies would be required to reduce potential impacts to a less than significant level. Therefore, consistent with the proposed Project, impacts related to paleontological resources from the No Project/Buildout of Existing Zoning Alternative would be less than significant with mitigation incorporated.

Greenhouse Gas Emissions

Under this alternative, fewer dwelling units would be built; therefore, it would generate fewer construction and operational GHG emissions than would occur by the proposed Specific Plan. However, it is likely that

the GHG emissions at buildout of the No Project/Buildout of Existing Zoning Alternative would continue to exceed the screening threshold and result in the need to implement mitigation and a significant and unavoidable impact, consistent with the proposed NPGSP. The existing zoning within the planning area does not promote transit oriented mixed uses and a plan of bicycle and pedestrian improvements to the WSAB station would not occur by this alternative. This alternative would not implement improvements to circulation and connectivity that would help to reduce vehicle trips and increase access to the WSAB station.

Overall, this alternative would result in fewer GHG emissions than the proposed NPGSP but would likely continue to exceed the screening threshold and would not achieve the long-term objective of fostering a walkable and bikeable mixed-use environment within 0.5 mile of the WSAB light rail station. Thus, impacts related to GHG emissions by the No Project/Buildout of Existing Zoning Alternative would be significant and unavoidable, which is consistent with the proposed Project.

Hazards and Hazardous Materials

Impacts related to hazards and hazardous materials associated with the No Project/Buildout of Existing Zoning Alternative would be similar to the NPGSP, as the area would be redeveloped with new community uses. The planning area does not include a site included on a list of hazardous material sites compiled pursuant to Government Code §65962.5 or that need further investigation, and the uses that would be implemented by the existing zoning designations would result in use of limited hazardous substances, such as cleaning agents, paints, aerosols, fuel, and oils, that are used in small quantities and regulated by existing federal and state laws. Implementation of the No Project/Buildout of Existing Zoning Alternative would result in the same less than significant impacts that would occur from the proposed NPGSP.

In addition, the NPGSP area is not in an area exposed to airport safety hazards or wildfires, and the City's permitting process that would be implemented to ensure that no physical changes to the Paramount Boulevard, Rosecrans Avenue, or other roadways would occur to impair the function of these roadways to serve as an emergency evacuation route. Thus, consistent with the proposed Project, impacts related to hazards and hazardous materials by the No Project/Buildout of Existing Zoning Alternative would be less than significant.

Hydrology and Water Quality

Under the No Project/Buildout of Existing Zoning Alternative, development intensity would be less compared to the proposed NPGSP. Construction-related and operational erosion and sedimentation, and pollutant discharges would be similar under this alternative because the area is already urban, largely paved, and impervious. Compliance with NPDES Permit requirements and City ordinances would ensure that construction and operational related hydrology and water quality impacts under the No Project/Buildout of Existing Zoning Alternative would be less than significant, which is consistent with the proposed Project.

Land Use and Planning

The No Project/Buildout of Existing Zoning Alternative would continue the existing zoning designations within the area. The No Project/Buildout of Existing Zoning Alternative would not require a General Plan Amendment or zone change. However, neither the proposed Project or the No Project/Buildout of Existing Zoning Alternative would physically divide an established community or result in a conflict with a land use plan, policy, or regulation adopted for the purposes of mitigating an environmental effect. Thus, both the proposed Project and the No Project/Buildout of Existing Zoning Alternative would result in less than significant impacts related to land use and planning.

However, this alternative would not implement the pedestrian and bicycle circulation patterns identified in the NPGSP to improve access and reduce VMT. In addition, this alternative would not implement SCAG

policies that encourage greater densities in areas with transit and mixed-use opportunities and less dependence on the automobile. The No Project/Buildout of Existing Zoning Alternative would not implement SCAG policies in a cohesive manner, such as would be done by the proposed NPGSP.

Noise

Under the No Project/Buildout of Existing Zoning Alternative, a lesser level of development would occur within the NPGSP area based on market conditions and the existing zoning. As such, the No Project/Buildout of Existing Zoning Alternative would result in a reduced increase of ambient noise levels from construction, stationary operational noise sources and vehicular trips. However, like the proposed Project, it is possible that construction could occur immediately adjacent to existing noise sensitive receptors would generate noise levels that would be substantially greater than the existing ambient noise levels at these receptor locations. Also, it is possible that at buildout of the No Project/Buildout of Existing Zoning Alternative traffic levels on certain NPGSP roadways may more than double, which could result in significant noise impacts (i.e., +3 dBA increase). Therefore, similar mitigation as the Project's mitigation measures would be required and although the volume of traffic noise from the No Project/Buildout of the Existing Zoning Alternative would be less than those from the proposed Project, impacts would be significant and unavoidable, consistent with the proposed Project.

Population and Housing

Under the No Project/Buildout of Existing Zoning Alternative, a lesser level of development would occur within the NPGSP area based on market conditions and the existing zoning. As such, the No Project/Buildout of Existing Zoning Alternative would result in a lesser increase of residents and employees. The increase in population that would be generated by this alternative would be consistent with SCAG forecasts and would not induce substantial population growth in the planning area. The No Project/Buildout of Existing Zoning Alternative would result in less impacts related to population and housing, which is consistent with the proposed Project.

Public Services and Recreation

Under the No Project/Buildout of Existing Zoning Alternative, a lesser level of development would occur within the NPGSP area based on market conditions and the existing zoning. As such, the No Project/Buildout of Existing Zoning Alternative would result in less residential and employee population increases as the proposed Project. Thus, demand for public services and recreation, including fire protection, police protection, school services, parks, and library services would be less than the proposed Project. However, both the No Project/Buildout of Existing Zoning Alternative and the proposed NPGSP would result in a less than significant impact related to public services and utilities.

Transportation

The NPGSP area is located within a one-half mile radius of the WSAB transit station. The existing non-residentially zoned parcels have a Floor Area Ratio (FAR) of less than 0.75, but they do not provide less parking than required by the City Code, and is not consistent with the SCAG RTP/SCS because it would not promote compact and walkable urban form within 0.5-mile of the WSAB station and would not introduce a greater variety of transportation options (and reduce overall vehicle trips and vehicle miles traveled in the region). Thus, the No Project/Buildout of Existing Zoning Alternative would not meet the VMT Screening Criteria, and impacts related to VMT under the No Project/Buildout of Existing Zoning Alternative would be potentially significant, would require mitigation, and would be greater than the proposed Project.

The No Project/Buildout of Existing Zoning Alternative would not have the same degree of transit orientation as would development permitted by the proposed NPGSP. The No Project/Buildout of Existing Zoning

Alternative does not provide for improved access to the planned WSAB station, would not provide the extent of bicycle or pedestrian mobility enhancements and the degree of mode shift from automobiles to transit and non-motorized travel that would be achieved by the NPGSP would not be achieved under this alternative.

Tribal Cultural Resources

The No Project/Buildout of Existing Zoning Alternative is anticipated to result in less infill and redevelopment within the plan area. As such, the No Project/Buildout of Existing Zoning Alternative would result in less potential to adversely affect any undiscovered tribal cultural resources than the proposed Project. However, like the proposed Project, mitigation measures and compliance with applicable state regulations and City of Paramount General Plan policies would be required to reduce potential impacts to a less than significant level. Therefore, consistent with the proposed Project, impacts related to tribal cultural resources from the No Project/Buildout of Existing Zoning Alternative would be less than significant with mitigation incorporated.

Utilities and Service Systems

Under the No Project/Buildout of Existing Zoning Alternative, a lesser level of development would occur within the NPGSP area based on market conditions and the existing zoning. As such, the No Project/Buildout of Existing Zoning Alternative would result in less residential and employee population increases as the proposed Project. Thus, demand for water supplies, wastewater treatment, and solid waste disposal would be less than the proposed Project. However, this alternative does not provide a plan for implementing sewer system improvements. In addition, due to the City's projected water demands exceeding supplies in a 5-year drought condition in 2045, Mitigation Measure MM W-1, would still be required to document long-term water supply availability. Thus, impacts to utilities and service systems from both the No Project/Buildout of the Existing Zoning Alternative and the proposed NPGSP would be less than significant with implementation of mitigation.

6.6.2 CONCLUSION

Ability to Reduce Impacts

The No Project/Buildout of Existing Zoning Alternative could eliminate the significant and unavoidable impacts related to air quality but would not eliminate the significant and unavoidable and greenhouse gas emissions or noise impacts that would occur from implementation of the proposed Project. This alternative would result in a decrease in development in comparison to the proposed Project. Thus, a decrease in air quality emissions, greenhouse gas emissions, fuel energy, and vehicular noise would occur in comparison to the proposed Project. However, it is likely that greenhouse gas emissions thresholds and noise thresholds would continue to be exceeded under the No Project/Buildout of Existing Zoning Alternative. In addition, the No Project/Buildout of Existing Zoning Alternative would not meet the VMT Screening Criteria, and impacts related to VMT would be potentially significant, would require mitigation, and would be greater than the proposed Project.

Further, this alternative would not eliminate the potential impacts to cultural resources, paleontological resources, tribal cultural resources, and utilities that would require mitigation to be reduced to a less than significant level. The No Project/ Buildout of Existing Zoning Alternative would not require a General Plan Amendment or a zone change, as required by the proposed Project.

Ability to Achieve Project Objectives

Implementation of the No Project/Buildout of Existing Zoning Alternative would not meet most of the Project objectives. This alternative would respect the existing character and scale of adjacent low-density housing

but does not encourage focused growth near the WSAB station, does not provide for highest and best use of transit-oriented development sites, does not provide for connectivity and mobility issues or complete streets, does not create new amenities, or promote as diverse of housing stock or open space recreational areas. Overall, the No Project/Buildout of Existing Zoning Alternative would not meet most of the Project objectives.

6.7 ALTERNATIVE 2: REDUCED INTENSITY ALTERNATIVE

The Reduced Intensity Alternative would reduce the intensity of the proposed NPGSP zoning designations. Under this alternative, a 30 percent reduction in the allowable number of dwelling units, retail commercial uses, and office uses would be developed throughout the NPGSP. Thus, under the Reduced Intensity Alternative a maximum of 3,530 dwelling units and 21,820 square feet of retail commercial, and office uses would be developed within the NPGSP area through the year 2045. Under the Reduced Intensity Alternative, the maximum residential density would increase from 22 du/ac to a maximum of 30 du/ac with a corresponding maximum building height of 30 feet throughout the plan area. Under this alternative, redevelopment and infill development would still be concentrated on underutilized parcels within 0.5-mile of the planned WSAB light rail station. This alternative includes all of the circulation, streetscape improvements, and infrastructure improvements that are included in the proposed NPGSP.

6.7.1 ENVIRONMENTAL IMPACTS

Aesthetics

The Reduced Intensity Alternative would provide for the same type of land uses, and would provide design guidelines, such that the visual character of new development within the planning area would be the same, as what would occur from implementation of the proposed Project. However, because 30 percent fewer dwelling units and 30 percent less commercial and office square footage would be developed by this alternative, in comparison to the proposed Project, the visual density would be less. Likewise, the 30-foot building height limit would be visually approximately one-story lower than the 45-foot building height maximum that is allowed by the proposed MU-2 zoning located along Rosecrans and Paramount Boulevard. In addition, 30 percent fewer residences and less commercial and office square footage would generate less sources of new light and glare from this alternative.

However, implementation of the Reduced Intensity Alternative would result in the same less than significant impacts related to aesthetics as the proposed Project. The Reduced Intensity Alternative would implement the same type of visual improvements that would be introduced throughout the NPGSP area by the proposed Project (e.g., new and improved landscaping, providing a consistent design theme, and streetscaping). Thus, improvements to the existing views, character, and quality of the NPGSP area would also occur under the Reduced Intensity Alternative, and no conflicts with regulations governing scenic quality, lighting, or glare would occur. Overall, the aesthetic impacts from the Reduced Intensity Alternative would be less than significant, and neutral in comparison to the proposed Project.

Air Quality

The Reduced Intensity Alternative would develop 30 percent fewer dwelling units and 30 percent less commercial and office square footage than the proposed Project. Therefore, an overall reduction in the volume of construction activities and the related emissions from mixed-use development would occur. However, the daily volume of VOC and NO_x emissions from construction activities would likely continue to exceed thresholds if construction from various developments overlap. Thus, impacts would remain significant and unavoidable. As described in Section 5.2, *Air Quality*, the construction of the proposed Project could generate air emissions that exceed thresholds for VOC, NO_x, CO, PM₁₀, and PM_{2.5} emissions, which are

above the SCAQMD thresholds. Under the Reduced Intensity Alternative, it is possible that a combination of developments could occur, such that daily construction emissions would still exceed this threshold. Thus, construction air quality impacts would remain significant and unavoidable.

In addition, the reduced number of dwelling units and commercial square footage that would be developed by this alternative would result in 30 percent the stationary source emissions from residential equipment and less residential traffic associated with air emissions than the proposed NPGSP. Therefore, air quality impacts would be less than the proposed NPGSP. As described in Section 5.2, *Air Quality*, operation of the proposed NPGSP at buildout would generate air emissions which are substantially above the SCAQMD thresholds. Under the Reduced Intensity Alternative, with a 30 percent reduction, the daily construction emissions would still be in excess of SCAQMD thresholds, but daily operational emissions for PM₁₀ and PM_{2.5} would be below the thresholds. Thus, operational air quality emissions would result in significant and unavoidable impacts. In addition, because project-level construction and operational emissions thresholds would be exceeded, a cumulative impact would also result, which is consistent with the proposed NPGSP.

Cultural Resources

Under the Reduced Intensity Alternative, although 30 percent less development would occur within the NPGSP area, the land area disturbed would be similar to the proposed Project. Thus, the Reduced Intensity Alternative would result in a generally similar potential to adversely affect any historic or undiscovered archeological resources as the proposed Project. However, like the proposed Project, similar mitigation to the Project's mitigation measures and compliance with applicable City of Paramount General Plan policies would be required to reduce potential impacts to a less than significant level. Therefore, impacts to cultural resources from the Reduced Intensity Alternative would be similar to those associated with the proposed Project, and be less than significant with mitigation incorporated.

Energy

Under the Reduced Intensity Alternative, 30 percent less development would occur within the same NPGSP area at buildout. This would result in an approximately 30 percent decrease in the demand for energy in comparison to the proposed NPGSP, which was determined to be less than significant. Implementing projects under this alternative would be compliant with Title 24 requirements, as verified through the City's development and permitting process. Neither the proposed Project nor the Reduced Intensity Alternative would result in wasteful, inefficient, or unnecessary use of energy or conflict with a regulation related to energy. Although the volume of energy demand needed from buildout of the Reduced Intensity Alternative would be less than the proposed Project, both impacts from this alternative and the proposed Project would be less than significant.

Geology and Soils

Under the Reduced Intensity Alternative, 30 percent less development would occur within the same NPGSP area at buildout. As such, the Reduced Intensity Alternative would generally result in a similar potential to be impacted by regional seismic ground movements or soils issues that would be reduced to a less than significant level with compliance with the California Building Code that would be verified through the City's development review and permitting procedures. Thus, impacts related to geology and soils would be less than significant under the Reduced Intensity Alternative, which is consistent with the proposed Project.

Also, the Reduced Intensity Alternative would have the same potential to adversely affect any undiscovered paleontological resources as the proposed Project, as implementing projects of the alternative would occur in the same geographical area at a lesser intensity. However, like the proposed Project, mitigation measures would be required to reduce potential impacts to a less than significant level. Therefore, impacts to

paleontological resources from the Reduced Intensity Alternative would be similar to those associated with the proposed Project, and be less than significant with incorporation of mitigation.

Greenhouse Gas Emissions

Under the Reduced Intensity Alternative, 30 percent less development would occur at buildout. Therefore, a reduced volume of construction activities and related production of GHG emissions would occur. In addition, the reduced amount of development by this alternative would result in less stationary source emissions from residential equipment, and less residential traffic associated GHG emissions than the proposed NPGSP. Therefore, the overall volume of GHG emissions would be reduced in comparison to the proposed NPGSP. However, the development and operation of 3,530 dwelling units and 21,820 square feet of retail commercial, and office uses would result in significant GHG emissions and would require implementation of the same mitigation measures that are required for the proposed NPGSP. Therefore, although less GHG emissions would occur, the Reduced Intensity Alternative would continue to result in significant and unavoidable impacts related to GHG emissions after implementation of mitigation. Thus, impacts under this alternative would be similar to the proposed NPGSP.

Hazards and Hazardous Materials

Under the Reduced Intensity Alternative, 30 percent less of the same types of development would occur within the same plan area. The planning area does not include a site included on a list of hazardous material sites compiled pursuant to Government Code §65962.5 or that need further investigation, and the uses that would be implemented by the Reduced Intensity Alternative would result in use of limited hazardous substances, such as cleaning agents, paints, aerosols, fuel, and oils, that are used in small quantities and regulated by existing federal and state laws. Implementation of the Reduced Intensity Alternative would result in the same less than significant impacts that would occur from the proposed NPGSP.

In addition, the NPGSP area is not in an area exposed to airport safety hazards or wildfires, and the City's permitting process that would be implemented to ensure that no physical changes to the Paramount Boulevard, Rosecrans Avenue, or other roadways would occur to impair the function of these roadways to serve as an emergency evacuation route. Thus, consistent with the proposed Project, impacts related to hazards and hazardous materials by the Reduced Intensity Alternative would be less than significant.

Hydrology and Water Quality

Under the Reduced Intensity Alternative, 30 percent less development would occur within the same NPGSP area at buildout. As the plan area is urban, developed, and the Reduced Intensity Alternative would result in redevelopment and infill development of underutilized parcels, it would result in a similar potential to adversely affect hydrology and water quality as the proposed Project. Consistent with the proposed Project, implementation of existing regulatory requirements would reduce potential impacts to a less than significant level. Therefore, impacts related to hydrology and water quality from the Reduced Intensity Alternative would be similar to those associated with the proposed Project.

Land Use and Planning

Like the proposed Project, the Reduced Intensity Alternative would involve General Plan and Zoning designation changes and would have the same type of consistency with the City's General Plan policies. The Reduced Intensity Alternative would not physically divide an established community or result in a conflict with a land use plan, policy, or regulation adopted for the purposes of mitigating an environmental effect. Thus, both the proposed Project and the Reduced Intensity Alternative would result in less than significant impacts related to land use and planning. However, this alternative would not implement SCAG policies that

encourage greater densities in areas with transit and mixed-use opportunities and less dependence on the automobile to the same degree as the proposed NPGSP.

Noise

Construction and operation noise impacts would be reduced under the Reduced Intensity Alternative because this alternative would decrease the maximum development by 30 percent. Construction of this alternative would generate the same type of construction noise as the proposed NPGSP to a lesser volume, and impacts would continue to be potentially located next to sensitive receptors. Therefore, mitigation measures would be required to reduce construction noise and significant and unavoidable construction noise impacts would be similar to the proposed Project under the Reduced Intensity Alternative.

Operational noise would be reduced under this alternative as traffic-generated and stationary noise sources would decrease. Additionally, the Reduced Intensity Alternative would result in fewer residents in the NPGSP area that could be exposed to noise from surrounding development and roadways. However, even at a 30 percent reduction, it is possible that at buildout traffic levels on certain NPGSP roadways may more than double, which could result in significant noise impacts (i.e., +3 dBA increase). Therefore, similar mitigation as the Project's mitigation measures would be required and although the volume of traffic noise from the Reduced Intensity Alternative would be less than those from the proposed Project, impacts would be significant and unavoidable, consistent with the proposed Project.

Population and Housing

Under the Reduced Intensity Alternative, a total of 3,530 dwelling units and 21,820 square feet of retail commercial, and office uses would be developed within the NPGSP area through the year 2045. This would reduce the number of residents at buildout from 18,209 to 12,743 and reduce the number of employment opportunities from 62 to 43. The decrease in population that would be generated by this alternative would not induce substantial population growth in the Project area as detailed in Section 5.11, *Population and Housing*. The Reduced Intensity Alternative and the proposed NPGSP would result in similar impacts related to population and housing, which is considered less than significant. However, this alternative would accommodate a reduced amount of the anticipated employment growth and the reduced density would result in fewer units to accommodate the City's Regional Housing Need Assessment (RHNA), which includes 92 very low income residential units and 43 low income residential units by 2029.

Public Services and Recreation

The Reduced Intensity Alternative would result in a 30 percent decrease in development throughout the NPGSP area. As such, the Reduced Intensity Alternative would result in 30 percent fewer residents and employees at full buildout of the NPGSP. Thus, demand for public services, including fire protection, police protection, school services, library services, and park and recreation services would be reduced compared to the proposed Project. However, like the proposed NPGSP, the Reduced Intensity Alternative would result in a less than significant impact and would be neutral in comparison to the proposed Project.

Tribal Cultural Resources

The Reduced Intensity Alternative would result in a similar potential to adversely affect any tribal cultural resources as the proposed Project because the same amount of ground disturbance would occur, despite the reduction in development. However, like the proposed NPGSP, cultural and tribal cultural resource mitigation measures would reduce potential impacts to less than significant. Therefore, impacts that could occur by the Reduced Intensity Alternative would be similar to those associated with the proposed Project.

Transportation

The NPGSP area is located within a one-half mile radius of the WSAB transit station. The Reduced Intensity Alternative would provide for a Floor Area Ratio (FAR) of more than 0.75, and would provide less parking than required by the City Code. The Reduced Intensity Alternative would provide for improved access to the planned WSAB station and would provide bicycle and pedestrian mobility enhancements. Like the proposed Project, the Reduced Intensity Alternative would introduce a greater variety of transportation options and reduce vehicle miles traveled in the region. Thus, the Reduced Intensity Alternative would meet the VMT Screening Criteria, and impacts related to VMT under the Reduced Intensity Alternative would be less than significant. However, the Reduced Intensity Alternative is less consistent with the SCAG RTP/SCS because it would result in a lesser compact urban form within 0.5-mile of the WSAB station.

Utilities and Service Systems

Under the Reduced Intensity Alternative, 30 percent less development would occur within the same NPGSP area at buildout. Thus, the demand for regional water supplies, wastewater treatment, and solid waste generation from dwelling units and commercial/office space would be 30 percent less than the proposed NPGSP. Therefore, impacts to utilities and service system would be slightly less under this alternative than the less than significant impacts that would occur from implementation of the proposed NPGSP.

6.7.2 CONCLUSION

Ability to Reduce Impacts

This alternative would result in a 30 percent decrease in development in comparison to the proposed Project. The Reduced Intensity Alternative would not eliminate the significant and unavoidable impacts related to air quality, greenhouse gas emissions, or noise that would occur from implementation of the proposed NPGSP. As detailed previously, the volume of air quality and GHG emissions and the amount of noise sources would be less under the Reduced Intensity Alternative; however, thresholds would still be exceeded with implementation of existing regulations and mitigation measures.

In addition, this alternative would not eliminate the potential impacts to cultural resources, paleontological resources, tribal cultural resources, and utilities that would require mitigation to be reduced to a less than significant level. The Reduced Intensity Alternative would also require a General Plan Amendment and a zone change, as required by the proposed Project. Thus, the Reduced Intensity Alternative would not eliminate the significant and unavoidable impacts of the Project or the need for any mitigation.

Ability to Achieve Project Objectives

As shown in Table 6-2, the Reduced Intensity Alternative would meet most of the Project objectives, but not to the same extent as the proposed Project. This alternative would enhance existing commercial corridors through the introduction of new building types, respect the existing character and scale of adjacent low-density housing, encourages focused growth near the WSAB station, provides for connectivity and mobility issues or complete streets, does not create new amenities, and promotes a diverse of housing stock, but to a lesser extent than the proposed NPGSP due to the reduction in density proposed by this alternative. In addition, the Reduced Intensity Alternative would not meet the objective of providing for the highest and best use of transit-oriented development sites or ensuring consistency with current and previous planning efforts such as the Clearwater East Specific Plan Update, The Paramount/South Gate Station Area Vision Plan, the WSAB Corridor Transit-Oriented Development Strategic Implementation Plan, and SCAG's Connect SoCal Plan. Overall, the Reduced Intensity Alternative would meet most of the Project objectives but not to the same extent as the proposed Project.

6.8 ENVIRONMENTALLY SUPERIOR ALTERNATIVE

CEQA requires a lead agency to identify the “environmentally superior alternative” when significant environmental impacts result from a proposed project. The environmentally superior alternative for the proposed Project would be the No Project/Buildout of Existing Zoning Alternative. The No Project/Buildout of Existing Zoning Alternative would reduce the impacts that would occur to the environment but would not implement the VMT reduction features of the Project or plan for use of the WSAB light rail station. CEQA Guidelines Section 15126.6(3)(1) states that if the environmentally superior alternative is the “no project” alternative, the EIR shall also identify an environmentally superior alternative among the other alternatives.

The environmentally superior alternative among the other alternatives would be the Reduced Intensity Alternative. The Reduced Intensity Alternative would not eliminate the significant and unavoidable impacts related to air quality, greenhouse gas emissions, or noise that would occur from implementation of the proposed NPGSP. The volume of air quality and GHG emissions and the amount of noise sources would be less under the Reduced Intensity Alternative; however, thresholds would still be exceeded with implementation of existing regulations and mitigation measures.

In addition, the Reduced Intensity Alternative would not eliminate the potential impacts to cultural resources, paleontological resources, tribal cultural resources, and utilities that would require mitigation to be reduced to a less than significant level. The Reduced Intensity Alternative would also require a General Plan Amendment and a zone change, as required by the proposed Project. Thus, the Reduced Intensity Alternative would not eliminate the significant and unavoidable impacts of the Project or the need for any mitigation. The Reduced Intensity Alternative would meet most of the Project objectives, but not all, and not to the same extent as the proposed Project.

CEQA does not require the Lead Agency (the City of Paramount) to choose the environmentally superior alternative. Instead, CEQA requires the City to consider environmentally superior alternatives, weigh those considerations against the environmental impacts of the proposed Project, and make findings that the benefits of those considerations outweigh the harm. Table 6-1 provides, in summary format, a comparison between the level of impacts for each alternative and the proposed Project. In addition, Table 6-2 provides a comparison of the ability of each of the alternatives to meet the objectives of the proposed Project.

Table 6-1: Impact Comparison of the Proposed Project and Alternatives

	Proposed Project	Alternative 1: No Project/Buildout of Existing Zoning	Alternative 2: Reduced Intensity
Aesthetics	Less than significant	Same as proposed Project, less than significant	Same as proposed Project, less than significant
Air Quality	Significant and Unavoidable	Less than the proposed Project, less than significant	Less than the proposed Project, but still significant and unavoidable
Cultural Resources	Less than significant with mitigation	Same as proposed Project, less than significant with mitigation	Same as proposed Project, less than significant with mitigation
Energy	Less than significant	Same as proposed Project, less than significant	Same as proposed Project, less than significant
Geology and Soils	Less than significant with mitigation	Same as proposed Project, less than significant with mitigation	Same as proposed Project, less than significant with mitigation
Greenhouse Gas Emissions	Significant and Unavoidable	Fewer emissions than proposed Project, but still Significant and Unavoidable	Less than the proposed Project, but still significant and unavoidable
Hazards and Hazardous Materials	Less than significant	Same as proposed Project, less than significant	Same as proposed Project; less than significant

	Proposed Project	Alternative 1: No Project/Buildout of Existing Zoning	Alternative 2: Reduced Intensity
Hydrology and Water Quality	Less than significant	Same as proposed Project, less than significant	Same as proposed Project, less than significant
Land Use and Planning	Less than significant	Same as proposed Project, less than significant	Same as proposed Project; less than significant
Noise	Significant and Unavoidable	Fewer noise sources than proposed Project, but still Significant and Unavoidable	Fewer noise sources than proposed Project, but still Significant and Unavoidable
Population and Housing	Less than significant	Same as proposed Project, less than significant	Same as proposed Project, less than significant
Public Services and Recreation	Less than significant	Same as proposed Project, less than significant	Same as proposed Project, less than significant
Transportation	Less than significant	Greater than the proposed Project, potentially significant	Same as proposed Project, less than significant with mitigation
Tribal Cultural Resources	Less than significant with mitigation	Same as proposed Project; less than significant with mitigation	Same as proposed Project; less than significant with mitigation
Utilities and Service Systems	Less than significant with mitigation	Same as proposed Project, less than significant with mitigation	Same as proposed Project, less than significant with mitigation
Reduce Significant Impacts of the Project?		Yes	No
Areas of Reduced Impacts Compared to the Project		1	0
Increased Impacts of the Project		Yes	No
Areas of Increased Impacts Compared to the Project		1	0

Table 6-2: Comparison of the Proposed Project and Alternatives Ability to Meet Objectives

Project Objectives	Proposed Project	Alternative 1: No Project/Buildout of Existing Land Use and Zoning	Alternative 3: Reduced Intensity Alternative
• Encourage focused growth strategies along Paramount Boulevard near the I-105 and the Paramount/Rosecrans station that preserve a majority of the existing lower-density neighborhoods and allow for intensification along Paramount Boulevard and Rosecrans Avenue to support the use of transit without contributing to overcrowded conditions.	Yes	No	Yes, but not to the same extent as the proposed Project
• Reinforce and enhance existing commercial corridors through the introduction of new building types, a mix of housing and commercial uses, and placemaking strategies that create a unique brand and sense of place.	Yes	No	Yes, but not to the same extent as the proposed Project
• Develop a phased approach to development that allows for the highest and best use of transit-oriented development (TOD) sites.	Yes	No	No
• Address connectivity/mobility issues, at a high level, that go beyond the Specific Plan's study area such as connecting to Downtown Paramount to the south, South Gate to the north, neighboring transit such as the light rail station at the C Line (Green Line), and other destinations.	Yes	No	Yes
• Use complete street approaches for the design of existing and new streets that balance the needs of pedestrians, cyclists, and vehicles.	Yes	No	Yes
• Strengthen bicycle and pedestrian connections to the proposed stations and the regional bike and park system.	Yes	No	Yes

Project Objectives	Proposed Project	Alternative 1: No Project/Buildout of Existing Land Use and Zoning	Alternative 3: Reduced Intensity Alternative
<ul style="list-style-type: none"> Address longstanding environmental justice issues by creating new public amenities, improving air quality through reduced congestion and lower car use, building high-quality, affordable housing, and connecting residents to quality jobs through transit and active transportation investments, all of which contribute to a reduction of greenhouse gas (GHG) emissions and vehicle miles traveled (VMT). 	Yes	No	Yes, but not to the same extent as the proposed Project
<ul style="list-style-type: none"> Respect the existing character and scale of adjacent low-density housing. 	Yes	Yes	Yes
<ul style="list-style-type: none"> Promote a diverse housing stock with products that are offered at a wide range of sizes and affordability. 	Yes	No	Yes, but not to the same extent as the proposed Project
<ul style="list-style-type: none"> Provide strategies for introducing new open space and recreational opportunities for neighborhood residents in new developments. 	Yes	No	Yes
<ul style="list-style-type: none"> Close to the Paramount/Rosecrans station, consider reduced parking ratios that discourage the use of private vehicles. 	Yes	No	Yes
<ul style="list-style-type: none"> Ensure that new housing developments are well connected to the station through wide, clear sidewalks, bicycle lanes, and amenities such as convenient bicycle storage. 	Yes	No	Yes
<ul style="list-style-type: none"> In all project disciplines, consideration needs to be given to how Covid-19 and related public health issues may affect the Specific Plan's regulatory framework. High level strategies should be identified to give the City tools for growth, order, and a sense of normalcy under uncertain future conditions. 	Yes	Yes	Yes
<ul style="list-style-type: none"> Ensure consistency with current and previous planning efforts such as the forthcoming Clearwater East Specific Plan Update, The Paramount/South Gate Station Area Vision Plan, the WSAB Corridor Transit-Oriented Development Strategic Implementation Plan (WSAB TOD SIP), and SCAG's Connect SoCal Plan. 	Yes	No	No

7.0 EIR Preparers and Persons Contacted

7.1 EIR PREPARERS

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