PUBLIC PARTICIPATION NOTICE

Public Participation Accessibility for the City of Paramount meetings scheduled for **Tuesday, August 22, 2023**.

In-person Attendance:

The public may attend the City Council meeting in-person.

View the City Council meeting live stream:

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

Public Comments:

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

- **In-Person**

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

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

  E-mail public comments must be received by **4:45 p.m.** on **Tuesday, August 22, 2023.** The e-mail should specify the following information: 1) Full Name; 2) City of Residence; 3) Phone Number; 4) Public Comment or Agenda Item No; 5) Subject; 6) Written Comments.

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

  Participants wishing to address the City Council by teleconference should call City Hall at **(562) 220-2225** by **4:45 p.m.** on **Tuesday, August 22, 2023** and provide the following information: 1) Full Name; 2) City of Residence; 3) Phone Number; 4) Public Comment or Agenda Item No; 5) Subject. Teleconference participants will be logged in, placed in a queue and called back during the City Council meeting on speaker phone to provide their comments.

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

AGENDA

Paramount City Council
August 22, 2023

Regular Meeting
City Hall Council Chamber
5:00 p.m.

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

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

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

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

Notes

CALL TO ORDER: Mayor Isabel Aguayo

PLEDGE OF ALLEGIANCE

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

CF: 10.8 (Cert. of Posting)

PRESENTATIONS

1.	VIDEOS	2023 Heritage Festival and Back-to-School Event

CITY COUNCIL PUBLIC COMMENT UPDATES

PUBLIC COMMENTS

CONSENT CALENDAR

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

2.	RESOLUTION NO. 23:027	Approving the June 2023 Engineering and Traffic Study establishing the prima facie speed limits

OLD BUSINESS

3.	ORAL REPORT	Accessory Dwelling Unit (ADU) Ordinance and Resource Project Update.

NEW BUSINESS

4.	ORAL REPORT	Community Service Organization Update – Paramount Kiwanis Club
5.	ORAL REPORT	2023 Paramount Homeless Census
6.	PUBLIC HEARING	North Paramount Gateway Specific Plan
	a) RESOLUTION NO. 23:028	Approving the certification of the final Environmental Impact Report (EIR); approving the Mitigation Monitoring and Reporting Program; and adopting a Statement of Overriding Considerations

Back To Top

	b) RESOLUTION NO. 23:029	Approving General Plan Amendment No. 22-2, replacing the Clearwater North and Howe-Orizaba Specific Plans with the North Paramount Gateway Specific Plan and expanding the specific plan area to include all Paramount Boulevard properties south of the Century (I-105) freeway, north of Rosecrans Avenue and the Metro/Pacific Electric Railway right-of-way, and all other properties designated Commercial or Multiple-Family Residential between the two existing specific plan areas
	c) ORDINANCE NO. 1173 (Introduction)	Approving Zone Change No. 240, changing the official Zoning Map of the City of Paramount from Clearwater North and Howe-Orizaba to North Paramount Gateway Specific Plan; and changing the zone of the expanded area between the two existing specific plan areas from C-3 (General Commercial), C-M (Commercial-Manufacturing), and PD-PS (Planned Development with Performance Standards) to North Paramount Gateway Specific Plan
	d) ORDINANCE NO. 1174 (Introduction)	Approving Zoning Ordinance Text Amendment No. 25, repealing and replacing Chapter 17.84 of the Paramount Municipal Code in its entirety to incorporate the North Paramount Gateway Specific Plan into the Paramount Municipal Code
7.	DISCUSSION	American Rescue Plan Act (ARPA) Community Funding Priorities
8.	RECEIVE AND FILE	Window Bar Removal Rebate Program
9.	CONSIDERATION	Payment of Eco-Rapid Transit Final Membership Dues for Fiscal Year 2023-2024

Back To Top

ENVIRONMENTAL SUSTAINABILITY NEW BUSINESS

10.	PUBLIC HEARING RESOLUTION NO. 23:030	Adopting a Mitigated Negative Declaration for the Spane Park Stormwater Capture Project

COMMENTS/COMMITTEE REPORTS

- Councilmembers
- Staff

CLOSED SESSION

ADJOURNMENT

To a meeting on September 12, 2023 at 6:00 p.m.

H:\CityManager\CITY CLERK\AGENDA\AGENDASH\2023\08-22-2023AgSht-cc.docx; 8/17/2023 10:01 AM

Back To Top

AUGUST 22, 2023

VIDEOS

2023 HERITAGE FESTIVAL AND BACK TO SCHOOL EVENT

AUGUST 22, 2023

RESOLUTION NO. 23:027

"A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF PARAMOUNT APPROVING THE JUNE 2023 ENGINEERING AND TRAFFIC STUDY ESTABLISHING THE PRIMA FACIE SPEED LIMITS"

MOTION IN ORDER:

READ BY TITLE ONLY AND ADOPT RESOLUTION NO. 23:027

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

Back To Top

PARAMOUNT
THE CITY
Safe, Healthy, and Attractive

AGENDA REPORT

To: Honorable City Council

From: John Moreno, City Manager

By: Adriana Figueroa, Public Works Director
Sarah Ho, Assistant Public Works Director

Date: August 22, 2023

Subject: RESOLUTION NO. 23:027 APPROVING THE JUNE 2023 ENGINEERING AND TRAFFIC STUDY ESTABLISHING THE PRIMA FACIE SPEED LIMITS

BACKGROUND

The California Vehicle Code allows local authorities to establish prima facie speed limits within their jurisdiction. In order to establish these speed limits, an Engineering and Traffic Study must be completed once every five years. Section 40802(b) of the California Vehicle Code requires that this study be completed to justify the speed limits so that law enforcement can continue to utilize radar for traffic speed enforcement within the City's jurisdiction.

DISCUSSION

In June of this year, the City's engineering firm, Willdan Associates, completed the Engineering and Traffic Study. The attached report recommends retention of existing posted speed limits on 39 street segments. Table 1 identifies the street segments with recommended changes to the posted speed limits and Table 2 summarizes the recommendations for all surveyed segments.

FISCAL IMPACT

Funding for this study was included in the FY 2022-23 Engineering Maintenance and Operations Budget utilizing General Fund money.

VISION, MISSION, VALUES, AND STRATEGIC OUTCOMES

The City's Vision, Mission, and Values set the standard for the organization; establish priorities, uniformity, and guidelines; and provide the framework for policy decision making. The Strategic Outcomes were implemented to provide a pathway to achieving the City's Vision. This item aligns with Strategic Outcome No. 1: Safe Community.

Back To Top

RECOMMENDED ACTION

It is recommended that the City Council ready by title only and adopt Resolution No. 23:027.

Back To Top

CITY OF PARAMOUNT
LOS ANGELES COUNTY, CALIFORNIA

RESOLUTION NO. 23:027

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF PARAMOUNT APPROVING THE JUNE 2023 ENGINEERING AND TRAFFIC STUDY ESTABLISHING THE PRIMA FACIE SPEED LIMITS

WHEREAS, the California Vehicle Code (Sections 22357 and 22358) permits local authorities, upon the basis of an Engineering and Traffic Study, to establish prima facie speed limits within their jurisdiction; and

WHEREAS, Section 40802(b) of the California Vehicle Code requires that speed limits be justified by an Engineering and Traffic Study every five years in order to use radar for enforcement; and

WHEREAS, the effective and efficient use of radar for traffic speed enforcement can enhance street safety within the City.

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

SECTION 1. The above recitations are true and correct.

SECTION 2. That the prima facie speed limits shall be established as recommended in the June 2023 Citywide Engineering and Traffic Study.

SECTION 3. That the City Manager shall effect the necessary signing changes to implement the provisions of the survey.

SECTION 4. That the City Clerk forward this resolution to the Los Angeles County Sheriff's Department and the proper Court authority.

SECTION 5. That the Los Angeles County Sheriff's Department conduct appropriate enforcement of the prima facie speed limits.

SECTION 6. This Resolution shall take effect immediately upon its adoption.

Back To Top

PASSED, APPROVED, and ADOPTED by the City Council of the City of Paramount this 22nd day of August 2023.

Isabel Aguayo, Mayor

ATTEST:

Heidi Luce, City Clerk

\\DCY\Dept\Public Works\PWAGENDA\COMMON FILE\Reso - 23027 Engineering and Traffic Study v2.docx;8/16/2023 2:05 PM

Back To Top

PARAMOUNT
THE CITY
Safe, Healthy, and Attractive

2023
JUNE

Engineering and Traffic Survey

WILLDAN

Back To Top

WILLDAN Engineering | extending your reach

June 6, 2023

Ms. Adriana Figueroa
Director of Public Works
City of Paramount
16400 Colorado Avenue
Paramount, CA 90723

Subject: 2023 Engineering and Traffic Survey

Dear Ms. Figueroa:

As requested, Willdan has completed an Engineering and Traffic (E&T) Survey to justify and update the posted speed limits along 39 street segments in the City of Paramount. These segments were last surveyed in 2016 and require an update to comply with the 7-year limitation set forth in the California Vehicle Code (CVC).

We are pleased to submit the enclosed Report that describes the E&T survey procedures and contains recommendations for posted speed limits on the City's arterial and collector street system. A summary of these recommendations is included in the Analysis. Supporting documentation for each speed zone recommendation is provided in the Appendices.

The Report was conducted in accordance with applicable provisions of the CVC, following procedures outlined in the California Manual on Uniform Traffic Control Devices (California MUTCD) dated November 2014, and as required by Section 627 of the CVC. The Report is intended to satisfy the requirements of Section 40802 of the CVC to enable the continued use of radar for traffic speed enforcement.

We appreciate the opportunity to serve the City of Paramount and the assistance and cooperation afforded to us during the course of this study.

Very truly yours,

WILLDAN

Nicolle Spann, P.E., T.E.
Traffic Engineer

Enclosure

TABLE OF CONTENTS

INTRODUCTION

This Engineering and Traffic (E&T) Survey is intended to be the basis for the establishment, revision, and enforcement of speed limits for selected streets within the City of Paramount. This E&T Survey presents recommended speed limits for 39 street segments in the City of Paramount. E&T Surveys are required by the State of California to establish intermediate speed limits on local streets and to enforce those limits using radar or other speed measuring devices. These surveys must be updated every 7 years to ensure the speeds reflect current conditions as dictated by the California Vehicle Code (CVC). The CVC also requires that the surveys be conducted based on the methodology required by The California Manual on Uniform Traffic Control Devices (California MUTCD) dated November 2014.

The survey was requested by the City for the proper posting of speed limits and to enable the Sheriff's Department to utilize radar or other electronic speed measuring devices for speed enforcement. CVC Sections 40801 and 40802 require E&T Surveys that verify the prima facie speed limit before enforcement by such a device is legal. The law further specifies that these surveys be conducted every 5 years. The surveys can be extended to 7 years provided the City's sheriff(s) have completed a 24-hour radar operator course [CVC 40802(c)(2)(B)(i)(I)]. Additionally, some surveys may be extended to 14 years if a traffic engineer certifies that no changes in roadway or traffic conditions have occurred [CVC 40802 (c)(2)(B)(i)(II)]. These provisions assure that posted speed limits are kept reasonably current.

The E&T Surveys for the City were conducted in accordance with procedures outlined in the California Manual on Uniform Traffic Control Devices (California MUTCD) dated November 2014 and as required by Section 627 of the CVC. The Code further describes three elements of an E&T Survey:

1. Measurement of prevailing speed;
2. Accident history; and
3. Roadway characteristics not readily apparent to the motorist.

Posted speed limits are established primarily to protect the general public from the reckless and unpredictable behavior of dangerous drivers. They provide law enforcement with a clearly understood method to identify and apprehend violators of the basic speed law (CVC Section 22350). This law states that "No person shall drive a vehicle on a highway at a speed greater than is reasonable or prudent having due regard for weather, visibility, the traffic on, and the surface and width of the highway, and in no event at a speed which endangers the safety of persons or property." The posted speed limit gives motorists a clear warning of the maximum speed that is reasonable and prudent under typical driving conditions.

The basic fundamentals for establishing speed limits recognize that the majority of drivers behave in a safe and reasonable manner, and therefore, the normally careful and competent actions of a reasonable driver should be considered legal. Speed limits established on these fundamentals conform to the consensus that those who drive the highway determine what speed is reasonable and safe, not on the judgment of one or a few individuals. A radar speed study is usually used to record the prevailing speed of reasonable drivers.

Speed limits are also established to advise drivers of conditions which may not be readily apparent to a reasonable driver. For this reason, accident history, roadway conditions, traffic characteristics, and land use must also be analyzed before determining speed limits. Speed limit changes are usually made in coordination with physical changes in roadway conditions or roadside developments. Unusually short zones of less than one-half mile in length should be avoided to reduce driver confusion.

Additionally, it is generally accepted that speed limits cannot be successfully enforced without voluntary compliance by a majority of drivers. Consequently, only the driver whose behavior is clearly out of line with the normal flow of traffic is usually targeted for enforcement.

ELEMENTS OF THE ENGINEERING AND TRAFFIC SURVEY

The California Manual on Uniform Traffic Control Devices (California MUTCD) dated November 2014 specifies the methodology to be used for completing E&T Surveys. This methodology includes an evaluation of current vehicle speeds, accident history and conditions not readily apparent to motorists. The basic elements of the E&T Survey are discussed in more detail as follows:

Speed Sampling

Existing vehicle speeds are surveyed by a certified radar operator with a calibrated radar unit in an unmarked vehicle. Speed samples are taken for each segment representing a statistically significant sample of current traffic. This data is then evaluated to identify the distribution of speeds. A key element in the evaluation is the identification of the 85th percentile speed. The 85th percentile speed is the speed at or below which 85 percent of the traffic travels. This threshold represents what is historically found to be a safe and reasonable speed for most drivers based on common roadway conditions. Therefore, a speed limit is established at the nearest 5-mile per hour (mph) increment to the 85th percentile speed, except as shown in the two options below.

Options:

1. The posted speed may be reduced by 5 mph from the nearest 5 mph increment of the 85th-percentile speed, in compliance with CVC Section 627 and 22358.5.
2. For cases in which the nearest 5 mph increment of the 85th-percentile speed would require a rounding up, then the speed limit may be rounded down to the nearest 5 mph increment below the 85th percentile speed, if no further reduction is used. Refer to CVC Section 21400(b).

If the speed limit to be posted has had the 5 mph reduction applied, then an E&TS shall document in writing the conditions and justification for the lower speed limit. The reasons for the lower speed limit shall be in compliance with CVC Section 627 and 22358.5

The following examples are provided to explain the application of these speed limit criteria:

A. Using Option 1 above and first step is to round down: If the 85th percentile speed in a speed survey for a location was 37 mph, then the speed limit would be established at 35 mph since it is the closest 5 mph increment to the 37 mph speed. As indicated by the option, this 35 mph established speed limit could be reduced by 5 mph to 30 mph if conditions and justification for using this lower speed limit are documented in the E&TS.
B. Using Option 1 above and first step is to round up: If the 85th percentile speed in a speed survey for a location was 33 mph, then the speed limit would be established at 35 mph since it is the closest 5 mph increment to the 33 mph speed. As indicated by the option, this 35 mph speed limit could be reduced by 5 mph to 30 mph if the conditions and justification for using this lower speed limit are documented in the E&TS.
C. Using Option 2 above and first step is to round up: If the 85th percentile speed in a speed survey for a location was 33 mph, instead of rounding up to 35 mph, the speed limit can be established at 30 mph, but no further reduction can be applied.

Collision History

Reported collisions are reviewed for each street segment to determine if there is a higher than average rate of collisions. A segment that has an above-average collision rate typically suggests conditions that are not readily apparent to motorists.

A summary of the collision rates for the 39 surveyed street segments is provided in Table 2.

Conditions Not Readily Apparent to Motorists

Each street segment is field inspected to identify roadway conditions that may not be readily apparent to motorists. A determination is made whether any conditions are significant and warrant the recommendation of the speed limit 5 mph or more below the basic speed limit. It is important to note that The California Manual on Uniform Traffic Control Devices (California MUTCD) dated November 2014 recommends exercising great care when establishing speed limits 5 mph or more below the basic speed limit.

SURVEY CONDITIONS

SURVEY LOCATIONS

The procedures described below describe the criteria and methods used to survey selected streets within the City of Paramount. The specific location of the radar speed survey for each street segment was selected after considering the following:

1. Minimum stop sign and traffic signal influence.
2. Minimum visibility restrictions.
3. Non-congested traffic flow away from intersections and driveways.
4. Minimum influence from curves or other roadway conditions that would affect the normal operation of a vehicle.

DATA COLLECTION

Data of existing conditions was obtained including prevailing speed of vehicles, traffic collisions, visibility restrictions, and roadway conditions within the community. Speed data and field reviews were conducted at 39 locations during the months of February and March 2023.

Speed Data

Radar speed measurements were conducted at 39 locations during the month of February 2023. The radar speed distribution forms are in Attachment B. All surveys were conducted in good weather conditions, during off-peak hours on weekdays. The radar unit was operated from an unmarked vehicle to minimize any influence on driver behavior. Typically, a minimum sample size of 100 vehicles or the total samples during a maximum period of 2 hours were obtained for each segment. Traffic speeds in both directions were recorded for individual segments.

Collision Data

Collision data was obtained from the California Highway Patrol's Statewide Integrated Traffic Records System (SWITRS) electronic collision database. For this study, collision data was used from the latest 3 years of reported accidents from January 1, 2020 to December 31, 2022. The collision rates for the 39 segments are expressed in accidents per million vehicle miles (A/MVM). To calculate these rates, 24-hour traffic volumes were collected for each street segment. This information was then entered into the following formula to determine the collision rate:

$$R = \frac{Ax1{,}000{,}000}{tx365\frac{days}{year}xlxv}$$

A = Number of midblock collisions over time period
R = Collision Rate (accidents/million vehicle miles)
t = Time Period Covered (in years)
l = Length of Segment (miles)
v = Traffic Volume (average daily traffic)

The segment collision rate was then compared to the average statewide collision rate. The average statewide collision rates were obtained from 2020 Collision Data on California State Highways published by Caltrans.

Field Review Data

A field review was conducted for each of the selected street segments in the City with consideration for the following factors:

1. Street width and alignment (design speed);
2. Pedestrian activity and traffic flow characteristics;
3. Number of lanes and other channelization and striping patterns;
4. Frequency of intersections, driveways, and on-street parking;
5. Location of stop signs and other regulatory traffic control devices;
6. Visibility obstructions;
7. Land use and proximity to schools;
8. Pedestrian and bicycle usage;
9. Uniformity with existing speed zones and those in adjacent jurisdictions; and
10. Any other unusual condition not readily apparent to the driver.

ANALYSIS

CRITERIA

Survey data was compiled and analyzed to determine the recommended speed limit in accordance with several criteria contained in The California Manual on Uniform Traffic Control Devices (California MUTCD) dated November 2014. Some of the criteria used are:

A. The critical speed or 85th percentile speed is that speed at or below which 85 percent of the traffic is moving. This speed is the baseline value in determining what the majority of drivers believe is safe and reasonable. Speed limits set higher than the critical speed are not considered reasonable and safe. Speed limits set lower than the critical speed make a large number of reasonable drivers "unlawful," and do not facilitate the orderly flow of traffic. The “basic speed limit” is the nearest 5 mph increment to the 85^{th} percentile speed.

B. The 10 mile per hour (mph) pace speed is the 10 mph increment that contains the highest percentage of vehicles. It is a measure of the dispersion of speeds across the range of the samples surveyed. An accepted practice is to keep the speed limit within the 10 mph pace while considering the critical speed and other factors that might require a speed lower than the critical speed.

C. The collision rate for each street segment is compared to average collision rates that can be reasonably expected to occur on streets and highways in other jurisdictions, in proportion to the volume of traffic per lane mile. These average collision rates have been developed by the State of California and are considered reasonable for use in the City of Paramount.

RESULTS AND RECOMMENDATIONS

The Engineering and Traffic Survey Forms, presented in Appendix A, illustrate results of a thorough evaluation of the available data and recommend a speed limit for each street segment surveyed. A complete summary of all recommendations is shown in Table 2. In each case, the recommended speed limit was consistent with the prevailing behavior as demonstrated by the radar speed measurements. Typically, a speed limit in the upper range of the 10-mile pace was selected unless a collision rate significantly higher than expected was discovered or roadway conditions not readily apparent to the driver were identified. Any segments with recommended speed limits 5 mph or more below the basic speed limit are fully explained later in this report.

The Legislature, in adopting Section 22358.5 of the CVC, has made it clear that physical conditions, such as width, curvature, grade and surface conditions, or any other condition readily apparent to a driver, in the absence of other factors, would not be the basis for special downward speed zoning. In these cases, the basic speed law (CVC Section 22350) is sufficient to regulate such conditions.

The recommendations contained in this Report are intended to establish prima facie speed limits. They are not intended to be absolute for all prevailing conditions. All prima facie speed violations are actually violations of the basic speed law (Section 22350 of CVC). This statute states that a person shall not drive a vehicle at a speed greater than is safe having regard for traffic, roadway, and weather conditions. A prima facie limit is intended to establish a maximum safe speed under normal conditions.

Table 1 identifies the street segments with recommended changes in posted speed limits and Table 2 summarizes the recommendations for all surveyed segments.

TABLE 1 STREET SEGMENTS WITH RECOMMENDED SPEED CHANGES						
No.	Street	From	To	Existing	New	Change
12	GARFIELD AVENUE	ROSECRANS AVENUE	SOMERSET BOULEVARD	45	40	- 5
13	GARFIELD AVENUE	SOMERSET BOULEVARD	ALONDRA BOULEVARD	45	40	- 5
14	GARFIELD AVENUE	ALONDRA BOULEVARD	MERIDIAN DRIVE	45	40	- 5
18	ORANGE AVENUE	NORTH TERMINUS	ROSECRANS AVENUE	35	30	- 5
22	PARAMOUNT BOULEVARD	CENTURY BOULEVARD	ROSECRANS AVENUE	40	35	- 5
23	PARAMOUNT BOULEVARD	ROSECRANS AVENUE	SOMERSET BOULEVARD	40	35	- 5
24	PARAMOUNT BOULEVARD	SOMERSET BOULEVARD	ALONDRA BOULEVARD	40	35	- 5
26	ROSECRANS AVENUE	WEST CITY LIMITS	ORANGE AVENUE	40	35	- 5
27	ROSECRANS AVENUE	ORANGE AVENUE	GARFIELD AVENUE	40	35	- 5
28	ROSECRANS AVENUE	GARFIELD AVENUE	PARAMOUNT BOULEVARD	40	35	- 5
29	ROSECRANS AVENUE	PARAMOUNT BOULEVARD	DOWNEY AVENUE	40	35	- 5
30	ROSECRANS AVENUE	DOWNEY AVENUE	CENTURY BOULEVARD	40	35	- 5
36	SOMERSET RANCH ROAD NORTH	I-105 FREEWAY W/B OFFRAMP	DOWNEY AVENUE	40	35	- 5
37	SOMERSET RANCH ROAD NORTH	DOWNEY AVENUE	EAST CITY LIMITS	NP	35	PL
39	SOMERSET RANCH ROAD SOUTH	DOWNEY AVENUE	EAST CITY LIMITS	NP	35	PL

NP= Not Posted
PL= Post Limit

TABLE 2													
SUMMARY OF RECOMMENDATIONS													
No.	Street	From	To	Dist. (mi.)	ADT	Collision Rate*** Exp.	Act.	Posted Speed Limit	85% Speed	10 mi. Pace	% in Pace	Rec. Speed Limit	Comments
1	ALONDRA BOULEVARD	WEST CITY LIMITS	ORANGE AVENUE	0.53	26,685	0.64	0.32	40	41	31-40	69 %	40	Closest to 85th Speed
2	ALONDRA BOULEVARD	ORANGE AVENUE	GARFIELD AVENUE	0.5	28,717	0.64	0.38	40	40	27-36	67 %	40	Closest to 85th Speed
3	ALONDRA BOULEVARD	GARFIELD AVENUE	PARAMOUNT BOULEVARD	0.5	29,701	0.64	0.12	40	40	30-39	72 %	40	Closest to 85th Speed
4	ALONDRA BOULEVARD	PARAMOUNT BOULEVARD	DOWNEY AVENUE	0.5	24,628	0.64	0.22	40	40	29-38	69 %	40	Closest to 85th Speed
5	ALONDRA BOULEVARD	DOWNEY AVENUE	HAYTER AVENUE	0.25	30,132	0.64	0.36	40	39	27-36	71 %	40	Closest to 85th Speed
6	DOWNEY AVENUE	GARDENDALE STREET	CENTURY BOULEVARD	0.58	15,472	0.66	0.10	40	45	36-45	73 %	40	*
7	DOWNEY AVENUE	CENTURY BOULEVARD	ROSECRANS AVENUE	0.19	16,180	0.66	0.00	40	44	32-41	66 %	40	California MUTCD Option 2
8	DOWNEY AVENUE	ROSECRANS AVENUE	SOMERSET BOULEVARD	0.5	16,273	0.64	0.45	35 **	36	28-37	85 %	35 **	Closest to 85th Speed

* See "Segments with Special Conditions" Section for Comments
** 25 mph when children are present
*** Accident rate units: Collisions per One Million Vehicle Miles Act.: Actual Collision Rate
Exp.: Expected Collision Rate based on the Caltrans 2019 Crash Data on California State Highways Rate

TABLE 2													
SUMMARY OF RECOMMENDATIONS													
No.	Street	From	To	Dist. (mi.)	ADT	Collision Rate*** Exp.	Act.	Posted Speed Limit	85% Speed	10 mi. Pace	% in Pace	Rec. Speed Limit	Comments
9	DOWNEY AVENUE	SOMERSET BOULEVARD	ALONDRA BOULEVARD	0.5	17,515	0.64	0.31	35 **	37	27-36	77 %	35 **	Closest to 85th Speed
10	DOWNEY AVENUE	ALONDRA BOULEVARD	SOUTH CITY LIMITS	0.5	18,733	0.66	0.10	35 **	39	30-39	78 %	35 **	California MUTCD Option 2
11	GARFIELD AVENUE	HOWERY STREET	ROSECRANS AVENUE	0.6	44,915	0.64	0.14	40	40	31-40	66 %	40	Closest to 85th Speed
12	GARFIELD AVENUE	ROSECRANS AVENUE	SOMERSET BOULEVARD	0.5	33,466	0.77	0.22	45	41	32-41	57 %	40	Closest to 85th Speed
13	GARFIELD AVENUE	SOMERSET BOULEVARD	ALONDRA BOULEVARD	0.5	31,158	0.77	0.12	45	43	32-41	59 %	40	California MUTCD Option 2
14	GARFIELD AVENUE	ALONDRA BOULEVARD	MERIDIAN DRIVE	0.5	34,584	0.77	0.16	45 **	44	34-43	60 %	40 **	California MUTCD Option 2
15	HUNSAKER AVENUE	ALONDRA BOULEVARD	ATLANTIC PLACE	0.32	3,736	0.66	0.76	35	34	25-34	81 %	35	Closest to 85th Speed
16	JACKSON STREET	ORANGE AVENUE	GARFIELD AVENUE	0.5	4,921	1.07	0.00	35 **	36	25-34	73 %	35 **	*

* See "Segments with Special Conditions" Section for Comments
** 25 mph when children are present
*** Accident rate units: Collisions per One Million Vehicle Miles Act.: Actual Collision Rate
Exp.: Expected Collision Rate based on the Caltrans 2019 Crash Data on California State Highways Rate

TABLE 2													
SUMMARY OF RECOMMENDATIONS													
No.	Street	From	To	Dist. (mi.)	ADT	Collision Rate*** Exp.	Act.	Posted Speed Limit	85% Speed	10 mi. Pace	% in Pace	Rec. Speed Limit	Comments
17	JACKSON STREET	PARAMOUNT BOULEVARD	DOWNEY AVENUE	0.5	2,856	0.66	0.64	35 **	35	27-36	80 %	35 **	Closest to 85th Speed
18	ORANGE AVENUE	NORTH TERMINUS	ROSECRANS AVENUE	0.43	3,583	1.07	0.00	35	31	22-31	69 %	30	Closest to 85th Speed
19	ORANGE AVENUE	ROSECRANS AVENUE	SOMERSET BOULEVARD	0.5	8,719	1.07	0.42	30 **	29	20-29	77 %	30 **	Closest to 85th Speed
20	ORANGE AVENUE	SOMERSET BOULEVARD	ALONDRA BOULEVARD	0.5	12,152	0.66	0.75	35 **	39	29-38	68 %	35 **	California MUTCD Option 2
21	ORANGE AVENUE	ALONDRA BOULEVARD	JACKSON STREET	0.25	11,555	0.66	0.00	35	39	30-39	74 %	35	California MUTCD Option 2
22	PARAMOUNT BOULEVARD	CENTURY BOULEVARD	ROSECRANS AVENUE	0.47	28,363	0.64	0.48	40	38	29-38	76 %	35	California MUTCD Option 2
23	PARAMOUNT BOULEVARD	ROSECRANS AVENUE	SOMERSET BOULEVARD	0.5	21,818	0.64	0.17	40 **	37	26-35	72 %	35 **	Closest to 85th Speed
24	PARAMOUNT BOULEVARD	SOMERSET BOULEVARD	ALONDRA BOULEVARD	0.5	29,769	0.64	0.31	40	37	30-39	70 %	35	Closest to 85th Speed

* See "Segments with Special Conditions" Section for Comments
** 25 mph when children are present
*** Accident rate units: Collisions per One Million Vehicle Miles Act.: Actual Collision Rate
Exp.: Expected Collision Rate based on the Caltrans 2019 Crash Data on California State Highways Rate

TABLE 2													
SUMMARY OF RECOMMENDATIONS													
No.	Street	From	To	Dist. (mi.)	ADT	Collision Rate*** Exp.	Act.	Posted Speed Limit	85% Speed	10 mi. Pace	% in Pace	Rec. Speed Limit	Comments
25	PARAMOUNT BOULEVARD	ALONDRA BOULEVARD	70TH STREET	0.5	24,793	0.64	0.29	35	35	26-35	77 %	35	Closest to 85th Speed
26	ROSECRANS AVENUE	WEST CITY LIMITS	ORANGE AVENUE	0.33	41,604	0.75	0.53	40	42	32-41	68 %	35	*
27	ROSECRANS AVENUE	ORANGE AVENUE	GARFIELD AVENUE	0.5	31,458	0.75	0.87	40 **	39	30-39	69 %	35 **	California MUTCD Option 2
28	ROSECRANS AVENUE	GARFIELD AVENUE	PARAMOUNT BOULEVARD	0.5	33,057	0.75	0.72	40	41	29-38	73 %	35	*
29	ROSECRANS AVENUE	PARAMOUNT BOULEVARD	DOWNEY AVENUE	0.5	24,172	0.64	0.76	40 **	41	32-41	70 %	35 **	*
30	ROSECRANS AVENUE	DOWNEY AVENUE	CENTURY BOULEVARD	0.33	25,438	0.64	0.88	40	40	30-39	70 %	35	*
31	SOMERSET BOULEVARD	WEST CITY LIMITS	ORANGE AVENUE	0.55	18,462	0.64	0.72	35	37	27-36	72 %	35	Closest to 85th Speed
32	SOMERSET BOULEVARD	ORANGE AVENUE	GARFIELD AVENUE	0.5	21,887	0.64	0.08	35	39	29-38	69 %	35	California MUTCD Option 2

* See "Segments with Special Conditions" Section for Comments
** 25 mph when children are present
*** Accident rate units: Collisions per One Million Vehicle Miles Act.: Actual Collision Rate
Exp.: Expected Collision Rate based on the Caltrans 2019 Crash Data on California State Highways Rate

TABLE 2													
SUMMARY OF RECOMMENDATIONS													
No.	Street	From	To	Dist. (mi.)	ADT	Collision Rate*** Exp.	Act.	Posted Speed Limit	85% Speed	10 mi. Pace	% in Pace	Rec. Speed Limit	Comments
33	SOMERSET BOULEVARD	GARFIELD AVENUE	PARAMOUNT BOULEVARD	0.5	21,606	0.64	0.17	35	40	29-38	70 %	35	*
34	SOMERSET BOULEVARD	PARAMOUNT BOULEVARD	DOWNEY AVENUE	0.5	18,909	0.64	0.10	40	41	32-41	75 %	40	Closest to 85th Speed
35	SOMERSET BOULEVARD	DOWNEY AVENUE	LAKEWOOD BOULEVARD	0.5	18,743	0.64	0.29	40	41	32-41	77 %	40	Closest to 85th Speed
36	SOMERSET RANCH ROAD NORTH	I-105 FREEWAY W/B OFFRAMP	DOWNEY AVENUE	0.42	5,601	1.07	0.00	40	37	29-38	71 %	35	Closest to 85th Speed
37	SOMERSET RANCH ROAD NORTH	DOWNEY AVENUE	EAST CITY LIMITS	0.18	4,038	1.07	1.26	NP	36	27-36	71 %	35	Closest to 85th Speed
38	SOMERSET RANCH ROAD SOUTH	I-105 FREEWAY E/B ONRAMP	DOWNEY AVENUE	0.45	7,680	1.07	0.00	40 **	40	32-41	82 %	40 **	Closest to 85th Speed
39	SOMERSET RANCH ROAD SOUTH	DOWNEY AVENUE	EAST CITY LIMITS	0.17	1,421	1.07	3.78	NP	38	26-35	68 %	35	California MUTCD Option 2

* See "Segments with Special Conditions" Section for Comments
** 25 mph when children are present
*** Accident rate units: Collisions per One Million Vehicle Miles Act.: Actual Collision Rate
Exp.: Expected Collision Rate based on the Caltrans 2019 Crash Data on California State Highways Rate

SEGMENTS WITH SPECIAL CONDITIONS

The following segments surveyed had recommended speed limits that were 5 miles per hour (mph) or more below the critical speed due to conditions not readily apparent to the driver. Each segment is discussed below.

Segment 6 – Downey Avenue – Gardendale Street to Century Boulevard

This segment is currently posted at 40 mph and has two through lanes in each direction undivided with an ADT of 15,472 vehicles per day. The adjacent land is residential along the 0.58-mil-long segment. The critical speed is 45 mph and would normally justify a 45 mph posted speed limit. However, to maintain uniformity between adjacent street segments, and hidden driveways that may not be apparent to unfamiliar drivers, a lower speed limit is prudent. It is recommended that the speed limit remain at 40 mph for the above reasons.

Segment 16 – Jackson Street – Orange Avenue to Garfield Avenue

This segment is currently posted at 35 mph and has one through lane in each direction undivided with an ADT of 4,921 vehicles per day. The adjacent land is commercial, residential, with a school along the 0.50-mil-long segment. The critical speed is 36 mph and justifies a 35 mph posted speed limit. The speed limit is recommended to remain at 35 mph, based on the 85th percentile speed. Additionally, a 25 mph school zone sign is recommended to be posted up to 500-feet from the school boundaries per Section 22352 of the California Vehicle Code.

Segment 26 – Rosecrans Avenue – West City Limits to Orange Avenue

This segment is currently posted at 40 mph and has three through lanes in each direction divided with an ADT of 41,604 vehicles per day. The adjacent land is industrial along the 0.33-mil-long segment. The critical speed is 42 mph and would normally justify a 40 mph posted speed limit. However, to maintain uniformity between adjacent street segments, a lower speed limit is prudent. It is recommended that the speed limit be posted at 35 mph for the above reasons.

Segment 28 – Rosecrans Avenue – Garfield Avenue to Paramount Boulevard

This segment is currently posted at 40 mph and has three through lanes running east and two through lanes running west undivided with an ADT of 33,057 vehicles per day. The adjacent land is commercial along the 0.50-mil-long segment. The critical speed is 41 mph and would normally justify a 40 mph posted speed limit. However, to maintain uniformity between adjacent street segments, a lower speed limit is prudent. It is recommended that the speed limit be posted at 35 mph for the above reasons.

Segment 29 – Rosecrans Avenue from Paramount Boulevard to Downey Avenue

This segment is currently posted at 40 mph and has two through lanes in each direction divided with an ADT of 24,172 vehicles per day. The adjacent land is industrial, residential, with a school zone along the 0.50-mil-long segment. The critical speed is 41 mph and would normally justify a 40 mph posted speed limit. However, to account for the high collision rate along the segment, a lower speed limit is prudent. It is recommended that the speed limit be posted at 35 mph for the above reasons.

Segment 30 – Rosecrans Avenue – Downey Avenue to Century Boulevard

This segment is currently posted at 40 mph and has two through lanes in each direction divided with an ADT of 25,438 vehicles per day. The adjacent land is commercial and residential along the 0.327-mil-long segment. The critical speed is 40 mph and would normally justify a 40 mph posted speed limit. However, to account for the high collision rate along the segment, a lower speed limit is prudent. It is recommended that the speed limit be posted at 35 mph for the above reasons.

Segment 33 – Somerset Boulevard – Garfield Avenue to Paramount Boulevard

This segment is currently posted at 35 mph and has two through lanes in each direction divided with an ADT of 21,606 vehicles per day. The adjacent land is industrial with a park along the 0.50-mil-long segment. The critical speed is 40 mph and would normally justify a 40 mph posted speed limit. However, due to hidden driveways that may not be apparent to unfamiliar drivers and to maintain uniformity between adjacent street segments, a lower speed limit is prudent. It is recommended that the speed limit remain at 35 mph for the above reasons.

APPLICABLE SECTIONS OF CALIFORNIA VEHICLE CODE

SECTION 1. Section 627 of the Vehicle Code:

Section 627.

(a) *"Engineering and traffic survey,"* as used in this code, means a survey of highway and traffic conditions in accordance with methods determined by the Department of Transportation for use by state and local authorities.

(b) An engineering and traffic survey shall include, among other requirements deemed necessary by the department, consideration of all of the following:

(1) Prevailing speeds as determined by traffic engineering measurements.
(2) Accident records.
(3) Highway, traffic, and roadside conditions not readily apparent to the driver.

(c) When conducting an engineering and traffic survey, local authorities, in addition to the factors set forth in paragraphs (1) to (3), inclusive, of subdivision (b) may consider all of the following:

(1) Residential density, if any of the following conditions exist on the particular portion of highway and the property contiguous thereto, other than a business district:
   a. Upon one side of the highway, within a distance of a quarter of a mile, the contiguous property fronting thereon is occupied by 13 or more separate dwelling houses of business structures.
   b. Upon both sides of the highway, collectively, within a distance of a quarter of a mile, the contiguous property fronting thereon is occupied by 16 or more separate dwelling houses or business structures.
   c. The portion of highway is longer than one-quarter of a mile but has the ratio of separate dwelling houses or business structures to the length of the highway described in either subparagraph (A) or (B).
(2) Pedestrian and bicyclist safety.

Section 21400.

(b) The Department of Transportation shall revise the California Manual on Uniform Traffic Control Devices, as it read on January 1, 2012, to require the Department of Transportation or a local authority to round speed limits to the nearest five miles per hour of the 85th percentile of the free-flowing traffic. However, in cases in which the speed limit needs to be rounded up to the nearest five miles per hour increment of the 85th-percentile speed, the Department of Transportation or a local authority may decide to instead round down the speed limit to the lower five miles per hour increment, but then the Department of Transportation or a local authority shall not reduce the speed limit any further for any reason.

Basic Speed Law

22350. No person shall drive a vehicle upon a highway at a speed greater than is reasonable or prudent having due regard for weather, visibility, the traffic on, and the surface and width of, the highway, and in no event at a speed which endangers the safety of persons or property.

Speed Law Violations

Section 22351.

(a) The speed of any vehicle upon a highway not in excess of the limits specified in Section 22352 or established as authorized in this code is lawful unless clearly proved to be in violation of the basic speed law.

(b) The speed of any vehicle upon a highway in excess of the prima facie speed limits in Section 22352 or established as authorized in this code is prima facie unlawful unless the defendant establishes by competent evidence that the speed in excess of said limits did not constitute a violation of the basic speed law at the time, place and under the conditions then existing.

Prima Facie Speed Limits

Section 22352.

The prima facie limits are as follows and shall be applicable unless changed as authorized in this code and, if so changed, only when signs have been erected giving notice thereof:

(a) Fifteen miles per hour:

(1) When traversing a railway grade crossing, if during the last 100 feet of the approach to the crossing the driver does not have a clear and unobstructed view of the crossing and of any traffic on the railway for a distance of 400 feet in both directions along such railway. This subdivision does not apply in the case of any railway grade crossing where a human flagman is on duty or a clearly visible electrical or mechanical railway crossing signal device is installed but does not then indicate the immediate approach of a railway train or car.

(2) When traversing any intersection of highways, if during the last 100 feet of the driver's approach to the intersection, the driver does not have a clear and unobstructed view of the intersection and of any traffic upon all of the highways entering the intersection for a distance of 100 feet along all those highways, except at an intersection protected by stop signs or yield right-of-way signs or controlled by official traffic control signals.

(3) On any alley.

(b) Twenty-five miles per hour:

(1) On any highway other than a state highway, in any business or residence district unless a different speed is determined by local authority under procedures set forth in this code.

(2) When approaching or passing a school building or the grounds thereof, contiguous to a highway and posted with a standard "SCHOOL" warning sign, while children are going to or leaving the school either during school hours or during the noon recess period. The prima facie limit shall also apply when approaching or passing any school grounds which are not separated from the highway by a fence, gate or other physical barrier while the grounds are in use by children and the highway is posted with a standard "SCHOOL" warning sign. For purposes of this

subparagraph, standard "SCHOOL" warning signs may be placed at any distance up to 500 feet away from school grounds.

(3) When passing a senior center or other facility primarily used by senior citizens, contiguous to a street other than a state highway and posted with a standard "SENIOR" warning sign. A local authority may erect a sign pursuant to this paragraph when the local agency makes a determination that the proposed signing should be implemented. A local authority may request grant funding from the Pedestrian Safety Account pursuant to Section 894.7 of the Streets and Highways Code, or any other grant funding available to it, and use that grant funding to pay for the erection of those signs, or may utilize any other funds available to it to pay for the erection of those signs, including, but not limited to, donations from private sources.

Increase of Local Speed Limits to 65 Miles Per Hour

Section 22357.

(a) Whenever a local authority determines upon the basis of an engineering and traffic survey that a speed greater than 25 miles per hour would facilitate the orderly movement of vehicular traffic and would be reasonable and safe upon any street other than a state highway otherwise subject to a prima facie limit of 25 miles per hour, the local authority may by ordinance determine and declare a prima facie speed limit of 30, 35, 40, 45, 50, 55 or 60 miles per hour or a maximum speed limit of 65 miles per hour, whichever is found most appropriate to facilitate the orderly movement of traffic and is reasonable and safe. The declared prima facie or maximum speed limit shall be effective when appropriate signs giving notice thereof are erected upon the street and shall not thereafter be revised except upon the basis of an engineering and traffic survey. This section does not apply to any 25 mile per hour prima facie limit, which is applicable when passing a school building or the grounds thereof or when passing a senior center or other facility primarily used by senior citizens.

(b) This section shall become operative on the date specified in subdivision (c) of Section 22366.

Downward Speed Zoning

Section 22358.5.

It is the intent of the Legislature that physical conditions such as width, curvature, grade and surface conditions, or any other condition readily apparent to a driver, in the absence of other factors, would not require special downward speed zoning, as the basic rule of Section 22350 is sufficient regulation as to such conditions.

Boundary Line Streets

Section 22359.

With respect to boundary line streets and highways where portions thereof are within different jurisdictions, no ordinance adopted under Sections 22357 and 22358 shall be effective as to any such portion until all authorities having jurisdiction of the portions of the street concerned have approved the same. This section shall not apply in the case of boundary line streets consisting of separate roadways within different jurisdictions.

Speed Trap Prohibition

Section 40801.

No peace officer or other person shall use a speed trap in arresting, or participating or assisting in the arrest of, any person for any alleged violation of this code nor shall any speed trap be used in securing evidence as to the speed of any vehicle for the purpose of an arrest or prosecution under this code.

Speed Trap

Section 40802.

(a) A "speed trap" is either of the following:

(1) A particular section of a highway measured as to distance and with boundaries marked, designated, or otherwise determined in order that the speed of a vehicle may be calculated by securing the time it takes the vehicle to travel the known distance.

(2) A particular section of a highway with a prima facie speed limit that is provided by this code or by local ordinance under subparagraph (A) of paragraph (2) of subdivision (a) of Section 22352, or established under Section 22354, 22357, 22358, or 22358.3, if that prima facie speed limit is not justified by an engineering and traffic survey conducted within five years prior to the date of the alleged violation, and enforcement of the speed limit involves the use of radar or any other electronic device that measures the speed of moving object. This paragraph does not apply to a local street, road, or school zone.

(b)(1) For purposes of this section, a local street or road is one that is functionally classified as "local" on the "California Road System Maps," that are approved by the Federal Highway Administration and maintained by the Department of Transportation. When a street or road does not appear on the "California Road System Maps," it may be defined as a "local street or road" if it primarily provides access to abutting residential property and meets the following three conditions:

(A) Roadway width of not more than 40 feet.

(B) Not more than one-half of a mile of uninterrupted length. Interruptions shall include official traffic control signals as defined in Section 445.

(C) Not more than one traffic lane in each direction.

(2) For purposes of this section "school zone" means that area approaching or passing a school building or the grounds thereof that is contiguous to a highway and on which is posted a standard "SCHOOL" warning sign, while children are going to or leaving the school either during school hours or during the noon recess period. "School zone" also includes the area approaching or passing any school grounds that are not separated from the highway by a fence, gate, or other physical barrier while the grounds are in use by children if that highway is posted with a standard "SCHOOL" warning sign.

(c)(1) When all the following criteria are met, paragraph (2) of this subdivision shall be applicable and subdivision (a) shall not be applicable:

(A) When radar is used, the arresting officer has successfully completed a radar operator course of not less than 24 hours on the use of police traffic radar, and the course was approved and certified by the Commission on Peace Officer Standards and Training.

(B) When laser or any other electronic device is used to measure the speed of moving objects, the arresting officer has successfully completed the training required in subparagraph (A) and an additional training course of not less than two hours approved and certified by the Commission on Peace Officer Standards and Training.

(C)(i) The prosecution proved that the arresting officer complied with subparagraphs (A) and (B) and that an engineering and traffic survey has been conducted in accordance with subparagraph (B) of paragraph (2). The prosecution proved that, prior to the officer issuing the notice to appear, the arresting officer established that the radar, laser, or other electronic device conformed to the requirements of subparagraph (D).

(ii) The prosecution proved the speed of the accused was unsafe for the conditions present at the time of alleged violation unless the citation was for a violation of Section 22349, 22356, or 22406.

(D) The radar, laser, or other electronic device used to measure the speed of the accused meets or exceeds the minimal operational standards of the National Traffic Highway Safety Administration, and has been calibrated within the three years prior to the date of the alleged violation by an independent certified laser or radar repair and testing or calibration facility.

(2) A “speed trap” is either of the following:

(A) A particular section of a highway measured as to distance and with boundaries marked, designated, or otherwise determined in order that the speed of a vehicle may be calculated by securing the time it takes the vehicle to travel the known distance.

(B)(i) A particular section of a highway or state highway with a prima facie speed limit that is provided by this code or by local ordinance under subparagraph (A) of paragraph (2) of subdivision (a) of Section 22352, or established under Section 22354, 22357, 22358, or 22358.3, if that prima facie speed limit is not justified by an engineering and traffic survey conducted within one of the following time periods, prior to the date of the alleged violation, and enforcement of speed limit involves the use of radar or any other electronic device that measures the speed of moving objects:

(I) Except as specified in subclause (II), seven years.

(II) If an engineering and traffic survey was conducted more than seven years prior to the date of the alleged violation, and a registered engineer evaluates the section of the highway and determines that no significant changes in roadway or traffic conditions have occurred including, but not limited to, changes in adjoining property or land use, roadway width, or traffic volume, 14 years.

(ii) This subparagraph does not apply to a local street, road, or school zone.

Speed Trap Evidence

Section 40803.

(a) No evidence as to the speed of a vehicle upon a highway shall be admitted in any court upon the trial of any person in any prosecution under this code upon a charge involving the speed of a vehicle when the evidence is based upon or obtained from or by the maintenance or use of a speed trap.

(b) In any prosecution under this code of a charge involving the speed of a vehicle, where enforcement involves the use of radar or other electronic devices which measure the speed of moving objects, the prosecution shall establish, as part of its prima facie case, that the evidence or testimony presented is not based upon a speed trap as defined in paragraph (2) of subdivision (a) of Section 40802.

(c) When a traffic and engineering survey is required pursuant to paragraph (2) of subdivision (a) of Section 40802, evidence that a traffic and engineering survey has been conducted within five years of the date of the alleged violation or evidence that the offense was committed on a local street or road as defined in paragraph (2) of subdivision (a) of Section 40802 shall constitute a prima facie case that the evidence or testimony is not based upon a speed trap as defined in paragraph (2) subdivision (a) of Section 40802.

APPENDIX A
Street Segment Data

CITY OF PARAMOUNT
ENGINEERING AND TRAFFIC SURVEY

STREET ALONDRA BOULEVARD **CERTIFICATION DATE** 6/6/2023

FROM WEST CITY LIMITS **TO** ORANGE AVENUE

SPEED FACTORS

Date of Speed Survey	2/14/2023	**Posted Speed Limit**	40 mph
Time of Speed Survey	10:16	**Speed Justification**	
50th Percentile Speed (Mean Speed)	36 mph	CLOSEST TO 85TH SPEED	
85th Percentile Speed	41 mph		
Average Speed	36 mph		
10 mph Pace Speed	31-40		
Percentage of Vehicles in Pace	69		
Number of Survey Samples	200	**Recommended Speed Limit**	40 mph

COLLISION HISTORY

Number of Years Studied	3 years
Total Collisions	5
Statewide Average Collision Rate	0.64 Collisions/MVM
Collisions per Million Vehicle Miles	0.32 Collisions/MVM

TRAFFIC FACTORS

Average Daily Traffic	26,685	**Date Counted**	3/7/2023
Number of Lanes	4 LANES (RAISED MEDIAN)		
Type of Traffic Control	T.S. @ HOME DEPOT, ATLANTIC, HUNSAKER, & ORANGE		
Crosswalks?	@ T.S.		
Pedestrian Traffic	LIGHT		
Truck Traffic	MODERATE		
On-Street Parking	BOTH SIDES		
Sidewalks?	BOTH SIDES		
Driveways?	BOTH SIDES		

ROADWAY FACTORS

Length of Segment	0.530 miles
Width	83 feet
Vertical Curve?	YES
Horizontal Curve?	NONE
Visibility	GOOD, EXCEPT HIDDEN DRIVEWAYS
Roadway Conditions	GOOD
Lighting	BOTH SIDES
Adjacent Land Use	COMMERCIAL, RESIDENTIAL, SCHOOL

Field Study By MB **Checked By** NS

CERTIFICATION: I, Nicolle Spann, do hereby certify that this Engineering and Traffic Survey within the City of Paramount was performed under my supervision and is accurate and complete. I am duly registered in the State of California as a Professional Engineer (Traffic).

Nicolle Spann	6/6/2023	TE 2933
	Date	**State Registration Number**

Back To Top

CITY OF PARAMOUNT
ENGINEERING AND TRAFFIC SURVEY

STREET ALONDRA BOULEVARD **CERTIFICATION DATE** 6/6/2023

FROM ORANGE AVENUE **TO** GARFIELD AVENUE

SPEED FACTORS

Date of Speed Survey	2/14/2023	**Posted Speed Limit**	40 mph
Time of Speed Survey	9:55	**Speed Justification**	
50th Percentile Speed (Mean Speed)	34 mph	CLOSEST TO 85TH SPEED	
85th Percentile Speed	40 mph		
Average Speed	34 mph		
10 mph Pace Speed	27-36		
Percentage of Vehicles in Pace	67		
Number of Survey Samples	200	**Recommended Speed Limit**	40 mph

COLLISION HISTORY

Number of Years Studied	3 years
Total Collisions	6
Statewide Average Collision Rate	0.64 Collisions/MVM
Collisions per Million Vehicle Miles	0.38 Collisions/MVM

TRAFFIC FACTORS

Average Daily Traffic	28,717	**Date Counted**	3/7/2023
Number of Lanes	4 LANES (RAISED MEDIAN)		
Type of Traffic Control	T.S. @ ORANGE, GUNDRY, & GARFIELD		
Crosswalks?	@ T.S.		
Pedestrian Traffic	LIGHT		
Truck Traffic	MODERATE		
On-Street Parking	BOTH SIDES		
Sidewalks?	BOTH SIDES		
Driveways?	BOTH SIDES		

ROADWAY FACTORS

Length of Segment	0.500 miles
Width	80 feet
Vertical Curve?	NONE
Horizontal Curve?	NONE
Visibility	GOOD, EXCEPT HIDDEN DRIVEWAYS
Roadway Conditions	FAIR
Lighting	BOTH SIDES
Adjacent Land Use	COMMERCIAL, RESIDENTIAL

Field Study By MB **Checked By** NS

CERTIFICATION: I, Nicolle Spann, do hereby certify that this Engineering and Traffic Survey within the City of Paramount was performed under my supervision and is accurate and complete. I am duly registered in the State of California as a Professional Engineer (Traffic).

Nicolle Spann	6/6/2023	TE 2933
	Date	**State Registration Number**

Back To Top

CITY OF PARAMOUNT
ENGINEERING AND TRAFFIC SURVEY

STREET ALONDRA BOULEVARD **CERTIFICATION DATE** 6/6/2023

FROM GARFIELD AVENUE **TO** PARAMOUNT BOULEVARD

SPEED FACTORS

Date of Speed Survey	2/14/2023	**Posted Speed Limit**	40 mph
Time of Speed Survey	9:36	**Speed Justification**	
50th Percentile Speed (Mean Speed)	35 mph	CLOSEST TO 85TH SPEED	
85th Percentile Speed	40 mph		
Average Speed	35 mph		
10 mph Pace Speed	30-39		
Percentage of Vehicles in Pace	72		
Number of Survey Samples	200	**Recommended Speed Limit**	40 mph

COLLISION HISTORY

Number of Years Studied	3 years
Total Collisions	2
Statewide Average Collision Rate	0.64 Collisions/MVM
Collisions per Million Vehicle Miles	0.12 Collisions/MVM

TRAFFIC FACTORS

Average Daily Traffic	29,701	**Date Counted**	3/7/2023
Number of Lanes	4 LANES (RAISED MEDIAN)		
Type of Traffic Control	T.S. @ GARFIELD, VERMONT, & PARAMOUNT		
Crosswalks?	@ T.S.		
Pedestrian Traffic	LIGHT		
Truck Traffic	MODERATE		
On-Street Parking	BOTH SIDES		
Sidewalks?	BOTH SIDES		
Driveways?	BOTH SIDES		

ROADWAY FACTORS

Length of Segment	0.500 miles
Width	83 feet
Vertical Curve?	YES
Horizontal Curve?	YES
Visibility	GOOD, EXCEPT HIDDEN DRIVEWAYS
Roadway Conditions	FAIR
Lighting	BOTH SIDES
Adjacent Land Use	COMMERCIAL, INDUSTRIAL

Field Study By MB **Checked By** NS

CERTIFICATION: I, Nicolle Spann, do hereby certify that this Engineering and Traffic Survey within the City of Paramount was performed under my supervision and is accurate and complete. I am duly registered in the State of California as a Professional Engineer (Traffic).

Nicolle Spann	6/6/2023	TE 2933
	Date	**State Registration Number**

Back To Top

CITY OF PARAMOUNT
ENGINEERING AND TRAFFIC SURVEY

STREET ALONDRA BOULEVARD **CERTIFICATION DATE** 6/6/2023

FROM PARAMOUNT BOULEVARD **TO** DOWNEY AVENUE

SPEED FACTORS

Date of Speed Survey	2/14/2023	**Posted Speed Limit**	40 mph
Time of Speed Survey	9:16	**Speed Justification**	
50th Percentile Speed (Mean Speed)	34 mph	CLOSEST TO 85TH SPEED	
85th Percentile Speed	40 mph		
Average Speed	35 mph		
10 mph Pace Speed	29-38		
Percentage of Vehicles in Pace	69		
Number of Survey Samples	200	**Recommended Speed Limit**	40 mph

COLLISION HISTORY

Number of Years Studied	3 years
Total Collisions	3
Statewide Average Collision Rate	0.64 Collisions/MVM
Collisions per Million Vehicle Miles	0.22 Collisions/MVM

TRAFFIC FACTORS

Average Daily Traffic	24,628	**Date Counted**	3/2/2023
Number of Lanes	4 LANES (RAISED MEDIAN)		
Type of Traffic Control	T.S. @ PARAMOUNT, GEORGIA, VIRGINIA, & DOWNEY		
Crosswalks?	@ T.S.		
Pedestrian Traffic	LIGHT		
Truck Traffic	LIGHT		
On-Street Parking	BOTH SIDES		
Sidewalks?	BOTH SIDES		
Driveways?	BOTH SIDES		

ROADWAY FACTORS

Length of Segment	0.500 miles
Width	83 feet
Vertical Curve?	NONE
Horizontal Curve?	NONE
Visibility	GOOD, EXCEPT FOR HIDDEN DRIVEWAYS
Roadway Conditions	GOOD
Lighting	BOTH SIDES
Adjacent Land Use	BUSINESS, COMMERCIAL

Field Study By MB **Checked By** NS

CERTIFICATION: I, Nicolle Spann, do hereby certify that this Engineering and Traffic Survey within the City of Paramount was performed under my supervision and is accurate and complete. I am duly registered in the State of California as a Professional Engineer (Traffic).

Nicolle Spann	6/6/2023	TE 2933
	Date	**State Registration Number**

Back To Top

CITY OF PARAMOUNT
ENGINEERING AND TRAFFIC SURVEY

STREET ALONDRA BOULEVARD **CERTIFICATION DATE** 6/6/2023

FROM DOWNEY AVENUE **TO** HAYTER AVENUE

SPEED FACTORS

Date of Speed Survey	2/14/2023	**Posted Speed Limit**	40 mph
Time of Speed Survey	9:00	**Speed Justification**	
50th Percentile Speed (Mean Speed)	33 mph	CLOSEST TO 85TH SPEED	
85th Percentile Speed	39 mph		
Average Speed	34 mph		
10 mph Pace Speed	27-36		
Percentage of Vehicles in Pace	71		
Number of Survey Samples	200	**Recommended Speed Limit**	40 mph

COLLISION HISTORY

Number of Years Studied	3 years
Total Collisions	3
Statewide Average Collision Rate	0.64 Collisions/MVM
Collisions per Million Vehicle Miles	0.36 Collisions/MVM

TRAFFIC FACTORS

Average Daily Traffic	30,132	**Date Counted**	3/2/2023
Number of Lanes	4 LANES (RAISED MEDIAN)		
Type of Traffic Control	T.S. @ DOWNEY		
Crosswalks?	@ T.S.		
Pedestrian Traffic	LIGHT		
Truck Traffic	LIGHT		
On-Street Parking	BOTH SIDES		
Sidewalks?	BOTH SIDES		
Driveways?	BOTH SIDES		

ROADWAY FACTORS

Length of Segment	0.250 miles
Width	83 feet
Vertical Curve?	NONE
Horizontal Curve?	NONE
Visibility	GOOD, EXCEPT HIDDEN DRIVEWAYS
Roadway Conditions	GOOD
Lighting	BOTH SIDES
Adjacent Land Use	BUSINESS, RESIDENTIAL

Field Study By MB **Checked By** NS

CERTIFICATION: I, Nicolle Spann, do hereby certify that this Engineering and Traffic Survey within the City of Paramount was performed under my supervision and is accurate and complete. I am duly registered in the State of California as a Professional Engineer (Traffic).

Nicolle Spann	6/6/2023	TE 2933
	Date	**State Registration Number**

Back To Top

CITY OF PARAMOUNT
ENGINEERING AND TRAFFIC SURVEY

STREET DOWNEY AVENUE **CERTIFICATION DATE** 6/6/2023

FROM GARDENDALE STREET **TO** CENTURY BOULEVARD

SPEED FACTORS

Date of Speed Survey	2/15/2023	**Posted Speed Limit**	40 mph
Time of Speed Survey	10:44	**Speed Justification**	
50th Percentile Speed (Mean Speed)	40 mph	HIDDEN DRIVEWAYS, MAINTAIN UNIFORMITY	
85th Percentile Speed	45 mph		
Average Speed	41 mph		
10 mph Pace Speed	36-45		
Percentage of Vehicles in Pace	73		
Number of Survey Samples	200	**Recommended Speed Limit**	40 mph

COLLISION HISTORY

Number of Years Studied	3 years
Total Collisions	1
Statewide Average Collision Rate	0.66 Collisions/MVM
Collisions per Million Vehicle Miles	0.10 Collisions/MVM

TRAFFIC FACTORS

Average Daily Traffic	15,472	**Date Counted**	3/7/2023
Number of Lanes	4 LANES		
Type of Traffic Control	T.S. @ GARDENDALE & SOMERSET RANCH		
Crosswalks?	@ T.S.		
Pedestrian Traffic	LIGHT		
Truck Traffic	NONE		
On-Street Parking	BOTH SIDES		
Sidewalks?	BOTH SIDES		
Driveways?	BOTH SIDES		

ROADWAY FACTORS

Length of Segment	0.580 miles
Width	64 feet
Vertical Curve?	NONE
Horizontal Curve?	YES
Visibility	GOOD, EXCEPT HIDDEN DRIVEWAYS
Roadway Conditions	FAIR
Lighting	WEST SIDE
Adjacent Land Use	RESIDENTIAL

Field Study By MB **Checked By** NS

CERTIFICATION: I, Nicolle Spann, do hereby certify that this Engineering and Traffic Survey within the City of Paramount was performed under my supervision and is accurate and complete. I am duly registered in the State of California as a Professional Engineer (Traffic).

Nicolle Spann	6/6/2023 **Date**	**TE 2933** **State Registration Number**

Back To Top

CITY OF PARAMOUNT
ENGINEERING AND TRAFFIC SURVEY

STREET DOWNEY AVENUE **CERTIFICATION DATE** 6/6/2023

FROM CENTURY BOULEVARD **TO** ROSECRANS AVENUE

SPEED FACTORS

Date of Speed Survey	2/15/2023	**Posted Speed Limit**	40 mph
Time of Speed Survey	11:11	**Speed Justification**	
50th Percentile Speed (Mean Speed)	38 mph	CALIFORNIA MUTCD OPTION 2	
85th Percentile Speed	44 mph		
Average Speed	38 mph		
10 mph Pace Speed	32-41		
Percentage of Vehicles in Pace	66		
Number of Survey Samples	200	**Recommended Speed Limit**	40 mph

COLLISION HISTORY

Number of Years Studied	3 years
Total Collisions	0
Statewide Average Collision Rate	0.66 Collisions/MVM
Collisions per Million Vehicle Miles	0.00 Collisions/MVM

TRAFFIC FACTORS

Average Daily Traffic	16,180	**Date Counted**	3/7/2023
Number of Lanes	4 LANES		
Type of Traffic Control	T.S. @ ROSECRANS		
Crosswalks?	@ T.S.		
Pedestrian Traffic	MODERATE		
Truck Traffic	NONE		
On-Street Parking	WEST SIDE		
Sidewalks?	BOTH SIDES		
Driveways?	BOTH SIDES		

ROADWAY FACTORS

Length of Segment	0.190 miles
Width	64 feet
Vertical Curve?	NONE
Horizontal Curve?	YES
Visibility	GOOD, EXCEPT HIDDEN DRIVEWAYS
Roadway Conditions	FAIR
Lighting	BOTH SIDES
Adjacent Land Use	RESIDENTIAL

Field Study By MB **Checked By** NS

CERTIFICATION: I, Nicolle Spann, do hereby certify that this Engineering and Traffic Survey within the City of Paramount was performed under my supervision and is accurate and complete. I am duly registered in the State of California as a Professional Engineer (Traffic).

Nicolle Spann	6/6/2023	TE 2933
	Date	**State Registration Number**

Back To Top

CITY OF PARAMOUNT
ENGINEERING AND TRAFFIC SURVEY

STREET DOWNEY AVENUE **CERTIFICATION DATE** 6/6/2023

FROM ROSECRANS AVENUE **TO** SOMERSET BOULEVARD

SPEED FACTORS

Date of Speed Survey	2/15/2023	**Posted Speed Limit**	35 mph
Time of Speed Survey	9:50	**Speed Justification**	
50th Percentile Speed (Mean Speed)	33 mph	CLOSEST TO 85TH SPEED	
85th Percentile Speed	36 mph		
Average Speed	33 mph		
10 mph Pace Speed	28-37		
Percentage of Vehicles in Pace	85		
Number of Survey Samples	200	**Recommended Speed Limit**	35 mph

COLLISION HISTORY

Number of Years Studied	3 years
Total Collisions	4
Statewide Average Collision Rate	0.64 Collisions/MVM
Collisions per Million Vehicle Miles	0.45 Collisions/MVM

TRAFFIC FACTORS

Average Daily Traffic	16,273	**Date Counted**	3/7/2023
Number of Lanes	4 LANES (RAISED MEDIAN)		
Type of Traffic Control	T.S. @ ROSECRANS, CONTRERAS, & SOMERSET		
Crosswalks?	@ T.S.		
Pedestrian Traffic	MODERATE		
Truck Traffic	NONE		
On-Street Parking	NONE		
Sidewalks?	BOTH SIDES		
Driveways?	BOTH SIDES		

ROADWAY FACTORS

Length of Segment	0.500 miles
Width	64 feet
Vertical Curve?	YES
Horizontal Curve?	NONE
Visibility	GOOD, EXCEPT HIDDEN DRIVEWAYS
Roadway Conditions	FAIR
Lighting	BOTH SIDES
Adjacent Land Use	COMMERCIAL, RESIDENTIAL, SCHOOL ZONE

Field Study By MB **Checked By** NS

CERTIFICATION: I, Nicolle Spann, do hereby certify that this Engineering and Traffic Survey within the City of Paramount was performed under my supervision and is accurate and complete. I am duly registered in the State of California as a Professional Engineer (Traffic).

Nicolle Spann	6/6/2023	TE 2933
	Date	**State Registration Number**

Back To Top

CITY OF PARAMOUNT
ENGINEERING AND TRAFFIC SURVEY

STREET DOWNEY AVENUE **CERTIFICATION DATE** 6/6/2023

FROM SOMERSET BOULEVARD **TO** ALONDRA BOULEVARD

SPEED FACTORS

Date of Speed Survey	2/15/2023	**Posted Speed Limit**	35 mph
Time of Speed Survey	9:21	**Speed Justification**	
50th Percentile Speed (Mean Speed)	32 mph	CLOSEST TO 85TH SPEED	
85th Percentile Speed	37 mph		
Average Speed	33 mph		
10 mph Pace Speed	27-36		
Percentage of Vehicles in Pace	77		
Number of Survey Samples	200	**Recommended Speed Limit**	35 mph

COLLISION HISTORY

Number of Years Studied	3 years
Total Collisions	3
Statewide Average Collision Rate	0.64 Collisions/MVM
Collisions per Million Vehicle Miles	0.31 Collisions/MVM

TRAFFIC FACTORS

Average Daily Traffic	17,515	**Date Counted**	3/7/2023
Number of Lanes	4 LANES (RAISED MEDIAN)		
Type of Traffic Control	T.S. @ SOMERSET, JEFFERSON, MADISON, & ALONDRA		
Crosswalks?	@ T.S.		
Pedestrian Traffic	LIGHT		
Truck Traffic	NONE		
On-Street Parking	NONE		
Sidewalks?	BOTH SIDES		
Driveways?	EAST SIDE		

ROADWAY FACTORS

Length of Segment	0.500 miles
Width	64 feet
Vertical Curve?	NONE
Horizontal Curve?	NONE
Visibility	GOOD, EXCEPT FOR HIDDEN DRIVEWAYS
Roadway Conditions	GOOD
Lighting	BOTH SIDES
Adjacent Land Use	COMMERCIAL, PARK, RESIDENTIAL, SCHOOL ZONE

Field Study By MB **Checked By** NS

CERTIFICATION: I, Nicolle Spann, do hereby certify that this Engineering and Traffic Survey within the City of Paramount was performed under my supervision and is accurate and complete. I am duly registered in the State of California as a Professional Engineer (Traffic).

Nicolle Spann	6/6/2023	TE 2933
Nicolle Spann	**Date**	**State Registration Number**

Back To Top

CITY OF PARAMOUNT
ENGINEERING AND TRAFFIC SURVEY

STREET DOWNEY AVENUE **CERTIFICATION DATE** 6/6/2023

FROM ALONDRA BOULEVARD **TO** SOUTH CITY LIMITS

SPEED FACTORS

Date of Speed Survey	2/15/2023	**Posted Speed Limit**	35 mph
Time of Speed Survey	9:00	**Speed Justification**	
50th Percentile Speed (Mean Speed)	34 mph	CALIFORNIA MUTCD OPTION 2	
85th Percentile Speed	39 mph		
Average Speed	35 mph		
10 mph Pace Speed	30-39		
Percentage of Vehicles in Pace	78		
Number of Survey Samples	200	**Recommended Speed Limit**	35 mph

COLLISION HISTORY

Number of Years Studied	3 years
Total Collisions	1
Statewide Average Collision Rate	0.66 Collisions/MVM
Collisions per Million Vehicle Miles	0.10 Collisions/MVM

TRAFFIC FACTORS

Average Daily Traffic	18,733	**Date Counted**	3/7/2023
Number of Lanes	4 LANES (RAISED + PAINTED SOUTH OF MONROE)		
Type of Traffic Control	T.S. @ ALONDRA, JACKSON, & FLOWER/70TH		
Crosswalks?	@ T.S.		
Pedestrian Traffic	LIGHT		
Truck Traffic	LIGHT		
On-Street Parking	NONE		
Sidewalks?	BOTH SIDES		
Driveways?	BOTH SIDES		

ROADWAY FACTORS

Length of Segment	0.500 miles
Width	64 feet
Vertical Curve?	NONE
Horizontal Curve?	NONE
Visibility	GOOD, EXCEPT HIDDEN DRIVEWAYS
Roadway Conditions	FAIR
Lighting	BOTH SIDES
Adjacent Land Use	COMMERCIAL, RESIDENTIAL, SCHOOL ZONE

Field Study By MB **Checked By** NS

CERTIFICATION: I, Nicolle Spann, do hereby certify that this Engineering and Traffic Survey within the City of Paramount was performed under my supervision and is accurate and complete. I am duly registered in the State of California as a Professional Engineer (Traffic).

Nicolle Spann	6/6/2023	TE 2933
	Date	**State Registration Number**

Back To Top

CITY OF PARAMOUNT
ENGINEERING AND TRAFFIC SURVEY

STREET GARFIELD AVENUE **CERTIFICATION DATE** 6/6/2023

FROM HOWERY STREET **TO** ROSECRANS AVENUE

SPEED FACTORS

Date of Speed Survey	2/15/2023	**Posted Speed Limit**	40 mph
Time of Speed Survey	15:04	**Speed Justification**	
50th Percentile Speed (Mean Speed)	34 mph	CLOSEST TO 85TH SPEED	
85th Percentile Speed	40 mph		
Average Speed	35 mph		
10 mph Pace Speed	31-40		
Percentage of Vehicles in Pace	66		
Number of Survey Samples	200	**Recommended Speed Limit**	40 mph

COLLISION HISTORY

Number of Years Studied	3 years
Total Collisions	4
Statewide Average Collision Rate	0.64 Collisions/MVM
Collisions per Million Vehicle Miles	0.14 Collisions/MVM

TRAFFIC FACTORS

Average Daily Traffic	44,915	**Date Counted**	3/7/2023
Number of Lanes	4 LANES (RAISED MEDIAN)		
Type of Traffic Control	T.S. @ HOWERY, SOMERSET RANCH NORTH, SOMERSET RANCH SOUTH, MENDY, PETTERSON, & ROSECRANS		
Crosswalks?	@ T.S. ALL EXCEPT HOWERY		
Pedestrian Traffic	LIGHT		
Truck Traffic	MODERATE		
On-Street Parking	BOTH SIDES		
Sidewalks?	BOTH SIDES		
Driveways?	BOTH SIDES		

ROADWAY FACTORS

Length of Segment	0.600 miles
Width	78 feet
Vertical Curve?	YES
Horizontal Curve?	NONE
Visibility	GOOD, EXCEPT HIDDEN DRIVEWAYS
Roadway Conditions	FAIR
Lighting	BOTH SIDES
Adjacent Land Use	COMMERCIAL, INDUSTRIAL, RESIDENTIAL

Field Study By MB **Checked By** NS

CERTIFICATION: I, Nicolle Spann, do hereby certify that this Engineering and Traffic Survey within the City of Paramount was performed under my supervision and is accurate and complete. I am duly registered in the State of California as a Professional Engineer (Traffic).

Nicolle Spann	6/6/2023	TE 2933
	Date	**State Registration Number**

Back To Top

CITY OF PARAMOUNT
ENGINEERING AND TRAFFIC SURVEY

STREET GARFIELD AVENUE **CERTIFICATION DATE** 6/6/2023

FROM ROSECRANS AVENUE **TO** SOMERSET BOULEVARD

SPEED FACTORS

Date of Speed Survey	2/15/2023	**Posted Speed Limit**	45 mph
Time of Speed Survey	14:44	**Speed Justification**	
50th Percentile Speed (Mean Speed)	35 mph	CLOSEST TO 85TH SPEED	
85th Percentile Speed	41 mph		
Average Speed	35 mph		
10 mph Pace Speed	32-41		
Percentage of Vehicles in Pace	57		
Number of Survey Samples	200	**Recommended Speed Limit**	40 mph

COLLISION HISTORY

Number of Years Studied	3 years
Total Collisions	4
Statewide Average Collision Rate	0.77 Collisions/MVM
Collisions per Million Vehicle Miles	0.22 Collisions/MVM

TRAFFIC FACTORS

Average Daily Traffic	33,466	**Date Counted**	3/7/2023
Number of Lanes	4 LANES (PAINTED MEDIAN)		
Type of Traffic Control	T.S. @ ROSECRANS, EXETER, & SOMERSET		
Crosswalks?	@ T.S.		
Pedestrian Traffic	LIGHT		
Truck Traffic	MODERATE		
On-Street Parking	BOTH SIDES		
Sidewalks?	BOTH SIDES		
Driveways?	BOTH SIDES		

ROADWAY FACTORS

Length of Segment	0.500 miles
Width	84 feet
Vertical Curve?	NONE
Horizontal Curve?	NONE
Visibility	GOOD, EXCEPT HIDDEN DRIVEWAYS
Roadway Conditions	FAIR
Lighting	BOTH SIDES
Adjacent Land Use	COMMERCIAL, INDUSTRIAL, PARK

Field Study By MB **Checked By** NS

CERTIFICATION: I, Nicolle Spann, do hereby certify that this Engineering and Traffic Survey within the City of Paramount was performed under my supervision and is accurate and complete. I am duly registered in the State of California as a Professional Engineer (Traffic).

Nicolle Spann	6/6/2023	TE 2933
	Date	**State Registration Number**

Back To Top

CITY OF PARAMOUNT
ENGINEERING AND TRAFFIC SURVEY

STREET GARFIELD AVENUE **CERTIFICATION DATE** 6/6/2023

FROM SOMERSET BOULEVARD **TO** ALONDRA BOULEVARD

SPEED FACTORS

Date of Speed Survey	2/15/2023	**Posted Speed Limit**	45 mph
Time of Speed Survey	14:21	**Speed Justification**	
50th Percentile Speed (Mean Speed)	37 mph	CALIFORNIA MUTCD OPTION 2	
85th Percentile Speed	43 mph		
Average Speed	37 mph		
10 mph Pace Speed	32-41		
Percentage of Vehicles in Pace	59		
Number of Survey Samples	200	**Recommended Speed Limit**	40 mph

COLLISION HISTORY

Number of Years Studied	3 years
Total Collisions	2
Statewide Average Collision Rate	0.77 Collisions/MVM
Collisions per Million Vehicle Miles	0.12 Collisions/MVM

TRAFFIC FACTORS

Average Daily Traffic	31,158	**Date Counted**	3/7/2023
Number of Lanes	4 LANES		
Type of Traffic Control	T.S. @ SOMERSET, JEFFERSON, & ALONDRA		
Crosswalks?	@ T.S.		
Pedestrian Traffic	LIGHT		
Truck Traffic	MODERATE		
On-Street Parking	BOTH SIDES		
Sidewalks?	BOTH SIDES		
Driveways?	BOTH SIDES		

ROADWAY FACTORS

Length of Segment	0.500 miles
Width	84 feet
Vertical Curve?	NONE
Horizontal Curve?	NONE
Visibility	GOOD, EXCEPT HIDDEN DRIVEWAYS
Roadway Conditions	FAIR
Lighting	BOTH SIDES
Adjacent Land Use	COMMERCIAL, INDUSTRIAL

Field Study By MB **Checked By** NS

CERTIFICATION: I, Nicolle Spann, do hereby certify that this Engineering and Traffic Survey within the City of Paramount was performed under my supervision and is accurate and complete. I am duly registered in the State of California as a Professional Engineer (Traffic).

Nicolle Spann	6/6/2023	TE 2933
	Date	**State Registration Number**

Back To Top

CITY OF PARAMOUNT
ENGINEERING AND TRAFFIC SURVEY

STREET GARFIELD AVENUE **CERTIFICATION DATE** 6/6/2023

FROM ALONDRA BOULEVARD **TO** MERIDIAN DRIVE

SPEED FACTORS

Date of Speed Survey	2/15/2023	**Posted Speed Limit**	45 mph
Time of Speed Survey	14:02	**Speed Justification**	
50th Percentile Speed (Mean Speed)	37 mph	CALIFORNIA MUTCD OPTION 2	
85th Percentile Speed	44 mph		
Average Speed	38 mph		
10 mph Pace Speed	34-43		
Percentage of Vehicles in Pace	60		
Number of Survey Samples	200	**Recommended Speed Limit**	40 mph

COLLISION HISTORY

Number of Years Studied	3 years
Total Collisions	3
Statewide Average Collision Rate	0.77 Collisions/MVM
Collisions per Million Vehicle Miles	0.16 Collisions/MVM

TRAFFIC FACTORS

Average Daily Traffic	34,584	**Date Counted**	3/7/2023
Number of Lanes	4 LANES (TWLTL + RAISED MEDIAN SOUTH OF MILA)		
Type of Traffic Control	T.S. @ ALONDRA & JACKSON		
Crosswalks?	@ T.S.		
Pedestrian Traffic	LIGHT		
Truck Traffic	LIGHT		
On-Street Parking	BOTH SIDES		
Sidewalks?	BOTH SIDES		
Driveways?	BOTH SIDES		

ROADWAY FACTORS

Length of Segment	0.500 miles
Width	76 feet
Vertical Curve?	NONE
Horizontal Curve?	NONE
Visibility	GOOD, EXCEPT HIDDEN DRIVEWAYS
Roadway Conditions	FAIR
Lighting	BOTH SIDES
Adjacent Land Use	INDUSTRIAL, RESIDENTIAL, SCHOOL ZONE

Field Study By MB **Checked By** NS

CERTIFICATION: I, Nicolle Spann, do hereby certify that this Engineering and Traffic Survey within the City of Paramount was performed under my supervision and is accurate and complete. I am duly registered in the State of California as a Professional Engineer (Traffic).

Nicolle Spann	6/6/2023	TE 2933
	Date	**State Registration Number**

Back To Top

CITY OF PARAMOUNT
ENGINEERING AND TRAFFIC SURVEY

STREET HUNSAKER AVENUE **CERTIFICATION DATE** 6/6/2023

FROM ALONDRA BOULEVARD **TO** ATLANTIC PLACE

SPEED FACTORS

Date of Speed Survey	2/14/2023	**Posted Speed Limit**	35 mph
Time of Speed Survey	10:35	**Speed Justification**	
50th Percentile Speed (Mean Speed)	30 mph	CLOSEST TO 85TH SPEED	
85th Percentile Speed	34 mph		
Average Speed	30 mph		
10 mph Pace Speed	25-34		
Percentage of Vehicles in Pace	81		
Number of Survey Samples	200	**Recommended Speed Limit**	35 mph

COLLISION HISTORY

Number of Years Studied	3 years
Total Collisions	1
Statewide Average Collision Rate	0.66 Collisions/MVM
Collisions per Million Vehicle Miles	0.76 Collisions/MVM

TRAFFIC FACTORS

Average Daily Traffic	3,736	**Date Counted**	3/9/2023
Number of Lanes	4 LANES (TWLTL)		
Type of Traffic Control	T.S. @ ALONDRA; STOP @ ATLANTIC & MOTZ		
Crosswalks?	@ T.S. & MOTZ		
Pedestrian Traffic	LIGHT		
Truck Traffic	NONE		
On-Street Parking	BOTH SIDES		
Sidewalks?	BOTH SIDES		
Driveways?	BOTH SIDES		

ROADWAY FACTORS

Length of Segment	0.320 miles
Width	80 feet
Vertical Curve?	NONE
Horizontal Curve?	NONE
Visibility	GOOD
Roadway Conditions	FAIR
Lighting	BOTH SIDES
Adjacent Land Use	RESIDENTIAL

Field Study By MB **Checked By** NS

CERTIFICATION: I, Nicolle Spann, do hereby certify that this Engineering and Traffic Survey within the City of Paramount was performed under my supervision and is accurate and complete. I am duly registered in the State of California as a Professional Engineer (Traffic).

Nicolle Spann	6/6/2023	TE 2933
	Date	**State Registration Number**

Back To Top

CITY OF PARAMOUNT
ENGINEERING AND TRAFFIC SURVEY

STREET JACKSON STREET **CERTIFICATION DATE** 6/6/2023

FROM ORANGE AVENUE **TO** GARFIELD AVENUE

SPEED FACTORS

Date of Speed Survey	2/15/2023	**Posted Speed Limit**	35 mph
Time of Speed Survey	13:21	**Speed Justification**	
50th Percentile Speed (Mean Speed)	30 mph	CLOSEST TO 85TH SPEED + INSTALL SCHOOL & 25 MPH SPEED LIMIT WHEN CHILDREN ARE PRESENT SIGNS	
85th Percentile Speed	36 mph		
Average Speed	31 mph		
10 mph Pace Speed	25-34		
Percentage of Vehicles in Pace	73		
Number of Survey Samples	200	**Recommended Speed Limit**	35 mph

COLLISION HISTORY

Number of Years Studied	3 years
Total Collisions	0
Statewide Average Collision Rate	1.07 Collisions/MVM
Collisions per Million Vehicle Miles	0.00 Collisions/MVM

TRAFFIC FACTORS

Average Daily Traffic	4,921	**Date Counted**	3/7/2023
Number of Lanes	2 LANES (PAINTED MEDIAN)		
Type of Traffic Control	T.S. @ GARFIELD & ORANGE; STOP @ ALLEN		
Crosswalks?	@ T.S. & TEXACO		
Pedestrian Traffic	LIGHT		
Truck Traffic	LIGHT		
On-Street Parking	BOTH SIDES		
Sidewalks?	BOTH SIDES		
Driveways?	BOTH SIDES		

ROADWAY FACTORS

Length of Segment	0.500 miles
Width	50 feet
Vertical Curve?	NONE
Horizontal Curve?	NONE
Visibility	GOOD, EXCEPT AROUND PARKED CARS
Roadway Conditions	GOOD
Lighting	NORTH SIDE
Adjacent Land Use	COMMERCIAL, RESIDENTIAL, SCHOOL

Field Study By MB **Checked By** NS

CERTIFICATION: I, Nicolle Spann, do hereby certify that this Engineering and Traffic Survey within the City of Paramount was performed under my supervision and is accurate and complete. I am duly registered in the State of California as a Professional Engineer (Traffic).

Nicolle Spann	6/6/2023	TE 2933
	Date	**State Registration Number**

Back To Top

CITY OF PARAMOUNT
ENGINEERING AND TRAFFIC SURVEY

STREET JACKSON STREET **CERTIFICATION DATE** 6/6/2023

FROM PARAMOUNT BOULEVARD **TO** DOWNEY AVENUE

SPEED FACTORS

Date of Speed Survey	2/16/2023	**Posted Speed Limit**	35 mph
Time of Speed Survey	10:04	**Speed Justification**	
50th Percentile Speed (Mean Speed)	30 mph	CLOSEST TO 85TH SPEED	
85th Percentile Speed	35 mph		
Average Speed	31 mph		
10 mph Pace Speed	27-36		
Percentage of Vehicles in Pace	80		
Number of Survey Samples	200	**Recommended Speed Limit**	35 mph

COLLISION HISTORY

Number of Years Studied	3 years
Total Collisions	1
Statewide Average Collision Rate	0.66 Collisions/MVM
Collisions per Million Vehicle Miles	0.64 Collisions/MVM

TRAFFIC FACTORS

Average Daily Traffic	2,856	**Date Counted**	3/7/2023
Number of Lanes	4 LANES MERGES TO 2 LANES AT CALIFORNIA		
Type of Traffic Control	T.S. @ PARAMOUNT & DOWNEY; STOP @ GEORGIA		
Crosswalks?	@ T.S.		
Pedestrian Traffic	MODERATE		
Truck Traffic	NONE		
On-Street Parking	BOTH SIDES		
Sidewalks?	BOTH SIDES		
Driveways?	BOTH SIDES		

ROADWAY FACTORS

Length of Segment	0.500 miles
Width	56 feet
Vertical Curve?	NONE
Horizontal Curve?	NONE
Visibility	GOOD, EXCEPT AROUND PARKED CARS
Roadway Conditions	FAIR
Lighting	SOUTH SIDE
Adjacent Land Use	COMMERCIAL, RESIDENTIAL, SCHOOL ZONE

Field Study By MB **Checked By** NS

CERTIFICATION: I, Nicolle Spann, do hereby certify that this Engineering and Traffic Survey within the City of Paramount was performed under my supervision and is accurate and complete. I am duly registered in the State of California as a Professional Engineer (Traffic).

Nicolle Spann	6/6/2023	TE 2933
	Date	**State Registration Number**

Back To Top

CITY OF PARAMOUNT
ENGINEERING AND TRAFFIC SURVEY

STREET ORANGE AVENUE **CERTIFICATION DATE** 6/6/2023

FROM NORTH TERMINUS **TO** ROSECRANS AVENUE

SPEED FACTORS

Date of Speed Survey	2/14/2023	**Posted Speed Limit**	35 mph
Time of Speed Survey	13:19	**Speed Justification**	
50th Percentile Speed (Mean Speed)	25 mph	CLOSEST TO 85TH SPEED	
85th Percentile Speed	31 mph		
Average Speed	26 mph		
10 mph Pace Speed	22-31		
Percentage of Vehicles in Pace	69		
Number of Survey Samples	200	**Recommended Speed Limit**	30 mph

COLLISION HISTORY

Number of Years Studied	3 years
Total Collisions	0
Statewide Average Collision Rate	1.07 Collisions/MVM
Collisions per Million Vehicle Miles	0.00 Collisions/MVM

TRAFFIC FACTORS

Average Daily Traffic	3,583	**Date Counted**	3/7/2023
Number of Lanes	2 LANES (RAISED MEDIAN SOUTH OF SAN LUIS)		
Type of Traffic Control	T.S. @ ROSECRANS		
Crosswalks?	@ T.S. (DECORATED)		
Pedestrian Traffic	LIGHT		
Truck Traffic	MODERATE		
On-Street Parking	BOTH SIDES		
Sidewalks?	NONE		
Driveways?	BOTH SIDES		

ROADWAY FACTORS

Length of Segment	0.430 miles
Width	64 feet
Vertical Curve?	NONE
Horizontal Curve?	YES
Visibility	GOOD, EXCPET HIDDEN DRIVEWAYS
Roadway Conditions	GOOD
Lighting	BOTH SIDES
Adjacent Land Use	BUSINESS, INDUSTRIAL

Field Study By MB **Checked By** NS

CERTIFICATION: I, Nicolle Spann, do hereby certify that this Engineering and Traffic Survey within the City of Paramount was performed under my supervision and is accurate and complete. I am duly registered in the State of California as a Professional Engineer (Traffic).

Nicolle Spann — 6/6/2023 — TE 2933

Nicolle Spann | **Date** | **State Registration Number**

Back To Top

CITY OF PARAMOUNT
ENGINEERING AND TRAFFIC SURVEY

STREET ORANGE AVENUE **CERTIFICATION DATE** 6/6/2023

FROM ROSECRANS AVENUE **TO** SOMERSET BOULEVARD

SPEED FACTORS

Date of Speed Survey	2/14/2023	**Posted Speed Limit**	30 mph
Time of Speed Survey	12:49	**Speed Justification**	
50th Percentile Speed (Mean Speed)	25 mph	CLOSEST TO 85TH SPEED	
85th Percentile Speed	29 mph		
Average Speed	25 mph		
10 mph Pace Speed	20-29		
Percentage of Vehicles in Pace	77		
Number of Survey Samples	200	**Recommended Speed Limit**	30 mph

COLLISION HISTORY

Number of Years Studied	3 years
Total Collisions	2
Statewide Average Collision Rate	1.07 Collisions/MVM
Collisions per Million Vehicle Miles	0.42 Collisions/MVM

TRAFFIC FACTORS

Average Daily Traffic	8,719	**Date Counted**	3/7/2023
Number of Lanes	2 LANES (TWLTL)		
Type of Traffic Control	T.S. @ ROSECRANS & SOMERSET		
Crosswalks?	@ T.S., SAN MATEO, & SAN MIGUEL		
Pedestrian Traffic	MODERATE		
Truck Traffic	NONE		
On-Street Parking	NONE		
Sidewalks?	BOTH SIDES		
Driveways?	BOTH SIDES		

ROADWAY FACTORS

Length of Segment	0.500 miles
Width	36 feet
Vertical Curve?	NONE
Horizontal Curve?	NONE
Visibility	GOOD, EXCEPT HIDDEN DRIVEWAYS
Roadway Conditions	FAIR
Lighting	BOTH SIDES
Adjacent Land Use	RESIDENTIAL, SCHOOL ZONE

Field Study By MB **Checked By** NS

CERTIFICATION: I, Nicolle Spann, do hereby certify that this Engineering and Traffic Survey within the City of Paramount was performed under my supervision and is accurate and complete. I am duly registered in the State of California as a Professional Engineer (Traffic).

Nicolle Spann	6/6/2023	TE 2933
	Date	**State Registration Number**

Back To Top

CITY OF PARAMOUNT
ENGINEERING AND TRAFFIC SURVEY

STREET ORANGE AVENUE **CERTIFICATION DATE** 6/6/2023

FROM SOMERSET BOULEVARD **TO** ALONDRA BOULEVARD

SPEED FACTORS

Date of Speed Survey	2/14/2023	**Posted Speed Limit**	35 mph
Time of Speed Survey	12:16	**Speed Justification**	
50th Percentile Speed (Mean Speed)	33 mph	CALIFORNIA MUTCD OPTION 2	
85th Percentile Speed	39 mph		
Average Speed	34 mph		
10 mph Pace Speed	29-38		
Percentage of Vehicles in Pace	68		
Number of Survey Samples	200	**Recommended Speed Limit**	35 mph

COLLISION HISTORY

Number of Years Studied	3 years
Total Collisions	5
Statewide Average Collision Rate	0.66 Collisions/MVM
Collisions per Million Vehicle Miles	0.75 Collisions/MVM

TRAFFIC FACTORS

Average Daily Traffic	12,152	**Date Counted**	3/7/2023
Number of Lanes	4 LANES (RAISED MEDIAN SOUTH OF MYRRH)		
Type of Traffic Control	T.S. @ ALONDRA & SOMERSET		
Crosswalks?	@ T.S., MYRRH, & WINDMILL		
Pedestrian Traffic	HEAVY		
Truck Traffic	LIGHT		
On-Street Parking	BOTH SIDES		
Sidewalks?	BOTH SIDES		
Driveways?	BOTH SIDES		

ROADWAY FACTORS

Length of Segment	0.500 miles
Width	60 feet
Vertical Curve?	NONE
Horizontal Curve?	NONE
Visibility	GOOD, EXCEPT HIDDEN DRIVEWAYS
Roadway Conditions	FAIR
Lighting	WEST SIDE
Adjacent Land Use	COMMERCIAL, RESIDENTIAL, SCHOOL ZONE

Field Study By MB **Checked By** NS

CERTIFICATION: I, Nicolle Spann, do hereby certify that this Engineering and Traffic Survey within the City of Paramount was performed under my supervision and is accurate and complete. I am duly registered in the State of California as a Professional Engineer (Traffic).

Nicolle Spann	6/6/2023	TE 2933
	Date	**State Registration Number**

Back To Top

CITY OF PARAMOUNT
ENGINEERING AND TRAFFIC SURVEY

STREET ORANGE AVENUE **CERTIFICATION DATE** 6/6/2023

FROM ALONDRA BOULEVARD **TO** JACKSON STREET

SPEED FACTORS

Date of Speed Survey	2/14/2023	**Posted Speed Limit**	35 mph
Time of Speed Survey	11:41	**Speed Justification**	
50th Percentile Speed (Mean Speed)	34 mph	CALIFORNIA MUTCD OPTION 2	
85th Percentile Speed	39 mph		
Average Speed	35 mph		
10 mph Pace Speed	30-39		
Percentage of Vehicles in Pace	74		
Number of Survey Samples	200	**Recommended Speed Limit**	35 mph

COLLISION HISTORY

Number of Years Studied	3 years
Total Collisions	0
Statewide Average Collision Rate	0.66 Collisions/MVM
Collisions per Million Vehicle Miles	0.00 Collisions/MVM

TRAFFIC FACTORS

Average Daily Traffic	11,555	**Date Counted**	3/9/2023
Number of Lanes	4 LANES		
Type of Traffic Control	T.S. @ ALONDRA & JACKSON		
Crosswalks?	@ T.S.		
Pedestrian Traffic	LIGHT		
Truck Traffic	LIGHT		
On-Street Parking	BOTH SIDES		
Sidewalks?	BOTH SIDES		
Driveways?	BOTH SIDES		

ROADWAY FACTORS

Length of Segment	0.250 miles
Width	64 feet
Vertical Curve?	NONE
Horizontal Curve?	NONE
Visibility	GOOD, EXCEPT HIDDEN DRIVEWAYS
Roadway Conditions	FAIR
Lighting	BOTH SIDES
Adjacent Land Use	INDUSTRIAL, RESIDENTIAL

Field Study By MB **Checked By** NS

CERTIFICATION: I, Nicolle Spann, do hereby certify that this Engineering and Traffic Survey within the City of Paramount was performed under my supervision and is accurate and complete. I am duly registered in the State of California as a Professional Engineer (Traffic).

Nicolle Spann	6/6/2023	TE 2933
	Date	**State Registration Number**

Back To Top

CITY OF PARAMOUNT
ENGINEERING AND TRAFFIC SURVEY

STREET PARAMOUNT BOULEVARD **CERTIFICATION DATE** 6/6/2023

FROM CENTURY BOULEVARD **TO** ROSECRANS AVENUE

SPEED FACTORS

Date of Speed Survey	2/15/2023	**Posted Speed Limit**	40 mph
Time of Speed Survey	11:46	**Speed Justification**	
50th Percentile Speed (Mean Speed)	33 mph	CALIFORNIA MUTCD OPTION 2	
85th Percentile Speed	38 mph		
Average Speed	33 mph		
10 mph Pace Speed	29-38		
Percentage of Vehicles in Pace	76		
Number of Survey Samples	200	**Recommended Speed Limit**	35 mph

COLLISION HISTORY

Number of Years Studied	3 years
Total Collisions	7
Statewide Average Collision Rate	0.64 Collisions/MVM
Collisions per Million Vehicle Miles	0.48 Collisions/MVM

TRAFFIC FACTORS

Average Daily Traffic	28,363	**Date Counted**	3/7/2023
Number of Lanes	4 LANES (RAISED MEDIAN)		
Type of Traffic Control	T.S. @ ROSECRANS & HOWE		
Crosswalks?	@ T.S.		
Pedestrian Traffic	LIGHT		
Truck Traffic	LIGHT		
On-Street Parking	BOTH SIDES		
Sidewalks?	BOTH SIDES		
Driveways?	BOTH SIDES		

ROADWAY FACTORS

Length of Segment	0.470 miles
Width	70 feet
Vertical Curve?	NONE
Horizontal Curve?	YES
Visibility	GOOD, EXCEPT HIDDEN DRIVEWAYS
Roadway Conditions	GOOD
Lighting	BOTH SIDES
Adjacent Land Use	COMMERCIAL, RESIDENTIAL

Field Study By MB **Checked By** NS

CERTIFICATION: I, Nicolle Spann, do hereby certify that this Engineering and Traffic Survey within the City of Paramount was performed under my supervision and is accurate and complete. I am duly registered in the State of California as a Professional Engineer (Traffic).

Nicolle Spann	6/6/2023	TE 2933
Nicolle Spann	**Date**	**State Registration Number**

Back To Top

CITY OF PARAMOUNT
ENGINEERING AND TRAFFIC SURVEY

STREET PARAMOUNT BOULEVARD **CERTIFICATION DATE** 6/6/2023

FROM ROSECRANS AVENUE **TO** SOMERSET BOULEVARD

SPEED FACTORS

Date of Speed Survey	2/15/2023	**Posted Speed Limit**	40 mph
Time of Speed Survey	12:07	**Speed Justification**	
50th Percentile Speed (Mean Speed)	31 mph	CLOSEST TO 85TH SPEED	
85th Percentile Speed	37 mph		
Average Speed	31 mph		
10 mph Pace Speed	26-35		
Percentage of Vehicles in Pace	72		
Number of Survey Samples	200	**Recommended Speed Limit**	35 mph

COLLISION HISTORY

Number of Years Studied	3 years
Total Collisions	2
Statewide Average Collision Rate	0.64 Collisions/MVM
Collisions per Million Vehicle Miles	0.17 Collisions/MVM

TRAFFIC FACTORS

Average Daily Traffic	21,818	**Date Counted**	3/7/2023
Number of Lanes	4 LANES (RAISED MEDIAN)		
Type of Traffic Control	T.S. @ ROSECRANS, ALL AMERICAN CITY, 3RD, & SOMERSET		
Crosswalks?	@ T.S.& 2ND		
Pedestrian Traffic	MODERATE		
Truck Traffic	NONE		
On-Street Parking	EAST SIDE		
Sidewalks?	BOTH SIDES		
Driveways?	BOTH SIDES		

ROADWAY FACTORS

Length of Segment	0.500 miles
Width	70 feet
Vertical Curve?	YES
Horizontal Curve?	NONE
Visibility	GOOD, EXCEPT HIDDEN DRIVEWAYS
Roadway Conditions	GOOD
Lighting	BOTH SIDES
Adjacent Land Use	COMMERCIAL, SCHOOL ZONE

Field Study By MB **Checked By** NS

CERTIFICATION: I, Nicolle Spann, do hereby certify that this Engineering and Traffic Survey within the City of Paramount was performed under my supervision and is accurate and complete. I am duly registered in the State of California as a Professional Engineer (Traffic).

Nicolle Spann	6/6/2023	TE 2933
	Date	**State Registration Number**

Back To Top

CITY OF PARAMOUNT
ENGINEERING AND TRAFFIC SURVEY

STREET PARAMOUNT BOULEVARD **CERTIFICATION DATE** 6/6/2023

FROM SOMERSET BOULEVARD **TO** ALONDRA BOULEVARD

SPEED FACTORS

Date of Speed Survey	2/15/2023	**Posted Speed Limit**	40 mph
Time of Speed Survey	12:27	**Speed Justification**	
50th Percentile Speed (Mean Speed)	33 mph	CLOSEST TO 85TH SPEED	
85th Percentile Speed	37 mph		
Average Speed	32 mph		
10 mph Pace Speed	30-39		
Percentage of Vehicles in Pace	70		
Number of Survey Samples	200	**Recommended Speed Limit**	35 mph

COLLISION HISTORY

Number of Years Studied	3 years
Total Collisions	5
Statewide Average Collision Rate	0.64 Collisions/MVM
Collisions per Million Vehicle Miles	0.31 Collisions/MVM

TRAFFIC FACTORS

Average Daily Traffic	29,769	**Date Counted**	3/7/2023
Number of Lanes	4 LANES (RAISED MEDIAN)		
Type of Traffic Control	T.S. @ SOMERSET, JEFFERSON, & ALONDRA		
Crosswalks?	@ T.S.		
Pedestrian Traffic	MODERATE		
Truck Traffic	LIGHT		
On-Street Parking	BOTH SIDES		
Sidewalks?	BOTH SIDES		
Driveways?	BOTH SIDES		

ROADWAY FACTORS

Length of Segment	0.500 miles
Width	70 feet
Vertical Curve?	NONE
Horizontal Curve?	NONE
Visibility	GOOD, EXCEPT HIDDEN DRIVEWAYS
Roadway Conditions	GOOD
Lighting	BOTH SIDES
Adjacent Land Use	COMMERCIAL

Field Study By MB **Checked By** NS

CERTIFICATION: I, Nicolle Spann, do hereby certify that this Engineering and Traffic Survey within the City of Paramount was performed under my supervision and is accurate and complete. I am duly registered in the State of California as a Professional Engineer (Traffic).

Nicolle Spann	6/6/2023	TE 2933
	Date	**State Registration Number**

Back To Top

CITY OF PARAMOUNT
ENGINEERING AND TRAFFIC SURVEY

STREET PARAMOUNT BOULEVARD **CERTIFICATION DATE** 6/6/2023

FROM ALONDRA BOULEVARD **TO** 70TH STREET

SPEED FACTORS

Date of Speed Survey	2/15/2023	**Posted Speed Limit**	35 mph
Time of Speed Survey	12:47	**Speed Justification**	
50th Percentile Speed (Mean Speed)	31 mph	CLOSEST TO 85TH SPEED	
85th Percentile Speed	35 mph		
Average Speed	31 mph		
10 mph Pace Speed	26-35		
Percentage of Vehicles in Pace	77		
Number of Survey Samples	200	**Recommended Speed Limit**	35 mph

COLLISION HISTORY

Number of Years Studied	3 years
Total Collisions	4
Statewide Average Collision Rate	0.64 Collisions/MVM
Collisions per Million Vehicle Miles	0.29 Collisions/MVM

TRAFFIC FACTORS

Average Daily Traffic	24,793	**Date Counted**	3/7/2023
Number of Lanes	4 LANES (RAISED MEDIAN)		
Type of Traffic Control	T.S. @ ALONDRA, TOWNE CENTER, JACKSON, CIVIC CENTER, & HARRISON		
Crosswalks?	@ T.S. & S OF TOWNE CENTER/N OF JACKSON		
Pedestrian Traffic	LIGHT		
Truck Traffic	LIGHT		
On-Street Parking	BOTH SIDES		
Sidewalks?	BOTH SIDES		
Driveways?	BOTH SIDES		

ROADWAY FACTORS

Length of Segment	0.500 miles
Width	70 feet
Vertical Curve?	NONE
Horizontal Curve?	NONE
Visibility	GOOD
Roadway Conditions	FAIR
Lighting	BOTH SIDES
Adjacent Land Use	COMMERCIAL

Field Study By MB **Checked By** NS

CERTIFICATION: I, Nicolle Spann, do hereby certify that this Engineering and Traffic Survey within the City of Paramount was performed under my supervision and is accurate and complete. I am duly registered in the State of California as a Professional Engineer (Traffic).

Nicolle Spann	6/6/2023	TE 2933
	Date	**State Registration Number**

Back To Top

CITY OF PARAMOUNT
ENGINEERING AND TRAFFIC SURVEY

STREET ROSECRANS AVENUE **CERTIFICATION DATE** 6/6/2023

FROM WEST CITY LIMITS **TO** ORANGE AVENUE

SPEED FACTORS

Date of Speed Survey	2/14/2023	**Posted Speed Limit**	40 mph
Time of Speed Survey	14:17	**Speed Justification**	
50th Percentile Speed (Mean Speed)	37 mph	MAINTAIN UNIFORMITY	
85th Percentile Speed	42 mph		
Average Speed	37 mph		
10 mph Pace Speed	32-41		
Percentage of Vehicles in Pace	68		
Number of Survey Samples	200	**Recommended Speed Limit**	35 mph

COLLISION HISTORY

Number of Years Studied	3 years
Total Collisions	8
Statewide Average Collision Rate	0.75 Collisions/MVM
Collisions per Million Vehicle Miles	0.53 Collisions/MVM

TRAFFIC FACTORS

Average Daily Traffic	41,604	**Date Counted**	3/2/2023
Number of Lanes	6 LANES (RAISED MEDIAN)		
Type of Traffic Control	T.S. @ ORANGE		
Crosswalks?	@ T.S.		
Pedestrian Traffic	LIGHT		
Truck Traffic	MODERATE		
On-Street Parking	NONE		
Sidewalks?	BOTH SIDES		
Driveways?	BOTH SIDES		

ROADWAY FACTORS

Length of Segment	0.330 miles
Width	80 feet
Vertical Curve?	YES
Horizontal Curve?	NONE
Visibility	GOOD, EXCEPT HIDDEN DRIVEWAYS
Roadway Conditions	FAIR
Lighting	BOTH SIDES
Adjacent Land Use	INDUSTRIAL

Field Study By MB **Checked By** NS

CERTIFICATION: I, Nicolle Spann, do hereby certify that this Engineering and Traffic Survey within the City of Paramount was performed under my supervision and is accurate and complete. I am duly registered in the State of California as a Professional Engineer (Traffic).

Nicolle Spann	6/6/2023	TE 2933
Nicolle Spann	**Date**	**State Registration Number**

Back To Top

CITY OF PARAMOUNT
ENGINEERING AND TRAFFIC SURVEY

STREET ROSECRANS AVENUE **CERTIFICATION DATE** 6/6/2023

FROM ORANGE AVENUE **TO** GARFIELD AVENUE

SPEED FACTORS

Date of Speed Survey	2/14/2023	**Posted Speed Limit**	40 mph
Time of Speed Survey	14:57	**Speed Justification**	
50th Percentile Speed (Mean Speed)	34 mph	CALIFORNIA MUTCD OPTION 2	
85th Percentile Speed	39 mph		
Average Speed	34 mph		
10 mph Pace Speed	30-39		
Percentage of Vehicles in Pace	69		
Number of Survey Samples	200	**Recommended Speed Limit**	35 mph

COLLISION HISTORY

Number of Years Studied	3 years
Total Collisions	15
Statewide Average Collision Rate	0.75 Collisions/MVM
Collisions per Million Vehicle Miles	0.87 Collisions/MVM

TRAFFIC FACTORS

Average Daily Traffic	31,458	**Date Counted**	3/2/2023
Number of Lanes	5 LANES (RAISED MEDIAN)		
Type of Traffic Control	T.S. @ ORANGE & GARFIELD		
Crosswalks?	@ T.S.		
Pedestrian Traffic	LIGHT		
Truck Traffic	MODERATE		
On-Street Parking	NORTH SIDE		
Sidewalks?	BOTH SIDES		
Driveways?	BOTH SIDES		

ROADWAY FACTORS

Length of Segment	0.500 miles
Width	84 feet
Vertical Curve?	NONE
Horizontal Curve?	NONE
Visibility	GOOD, EXCEPT HIDDEN DRIVEWAYS
Roadway Conditions	FAIR
Lighting	BOTH SIDES
Adjacent Land Use	INDUSTRIAL, SCHOOL ZONE

Field Study By MB **Checked By** NS

CERTIFICATION: I, Nicolle Spann, do hereby certify that this Engineering and Traffic Survey within the City of Paramount was performed under my supervision and is accurate and complete. I am duly registered in the State of California as a Professional Engineer (Traffic).

Nicolle Spann — 6/6/2023 — **TE 2933**

Nicolle Spann | **Date** | **State Registration Number**

Back To Top

CITY OF PARAMOUNT
ENGINEERING AND TRAFFIC SURVEY

STREET ROSECRANS AVENUE **CERTIFICATION DATE** 6/6/2023

FROM GARFIELD AVENUE **TO** PARAMOUNT BOULEVARD

SPEED FACTORS

Date of Speed Survey	2/14/2023	**Posted Speed Limit**	40 mph
Time of Speed Survey	14:38	**Speed Justification**	
50th Percentile Speed (Mean Speed)	34 mph	MAINTAIN UNIFORMITY	
85th Percentile Speed	41 mph		
Average Speed	35 mph		
10 mph Pace Speed	29-38		
Percentage of Vehicles in Pace	73		
Number of Survey Samples	200	**Recommended Speed Limit**	35 mph

COLLISION HISTORY

Number of Years Studied	3 years
Total Collisions	13
Statewide Average Collision Rate	0.75 Collisions/MVM
Collisions per Million Vehicle Miles	0.72 Collisions/MVM

TRAFFIC FACTORS

Average Daily Traffic	33,057	**Date Counted**	3/2/2023
Number of Lanes	5 LANES (RAISED MEDIAN)		
Type of Traffic Control	T.S. @ GARFIELD, BIANCHI, & PARAMOUNT		
Crosswalks?	@ T.S.		
Pedestrian Traffic	LIGHT		
Truck Traffic	LIGHT		
On-Street Parking	BOTH SIDES		
Sidewalks?	BOTH SIDES		
Driveways?	BOTH SIDES		

ROADWAY FACTORS

Length of Segment	0.500 miles
Width	84 feet
Vertical Curve?	YES
Horizontal Curve?	NONE
Visibility	GOOD, EXCEPT AROUND HIDDEN DRIVEWAYS
Roadway Conditions	FAIR
Lighting	BOTH SIDES
Adjacent Land Use	COMMERCIAL

Field Study By MB **Checked By** NS

CERTIFICATION: I, Nicolle Spann, do hereby certify that this Engineering and Traffic Survey within the City of Paramount was performed under my supervision and is accurate and complete. I am duly registered in the State of California as a Professional Engineer (Traffic).

Nicolle Spann — 6/6/2023 — TE 2933

Nicolle Spann | **Date** | **State Registration Number**

Back To Top

CITY OF PARAMOUNT
ENGINEERING AND TRAFFIC SURVEY

STREET ROSECRANS AVENUE **CERTIFICATION DATE** 6/6/2023

FROM PARAMOUNT BOULEVARD **TO** DOWNEY AVENUE

SPEED FACTORS

Date of Speed Survey	2/15/2023	**Posted Speed Limit**	40 mph
Time of Speed Survey	10:17	**Speed Justification**	
50th Percentile Speed (Mean Speed)	35 mph	HIGH COLLISION RATE	
85th Percentile Speed	41 mph		
Average Speed	36 mph		
10 mph Pace Speed	32-41		
Percentage of Vehicles in Pace	70		
Number of Survey Samples	200	**Recommended Speed Limit**	35 mph

COLLISION HISTORY

Number of Years Studied	3 years
Total Collisions	10
Statewide Average Collision Rate	0.64 Collisions/MVM
Collisions per Million Vehicle Miles	0.76 Collisions/MVM

TRAFFIC FACTORS

Average Daily Traffic	24,172	**Date Counted**	3/2/2023
Number of Lanes	4 LANES (RAISED MEDIAN)		
Type of Traffic Control	T.S. @ PARAMOUNT, ANDERSON, & DOWNEY		
Crosswalks?	@ T.S.		
Pedestrian Traffic	HEAVY		
Truck Traffic	LIGHT		
On-Street Parking	BOTH SIDES		
Sidewalks?	BOTH SIDES		
Driveways?	BOTH SIDES		

ROADWAY FACTORS

Length of Segment	0.500 miles
Width	82 feet
Vertical Curve?	NONE
Horizontal Curve?	NONE
Visibility	GOOD, EXCEPT HIDDEN DRIVEWAYS
Roadway Conditions	GOOD
Lighting	BOTH SIDES
Adjacent Land Use	INDUSTRIAL, RESIDENTIAL, SCHOOL ZONE

Field Study By MB **Checked By** NS

CERTIFICATION: I, Nicolle Spann, do hereby certify that this Engineering and Traffic Survey within the City of Paramount was performed under my supervision and is accurate and complete. I am duly registered in the State of California as a Professional Engineer (Traffic).

Nicolle Spann	6/6/2023	TE 2933
Nicolle Spann	**Date**	**State Registration Number**

Back To Top

CITY OF PARAMOUNT
ENGINEERING AND TRAFFIC SURVEY

STREET ROSECRANS AVENUE **CERTIFICATION DATE** 6/6/2023

FROM DOWNEY AVENUE **TO** CENTURY BOULEVARD

SPEED FACTORS

Date of Speed Survey	2/14/2023	**Posted Speed Limit**	40 mph
Time of Speed Survey	15:27	**Speed Justification**	
50th Percentile Speed (Mean Speed)	35 mph	HIGH COLLISION RATE	
85th Percentile Speed	40 mph		
Average Speed	35 mph		
10 mph Pace Speed	30-39		
Percentage of Vehicles in Pace	70		
Number of Survey Samples	200	**Recommended Speed Limit**	35 mph

COLLISION HISTORY

Number of Years Studied	3 years
Total Collisions	8
Statewide Average Collision Rate	0.64 Collisions/MVM
Collisions per Million Vehicle Miles	0.88 Collisions/MVM

TRAFFIC FACTORS

Average Daily Traffic	25,438	**Date Counted**	3/2/2023
Number of Lanes	4 LANES (RAISED MEDIAN)		
Type of Traffic Control	T.S. @ DOWNEY & CENTURY		
Crosswalks?	@ T.S.		
Pedestrian Traffic	MODERATE		
Truck Traffic	LIGHT		
On-Street Parking	BOTH SIDES		
Sidewalks?	BOTH SIDES		
Driveways?	BOTH SIDES		

ROADWAY FACTORS

Length of Segment	0.327 miles
Width	80 feet
Vertical Curve?	NONE
Horizontal Curve?	NONE
Visibility	GOOD, EXCEPT HIDDEN DRIVEWAYS
Roadway Conditions	GOOD
Lighting	BOTH SIDES
Adjacent Land Use	COMMERCIAL, RESIDENTIAL

Field Study By MB **Checked By** NS

CERTIFICATION: I, Nicolle Spann, do hereby certify that this Engineering and Traffic Survey within the City of Paramount was performed under my supervision and is accurate and complete. I am duly registered in the State of California as a Professional Engineer (Traffic).

Nicolle Spann	6/6/2023	TE 2933
	Date	**State Registration Number**

Back To Top

CITY OF PARAMOUNT
ENGINEERING AND TRAFFIC SURVEY

STREET SOMERSET BOULEVARD **CERTIFICATION DATE** 6/6/2023

FROM WEST CITY LIMITS **TO** ORANGE AVENUE

SPEED FACTORS

Date of Speed Survey	2/16/2023	**Posted Speed Limit**	35 mph
Time of Speed Survey	9:00	**Speed Justification**	
50th Percentile Speed (Mean Speed)	32 mph	CLOSEST TO 85TH SPEED	
85th Percentile Speed	37 mph		
Average Speed	32 mph		
10 mph Pace Speed	27-36		
Percentage of Vehicles in Pace	72		
Number of Survey Samples	200	**Recommended Speed Limit**	35 mph

COLLISION HISTORY

Number of Years Studied	3 years
Total Collisions	8
Statewide Average Collision Rate	0.64 Collisions/MVM
Collisions per Million Vehicle Miles	0.72 Collisions/MVM

TRAFFIC FACTORS

Average Daily Traffic	18,462	**Date Counted**	3/2/2023
Number of Lanes	4 LANES (RAISED MEDIAN)		
Type of Traffic Control	T.S. @ SAN ANTONIO, SAN JOSE, EL CAMINO, & ORANGE		
Crosswalks?	@ T.S.		
Pedestrian Traffic	LIGHT		
Truck Traffic	LIGHT		
On-Street Parking	NORTH SIDE		
Sidewalks?	BOTH SIDES		
Driveways?	BOTH SIDES		

ROADWAY FACTORS

Length of Segment	0.550 miles
Width	68 feet
Vertical Curve?	YES
Horizontal Curve?	NONE
Visibility	GOOD, EXCEPT HIDDEN DRIVEWAYS
Roadway Conditions	FAIR
Lighting	BOTH SIDES
Adjacent Land Use	COMMERCIAL, SCHOOL

Field Study By MB **Checked By** NS

CERTIFICATION: I, Nicolle Spann, do hereby certify that this Engineering and Traffic Survey within the City of Paramount was performed under my supervision and is accurate and complete. I am duly registered in the State of California as a Professional Engineer (Traffic).

Nicolle Spann	6/6/2023	TE 2933
	Date	**State Registration Number**

Back To Top

CITY OF PARAMOUNT
ENGINEERING AND TRAFFIC SURVEY

STREET SOMERSET BOULEVARD **CERTIFICATION DATE** 6/6/2023

FROM ORANGE AVENUE **TO** GARFIELD AVENUE

SPEED FACTORS

Date of Speed Survey	2/16/2023	**Posted Speed Limit**	35 mph
Time of Speed Survey	9:19	**Speed Justification**	
50th Percentile Speed (Mean Speed)	34 mph	CALIFORNIA MUTCD OPTION 2	
85th Percentile Speed	39 mph		
Average Speed	34 mph		
10 mph Pace Speed	29-38		
Percentage of Vehicles in Pace	69		
Number of Survey Samples	200	**Recommended Speed Limit**	35 mph

COLLISION HISTORY

Number of Years Studied	3 years
Total Collisions	1
Statewide Average Collision Rate	0.64 Collisions/MVM
Collisions per Million Vehicle Miles	0.08 Collisions/MVM

TRAFFIC FACTORS

Average Daily Traffic	21,887	**Date Counted**	3/2/2023
Number of Lanes	4 LANES (RAISED MEDIAN)		
Type of Traffic Control	T.S. @ ORANGE, TEXACO, & GARFIELD		
Crosswalks?	@ T.S.		
Pedestrian Traffic	MODERATE		
Truck Traffic	LIGHT		
On-Street Parking	NORTH SIDE		
Sidewalks?	BOTH SIDES		
Driveways?	BOTH SIDES		

ROADWAY FACTORS

Length of Segment	0.500 miles
Width	64 feet
Vertical Curve?	NONE
Horizontal Curve?	NONE
Visibility	GOOD, EXCEPT HIDDEN DRIVEWAYS
Roadway Conditions	FAIR
Lighting	BOTH SIDES
Adjacent Land Use	INDUSTRIAL, PARK, RESIDENTIAL

Field Study By MB **Checked By** NS

CERTIFICATION: I, Nicolle Spann, do hereby certify that this Engineering and Traffic Survey within the City of Paramount was performed under my supervision and is accurate and complete. I am duly registered in the State of California as a Professional Engineer (Traffic).

Nicolle Spann	6/6/2023	TE 2933
	Date	**State Registration Number**

Back To Top

CITY OF PARAMOUNT
ENGINEERING AND TRAFFIC SURVEY

STREET SOMERSET BOULEVARD **CERTIFICATION DATE** 6/6/2023

FROM GARFIELD AVENUE **TO** PARAMOUNT BOULEVARD

SPEED FACTORS

Date of Speed Survey	2/16/2023	**Posted Speed Limit**	35 mph
Time of Speed Survey	9:42	**Speed Justification**	
50th Percentile Speed (Mean Speed)	34 mph	HIDDEN DRIVEAWYS, MAINTAIN UNIFORMITY	
85th Percentile Speed	40 mph		
Average Speed	35 mph		
10 mph Pace Speed	29-38		
Percentage of Vehicles in Pace	70		
Number of Survey Samples	200	**Recommended Speed Limit**	35 mph

COLLISION HISTORY

Number of Years Studied	3 years
Total Collisions	2
Statewide Average Collision Rate	0.64 Collisions/MVM
Collisions per Million Vehicle Miles	0.17 Collisions/MVM

TRAFFIC FACTORS

Average Daily Traffic	21,606	**Date Counted**	3/2/2023
Number of Lanes	4 LANES (RAISED MEDIAN)		
Type of Traffic Control	T.S. @ GARFIELD & PARAMOUNT		
Crosswalks?	@ T.S.		
Pedestrian Traffic	LIGHT		
Truck Traffic	LIGHT		
On-Street Parking	SOUTH SIDE		
Sidewalks?	BOTH SIDES		
Driveways?	BOTH SIDES		

ROADWAY FACTORS

Length of Segment	0.500 miles
Width	64 feet
Vertical Curve?	NONE
Horizontal Curve?	NONE
Visibility	GOOD, EXCEPT HIDDEN DRIVEWAYS
Roadway Conditions	FAIR
Lighting	BOTH SIDES
Adjacent Land Use	INDUSTRIAL, PARK

Field Study By MB **Checked By** NS

CERTIFICATION: I, Nicolle Spann, do hereby certify that this Engineering and Traffic Survey within the City of Paramount was performed under my supervision and is accurate and complete. I am duly registered in the State of California as a Professional Engineer (Traffic).

Nicolle Spann	6/6/2023	TE 2933
	Date	**State Registration Number**

Back To Top

CITY OF PARAMOUNT
ENGINEERING AND TRAFFIC SURVEY

STREET SOMERSET BOULEVARD **CERTIFICATION DATE** 6/6/2023

FROM PARAMOUNT BOULEVARD **TO** DOWNEY AVENUE

SPEED FACTORS

Date of Speed Survey	2/16/2023	**Posted Speed Limit**	40 mph
Time of Speed Survey	11:17	**Speed Justification**	
50th Percentile Speed (Mean Speed)	37 mph	CLOSEST TO 85TH SPEED	
85th Percentile Speed	41 mph		
Average Speed	37 mph		
10 mph Pace Speed	32-41		
Percentage of Vehicles in Pace	75		
Number of Survey Samples	200	**Recommended Speed Limit**	40 mph

COLLISION HISTORY

Number of Years Studied	3 years
Total Collisions	1
Statewide Average Collision Rate	0.64 Collisions/MVM
Collisions per Million Vehicle Miles	0.10 Collisions/MVM

TRAFFIC FACTORS

Average Daily Traffic	18,909	**Date Counted**	3/2/2023
Number of Lanes	4 LANES (RAISED MEDIAN)		
Type of Traffic Control	T.S. @ ORIZABA, PARAMOUNT, & DOWNEY		
Crosswalks?	@ T.S. & GEORGIA		
Pedestrian Traffic	LIGHT		
Truck Traffic	LIGHT		
On-Street Parking	BOTH SIDES		
Sidewalks?	BOTH SIDES		
Driveways?	BOTH SIDES		

ROADWAY FACTORS

Length of Segment	0.500 miles
Width	64 feet
Vertical Curve?	NONE
Horizontal Curve?	NONE
Visibility	GOOD
Roadway Conditions	FAIR
Lighting	BOTH SIDES
Adjacent Land Use	COMMERCIAL, RESIDENTIAL

Field Study By MB **Checked By** NS

CERTIFICATION: I, Nicolle Spann, do hereby certify that this Engineering and Traffic Survey within the City of Paramount was performed under my supervision and is accurate and complete. I am duly registered in the State of California as a Professional Engineer (Traffic).

Nicolle Spann	6/6/2023	TE 2933
	Date	**State Registration Number**

Back To Top

CITY OF PARAMOUNT
ENGINEERING AND TRAFFIC SURVEY

STREET SOMERSET BOULEVARD **CERTIFICATION DATE** 6/6/2023

FROM DOWNEY AVENUE **TO** LAKEWOOD BOULEVARD

SPEED FACTORS

Date of Speed Survey	2/16/2023	**Posted Speed Limit**	40 mph
Time of Speed Survey	11:44	**Speed Justification**	
50th Percentile Speed (Mean Speed)	37 mph	CLOSEST TO 85TH SPEED	
85th Percentile Speed	41 mph		
Average Speed	37 mph		
10 mph Pace Speed	32-41		
Percentage of Vehicles in Pace	77		
Number of Survey Samples	200	**Recommended Speed Limit**	40 mph

COLLISION HISTORY

Number of Years Studied	3 years
Total Collisions	3
Statewide Average Collision Rate	0.64 Collisions/MVM
Collisions per Million Vehicle Miles	0.29 Collisions/MVM

TRAFFIC FACTORS

Average Daily Traffic	18,743	**Date Counted**	3/2/2023
Number of Lanes	4 LANES (RAISED MEDIAN)		
Type of Traffic Control	T.S. @ DOWNEY & LAKEWOOD		
Crosswalks?	@ T.S.		
Pedestrian Traffic	LIGHT		
Truck Traffic	LIGHT		
On-Street Parking	NONE		
Sidewalks?	BOTH SIDES		
Driveways?	BOTH SIDES		

ROADWAY FACTORS

Length of Segment	0.500 miles
Width	64 feet
Vertical Curve?	NONE
Horizontal Curve?	NONE
Visibility	GOOD, EXCEPT HIDDEN DRIVEWAYS
Roadway Conditions	GOOD
Lighting	BOTH SIDES
Adjacent Land Use	INDUSTRIAL, RESIDENTIAL

Field Study By MB **Checked By** NS

CERTIFICATION: I, Nicolle Spann, do hereby certify that this Engineering and Traffic Survey within the City of Paramount was performed under my supervision and is accurate and complete. I am duly registered in the State of California as a Professional Engineer (Traffic).

Nicolle Spann	6/6/2023	TE 2933
	Date	**State Registration Number**

Back To Top

CITY OF PARAMOUNT
ENGINEERING AND TRAFFIC SURVEY

STREET SOMERSET RANCH ROAD NORT **CERTIFICATION DATE** 6/6/2023

FROM I-105 FREEWAY W/B OFFRAMP **TO** DOWNEY AVENUE

SPEED FACTORS

Date of Speed Survey	2/17/2023	**Posted Speed Limit**	40 mph
Time of Speed Survey	13:51	**Speed Justification**	
50th Percentile Speed (Mean Speed)	32 mph	CLOSEST TO 85TH SPEED	
85th Percentile Speed	37 mph		
Average Speed	32 mph		
10 mph Pace Speed	29-38		
Percentage of Vehicles in Pace	71		
Number of Survey Samples	100	**Recommended Speed Limit**	35 mph

COLLISION HISTORY

Number of Years Studied	3 years
Total Collisions	0
Statewide Average Collision Rate	1.07 Collisions/MVM
Collisions per Million Vehicle Miles	0.00 Collisions/MVM

TRAFFIC FACTORS

Average Daily Traffic	5,601	**Date Counted**	3/2/2023
Number of Lanes	2 LANES ONE WAY W/B		
Type of Traffic Control	T.S. @ MERKEL, DOWNEY, & PARAMOUNT		
Crosswalks?	@ T.S.		
Pedestrian Traffic	LIGHT		
Truck Traffic	LIGHT		
On-Street Parking	NONE		
Sidewalks?	NORTH SIDE		
Driveways?	NONE		

ROADWAY FACTORS

Length of Segment	0.420 miles
Width	32 feet
Vertical Curve?	NONE
Horizontal Curve?	NONE
Visibility	GOOD
Roadway Conditions	FAIR
Lighting	BOTH SIDES
Adjacent Land Use	PARK, RESIDENTIAL, FREEWAY FRONTAGE

Field Study By MB **Checked By** NS

CERTIFICATION: I, Nicolle Spann, do hereby certify that this Engineering and Traffic Survey within the City of Paramount was performed under my supervision and is accurate and complete. I am duly registered in the State of California as a Professional Engineer (Traffic).

Nicolle Spann	6/6/2023	TE 2933
	Date	**State Registration Number**

Back To Top

CITY OF PARAMOUNT
ENGINEERING AND TRAFFIC SURVEY

STREET SOMERSET RANCH ROAD NORT **CERTIFICATION DATE** 6/6/2023

FROM DOWNEY AVENUE **TO** EAST CITY LIMITS

SPEED FACTORS

Date of Speed Survey	2/17/2023	**Posted Speed Limit**	NP mph
Time of Speed Survey	12:38	**Speed Justification**	
50th Percentile Speed (Mean Speed)	31 mph	CLOSEST TO 85TH SPEED	
85th Percentile Speed	36 mph		
Average Speed	31 mph		
10 mph Pace Speed	27-36		
Percentage of Vehicles in Pace	71		
Number of Survey Samples	200	**Recommended Speed Limit**	35 mph

COLLISION HISTORY

Number of Years Studied	3 years
Total Collisions	1
Statewide Average Collision Rate	1.07 Collisions/MVM
Collisions per Million Vehicle Miles	1.26 Collisions/MVM

TRAFFIC FACTORS

Average Daily Traffic	4,038	**Date Counted**	3/2/2023
Number of Lanes	2 LANES		
Type of Traffic Control	T.S. @ DOWNEY & GARDENDALE		
Crosswalks?	@ T.S.		
Pedestrian Traffic	LIGHT		
Truck Traffic	NONE		
On-Street Parking	NORTH SIDE		
Sidewalks?	NORTH SIDE		
Driveways?	NORTH SIDE		

ROADWAY FACTORS

Length of Segment	0.180 miles
Width	32 feet
Vertical Curve?	NONE
Horizontal Curve?	YES
Visibility	GOOD
Roadway Conditions	FAIR
Lighting	BOTH SIDES
Adjacent Land Use	RESIDENTIAL, FREEWAY FRONTAGE

Field Study By MB **Checked By** NS

CERTIFICATION: I, Nicolle Spann, do hereby certify that this Engineering and Traffic Survey within the City of Paramount was performed under my supervision and is accurate and complete. I am duly registered in the State of California as a Professional Engineer (Traffic).

Nicolle Spann	6/6/2023	TE 2933
	Date	**State Registration Number**

Back To Top

CITY OF PARAMOUNT
ENGINEERING AND TRAFFIC SURVEY

STREET SOMERSET RANCH ROAD SOUT **CERTIFICATION DATE** 6/6/2023

FROM I-105 FREEWAY E/B ONRAMP **TO** DOWNEY AVENUE

SPEED FACTORS

Date of Speed Survey	2/15/2023	**Posted Speed Limit**	40 mph
Time of Speed Survey	15:28	**Speed Justification**	
50th Percentile Speed (Mean Speed)	36 mph	CLOSEST TO 85TH SPEED	
85th Percentile Speed	40 mph		
Average Speed	36 mph		
10 mph Pace Speed	32-41		
Percentage of Vehicles in Pace	82		
Number of Survey Samples	100	**Recommended Speed Limit**	40 mph

COLLISION HISTORY

Number of Years Studied	3 years
Total Collisions	0
Statewide Average Collision Rate	1.07 Collisions/MVM
Collisions per Million Vehicle Miles	0.00 Collisions/MVM

TRAFFIC FACTORS

Average Daily Traffic	7,680	**Date Counted**	3/2/2023
Number of Lanes	2 LANES ONE WAY E/B		
Type of Traffic Control	T.S. @ PARAMOUNT, MERKEL, & DOWNEY		
Crosswalks?	@ T.S.		
Pedestrian Traffic	LIGHT		
Truck Traffic	NONE		
On-Street Parking	NONE		
Sidewalks?	SOUTH SIDE		
Driveways?	SOUTH SIDE		

ROADWAY FACTORS

Length of Segment	0.450 miles
Width	32 feet
Vertical Curve?	NONE
Horizontal Curve?	NONE
Visibility	GOOD
Roadway Conditions	FAIR
Lighting	SOUTH SIDE
Adjacent Land Use	RESIDENTIAL, SCHOOL ZONE, FREEWAY FRONTAGE

Field Study By MB **Checked By** NS

CERTIFICATION: I, Nicolle Spann, do hereby certify that this Engineering and Traffic Survey within the City of Paramount was performed under my supervision and is accurate and complete. I am duly registered in the State of California as a Professional Engineer (Traffic).

Nicolle Spann	6/6/2023	TE 2933
	Date	**State Registration Number**

Back To Top

CITY OF PARAMOUNT
ENGINEERING AND TRAFFIC SURVEY

STREET SOMERSET RANCH ROAD SOUT **CERTIFICATION DATE** 6/6/2023

FROM DOWNEY AVENUE **TO** EAST CITY LIMITS

SPEED FACTORS

Date of Speed Survey	2/17/2023	**Posted Speed Limit**	NP mph
Time of Speed Survey	14:14	**Speed Justification**	
50th Percentile Speed (Mean Speed)	31 mph	CALIFORNIA MUTCD OPTION 2	
85th Percentile Speed	38 mph		
Average Speed	32 mph		
10 mph Pace Speed	26-35		
Percentage of Vehicles in Pace	68		
Number of Survey Samples	200	**Recommended Speed Limit**	35 mph

COLLISION HISTORY

Number of Years Studied	3 years
Total Collisions	1
Statewide Average Collision Rate	1.07 Collisions/MVM
Collisions per Million Vehicle Miles	3.78 Collisions/MVM

TRAFFIC FACTORS

Average Daily Traffic	1,421	**Date Counted**	3/2/2023
Number of Lanes	2 LANES (PAINTED MEDIAN)		
Type of Traffic Control	T.S. @ DOWNEY		
Crosswalks?	@ T.S.		
Pedestrian Traffic	LIGHT		
Truck Traffic	NONE		
On-Street Parking	SOUTH SIDE		
Sidewalks?	SOUTH SIDE		
Driveways?	SOUTH SIDE		

ROADWAY FACTORS

Length of Segment	0.170 miles
Width	32 feet
Vertical Curve?	NONE
Horizontal Curve?	NONE
Visibility	GOOD, EXCEPT AT DRIVEWAY
Roadway Conditions	FAIR
Lighting	BOTH SIDES
Adjacent Land Use	RESIDENTIAL, FREEWAY FRONTAGE

Field Study By MB **Checked By** NS

CERTIFICATION: I, Nicolle Spann, do hereby certify that this Engineering and Traffic Survey within the City of Paramount was performed under my supervision and is accurate and complete. I am duly registered in the State of California as a Professional Engineer (Traffic).

Nicolle Spann	6/6/2023	TE 2933
	Date	**State Registration Number**

Back To Top

APPENDIX B

Radar Speed Distribution Forms

CITY OF PARAMOUNT

DATE: 02/14/23 **DAY:** Tuesday **TIME PERIOD:** 10:16AM **TO** 10:32AM

FOR ROADWAY: ALONDRA BOULEVARD

SPEED (MPH)	TOTAL VEHICLES SURVEYED EASTBOUND+WESTBOUND	EB	WB	TOTAL VEHICLES	
65		0	0	0	
64		0	0	0	
63		0	0	0	
62		0	0	0	
61		0	0	0	
60		0	0	0	
59		0	0	0	
58		0	0	0	
57		0	0	0	
56		0	0	0	
55		0	0	0	
54		0	0	0	
53		0	0	0	
52		0	0	0	
51		0	0	0	
50		0	0	0	
49		0	0	0	
48	XXX	1	2	3	
47	XXX	0	3	3	
46	XXX	3	0	3	
45	XXXXX	2	3	5	
44	XXX	2	1	3	
43	XXXXX	4	1	5	
42	XXXXX	3	2	5	
41	XXXXXXX	1	6	7	
40	XXXXXXXXXXXXX	9	4	13	
39	XXXXXXXXXXXXXXXX	6	10	16	
38	XXXXXXXXXXXXXX	8	6	14	
37	XXXXXXXXX	5	5	10	
36	XXXXXXXXXXXXX	4	10	14	
35	XXXXXXXXXXXXXX	9	6	15	*
34	XXXXXXXXXXXX	7	5	12	*
33	XXXXXXXXXXXX	6	7	13	*
32	XXXXXXXXXXXXXXX	9	7	16	P
31	XXXXXXXXXXXXX	6	8	14	A
30	XXXXXXXXXXX	3	9	12	C
29	XXXXXX	4	2	6	E
28	XXX	2	1	3	*
27	XXXX	2	2	4	*
26	XXX	3	0	3	*
25	X	1	0	1	
24		0	0	0	
23		0	0	0	
22		0	0	0	
21		0	0	0	
20		0	0	0	
19		0	0	0	
18		0	0	0	
17		0	0	0	
16		0	0	0	
15		0	0	0	
		100	**100**	**200**	

LIMITS (BTN): WEST CITY LIMITS AND ORANGE AVE

OBSERVATION POINT: EL POLLO LOCO PARKING LOT

POSTED SPEED LIMIT: 40 MPH

COMMENTS:

OBSERVER: CARLOS

WEATHER: CLOUDY

ROAD SURFACE: DRY

ROAD CONDITION: FAIR

DATA COLLECTION METHOD: RADAR

	EASTBOUND	WESTBOUND	EASTBOUND+WESTBOUND	
85TH %:	**41**	**41**	**41**	**M.P.H.**
50TH %:	35	36	36	M.P.H.
15TH %:	30	31	31	M.P.H.
10 MPH PACE:	31 - 40	30 - 39	31 - 40	M.P.H.
% IN PACE:	69%	73%	69%	
% OVER PACE:	16%	22%	17%	
% UNDER PACE:	15%	5%	15%	
ARITHMETIC MEAN:	36	36	36	M.P.H.
SAMPLE VARIANCE:	27	25	26	
STANDARD DEVIATION:	5	5	5	M.P.H.
VARIANCE OF THE MEAN:	0.27	0.25	0.13	
STD. ERROR OF THE MEAN:	0.52	0.50	0.36	M.P.H.

CITY OF PARAMOUNT

DATE: 02/14/23 **DAY:** Tuesday **TIME PERIOD:** 9:55AM **TO** 10:10AM

FOR ROADWAY: ALONDRA BOULEVARD

SPEED (MPH)	TOTAL VEHICLES SURVEYED EASTBOUND+WESTBOUND	EB	WB	TOTAL VEHICLES	
65		0	0	0	
64		0	0	0	
63		0	0	0	
62		0	0	0	
61		0	0	0	
60		0	0	0	
59		0	0	0	
58		0	0	0	
57	X	0	1	1	
56		0	0	0	
55		0	0	0	
54		0	0	0	
53		0	0	0	
52		0	0	0	
51		0	0	0	
50	X	0	1	1	
49		0	0	0	
48	X	0	1	1	
47	X	0	1	1	
46	X	1	0	1	
45	XXX	1	2	3	
44	XXX	2	1	3	
43	XXXX	3	1	4	
42	XXXX	1	3	4	
41	XXXX	1	3	4	
40	XXXXXXXXX	4	5	9	
39	XXXXXXXX	1	7	8	
38	XXXXXXXXXXXX	7	5	12	
37	XXXXXXX	3	4	7	
36	XXXXXXXXXXXXX	6	7	13	
35	XXXXXXXXXXXXXXXXX	9	8	17	*
34	XXXXXXXXXXXXXXX	7	8	15	*
33	XXXXXXXX	6	2	8	*
32	XXXXXXXXXXXXXXXX	9	7	16	P
31	XXXXXXXXXXXX	6	7	13	A
30	XXXXXXXXXXXXXXXXXXXX	10	9	19	C
29	XXXX	3	1	4	E
28	XXXXXXXXXXXXXXXXXXX	12	7	19	*
27	XXXXXXXXX	3	6	9	*
26	XXXXXX	4	2	6	*
25	XX	1	1	2	
24		0	0	0	
23		0	0	0	
22		0	0	0	
21		0	0	0	
20		0	0	0	
19		0	0	0	
18		0	0	0	
17		0	0	0	
16		0	0	0	
15		0	0	0	
		100	**100**	**200**	

LIMITS (BTN): ORANGE AVE AND GARFIELD AVE

OBSERVATION POINT: 7243 ALONDRA BLVD

POSTED SPEED LIMIT: 40 MPH

COMMENTS:

OBSERVER: CARLOS

WEATHER: CLOUDY

ROAD SURFACE: DRY

ROAD CONDITION: FAIR

DATA COLLECTION METHOD: RADAR

	EASTBOUND	WESTBOUND	EASTBOUND+WESTBOUND	
85TH %:	**38**	**40**	**40**	**M.P.H.**
50TH %:	33	34	34	M.P.H.
15TH %:	28	28	28	M.P.H.
10 MPH PACE:	28 - 37	30 - 39	27 - 36	M.P.H.
% IN PACE:	71%	64%	67%	
% OVER PACE:	21%	19%	30%	
% UNDER PACE:	8%	17%	4%	
ARITHMETIC MEAN:	33	35	34	M.P.H.
SAMPLE VARIANCE:	24	34	29	
STANDARD DEVIATION:	5	6	5	M.P.H.
VARIANCE OF THE MEAN:	0.24	0.34	0.15	
STD. ERROR OF THE MEAN:	0.49	0.58	0.38	M.P.H.

CITY OF PARAMOUNT

DATE: 02/14/23 **DAY:** Tuesday **TIME PERIOD:** 9:36AM **TO** 9:52AM

FOR ROADWAY: ALONDRA BOULEVARD

SPEED (MPH)	TOTAL VEHICLES SURVEYED EASTBOUND+WESTBOUND	EB	WB	TOTAL VEHICLES	
65		0	0	0	
64		0	0	0	
63		0	0	0	
62		0	0	0	
61		0	0	0	
60		0	0	0	
59		0	0	0	
58		0	0	0	
57		0	0	0	
56		0	0	0	
55		0	0	0	
54		0	0	0	
53		0	0	0	
52		0	0	0	
51		0	0	0	
50		0	0	0	
49	X	1	0	1	
48	XX	2	0	2	
47	XX	1	1	2	
46	XX	2	0	2	
45	XXXX	2	2	4	
44	X	1	0	1	
43		0	0	0	
42	XXXXXXXX	4	4	8	
41	XXXXX	2	3	5	
40	XXXXXXXXXX	7	3	10	
39	XXXXXXXXXX	8	2	10	
38	XXXXXXXXXXXXXXXXXX	13	4	17	
37	XXXXXXXXXXXXXXX	6	9	15	
36	XXXXXXXXXXXXXXX	7	8	15	
35	XXXXXXXXXXXXXXXXXX	8	10	18	*
34	XXXXXXXXXXXXXXX	6	9	15	*
33	XXXXXXXXXXXX	6	7	13	*
32	XXXXXXXXXXXX	5	8	13	PACE
31	XXXXXXXXXXXX	6	7	13	
30	XXXXXXXXXXXXXXX	7	8	15	
29	XXXXXXXXX	2	7	9	
28	XXXX	0	4	4	*
27	XXX	2	1	3	*
26	XXXX	1	3	4	*
25	X	1	0	1	
24		0	0	0	
23		0	0	0	
22		0	0	0	
21		0	0	0	
20		0	0	0	
19		0	0	0	
18		0	0	0	
17		0	0	0	
16		0	0	0	
15		0	0	0	
		100	**100**	**200**	

LIMITS (BTN): GARFIELD AVE AND PARAMOUNT BLVD

OBSERVATION POINT: 7812 ALONDRA BLVD

POSTED SPEED LIMIT: 40 MPH

COMMENTS:

OBSERVER: CARLOS

WEATHER: CLOUDY

ROAD SURFACE: DRY

ROAD CONDITION: FAIR

DATA COLLECTION METHOD: RADAR

	EASTBOUND	WESTBOUND	EASTBOUND+WESTBOUND	
85TH %:	**40**	**38**	**40**	**M.P.H.**
50TH %:	36	34	35	M.P.H.
15TH %:	31	29	30	M.P.H.
10 MPH PACE:	31 - 40	29 - 38	30 - 39	M.P.H.
% IN PACE:	72%	77%	72%	
% OVER PACE:	15%	15%	18%	
% UNDER PACE:	13%	8%	11%	
ARITHMETIC MEAN:	36	34	35	M.P.H.
SAMPLE VARIANCE:	25	20	23	
STANDARD DEVIATION:	5	4	5	M.P.H.
VARIANCE OF THE MEAN:	0.25	0.20	0.12	
STD. ERROR OF THE MEAN:	0.50	0.44	0.34	M.P.H.

CITY OF PARAMOUNT

DATE: 02/14/23 **DAY:** Tuesday **TIME PERIOD:** 9:16AM **TO** 9:32AM

FOR ROADWAY: ALONDRA BOULEVARD

SPEED (MPH)	TOTAL VEHICLES SURVEYED EASTBOUND+WESTBOUND	EB	WB	TOTAL VEHICLES	
65		0	0	0	
64		0	0	0	
63		0	0	0	
62		0	0	0	
61		0	0	0	
60		0	0	0	
59		0	0	0	
58		0	0	0	
57		0	0	0	
56		0	0	0	
55		0	0	0	
54		0	0	0	
53		0	0	0	
52		0	0	0	
51		0	0	0	
50	X	0	1	1	
49	X	0	1	1	
48		0	0	0	
47	XX	0	2	2	
46	XXXX	2	2	4	
45	XXX	2	1	3	
44	XXX	1	2	3	
43	XXX	2	1	3	
42	XXXXX	3	2	5	
41	XXXX	1	3	4	
40	XXXXXXXX	3	5	8	
39	XXXXXX	3	3	6	
38	XXXXXXXXXXXXXX	9	5	14	
37	XXXXXXXXXXXX	5	8	13	
36	XXXXXXXXX	4	5	9	
35	XXXXXXXXXXXXXXXXXXXXXXXX	13	11	24	*
34	XXXXXXXXXXXXXX	6	9	15	*
33	XXXXXXXXXXXXXXXX	10	7	17	*
32	XXXXXXXXXXXXXX	6	10	16	P
31	XXXXXXXXX	6	4	10	A
30	XXXXXXXXX	5	5	10	C
29	XXXXXXXXX	6	3	9	E
28	XXXXXXXXX	8	1	9	*
27	XXXXXXXXXXX	4	7	11	*
26	XXX	1	2	3	*
25		0	0	0	
24		0	0	0	
23		0	0	0	
22		0	0	0	
21		0	0	0	
20		0	0	0	
19		0	0	0	
18		0	0	0	
17		0	0	0	
16		0	0	0	
15		0	0	0	
		100	**100**	**200**	

LIMITS (BTN): PARAMOUNT BLVD AND DOWNEY AVE

OBSERVATION POINT: 8411 ALONDRA BLVD

POSTED SPEED LIMIT: 40 MPH

COMMENTS:

OBSERVER: CARLOS

WEATHER: CLOUDY

ROAD SURFACE: DRY

ROAD CONDITION: FAIR

DATA COLLECTION METHOD: RADAR

	EASTBOUND	WESTBOUND	EASTBOUND+WESTBOUND	
85TH %:	**39**	**40**	**40**	**M.P.H.**
50TH %:	34	35	34	M.P.H.
15TH %:	29	30	29	M.P.H.
10 MPH PACE:	29 - 38	31 - 40	29 - 38	M.P.H.
% IN PACE:	70%	67%	69%	
% OVER PACE:	17%	15%	20%	
% UNDER PACE:	13%	18%	12%	
ARITHMETIC MEAN:	34	35	35	M.P.H.
SAMPLE VARIANCE:	23	28	26	
STANDARD DEVIATION:	5	5	5	M.P.H.
VARIANCE OF THE MEAN:	0.23	0.28	0.13	
STD. ERROR OF THE MEAN:	0.48	0.53	0.36	M.P.H.

CITY OF PARAMOUNT

DATE: 02/14/23 **DAY:** Tuesday **TIME PERIOD:** 9:00AM **TO** 9:13AM

FOR ROADWAY: ALONDRA BOULEVARD

SPEED (MPH)	TOTAL VEHICLES SURVEYED EASTBOUND+WESTBOUND	EB	WB	TOTAL VEHICLES	
65		0	0	0	
64		0	0	0	
63		0	0	0	
62		0	0	0	
61		0	0	0	
60		0	0	0	
59		0	0	0	
58		0	0	0	
57		0	0	0	
56		0	0	0	
55		0	0	0	
54		0	0	0	
53		0	0	0	
52		0	0	0	
51		0	0	0	
50		0	0	0	
49		0	0	0	
48	X	0	1	1	
47	X	0	1	1	
46	XXX	2	1	3	
45	XXXXXXX	4	3	7	
44	XXX	1	2	3	
43	X	0	1	1	
42	XXXX	1	3	4	
41	XXXX	1	3	4	
40	XXXXX	4	1	5	
39	XXXXXXX	5	2	7	
38	XXXXXXXXX	6	3	9	
37	XXXXXXX	4	3	7	
36	XXXXXXXX	4	4	8	
35	XXXXXXXXXXXXXXXXX	10	7	17	*
34	XXXXXXXXXXXX	9	3	12	*
33	XXXXXXXXXXXXXXXXXXXXX	8	13	21	*
32	XXXXXXXXXXXXXXXXXX	11	8	19	P
31	XXXXXXXXXXXXX	4	9	13	A
30	XXXXXXXXXXXXXX	8	6	14	C
29	XXXXXXXXXXXX	5	7	12	E
28	XXXXXXXXXXXXXXX	7	8	15	*
27	XXXXXXXXXX	3	7	10	*
26	XXXXXX	3	3	6	*
25	X	0	1	1	
24		0	0	0	
23		0	0	0	
22		0	0	0	
21		0	0	0	
20		0	0	0	
19		0	0	0	
18		0	0	0	
17		0	0	0	
16		0	0	0	
15		0	0	0	
		100	**100**	**200**	

LIMITS (BTN): DOWNEY AVE AND HAYTER AVE

OBSERVATION POINT: 8527 ALONDRA BLVD

POSTED SPEED LIMIT: 40 MPH

COMMENTS:

OBSERVER: CARLOS

WEATHER: CLOUDY

ROAD SURFACE: DRY

ROAD CONDITION: FAIR

DATA COLLECTION METHOD: RADAR

	EASTBOUND	WESTBOUND	EASTBOUND+WESTBOUND	
85TH %:	**39**	**40**	**39**	**M.P.H.**
50TH %:	34	33	33	M.P.H.
15TH %:	29	28	28	M.P.H.
10 MPH PACE:	28 - 37	27 - 36	27 - 36	M.P.H.
% IN PACE:	70%	72%	71%	
% OVER PACE:	24%	24%	26%	
% UNDER PACE:	6%	4%	4%	
ARITHMETIC MEAN:	34	34	34	M.P.H.
SAMPLE VARIANCE:	24	30	27	
STANDARD DEVIATION:	5	5	5	M.P.H.
VARIANCE OF THE MEAN:	0.24	0.30	0.13	
STD. ERROR OF THE MEAN:	0.49	0.55	0.37	M.P.H.

CITY OF PARAMOUNT

DATE: 02/15/23 **DAY:** Wednesday **TIME PERIOD:** 10:44AM **TO** 11:07AM

FOR ROADWAY: DOWNEY AVENUE

SPEED (MPH)	TOTAL VEHICLES SURVEYED NORTHBOUND+SOUTHBOUND	NB	SB	TOTAL VEHICLES	
65		0	0	0	
64		0	0	0	
63		0	0	0	
62		0	0	0	
61	X	0	1	1	
60		0	0	0	
59		0	0	0	
58		0	0	0	
57		0	0	0	
56	X	0	1	1	
55	X	1	0	1	
54		0	0	0	
53		0	0	0	
52	XX	2	0	2	
51	XX	1	1	2	
50	XXX	1	2	3	
49	XXX	2	1	3	
48	XXXXXX	3	3	6	
47	XXXXX	0	5	5	
46	X	1	0	1	
45	XXXXXXXXXXXXX	5	8	13	
44	XXXXXXXXXXXXX	6	7	13	
43	XXXXXXXXXXXXXXXX	6	10	16	
42	XXXXXXXXXXXXXXXXXXX	4	15	19	
41	XXXXXXXXXXXXX	8	6	14	
40	XXXXXXXXXXXXXXXXXX	9	9	18	
39	XXXXXXXXXXXXXXXX	8	8	16	
38	XXXXXXXXXXXX	8	5	13	
37	XXXXXXXXXXXX	6	7	13	
36	XXXXXXXXX	7	3	10	
35	XXXXXXXX	8	1	9	*
34	XXXXX	5	0	5	*
33	XXXXX	4	1	5	*
32	XXX	2	1	3	* PACE
31	XX	1	1	2	
30	X	1	0	1	
29	XX	0	2	2	
28	XXX	1	2	3	*
27		0	0	0	*
26		0	0	0	*
25		0	0	0	
24		0	0	0	
23		0	0	0	
22		0	0	0	
21		0	0	0	
20		0	0	0	
19		0	0	0	
18		0	0	0	
17		0	0	0	
16		0	0	0	
15		0	0	0	
		100	**100**	**200**	

LIMITS (BTN): GARDENDALE ST AND CENTURY BLVD

OBSERVATION POINT: 13645 DOWNEY AVE

POSTED SPEED LIMIT: 40 MPH

COMMENTS:

OBSERVER: CARLOS

WEATHER: SUNNY

ROAD SURFACE: DRY

ROAD CONDITION: FAIR

DATA COLLECTION METHOD: RADAR

	NORTHBOUND	SOUTHBOUND	NORTHBOUND+SOUTHBOUND	
85TH %:	**45**	**45**	**45**	**M.P.H.**
50TH %:	39	42	40	M.P.H.
15TH %:	35	37	35	M.P.H.
10 MPH PACE:	35 - 44	36 - 45	36 - 45	M.P.H.
% IN PACE:	70%	78%	73%	
% OVER PACE:	16%	14%	13%	
% UNDER PACE:	14%	8%	15%	
ARITHMETIC MEAN:	40	41	41	M.P.H.
SAMPLE VARIANCE:	27	27	28	
STANDARD DEVIATION:	5	5	5	M.P.H.
VARIANCE OF THE MEAN:	0.27	0.27	0.14	
STD. ERROR OF THE MEAN:	0.52	0.52	0.37	M.P.H.

CITY OF PARAMOUNT

DATE: 02/15/23 **DAY:** Wednesday **TIME PERIOD:** 11:11AM **TO** 11:29AM

FOR ROADWAY: DOWNEY AVENUE

SPEED (MPH)	TOTAL VEHICLES SURVEYED NORTHBOUND+SOUTHBOUND	NB	SB	TOTAL VEHICLES	
65		0	0	0	
64		0	0	0	
63		0	0	0	
62		0	0	0	
61		0	0	0	
60		0	0	0	
59		0	0	0	
58		0	0	0	
57		0	0	0	
56		0	0	0	
55		0	0	0	
54		0	0	0	
53		0	0	0	
52		0	0	0	
51		0	0	0	
50	X	0	1	1	
49	XXXXX	0	5	5	
48	XX	1	1	2	
47	XXXX	1	3	4	
46	XXXXXX	1	5	6	
45	XXXXX	2	3	5	
44	XXXXXXXX	5	3	8	
43	XXXXXXXXX	5	4	9	
42	XXXXXXXX	2	6	8	
41	XXXXXXXXXXX	4	8	12	
40	XXXXXXXXXXXXX	6	7	13	
39	XXXXXXXXXXXXXXXXXX	8	10	18	
38	XXXXXXXXXXXXXXXX	10	6	16	
37	XXXXXXXXXXXXX	9	5	14	
36	XXXXXXXXXXXXXX	10	4	14	
35	XXXXXXXXX	5	5	10	*
34	XXXXXXXXXX	8	3	11	*
33	XXXXXXXXX	4	6	10	*
32	XXXXXXXXXXXXXX	9	5	14	PACE
31	XXXX	3	1	4	
30	XXX	2	1	3	
29	XX	1	1	2	
28	XXX	0	3	3	*
27	XXXXX	3	2	5	*
26	X	0	1	1	*
25	XX	1	1	2	
24		0	0	0	
23		0	0	0	
22		0	0	0	
21		0	0	0	
20		0	0	0	
19		0	0	0	
18		0	0	0	
17		0	0	0	
16		0	0	0	
15		0	0	0	
		100	**100**	**200**	

LIMITS (BTN): CENTURY BLVD AND ROSECRANS AVE

OBSERVATION POINT: 13921 DOWNEY AVE

POSTED SPEED LIMIT: 40 MPH

COMMENTS:

OBSERVER: CARLOS

WEATHER: SUNNY

ROAD SURFACE: DRY

ROAD CONDITION: FAIR

DATA COLLECTION METHOD: RADAR

	NORTHBOUND	SOUTHBOUND	NORTHBOUND+SOUTHBOUND	
85TH %:	**42**	**45**	**44**	**M.P.H.**
50TH %:	37	39	38	M.P.H.
15TH %:	32	32	32	M.P.H.
10 MPH PACE:	32 - 41	33 - 42	32 - 41	M.P.H.
% IN PACE:	73%	60%	66%	
% OVER PACE:	17%	25%	24%	
% UNDER PACE:	10%	15%	10%	
ARITHMETIC MEAN:	37	39	38	M.P.H.
SAMPLE VARIANCE:	22	34	29	
STANDARD DEVIATION:	5	6	5	M.P.H.
VARIANCE OF THE MEAN:	0.22	0.34	0.14	
STD. ERROR OF THE MEAN:	0.47	0.59	0.38	M.P.H.

CITY OF PARAMOUNT

DATE: 02/15/23 **DAY:** Wednesday **TIME PERIOD:** 9:50AM **TO** 10:09AM

FOR ROADWAY: DOWNEY AVENUE

SPEED (MPH)	TOTAL VEHICLES SURVEYED NORTHBOUND+SOUTHBOUND	NB	SB	TOTAL VEHICLES	
65		0	0	0	
64		0	0	0	
63		0	0	0	
62		0	0	0	
61		0	0	0	
60		0	0	0	
59		0	0	0	
58		0	0	0	
57		0	0	0	
56		0	0	0	
55		0	0	0	
54		0	0	0	
53		0	0	0	
52		0	0	0	
51		0	0	0	
50		0	0	0	
49		0	0	0	
48		0	0	0	
47		0	0	0	
46		0	0	0	
45		0	0	0	
44		0	0	0	
43		0	0	0	
42	X	1	0	1	
41	X	0	1	1	
40	XXX	3	0	3	
39	XXX	0	3	3	
38	XXXXXXXXXX	3	7	10	
37	XXXXXXX	6	2	8	
36	XXXXXXXXXXXXXXXXXXX	11	7	18	
35	XXXXXXXXXXXXXXXXXXXXXXXXX	9	14	23	*
34	XXXXXXXXXXXXXXXXXXXXX	8	13	21	*
33	XXXXXXXXXXXXXXXXXXXXXX	14	8	22	*
32	XXXXXXXXXXXXX	5	10	15	PACE
31	XXXXXXXXXXXXXXXXXX	11	8	19	
30	XXXXXXXXXXXXXXXXXX	9	9	18	
29	XXXXXXXXXXXX	7	6	13	
28	XXXXXXXXXXX	4	8	12	*
27	XXXXXXX	3	4	7	*
26	XXX	3	0	3	*
25	XX	2	0	2	
24	X	1	0	1	
23		0	0	0	
22		0	0	0	
21		0	0	0	
20		0	0	0	
19		0	0	0	
18		0	0	0	
17		0	0	0	
16		0	0	0	
15		0	0	0	
		100	**100**	**200**	

LIMITS (BTN): ROSECRANS AVE AND SOMERSET BLVD

OBSERVATION POINT: 14908 DOWNEY AVE

POSTED SPEED LIMIT: 35 MPH

COMMENTS:

OBSERVER: CARLOS

WEATHER: SUNNY

ROAD SURFACE: DRY

ROAD CONDITION: FAIR

DATA COLLECTION METHOD: RADAR

	NORTHBOUND	SOUTHBOUND	NORTHBOUND+SOUTHBOUND	
85TH %:	**36**	**36**	**36**	**M.P.H.**
50TH %:	33	33	33	M.P.H.
15TH %:	29	29	29	M.P.H.
10 MPH PACE:	28 - 37	27 - 36	28 - 37	M.P.H.
% IN PACE:	84%	87%	85%	
% OVER PACE:	7%	13%	9%	
% UNDER PACE:	9%	0%	7%	
ARITHMETIC MEAN:	33	33	33	M.P.H.
SAMPLE VARIANCE:	13	11	12	
STANDARD DEVIATION:	4	3	3	M.P.H.
VARIANCE OF THE MEAN:	0.13	0.11	0.06	
STD. ERROR OF THE MEAN:	0.37	0.33	0.25	M.P.H.

CITY OF PARAMOUNT

DATE: 02/15/23 **DAY:** Wednesday **TIME PERIOD:** 9:21AM **TO** 9:40AM

FOR ROADWAY: DOWNEY AVENUE

SPEED (MPH)	TOTAL VEHICLES SURVEYED NORTHBOUND+SOUTHBOUND	NB	SB	TOTAL VEHICLES	
65		0	0	0	
64		0	0	0	
63		0	0	0	
62		0	0	0	
61		0	0	0	
60		0	0	0	
59		0	0	0	
58		0	0	0	
57		0	0	0	
56		0	0	0	
55		0	0	0	
54		0	0	0	
53		0	0	0	
52		0	0	0	
51		0	0	0	
50		0	0	0	
49		0	0	0	
48		0	0	0	
47	X	0	1	1	
46	X	1	0	1	
45	X	1	0	1	
44	X	1	0	1	
43	X	1	0	1	
42	X	0	1	1	
41	XXXXX	4	1	5	
40	XXX	0	3	3	
39	XXXXXXX	4	3	7	
38	XXXXXXXX	7	1	8	
37	XXXXXXXXX	4	6	10	
36	XXXXXXXXXXXXX	10	3	13	
35	XXXXXXXX	4	4	8	*
34	XXXXXXXXXXXXXX	7	7	14	*
33	XXXXXXXXXXXXXXXXXXX	9	11	20	*
32	XXXXXXXXXXXXXXXX	8	9	17	PACE
31	XXXXXXXXXXXXXXXXXXXX	12	8	20	
30	XXXXXXXXXXXXXXXXXXXXXXXXXX	11	15	26	
29	XXXXXXXXXXXXX	5	8	13	
28	XXXXXXXX	4	5	9	*
27	XXXXXXXXXXXXX	4	10	14	*
26	XXXXXX	2	4	6	*
25	X	1	0	1	
24		0	0	0	
23		0	0	0	
22		0	0	0	
21		0	0	0	
20		0	0	0	
19		0	0	0	
18		0	0	0	
17		0	0	0	
16		0	0	0	
15		0	0	0	
		100	**100**	**200**	

LIMITS (BTN): SOMERSET BLVD AND ALONDRA BLVD

OBSERVATION POINT: DOWNEY AVE/MADISON ST

POSTED SPEED LIMIT: 35 MPH

COMMENTS:

OBSERVER: CARLOS

WEATHER: SUNNY

ROAD SURFACE: DRY

ROAD CONDITION: FAIR

DATA COLLECTION METHOD: RADAR

	NORTHBOUND	SOUTHBOUND	NORTHBOUND+SOUTHBOUND	
85TH %:	**38**	**37**	**37**	**M.P.H.**
50TH %:	33	31	32	M.P.H.
15TH %:	29	28	28	M.P.H.
10 MPH PACE:	29 - 38	26 - 35	27 - 36	M.P.H.
% IN PACE:	77%	81%	77%	
% OVER PACE:	12%	19%	20%	
% UNDER PACE:	11%	0%	4%	
ARITHMETIC MEAN:	33	32	33	M.P.H.
SAMPLE VARIANCE:	19	17	18	
STANDARD DEVIATION:	4	4	4	M.P.H.
VARIANCE OF THE MEAN:	0.19	0.17	0.09	
STD. ERROR OF THE MEAN:	0.44	0.41	0.30	M.P.H.

CITY OF PARAMOUNT

DATE: 02/15/23 **DAY:** Wednesday **TIME PERIOD:** 9:00AM **TO** 9:17AM

FOR ROADWAY: DOWNEY AVENUE

SPEED (MPH)	TOTAL VEHICLES SURVEYED NORTHBOUND+SOUTHBOUND	NB	SB	TOTAL VEHICLES	
65		0	0	0	
64		0	0	0	
63		0	0	0	
62		0	0	0	
61		0	0	0	
60		0	0	0	
59		0	0	0	
58		0	0	0	
57		0	0	0	
56		0	0	0	
55		0	0	0	
54		0	0	0	
53		0	0	0	
52	X	0	1	1	
51		0	0	0	
50		0	0	0	
49		0	0	0	
48		0	0	0	
47		0	0	0	
46		0	0	0	
45	X	1	0	1	
44	XX	1	1	2	
43	XXXX	2	2	4	
42	XXXX	3	1	4	
41	XXXX	1	3	4	
40	XXXXXX	4	2	6	
39	XXXXXXXXXXXXX	5	8	13	
38	XXXXXXXXXXXXX	8	5	13	
37	XXXXXXXXXXXXXXXXXXX	8	12	20	
36	XXXXXXXXXXXXXX	9	6	15	
35	XXXXXXXXXXXXXXX	7	9	16	*
34	XXXXXXXXXXXXXXX	12	4	16	*
33	XXXXXXXXXXXXXXXX	9	8	17	*
32	XXXXXXXXXXXXXXXXXXX	5	14	19	P
31	XXXXXXXXXXXXXXXX	8	8	16	A
30	XXXXXXXXXX	8	3	11	C
29	XXXXXXXXXX	4	7	11	E
28	XXXX	2	2	4	*
27	XXXXX	3	2	5	*
26	X	0	1	1	*
25	X	0	1	1	
24		0	0	0	
23		0	0	0	
22		0	0	0	
21		0	0	0	
20		0	0	0	
19		0	0	0	
18		0	0	0	
17		0	0	0	
16		0	0	0	
15		0	0	0	
		100	**100**	**200**	

LIMITS (BTN): ALONDRA BLVD AND SOUTH CITY LIMITS

OBSERVATION POINT: DOWNEY AVE/HARRISON ST

POSTED SPEED LIMIT: 35 MPH

COMMENTS:

OBSERVER: CARLOS

WEATHER: SUNNY

ROAD SURFACE: DRY

ROAD CONDITION: FAIR

DATA COLLECTION METHOD: RADAR

	NORTHBOUND	SOUTHBOUND	NORTHBOUND+SOUTHBOUND	
85TH %:	**39**	**39**	**39**	**M.P.H.**
50TH %:	34	34	34	M.P.H.
15TH %:	30	30	30	M.P.H.
10 MPH PACE:	30 - 39	30 - 39	30 - 39	M.P.H.
% IN PACE:	79%	77%	78%	
% OVER PACE:	12%	10%	11%	
% UNDER PACE:	9%	13%	11%	
ARITHMETIC MEAN:	35	35	35	M.P.H.
SAMPLE VARIANCE:	16	20	18	
STANDARD DEVIATION:	4	4	4	M.P.H.
VARIANCE OF THE MEAN:	0.16	0.20	0.09	
STD. ERROR OF THE MEAN:	0.41	0.44	0.30	M.P.H.

CITY OF PARAMOUNT

DATE: 02/15/23 **DAY:** Wednesday **TIME PERIOD:** 3:04PM **TO** 3:17PM

FOR ROADWAY: GARFIELD AVENUE

SPEED (MPH)	TOTAL VEHICLES SURVEYED NORTHBOUND+SOUTHBOUND	NB	SB	TOTAL VEHICLES	
65		0	0	0	
64		0	0	0	
63		0	0	0	
62		0	0	0	
61		0	0	0	
60		0	0	0	
59		0	0	0	
58		0	0	0	
57		0	0	0	
56		0	0	0	
55		0	0	0	
54		0	0	0	
53		0	0	0	
52		0	0	0	
51	X	0	1	1	
50	XX	0	2	2	
49	XX	1	1	2	
48	X	1	0	1	
47		0	0	0	
46		0	0	0	
45	XXXXX	3	2	5	
44		0	0	0	
43	XXXXX	3	2	5	
42	XXXXX	4	1	5	
41	XXXXXX	4	2	6	
40	XXXXXXXXXX	5	5	10	
39	XXXXXXXXX	6	3	9	
38	XXXXXXXXXXXX	8	4	12	
37	XXXXXXXXXXX	7	4	11	
36	XXXXXXXXX	4	5	9	
35	XXXXXXXXXXXXXXXXXXXX	9	11	20	*
34	XXXXXXXXXXXXXXXXXXX	8	11	19	*
33	XXXXXXXXXXXXXXXX	9	7	16	*
32	XXXXXXXXXXXXXXX	5	10	15	P
31	XXXXXXXXXXX	5	6	11	A
30	XXXXXXX	3	4	7	C
29	XXXXXXXXXX	3	7	10	E
28	XXXXXXX	3	4	7	*
27	XXXXXXXXX	4	5	9	*
26	XX	0	2	2	*
25	X	1	0	1	
24	XX	2	0	2	
23	XX	1	1	2	
22	X	1	0	1	
21		0	0	0	
20		0	0	0	
19		0	0	0	
18		0	0	0	
17		0	0	0	
16		0	0	0	
15		0	0	0	
		100	**100**	**200**	

LIMITS (BTN): HOWERY ST AND ROSECRANS AVE

OBSERVATION POINT: 14039 GARFIELD AVE

POSTED SPEED LIMIT: 40 MPH

COMMENTS:

OBSERVER: CARLOS

WEATHER: SUNNY

ROAD SURFACE: DRY

ROAD CONDITION: FAIR

DATA COLLECTION METHOD: RADAR

	NORTHBOUND	SOUTHBOUND	NORTHBOUND+SOUTHBOUND	
85TH %:	**41**	**40**	**40**	**M.P.H.**
50TH %:	35	34	34	M.P.H.
15TH %:	29	29	29	M.P.H.
10 MPH PACE:	31 - 40	27 - 36	31 - 40	M.P.H.
% IN PACE:	66%	70%	66%	
% OVER PACE:	16%	27%	14%	
% UNDER PACE:	18%	3%	21%	
ARITHMETIC MEAN:	35	34	35	M.P.H.
SAMPLE VARIANCE:	30	30	30	
STANDARD DEVIATION:	5	5	5	M.P.H.
VARIANCE OF THE MEAN:	0.30	0.30	0.15	
STD. ERROR OF THE MEAN:	0.54	0.55	0.39	M.P.H.

CITY OF PARAMOUNT

DATE: 02/15/23 **DAY:** Wednesday **TIME PERIOD:** 2:44PM **TO** 2:58PM

FOR ROADWAY: GARFIELD AVENUE

SPEED (MPH)	TOTAL VEHICLES SURVEYED NORTHBOUND+SOUTHBOUND	NB	SB	TOTAL VEHICLES	
65		0	0	0	
64		0	0	0	
63		0	0	0	
62		0	0	0	
61		0	0	0	
60		0	0	0	
59		0	0	0	
58		0	0	0	
57		0	0	0	
56		0	0	0	
55		0	0	0	
54		0	0	0	
53	X	0	1	1	
52	XX	0	2	2	
51		0	0	0	
50	XX	1	1	2	
49		0	0	0	
48		0	0	0	
47	X	0	1	1	
46	X	0	1	1	
45	XX	0	2	2	
44	XX	1	1	2	
43	XXX	2	1	3	
42	XXXXXXXX	4	4	8	
41	XXXXXXXXXXXXX	9	4	13	
40	XXXXXXXXXXXXXX	5	9	14	
39	XXXXXXXXXXX	6	5	11	
38	XXXXXXXXX	5	4	9	
37	XXXXXXXXXXXXXXX	8	7	15	
36	XXXXXXXXX	3	6	9	
35	XXXXXXXXXXXXXXXX	8	8	16	*
34	XXXXXXXXXX	5	5	10	*
33	XXXXXXX	4	3	7	*
32	XXXXXXXXX	5	4	9	P
31	XXXXXXXXX	4	5	9	A
30	XXXXXXXXX	5	4	9	C
29	XXXXXXXXXX	4	6	10	E
28	XXXXXXXX	4	4	8	*
27	XXXXXXXXXXXXX	9	4	13	*
26	XXXXX	2	3	5	*
25	XX	0	2	2	
24	XXXX	2	2	4	
23	XXXX	3	1	4	
22		0	0	0	
21	X	1	0	1	
20		0	0	0	
19		0	0	0	
18		0	0	0	
17		0	0	0	
16		0	0	0	
15		0	0	0	
		100	**100**	**200**	

LIMITS (BTN): ROSECRANS AVE AND SOMERSET BLVD

OBSERVATION POINT: 14900 GARFIELD AVE

POSTED SPEED LIMIT: 45 MPH

COMMENTS:

OBSERVER: CARLOS

WEATHER: SUNNY

ROAD SURFACE: DRY

ROAD CONDITION: FAIR

DATA COLLECTION METHOD: RADAR

	NORTHBOUND	SOUTHBOUND	NORTHBOUND+SOUTHBOUND	
85TH %:	**41**	**41**	**41**	**M.P.H.**
50TH %:	35	35	35	M.P.H.
15TH %:	27	28	28	M.P.H.
10 MPH PACE:	32 - 41	31 - 40	32 - 41	M.P.H.
% IN PACE:	58%	56%	57%	
% OVER PACE:	8%	18%	11%	
% UNDER PACE:	34%	26%	33%	
ARITHMETIC MEAN:	34	35	35	M.P.H.
SAMPLE VARIANCE:	34	42	38	
STANDARD DEVIATION:	6	6	6	M.P.H.
VARIANCE OF THE MEAN:	0.34	0.42	0.19	
STD. ERROR OF THE MEAN:	0.59	0.65	0.44	M.P.H.

CITY OF PARAMOUNT

DATE: 02/15/23 **DAY:** Wednesday **TIME PERIOD:** 2:21PM **TO** 2:36PM

FOR ROADWAY: GARFIELD AVENUE

SPEED (MPH)	TOTAL VEHICLES SURVEYED NORTHBOUND+SOUTHBOUND	NB	SB	TOTAL VEHICLES	
65		0	0	0	
64		0	0	0	
63		0	0	0	
62		0	0	0	
61		0	0	0	
60		0	0	0	
59		0	0	0	
58		0	0	0	
57		0	0	0	
56		0	0	0	
55		0	0	0	
54	X	0	1	1	
53		0	0	0	
52	X	1	0	1	
51	X	1	0	1	
50	X	0	1	1	
49		0	0	0	
48	XXX	3	0	3	
47		0	0	0	
46	XXXXXX	3	3	6	
45	XXXXX	2	3	5	
44	XXXX	2	2	4	
43	XXXXXXXXXX	6	4	10	
42	XXXXXXXXXX	4	6	10	
41	XXXXXXXXXXX	7	4	11	
40	XXXXXXXXXXXXXX	9	5	14	
39	XXXXXXXXXX	7	3	10	
38	XXXXXXXXXXXXX	8	5	13	
37	XXXXXXXXXXXXX	10	3	13	
36	XXXXXXXXXXXXXXX	7	8	15	
35	XXXXXXXX	3	5	8	*
34	XXXXXXXXXXX	4	7	11	*
33	XXXXXXXXX	4	6	10	*
32	XXXXXXXXXXXXX	5	8	13	PACE
31	XXXXXXXX	2	6	8	
30	XXXXXXXXXX	3	7	10	
29	XXXX	1	3	4	
28	XXXXX	2	3	5	*
27	XXXXXX	2	4	6	*
26	XX	2	0	2	*
25	XX	1	1	2	
24		0	0	0	
23	X	1	0	1	
22		0	0	0	
21	X	0	1	1	
20		0	0	0	
19	X	0	1	1	
18		0	0	0	
17		0	0	0	
16		0	0	0	
15		0	0	0	
		100	**100**	**200**	

LIMITS (BTN): SOMERSET BLVD AND ALONDRA BLVD

OBSERVATION POINT: 15555 GARFIELD AVE

POSTED SPEED LIMIT: 45 MPH

COMMENTS:

OBSERVER: CARLOS

WEATHER: SUNNY

ROAD SURFACE: DRY

ROAD CONDITION: FAIR

DATA COLLECTION METHOD: RADAR

	NORTHBOUND	SOUTHBOUND	NORTHBOUND+SOUTHBOUND	
85TH %:	**43**	**42**	**43**	**M.P.H.**
50TH %:	38	35	37	M.P.H.
15TH %:	32	30	30	M.P.H.
10 MPH PACE:	34 - 43	30 - 39	32 - 41	M.P.H.
% IN PACE:	65%	58%	59%	
% OVER PACE:	12%	29%	21%	
% UNDER PACE:	23%	13%	20%	
ARITHMETIC MEAN:	38	36	37	M.P.H.
SAMPLE VARIANCE:	33	38	36	
STANDARD DEVIATION:	6	6	6	M.P.H.
VARIANCE OF THE MEAN:	0.33	0.38	0.18	
STD. ERROR OF THE MEAN:	0.57	0.61	0.42	M.P.H.

CITY OF PARAMOUNT

DATE: 02/15/23 **DAY:** Wednesday **TIME PERIOD:** 2:02PM **TO** 2:17PM

FOR ROADWAY: GARFIELD AVENUE

SPEED (MPH)	TOTAL VEHICLES SURVEYED NORTHBOUND+SOUTHBOUND	NB	SB	TOTAL VEHICLES	
65		0	0	0	
64		0	0	0	
63		0	0	0	
62		0	0	0	
61	X	1	0	1	
60	XX	1	1	2	
59		0	0	0	
58		0	0	0	
57	X	1	0	1	
56	XX	1	1	2	
55	XX	1	1	2	
54	X	0	1	1	
53		0	0	0	
52	X	0	1	1	
51	X	0	1	1	
50	XXX	1	2	3	
49		0	0	0	
48	XX	2	0	2	
47	XXX	3	0	3	
46	XXXX	3	1	4	
45	XXX	2	1	3	
44	XXXXX	3	2	5	
43	XXXXXXXX	5	3	8	
42	XXXXXXXXXXXX	3	9	12	
41	XXXXXXXXXXXX	6	6	12	
40	XXXXXXXX	4	4	8	
39	XXXXXXXXXXXXXXXXXXX	8	11	19	
38	XXXXXXXXX	6	4	10	
37	XXXXXXXXXXXXXXXXXXXXXX	10	13	23	
36	XXXXXXXXXXXX	5	7	12	
35	XXXXXX	3	3	6	*
34	XXXXXXXXXX	5	5	10	*
33	XXXXX	2	3	5	*
32	XXXXXXXX	6	3	9	PACE
31	XXXXXXXXX	5	4	9	
30	XXXXX	2	3	5	
29	XXXXXXXXX	4	5	9	
28	XXXX	4	0	4	*
27	XXXX	1	3	4	*
26	XXX	2	1	3	*
25		0	0	0	
24		0	0	0	
23		0	0	0	
22		0	0	0	
21		0	0	0	
20		0	0	0	
19		0	0	0	
18	X	0	1	1	
17		0	0	0	
16		0	0	0	
15		0	0	0	
		100	**100**	**200**	

LIMITS (BTN): ALONDRA BLVD AND MERIDIAN DR

OBSERVATION POINT: 16616 GARFIELD AVE

POSTED SPEED LIMIT: 45 MPH

COMMENTS:

OBSERVER: CARLOS

WEATHER: SUNNY

ROAD SURFACE: DRY

ROAD CONDITION: FAIR

DATA COLLECTION METHOD: RADAR

	NORTHBOUND	SOUTHBOUND	NORTHBOUND+SOUTHBOUND	
85TH %:	**45**	**42**	**44**	**M.P.H.**
50TH %:	38	37	37	M.P.H.
15TH %:	31	31	31	M.P.H.
10 MPH PACE:	34 - 43	34 - 43	34 - 43	M.P.H.
% IN PACE:	55%	65%	60%	
% OVER PACE:	19%	12%	16%	
% UNDER PACE:	26%	23%	25%	
ARITHMETIC MEAN:	38	38	38	M.P.H.
SAMPLE VARIANCE:	52	46	49	
STANDARD DEVIATION:	7	7	7	M.P.H.
VARIANCE OF THE MEAN:	0.52	0.46	0.24	
STD. ERROR OF THE MEAN:	0.72	0.68	0.49	M.P.H.

CITY OF PARAMOUNT

DATE: 02/14/23 **DAY:** Tuesday **TIME PERIOD:** 10:35AM **TO** 11:37AM

FOR ROADWAY: HUNSAKER AVENUE

SPEED (MPH)	TOTAL VEHICLES SURVEYED NORTHBOUND+SOUTHBOUND	NB	SB	TOTAL VEHICLES	
65		0	0	0	
64		0	0	0	
63		0	0	0	
62		0	0	0	
61		0	0	0	
60		0	0	0	
59		0	0	0	
58		0	0	0	
57		0	0	0	
56		0	0	0	
55		0	0	0	
54		0	0	0	
53		0	0	0	
52		0	0	0	
51		0	0	0	
50		0	0	0	
49		0	0	0	
48		0	0	0	
47		0	0	0	
46		0	0	0	
45		0	0	0	
44		0	0	0	
43		0	0	0	
42		0	0	0	
41		0	0	0	
40	XX	0	2	2	
39	X	0	1	1	
38	X	1	0	1	
37	X	0	1	1	
36	XXXX	1	3	4	
35	XXXXXXXXXXX	5	7	12	*
34	XXXXXXXXXXXXX	9	4	13	*
33	XXXXXXXXXXXXX	7	6	13	*
32	XXXXXXXXXXXXX	9	5	14	P
31	XXXXXXXXXXXXXXXXXXXXXXXXX	10	15	25	A
30	XXXXXXXXXXXXXXXXXXXXX	11	10	21	C
29	XXXXXXXXXXXX	8	5	13	E
28	XXXXXXXXXXXXXXXX	8	9	17	*
27	XXXXXXXXXXXXXX	5	10	15	*
26	XXXXXXXXXXXXXXXXX	9	8	17	*
25	XXXXXXXXXXXXX	6	7	13	
24	XXXXXX	2	4	6	
23	XXXXXXX	6	1	7	
22	XX	2	0	2	
21	XX	1	1	2	
20		0	0	0	
19	X	0	1	1	
18		0	0	0	
17		0	0	0	
16		0	0	0	
15		0	0	0	
		100	**100**	**200**	

LIMITS (BTN): ALONDRA BLVD AND ATLANTIC PL

OBSERVATION POINT: 15933 HUNSAKER AVE

POSTED SPEED LIMIT: 35 MPH

COMMENTS:

OBSERVER: CARLOS

WEATHER: CLOUDY

ROAD SURFACE: DRY

ROAD CONDITION: FAIR

DATA COLLECTION METHOD: RADAR

	NORTHBOUND	SOUTHBOUND	NORTHBOUND+SOUTHBOUND	
85TH %:	**34**	**34**	**34**	**M.P.H.**
50TH %:	30	30	30	M.P.H.
15TH %:	25	26	25	M.P.H.
10 MPH PACE:	25 - 34	26 - 35	25 - 34	M.P.H.
% IN PACE:	82%	79%	81%	
% OVER PACE:	7%	7%	11%	
% UNDER PACE:	11%	14%	9%	
ARITHMETIC MEAN:	29	30	30	M.P.H.
SAMPLE VARIANCE:	14	16	15	
STANDARD DEVIATION:	4	4	4	M.P.H.
VARIANCE OF THE MEAN:	0.14	0.16	0.08	
STD. ERROR OF THE MEAN:	0.38	0.40	0.27	M.P.H.

CITY OF PARAMOUNT

DATE: 02/15/23 **DAY:** Wednesday **TIME PERIOD:** 1:21PM **TO** 1:58PM

FOR ROADWAY: JACKSON STREET

SPEED (MPH)	TOTAL VEHICLES SURVEYED EASTBOUND+WESTBOUND	EB	WB	TOTAL VEHICLES	
65		0	0	0	
64		0	0	0	
63		0	0	0	
62		0	0	0	
61		0	0	0	
60		0	0	0	
59		0	0	0	
58		0	0	0	
57		0	0	0	
56		0	0	0	
55		0	0	0	
54		0	0	0	
53		0	0	0	
52		0	0	0	
51		0	0	0	
50		0	0	0	
49		0	0	0	
48		0	0	0	
47		0	0	0	
46	X	1	0	1	
45		0	0	0	
44	X	1	0	1	
43	X	1	0	1	
42	X	1	0	1	
41		0	0	0	
40	X	0	1	1	
39	XXXXX	3	2	5	
38	XXXXXXX	4	3	7	
37	XXXXX	2	3	5	
36	XXXXXXXXXXX	4	7	11	
35	XXXXXXXXX	5	4	9	*
34	XXXXXXXXXXXXX	6	7	13	*
33	XXXXXXXXX	4	6	10	*
32	XXXXXXXXXXXXX	6	8	14	P
31	XXXXXXXXXXXXXXXXX	11	7	18	A
30	XXXXXXXXXXXXXXXXX	7	11	18	C
29	XXXXXXXXXXXXXXXXXX	10	9	19	E
28	XXXXXXXXXXXXXXXXXXX	11	9	20	*
27	XXXXXXXXX	5	5	10	*
26	XXXXXXXXXXXX	8	5	13	*
25	XXXXXXXXXXX	5	6	11	
24	XXX	1	2	3	
23		0	0	0	
22	XX	1	1	2	
21	XXXXX	2	3	5	
20	XX	1	1	2	
19		0	0	0	
18		0	0	0	
17		0	0	0	
16		0	0	0	
15		0	0	0	
		100	**100**	**200**	

LIMITS (BTN): ORANGE AVE AND GARFIELD AVE

OBSERVATION POINT: 7150 JACKSON ST

POSTED SPEED LIMIT: 35 MPH

COMMENTS:

OBSERVER: CARLOS

WEATHER: SUNNY

ROAD SURFACE: DRY

ROAD CONDITION: FAIR

DATA COLLECTION METHOD: RADAR

	EASTBOUND	WESTBOUND	EASTBOUND+WESTBOUND	
85TH %:	**36**	**36**	**36**	**M.P.H.**
50TH %:	30	30	30	M.P.H.
15TH %:	26	26	26	M.P.H.
10 MPH PACE:	26 - 35	27 - 36	25 - 34	M.P.H.
% IN PACE:	73%	73%	73%	
% OVER PACE:	17%	9%	21%	
% UNDER PACE:	10%	18%	6%	
ARITHMETIC MEAN:	31	31	31	M.P.H.
SAMPLE VARIANCE:	25	19	22	
STANDARD DEVIATION:	5	4	5	M.P.H.
VARIANCE OF THE MEAN:	0.25	0.19	0.11	
STD. ERROR OF THE MEAN:	0.50	0.44	0.33	M.P.H.

CITY OF PARAMOUNT

DATE: 02/16/23 **DAY:** Thursday **TIME PERIOD:** 10:04AM **TO** 11:08AM

FOR ROADWAY: JACKSON STREET

SPEED (MPH)	TOTAL VEHICLES SURVEYED EASTBOUND+WESTBOUND	EB	WB	TOTAL VEHICLES	
65		0	0	0	
64		0	0	0	
63		0	0	0	
62		0	0	0	
61		0	0	0	
60		0	0	0	
59		0	0	0	
58		0	0	0	
57		0	0	0	
56		0	0	0	
55		0	0	0	
54		0	0	0	
53		0	0	0	
52		0	0	0	
51		0	0	0	
50		0	0	0	
49		0	0	0	
48		0	0	0	
47		0	0	0	
46		0	0	0	
45		0	0	0	
44		0	0	0	
43		0	0	0	
42		0	0	0	
41		0	0	0	
40	XX	2	0	2	
39	XXXX	1	3	4	
38	XXX	0	3	3	
37	XXXXX	3	2	5	
36	XXXXXXX	2	5	7	
35	XXXXXXXXXXXXXXXXX	7	11	18	*
34	XXXXXXXXXXXXXXX	8	7	15	*
33	XXXXXXXXXXXX	4	9	13	*
32	XXXXXXXXXXXXXXXXX	10	8	18	P
31	XXXXXXXXXXXXXXX	5	10	15	A
30	XXXXXXXXXXXXXXXXXXXXXXX	8	15	23	C
29	XXXXXXXXXXXXXXXXX	13	5	18	E
28	XXXXXXXXXXXXXXXXXXXXXX	10	12	22	*
27	XXXXXXXXXX	7	4	11	*
26	XXXX	3	1	4	*
25	XXXXXXXXXX	8	4	12	
24	XXXXXX	6	0	6	
23	XXXX	3	1	4	
22		0	0	0	
21		0	0	0	
20		0	0	0	
19		0	0	0	
18		0	0	0	
17		0	0	0	
16		0	0	0	
15		0	0	0	
		100	**100**	**200**	

LIMITS (BTN): PARAMOUNT BLVD AND DOWNEY AVE

OBSERVATION POINT: 8052 JACKSON ST

POSTED SPEED LIMIT: 35 MPH

COMMENTS:

OBSERVER: CARLOS

WEATHER: SUNNY

ROAD SURFACE: DRY

ROAD CONDITION: FAIR

DATA COLLECTION METHOD: RADAR

	EASTBOUND	WESTBOUND	EASTBOUND+WESTBOUND	
85TH %:	**34**	**35**	**35**	**M.P.H.**
50TH %:	29	31	30	M.P.H.
15TH %:	25	28	27	M.P.H.
10 MPH PACE:	25 - 34	27 - 36	27 - 36	M.P.H.
% IN PACE:	76%	86%	80%	
% OVER PACE:	15%	8%	7%	
% UNDER PACE:	9%	6%	13%	
ARITHMETIC MEAN:	30	32	31	M.P.H.
SAMPLE VARIANCE:	16	12	15	
STANDARD DEVIATION:	4	4	4	M.P.H.
VARIANCE OF THE MEAN:	0.16	0.12	0.07	
STD. ERROR OF THE MEAN:	0.40	0.35	0.27	M.P.H.

CITY OF PARAMOUNT

DATE: 02/14/23 **DAY:** Tuesday **TIME PERIOD:** 1:19PM **TO** 2:10PM

FOR ROADWAY: ORANGE AVENUE

SPEED (MPH)	TOTAL VEHICLES SURVEYED NORTHBOUND+SOUTHBOUND	NB	SB	TOTAL VEHICLES	
65		0	0	0	
64		0	0	0	
63		0	0	0	
62		0	0	0	
61		0	0	0	
60		0	0	0	
59		0	0	0	
58		0	0	0	
57		0	0	0	
56		0	0	0	
55		0	0	0	
54		0	0	0	
53		0	0	0	
52		0	0	0	
51		0	0	0	
50		0	0	0	
49		0	0	0	
48		0	0	0	
47		0	0	0	
46		0	0	0	
45		0	0	0	
44		0	0	0	
43	X	0	1	1	
42		0	0	0	
41		0	0	0	
40		0	0	0	
39		0	0	0	
38	XXX	2	1	3	
37		0	0	0	
36	XX	0	2	2	
35	XXXX	2	2	4	*
34	XXXXXX	4	2	6	*
33	XXX	2	1	3	*
32	XXXXXX	3	3	6	P
31	XXXXXXXXXX	5	5	10	A
30	XXXXXXXXX	6	3	9	C
29	XXXXXXXXX	4	5	9	E
28	XXXXXXXXXXXXXXX	9	6	15	*
27	XXXXXXXXXXX	6	5	11	*
26	XXXXXXXXXXXXXXXXX	8	9	17	*
25	XXXXXXXXXXXXXXXXX	7	10	17	
24	XXXXXXXXXXXXXXXXXX	9	9	18	
23	XXXXXXXXXXXXXXXXXXXXX	10	10	20	
22	XXXXXXXXXXXX	8	4	12	
21	XXXXXXXXX	5	4	9	
20	XXXXXX	4	2	6	
19	XXXXXXXXXXX	3	8	11	
18	XXXXXXX	3	4	7	
17	XXX	0	3	3	
16	X	0	1	1	
15		0	0	0	
		100	**100**	**200**	

LIMITS (BTN): NORTH TERMINUS AND ROSECRANS AVE

OBSERVATION POINT: 14123 ORANGE AVE

POSTED SPEED LIMIT: 35 MPH

COMMENTS:

OBSERVER: CARLOS

WEATHER: PARTLY CLOUI

ROAD SURFACE: DRY

ROAD CONDITION: FAIR

DATA COLLECTION METHOD: RADAR

	NORTHBOUND	SOUTHBOUND	NORTHBOUND+SOUTHBOUND	
85TH %:	**31**	**31**	**31**	**M.P.H.**
50TH %:	26	25	25	M.P.H.
15TH %:	21	19	21	M.P.H.
10 MPH PACE:	22 - 31	19 - 28	22 - 31	M.P.H.
% IN PACE:	72%	67%	69%	
% OVER PACE:	13%	25%	13%	
% UNDER PACE:	15%	8%	19%	
ARITHMETIC MEAN:	26	25	26	M.P.H.
SAMPLE VARIANCE:	21	27	24	
STANDARD DEVIATION:	5	5	5	M.P.H.
VARIANCE OF THE MEAN:	0.21	0.27	0.12	
STD. ERROR OF THE MEAN:	0.46	0.52	0.35	M.P.H.

CITY OF PARAMOUNT

DATE: 02/14/23 **DAY:** Tuesday **TIME PERIOD:** 12:49PM **TO** 1:14PM

FOR ROADWAY: ORANGE AVENUE

SPEED (MPH)	TOTAL VEHICLES SURVEYED NORTHBOUND+SOUTHBOUND	NB	SB	TOTAL VEHICLES	
65		0	0	0	
64		0	0	0	
63		0	0	0	
62		0	0	0	
61		0	0	0	
60		0	0	0	
59		0	0	0	
58		0	0	0	
57		0	0	0	
56		0	0	0	
55		0	0	0	
54		0	0	0	
53		0	0	0	
52		0	0	0	
51		0	0	0	
50		0	0	0	
49		0	0	0	
48		0	0	0	
47		0	0	0	
46		0	0	0	
45		0	0	0	
44		0	0	0	
43		0	0	0	
42		0	0	0	
41		0	0	0	
40	X	0	1	1	
39		0	0	0	
38	X	1	0	1	
37		0	0	0	
36	X	0	1	1	
35		0	0	0	*
34	XX	0	2	2	*
33	XXXXX	1	4	5	*
32	XXXX	0	4	4	PACE *
31	XXX	1	2	3	
30	XXXXXXXXXXX	7	4	11	
29	XXXXXXXX	2	6	8	
28	XXXXXXXXXXXXXXX	7	8	15	*
27	XXXXXXXXXXXXXXXXXX	9	9	18	*
26	XXXXXXXXXXXXX	8	6	14	*
25	XXXXXXXXXXXXXXXXX	7	11	18	
24	XXXXXXXXXXXXXXXXX	10	7	17	
23	XXXXXXXXXXXXXXXXXXXXXXX	12	10	22	
22	XXXXXXXXXXXXXXX	8	8	16	
21	XXXXXXXXXXXX	5	7	12	
20	XXXXXXXXXXXX	7	6	13	
19	XXXXXX	5	1	6	
18	XXXXXXXXX	6	3	9	
17	XX	2	0	2	
16	X	1	0	1	
15	X	1	0	1	
		100	**100**	**200**	

LIMITS (BTN): ROSECRANS AVE AND SOMERSET BLVD

OBSERVATION POINT: ORANGE AVE/SAN LUIS ST

POSTED SPEED LIMIT: 30 MPH

COMMENTS:

OBSERVER: CARLOS

WEATHER: PARTLY CLOUI

ROAD SURFACE: DRY

ROAD CONDITION: FAIR

DATA COLLECTION METHOD: RADAR

	NORTHBOUND	SOUTHBOUND	NORTHBOUND+SOUTHBOUND	
85TH %:	**28**	**30**	**29**	**M.P.H.**
50TH %:	24	25	25	M.P.H.
15TH %:	19	21	20	M.P.H.
10 MPH PACE:	19 - 28	20 - 29	20 - 29	M.P.H.
% IN PACE:	78%	78%	77%	
% OVER PACE:	12%	18%	14%	
% UNDER PACE:	10%	4%	10%	
ARITHMETIC MEAN:	24	26	25	M.P.H.
SAMPLE VARIANCE:	17	19	18	
STANDARD DEVIATION:	4	4	4	M.P.H.
VARIANCE OF THE MEAN:	0.17	0.19	0.09	
STD. ERROR OF THE MEAN:	0.41	0.43	0.30	M.P.H.

CITY OF PARAMOUNT

DATE: 02/14/23 **DAY:** Tuesday **TIME PERIOD:** 12:16PM **TO** 12:37PM

FOR ROADWAY: ORANGE AVENUE

SPEED (MPH)	TOTAL VEHICLES SURVEYED NORTHBOUND+SOUTHBOUND	NB	SB	TOTAL VEHICLES	
65		0	0	0	
64		0	0	0	
63		0	0	0	
62		0	0	0	
61		0	0	0	
60		0	0	0	
59		0	0	0	
58		0	0	0	
57		0	0	0	
56	X	1	0	1	
55		0	0	0	
54		0	0	0	
53		0	0	0	
52		0	0	0	
51		0	0	0	
50	X	1	0	1	
49		0	0	0	
48	X	1	0	1	
47	XX	2	0	2	
46		0	0	0	
45		0	0	0	
44	XX	2	0	2	
43	XXXX	2	2	4	
42	XXXXXX	3	3	6	
41	XX	2	0	2	
40	XXXXXX	3	3	6	
39	XXXXXX	1	5	6	
38	XXXXXXXXXXXXX	10	3	13	
37	XXXXXXX	6	1	7	
36	XXXXXXXXXXXXXXXX	5	11	16	
35	XXXXXXXX	2	6	8	*
34	XXXXXXXXXXXXXXXXXX	10	8	18	*
33	XXXXXXXXXXXXXXXXXX	5	13	18	*
32	XXXXXXXXXXXXXXXXXXX	7	12	19	P
31	XXXXXXXXXXXXXX	8	6	14	A
30	XXXXXXXXXXX	4	7	11	C
29	XXXXXXXXXXXX	6	6	12	E
28	XXXXXXX	6	1	7	*
27	XXXXXXXXXX	5	5	10	*
26	XXXXXX	2	4	6	*
25	XXX	2	1	3	
24	XX	2	0	2	
23	X	0	1	1	
22	XXX	1	2	3	
21	X	1	0	1	
20		0	0	0	
19		0	0	0	
18		0	0	0	
17		0	0	0	
16		0	0	0	
15		0	0	0	
		100	**100**	**200**	

LIMITS (BTN): SOMERSET BLVD AND ALONDRA BLVD

OBSERVATION POINT: 15139 ORANGE AVE

POSTED SPEED LIMIT: 35 MPH

COMMENTS:

OBSERVER: CARLOS

WEATHER: CLOUDY

ROAD SURFACE: DRY

ROAD CONDITION: FAIR

DATA COLLECTION METHOD: RADAR

	NORTHBOUND	SOUTHBOUND	NORTHBOUND+SOUTHBOUND	
85TH %:	**40**	**38**	**39**	**M.P.H.**
50TH %:	34	33	33	M.P.H.
15TH %:	28	29	28	M.P.H.
10 MPH PACE:	29 - 38	27 - 36	29 - 38	M.P.H.
% IN PACE:	63%	75%	68%	
% OVER PACE:	18%	17%	16%	
% UNDER PACE:	19%	8%	17%	
ARITHMETIC MEAN:	34	33	34	M.P.H.
SAMPLE VARIANCE:	39	20	30	
STANDARD DEVIATION:	6	4	5	M.P.H.
VARIANCE OF THE MEAN:	0.39	0.20	0.15	
STD. ERROR OF THE MEAN:	0.63	0.45	0.39	M.P.H.

CITY OF PARAMOUNT

DATE: 02/14/23 **DAY:** Tuesday **TIME PERIOD:** 11:41AM **TO** 12:06PM

FOR ROADWAY: ORANGE AVENUE

SPEED (MPH)	TOTAL VEHICLES SURVEYED NORTHBOUND+SOUTHBOUND	NB	SB	TOTAL VEHICLES	
65		0	0	0	
64		0	0	0	
63		0	0	0	
62		0	0	0	
61		0	0	0	
60		0	0	0	
59		0	0	0	
58		0	0	0	
57		0	0	0	
56		0	0	0	
55	X	0	1	1	
54		0	0	0	
53		0	0	0	
52		0	0	0	
51		0	0	0	
50	XX	1	1	2	
49		0	0	0	
48	XX	2	0	2	
47	X	1	0	1	
46	X	0	1	1	
45		0	0	0	
44	X	0	1	1	
43	XXX	1	2	3	
42	XXXX	2	2	4	
41	XXXXXX	6	1	7	
40	XXXXX	3	2	5	
39	XXXXXXXXXXXXXXXXX	10	7	17	
38	XXXXXXXXXXXXXXXXX	6	11	17	
37	XXXXXXXXX	4	6	10	
36	XXXXXXXX	5	3	8	
35	XXXXXXXXXXXXXXXXX	12	5	17	*
34	XXXXXXXXXXXXXXXX	6	10	16	*
33	XXXXXXXXXXXXXX	7	7	14	*
32	XXXXXXXXXXXXXXXXXXXXXX	12	10	22	P
31	XXXXXXXXXXXXXXXX	9	7	16	A
30	XXXXXXXXX	3	7	10	C
29	XXXXXXX	4	3	7	E
28	XXXXXXX	2	5	7	*
27	XXXX	2	2	4	*
26	XXXXX	2	3	5	*
25	X	0	1	1	
24		0	0	0	
23		0	0	0	
22		0	0	0	
21	X	0	1	1	
20	X	0	1	1	
19		0	0	0	
18		0	0	0	
17		0	0	0	
16		0	0	0	
15		0	0	0	
		100	**100**	**200**	

LIMITS (BTN): ALONDRA BLVD AND JACKSON ST

OBSERVATION POINT: 16209 ORANGE AVE

POSTED SPEED LIMIT: 35 MPH

COMMENTS:

OBSERVER: CARLOS

WEATHER: CLOUDY

ROAD SURFACE: DRY

ROAD CONDITION: FAIR

DATA COLLECTION METHOD: RADAR

	NORTHBOUND	SOUTHBOUND	NORTHBOUND+SOUTHBOUND	
85TH %:	**40**	**39**	**39**	**M.P.H.**
50TH %:	35	34	34	M.P.H.
15TH %:	31	29	30	M.P.H.
10 MPH PACE:	31 - 40	30 - 39	30 - 39	M.P.H.
% IN PACE:	74%	73%	74%	
% OVER PACE:	13%	11%	14%	
% UNDER PACE:	13%	16%	13%	
ARITHMETIC MEAN:	35	34	35	M.P.H.
SAMPLE VARIANCE:	23	30	27	
STANDARD DEVIATION:	5	5	5	M.P.H.
VARIANCE OF THE MEAN:	0.23	0.30	0.13	
STD. ERROR OF THE MEAN:	0.48	0.55	0.37	M.P.H.

CITY OF PARAMOUNT

DATE: 02/15/23 **DAY:** Wednesday **TIME PERIOD:** 11:46AM **TO** 12:01PM

FOR ROADWAY: PARAMOUNT BOULEVARD

SPEED (MPH)	TOTAL VEHICLES SURVEYED NORTHBOUND+SOUTHBOUND	NB	SB	TOTAL VEHICLES	
65		0	0	0	
64		0	0	0	
63		0	0	0	
62		0	0	0	
61		0	0	0	
60		0	0	0	
59		0	0	0	
58		0	0	0	
57		0	0	0	
56		0	0	0	
55		0	0	0	
54		0	0	0	
53		0	0	0	
52		0	0	0	
51		0	0	0	
50	X	1	0	1	
49	X	1	0	1	
48		0	0	0	
47		0	0	0	
46	X	0	1	1	
45		0	0	0	
44	X	1	0	1	
43	X	0	1	1	
42		0	0	0	
41	XXXX	1	3	4	
40	XXXXX	2	3	5	
39	XXXXXXX	3	4	7	
38	XXXXXXXXXXX	4	7	11	
37	XXXXXXXXXXXXX	5	8	13	
36	XXXXXXXXXXXXXXXXX	8	9	17	
35	XXXXXXXXXXXXXXXXXXXXX	9	11	20	*
34	XXXXXXXXXXXXXXXXXX	9	9	18	*
33	XXXXXXXXXXXXX	10	4	14	*
32	XXXXXXXXXXXXXXXX	8	8	16	P
31	XXXXXXXXXXXXXXXXXX	12	6	18	A
30	XXXXXXXXXXXXXX	8	6	14	C
29	XXXXXXXXXXX	4	7	11	E
28	XXXXXXXX	5	3	8	*
27	XXXXXXX	4	3	7	*
26	XXXXXX	2	4	6	*
25	XXXXX	3	2	5	
24	X	0	1	1	
23		0	0	0	
22		0	0	0	
21		0	0	0	
20		0	0	0	
19		0	0	0	
18		0	0	0	
17		0	0	0	
16		0	0	0	
15		0	0	0	
		100	**100**	**200**	

LIMITS (BTN): CENTURY BLVD AND ROSECRANS AVE

OBSERVATION POINT: 13940 PARAMOUNT BLVD

POSTED SPEED LIMIT: 40 MPH

COMMENTS:

OBSERVER: CARLOS

WEATHER: SUNNY

ROAD SURFACE: DRY

ROAD CONDITION: FAIR

DATA COLLECTION METHOD: RADAR

	NORTHBOUND	SOUTHBOUND	NORTHBOUND+SOUTHBOUND	
85TH %:	**37**	**38**	**38**	**M.P.H.**
50TH %:	33	34	33	M.P.H.
15TH %:	29	29	29	M.P.H.
10 MPH PACE:	28 - 37	29 - 38	29 - 38	M.P.H.
% IN PACE:	78%	75%	76%	
% OVER PACE:	13%	12%	11%	
% UNDER PACE:	9%	13%	14%	
ARITHMETIC MEAN:	33	34	33	M.P.H.
SAMPLE VARIANCE:	20	20	20	
STANDARD DEVIATION:	4	4	4	M.P.H.
VARIANCE OF THE MEAN:	0.20	0.20	0.10	
STD. ERROR OF THE MEAN:	0.45	0.44	0.31	M.P.H.

CITY OF PARAMOUNT

DATE: 02/15/23 **DAY:** Wednesday **TIME PERIOD:** 12:07PM **TO** 12:22PM

FOR ROADWAY: PARAMOUNT BOULEVARD

SPEED (MPH)	TOTAL VEHICLES SURVEYED NORTHBOUND+SOUTHBOUND	NB	SB	TOTAL VEHICLES	
65		0	0	0	
64		0	0	0	
63		0	0	0	
62		0	0	0	
61		0	0	0	
60		0	0	0	
59		0	0	0	
58		0	0	0	
57		0	0	0	
56		0	0	0	
55		0	0	0	
54		0	0	0	
53		0	0	0	
52		0	0	0	
51		0	0	0	
50		0	0	0	
49	X	0	1	1	
48		0	0	0	
47		0	0	0	
46		0	0	0	
45		0	0	0	
44	XXX	2	1	3	
43	XX	1	1	2	
42		0	0	0	
41	XXX	2	1	3	
40	XXXXX	3	2	5	
39	XXXX	4	0	4	
38	XXXXXXXX	4	4	8	
37	XXXXXX	4	2	6	
36	XXXXX	3	2	5	
35	XXXXXXXXXXXXXXX	7	9	16	*
34	XXXXXXX	4	3	7	*
33	XXXXXXXXXXXXXXXX	8	8	16	*
32	XXXXXXXXXXXXXXXXXXXX	5	15	20	PACE
31	XXXXXXXXXXXXXXXXXXX	5	13	18	
30	XXXXXXXXXXXXXX	6	8	14	
29	XXXXXXXXXXX	5	7	12	
28	XXXXXXXXXXXXXXX	7	8	15	*
27	XXXXXXXXXXXXXXX	8	7	15	*
26	XXXXXXXXX	8	2	10	*
25	XXXXXXX	5	2	7	
24	XXXXX	2	3	5	
23	XX	1	1	2	
22	XX	2	0	2	
21	X	1	0	1	
20	X	1	0	1	
19	X	1	0	1	
18		0	0	0	
17	X	1	0	1	
16		0	0	0	
15		0	0	0	
		100	**100**	**200**	

LIMITS (BTN): ROSECRANS AVE AND SOMERSET BLVD

OBSERVATION POINT: PARAMOUNT PARK PARKING LOT

POSTED SPEED LIMIT: 40 MPH

COMMENTS:

OBSERVER: CARLOS

WEATHER: SUNNY

ROAD SURFACE: DRY

ROAD CONDITION: FAIR

DATA COLLECTION METHOD: RADAR

	NORTHBOUND	SOUTHBOUND	NORTHBOUND+SOUTHBOUND	
85TH %:	**38**	**35**	**37**	**M.P.H.**
50TH %:	31	31	31	M.P.H.
15TH %:	26	27	26	M.P.H.
10 MPH PACE:	26 - 35	27 - 36	26 - 35	M.P.H.
% IN PACE:	63%	80%	72%	
% OVER PACE:	23%	12%	19%	
% UNDER PACE:	14%	8%	10%	
ARITHMETIC MEAN:	31	32	31	M.P.H.
SAMPLE VARIANCE:	33	20	26	
STANDARD DEVIATION:	6	4	5	M.P.H.
VARIANCE OF THE MEAN:	0.33	0.20	0.13	
STD. ERROR OF THE MEAN:	0.57	0.44	0.36	M.P.H.

CITY OF PARAMOUNT

DATE: 02/15/23 **DAY:** Wednesday **TIME PERIOD:** 12:27PM **TO** 12:42PM

FOR ROADWAY: PARAMOUNT BOULEVARD

SPEED (MPH)	TOTAL VEHICLES SURVEYED NORTHBOUND+SOUTHBOUND	NB	SB	TOTAL VEHICLES	
65		0	0	0	
64		0	0	0	
63		0	0	0	
62		0	0	0	
61		0	0	0	
60		0	0	0	
59		0	0	0	
58		0	0	0	
57		0	0	0	
56		0	0	0	
55		0	0	0	
54		0	0	0	
53		0	0	0	
52		0	0	0	
51	X	0	1	1	
50		0	0	0	
49		0	0	0	
48		0	0	0	
47		0	0	0	
46		0	0	0	
45		0	0	0	
44		0	0	0	
43	XXX	2	1	3	
42	X	1	0	1	
41		0	0	0	
40	X	1	0	1	
39	XXXXXXXXXX	6	4	10	
38	XXXXXXXXX	5	4	9	
37	XXXXXXXXXXXXXX	8	7	15	
36	XXXXXXXXXXXX	4	8	12	
35	XXXXXXXXXXXXXXX	8	7	15	*
34	XXXXXXXXXXXXXXXXXXXX	7	13	20	*
33	XXXXXXXXXXXXXX	3	12	15	*
32	XXXXXXXXXXXX	4	9	13	*
31	XXXXXXXXXXX	6	6	12	PACE
30	XXXXXXXXXXXXXXXXXXXX	9	10	19	
29	XXXXXXXXXX	9	1	10	
28	XXXXXXXX	4	4	8	*
27	XXXXXXXXXXX	9	2	11	*
26	XXXXXXXX	6	2	8	*
25	XXXX	0	4	4	
24	XXXXXXXX	5	3	8	
23	XXXXX	3	2	5	
22		0	0	0	
21		0	0	0	
20		0	0	0	
19		0	0	0	
18		0	0	0	
17		0	0	0	
16		0	0	0	
15		0	0	0	
		100	**100**	**200**	

LIMITS (BTN): SOMERSET BLVD AND ALONDRA BLVD

OBSERVATION POINT: 15329 PARAMOUNT BLVD

POSTED SPEED LIMIT: 40 MPH

COMMENTS:

OBSERVER: CARLOS

WEATHER: SUNNY

ROAD SURFACE: DRY

ROAD CONDITION: FAIR

DATA COLLECTION METHOD: RADAR

	NORTHBOUND	SOUTHBOUND	NORTHBOUND+SOUTHBOUND	
85TH %:	**37**	**37**	**37**	**M.P.H.**
50TH %:	31	33	33	M.P.H.
15TH %:	27	28	27	M.P.H.
10 MPH PACE:	26 - 35	30 - 39	30 - 39	M.P.H.
% IN PACE:	65%	80%	70%	
% OVER PACE:	27%	2%	3%	
% UNDER PACE:	8%	18%	27%	
ARITHMETIC MEAN:	32	33	32	M.P.H.
SAMPLE VARIANCE:	25	20	22	
STANDARD DEVIATION:	5	4	5	M.P.H.
VARIANCE OF THE MEAN:	0.25	0.20	0.11	
STD. ERROR OF THE MEAN:	0.50	0.45	0.33	M.P.H.

CITY OF PARAMOUNT

DATE: 02/15/23 **DAY:** Wednesday **TIME PERIOD:** 12:47PM **TO** 1:03PM

FOR ROADWAY: PARAMOUNT BOULEVARD

SPEED (MPH)	TOTAL VEHICLES SURVEYED NORTHBOUND+SOUTHBOUND	NB	SB	TOTAL VEHICLES	
65		0	0	0	
64		0	0	0	
63		0	0	0	
62		0	0	0	
61		0	0	0	
60		0	0	0	
59		0	0	0	
58		0	0	0	
57		0	0	0	
56		0	0	0	
55		0	0	0	
54		0	0	0	
53		0	0	0	
52		0	0	0	
51		0	0	0	
50		0	0	0	
49		0	0	0	
48		0	0	0	
47		0	0	0	
46		0	0	0	
45	X	0	1	1	
44		0	0	0	
43	XX	2	0	2	
42	XX	1	1	2	
41	X	0	1	1	
40	X	0	1	1	
39	XXXXXX	4	2	6	
38	XXXXX	2	3	5	
37	XXXXX	3	2	5	
36	XXXXXX	6	0	6	
35	XXXXXXXXXXXXX	9	4	13	*
34	XXXXXXXXXXXXXXXXX	10	7	17	*
33	XXXXXXXXXXXXXX	7	7	14	*
32	XXXXXXXXXXXXXXX	6	9	15	P
31	XXXXXXXXXXXXXXXXXXXX	9	10	19	A
30	XXXXXXXXXXXXXXXXXX	10	8	18	C
29	XXXXXXXXXXXXXXX	11	5	16	E
28	XXXXXXXXXXXXX	5	9	14	*
27	XXXXXXXXXXXXXXXXXX	8	10	18	*
26	XXXXXXXX	2	7	9	*
25	XXXXX	2	3	5	
24	XXXXX	1	4	5	
23	XXXXX	2	3	5	
22	XXX	0	3	3	
21		0	0	0	
20		0	0	0	
19		0	0	0	
18		0	0	0	
17		0	0	0	
16		0	0	0	
15		0	0	0	
		100	**100**	**200**	

LIMITS (BTN): ALONDRA BLVD AND 70TH ST

OBSERVATION POINT: 15975 PARAMOUNT BLVD

POSTED SPEED LIMIT: 35 MPH

COMMENTS:

OBSERVER: CARLOS

WEATHER: SUNNY

ROAD SURFACE: DRY

ROAD CONDITION: FAIR

DATA COLLECTION METHOD: RADAR

	NORTHBOUND	SOUTHBOUND	NORTHBOUND+SOUTHBOUND	
85TH %:	**36**	**34**	**35**	**M.P.H.**
50TH %:	31	30	31	M.P.H.
15TH %:	27	26	27	M.P.H.
10 MPH PACE:	27 - 36	26 - 35	26 - 35	M.P.H.
% IN PACE:	81%	76%	77%	
% OVER PACE:	12%	11%	15%	
% UNDER PACE:	7%	13%	9%	
ARITHMETIC MEAN:	32	30	31	M.P.H.
SAMPLE VARIANCE:	17	22	20	
STANDARD DEVIATION:	4	5	4	M.P.H.
VARIANCE OF THE MEAN:	0.17	0.22	0.10	
STD. ERROR OF THE MEAN:	0.42	0.47	0.32	M.P.H.

CITY OF PARAMOUNT

DATE: 02/14/23 **DAY:** Tuesday **TIME PERIOD:** 2:17PM **TO** 2:30PM

FOR ROADWAY: ROSECRANS AVENUE

SPEED (MPH)	TOTAL VEHICLES SURVEYED EASTBOUND+WESTBOUND	EB	WB	TOTAL VEHICLES	
65		0	0	0	
64		0	0	0	
63		0	0	0	
62		0	0	0	
61		0	0	0	
60		0	0	0	
59		0	0	0	
58		0	0	0	
57		0	0	0	
56		0	0	0	
55		0	0	0	
54	X	0	1	1	
53		0	0	0	
52	XX	2	0	2	
51	X	0	1	1	
50	XXX	3	0	3	
49	XXXX	3	1	4	
48	XX	0	2	2	
47	X	1	0	1	
46	XX	1	1	2	
45	XX	1	1	2	
44	XX	2	0	2	
43	XXXXXXXX	6	2	8	
42	XXXX	3	1	4	
41	XXXXXXXXX	2	7	9	
40	XXXXXXXXXXXXXXXXX	8	9	17	
39	XXXXXXXXXXXXXX	7	7	14	
38	XXXXXXXXXXXXX	6	7	13	
37	XXXXXXXXXXXXXXXXXX	9	10	19	
36	XXXXXXXXXXXXXXXXX	11	6	17	
35	XXXXXXXXXX	7	4	11	*
34	XXXXXXXXXXXXXX	7	7	14	*
33	XXXXXXXXXXXXX	5	9	14	*
32	XXXXXXXX	4	4	8	*
31	XXXXXXX	3	4	7	PACE
30	XXXXXXXXX	4	5	9	
29	XXXXXXX	2	5	7	
28	XXXX	1	3	4	*
27	XXXXX	2	3	5	*
26		0	0	0	*
25		0	0	0	
24		0	0	0	
23		0	0	0	
22		0	0	0	
21		0	0	0	
20		0	0	0	
19		0	0	0	
18		0	0	0	
17		0	0	0	
16		0	0	0	
15		0	0	0	
		100	**100**	**200**	

LIMITS (BTN): WEST CITY LIMITS AND ORANGE AVE

OBSERVATION POINT: 6838 ROSECRANS AVE

POSTED SPEED LIMIT: 40 MPH

COMMENTS:

OBSERVER: CARLOS

WEATHER: PARTLY CLOUI

ROAD SURFACE: DRY

ROAD CONDITION: FAIR

DATA COLLECTION METHOD: RADAR

	EASTBOUND	WESTBOUND	EASTBOUND+WESTBOUND	
85TH %:	**43**	**41**	**42**	**M.P.H.**
50TH %:	37	36	37	M.P.H.
15TH %:	32	30	31	M.P.H.
10 MPH PACE:	31 - 40	32 - 41	32 - 41	M.P.H.
% IN PACE:	67%	70%	68%	
% OVER PACE:	24%	10%	16%	
% UNDER PACE:	9%	20%	16%	
ARITHMETIC MEAN:	38	36	37	M.P.H.
SAMPLE VARIANCE:	31	29	31	
STANDARD DEVIATION:	6	5	6	M.P.H.
VARIANCE OF THE MEAN:	0.31	0.29	0.15	
STD. ERROR OF THE MEAN:	0.56	0.54	0.39	M.P.H.

CITY OF PARAMOUNT

DATE: 02/14/23 **DAY:** Tuesday **TIME PERIOD:** 2:57PM **TO** 3:14PM

FOR ROADWAY: ROSECRANS AVENUE

SPEED (MPH)	TOTAL VEHICLES SURVEYED EASTBOUND+WESTBOUND	EB	WB	TOTAL VEHICLES	
65		0	0	0	
64		0	0	0	
63		0	0	0	
62		0	0	0	
61		0	0	0	
60		0	0	0	
59		0	0	0	
58		0	0	0	
57		0	0	0	
56		0	0	0	
55		0	0	0	
54		0	0	0	
53		0	0	0	
52		0	0	0	
51	X	0	1	1	
50	X	0	1	1	
49		0	0	0	
48	XX	1	1	2	
47	X	0	1	1	
46		0	0	0	
45		0	0	0	
44	X	1	0	1	
43	XX	2	0	2	
42	XXXXXX	1	5	6	
41	XXXX	3	1	4	
40	XXXXXXXX	4	4	8	
39	XXXXXXXXXXXX	8	4	12	
38	XXXXXXXXXX	7	3	10	
37	XXXXXXXXXXXXXX	7	7	14	
36	XXXXXXXXXXXXX	8	5	13	
35	XXXXXXXXXXXXX	9	4	13	*
34	XXXXXXXXXXXXXXXX	10	6	16	*
33	XXXXXXXXXXXXXX	7	7	14	*
32	XXXXXXXXXXXXX	7	6	13	PACE
31	XXXXXXXXXXXXXXXXX	9	8	17	
30	XXXXXXXXXXXXXXXX	7	9	16	
29	XXXXXXXXXXX	3	8	11	
28	XXXXXXXXXX	1	9	10	*
27	XXXXXXXX	3	5	8	*
26	XXXX	2	2	4	*
25		0	0	0	
24		0	0	0	
23	XX	0	2	2	
22	X	0	1	1	
21		0	0	0	
20		0	0	0	
19		0	0	0	
18		0	0	0	
17		0	0	0	
16		0	0	0	
15		0	0	0	
		100	**100**	**200**	

LIMITS (BTN): ORANGE AVE AND GARFIELD AVE

OBSERVATION POINT: 7315 ROSECRANS AVE

POSTED SPEED LIMIT: 40 MPH

COMMENTS:

OBSERVER: CARLOS

WEATHER: PARTLY CLOUI

ROAD SURFACE: DRY

ROAD CONDITION: FAIR

DATA COLLECTION METHOD: RADAR

	EASTBOUND	WESTBOUND	EASTBOUND+WESTBOUND	
85TH %:	**39**	**39**	**39**	**M.P.H.**
50TH %:	35	32	34	M.P.H.
15TH %:	30	28	29	M.P.H.
10 MPH PACE:	30 - 39	28 - 37	30 - 39	M.P.H.
% IN PACE:	79%	69%	69%	
% OVER PACE:	12%	21%	13%	
% UNDER PACE:	9%	10%	18%	
ARITHMETIC MEAN:	35	33	34	M.P.H.
SAMPLE VARIANCE:	18	32	25	
STANDARD DEVIATION:	4	6	5	M.P.H.
VARIANCE OF THE MEAN:	0.18	0.32	0.13	
STD. ERROR OF THE MEAN:	0.42	0.56	0.36	M.P.H.

CITY OF PARAMOUNT

DATE: 02/14/23 **DAY:** Tuesday **TIME PERIOD:** 2:38PM **TO** 2:52PM

FOR ROADWAY: ROSECRANS AVENUE

SPEED (MPH)	TOTAL VEHICLES SURVEYED EASTBOUND+WESTBOUND	EB	WB	TOTAL VEHICLES	
65		0	0	0	
64		0	0	0	
63		0	0	0	
62		0	0	0	
61		0	0	0	
60		0	0	0	
59		0	0	0	
58		0	0	0	
57		0	0	0	
56		0	0	0	
55		0	0	0	
54		0	0	0	
53		0	0	0	
52		0	0	0	
51		0	0	0	
50	X	0	1	1	
49	XX	0	2	2	
48	X	0	1	1	
47	X	0	1	1	
46	XXX	1	2	3	
45	XXXX	3	1	4	
44	XXX	0	3	3	
43	XXX	1	2	3	
42	XXXXXXXX	5	3	8	
41	XXXXXX	3	3	6	
40	XXXXXXX	5	2	7	
39	XXX	2	1	3	
38	XXXXXXXXXXX	8	3	11	
37	XXXXXXXXXX	7	4	11	
36	XXXXXXXXXXXXXXXXXX	10	9	19	
35	XXXXXXXXXXXXXXX	9	6	15	*
34	XXXXXXXXXXXXXXXXXX	9	10	19	*
33	XXXXXXXXXXXXXXX	7	8	15	*
32	XXXXXXXXXXXXXXXXXXXXX	11	10	21	P
31	XXXXXXXXXXX	3	8	11	A
30	XXXXXXXXXXXXXXXX	7	9	16	C
29	XXXXXXX	7	0	7	E
28	XXXXX	1	4	5	*
27	XXX	0	3	3	*
26	X	1	0	1	*
25	X	0	1	1	
24		0	0	0	
23	X	0	1	1	
22	X	0	1	1	
21		0	0	0	
20		0	0	0	
19		0	0	0	
18	X	0	1	1	
17		0	0	0	
16		0	0	0	
15		0	0	0	
		100	**100**	**200**	

LIMITS (BTN): GARFIELD AVE AND PARAMOUNT BLVD

OBSERVATION POINT: 7626 ROSECRANS AVE

POSTED SPEED LIMIT: 40 MPH

COMMENTS:

OBSERVER: CARLOS

WEATHER: PARTLY CLOUI

ROAD SURFACE: DRY

ROAD CONDITION: FAIR

DATA COLLECTION METHOD: RADAR

	EASTBOUND	WESTBOUND	EASTBOUND+WESTBOUND	
85TH %:	**40**	**42**	**41**	**M.P.H.**
50TH %:	35	34	34	M.P.H.
15TH %:	30	30	30	M.P.H.
10 MPH PACE:	29 - 38	30 - 39	29 - 38	M.P.H.
% IN PACE:	78%	68%	73%	
% OVER PACE:	20%	21%	21%	
% UNDER PACE:	2%	11%	7%	
ARITHMETIC MEAN:	35	35	35	M.P.H.
SAMPLE VARIANCE:	19	36	27	
STANDARD DEVIATION:	4	6	5	M.P.H.
VARIANCE OF THE MEAN:	0.19	0.36	0.14	
STD. ERROR OF THE MEAN:	0.43	0.60	0.37	M.P.H.

CITY OF PARAMOUNT

DATE: 02/15/23 **DAY:** Wednesday **TIME PERIOD:** 10:17AM **TO** 10:32AM

FOR ROADWAY: ROSECRANS AVENUE

SPEED (MPH)	TOTAL VEHICLES SURVEYED EASTBOUND+WESTBOUND	EB	WB	TOTAL VEHICLES	
65		0	0	0	
64		0	0	0	
63		0	0	0	
62		0	0	0	
61		0	0	0	
60		0	0	0	
59		0	0	0	
58		0	0	0	
57		0	0	0	
56		0	0	0	
55		0	0	0	
54		0	0	0	
53		0	0	0	
52		0	0	0	
51	X	0	1	1	
50		0	0	0	
49		0	0	0	
48		0	0	0	
47		0	0	0	
46	X	1	0	1	
45	XXX	0	3	3	
44	XXXXXX	5	1	6	
43	XX	2	0	2	
42	XXXXX	3	2	5	
41	XXXXXXXXXXXXXXX	7	8	15	
40	XXXXXXXXXXXXXX	4	10	14	
39	XXXXXXXXX	3	6	9	
38	XXXXXXXXXXXXXXX	6	9	15	
37	XXXXXXXXXXXXXXXXX	10	7	17	
36	XXXXXXXXX	4	6	10	
35	XXXXXXXXXXXXXXXXXXXX	11	9	20	*
34	XXXXXXXXXXXXXXXXXX	7	11	18	*
33	XXXXXXXX	5	4	9	*
32	XXXXXXXXXXX	6	7	13	P
31	XXXXXXXXXX	5	6	11	A
30	XXXXXXXX	6	3	9	C
29	XXXXXXXXXX	8	3	11	E
28	XXXXXX	3	3	6	*
27	XXXXX	4	1	5	*
26		0	0	0	*
25		0	0	0	
24		0	0	0	
23		0	0	0	
22		0	0	0	
21		0	0	0	
20		0	0	0	
19		0	0	0	
18		0	0	0	
17		0	0	0	
16		0	0	0	
15		0	0	0	
		100	**100**	**200**	

LIMITS (BTN): PARAMOUNT BLVD AND DOWNEY AVE

OBSERVATION POINT: 8131 ROSECRANS AVE

POSTED SPEED LIMIT: 40 MPH

COMMENTS:

OBSERVER: CARLOS

WEATHER: SUNNY

ROAD SURFACE: DRY

ROAD CONDITION: FAIR

DATA COLLECTION METHOD: RADAR

	EASTBOUND	WESTBOUND	EASTBOUND+WESTBOUND	
85TH %:	**41**	**40**	**41**	**M.P.H.**
50TH %:	35	36	35	M.P.H.
15TH %:	29	31	30	M.P.H.
10 MPH PACE:	29 - 38	32 - 41	32 - 41	M.P.H.
% IN PACE:	68%	77%	70%	
% OVER PACE:	25%	7%	9%	
% UNDER PACE:	7%	16%	21%	
ARITHMETIC MEAN:	35	36	36	M.P.H.
SAMPLE VARIANCE:	23	20	21	
STANDARD DEVIATION:	5	4	5	M.P.H.
VARIANCE OF THE MEAN:	0.23	0.20	0.11	
STD. ERROR OF THE MEAN:	0.48	0.44	0.33	M.P.H.

CITY OF PARAMOUNT

DATE: 02/14/23 **DAY:** Tuesday **TIME PERIOD:** 3:27PM **TO** 3:39PM

FOR ROADWAY: ROSECRANS AVENUE

SPEED (MPH)	TOTAL VEHICLES SURVEYED EASTBOUND+WESTBOUND	EB	WB	TOTAL VEHICLES	
65		0	0	0	
64		0	0	0	
63		0	0	0	
62		0	0	0	
61		0	0	0	
60		0	0	0	
59		0	0	0	
58		0	0	0	
57		0	0	0	
56		0	0	0	
55		0	0	0	
54	X	0	1	1	
53		0	0	0	
52		0	0	0	
51		0	0	0	
50	XX	1	1	2	
49		0	0	0	
48	X	0	1	1	
47	X	0	1	1	
46	XXX	2	1	3	
45	XX	0	2	2	
44	XXX	1	2	3	
43	X	0	1	1	
42	XX	1	1	2	
41	XXXXXXXX	3	5	8	
40	XXXXXXXXXXXX	3	9	12	
39	XXXXXXXX	4	4	8	
38	XXXXXXXXXXXXXXXXX	9	8	17	
37	XXXXXXXXXXXXXXXX	5	11	16	
36	XXXXXXXXXXXXXXXXXXXX	10	10	20	
35	XXXXXXXXXXXXXXXXXXXXX	11	9	20	*
34	XXXXXXXXXXXXXX	8	6	14	*
33	XXXXXXXX	6	3	9	*
32	XXXXXXXXXX	5	6	11	P
31	XXXXXXXX	4	4	8	A
30	XXXXXXXXXXXXXXXXX	12	4	16	C
29	XXXXXX	2	4	6	E
28	XXXXXXXX	4	4	8	*
27	XXXXXXX	6	1	7	*
26	XXX	2	1	3	*
25	X	1	0	1	
24		0	0	0	
23		0	0	0	
22		0	0	0	
21		0	0	0	
20		0	0	0	
19		0	0	0	
18		0	0	0	
17		0	0	0	
16		0	0	0	
15		0	0	0	
		100	**100**	**200**	

LIMITS (BTN): DOWNEY AVE AND CENTURY BLVD

OBSERVATION POINT: 8700 ROSECRANS AVE

POSTED SPEED LIMIT: 40 MPH

COMMENTS:

OBSERVER: CARLOS

WEATHER: PARTLY CLOUI

ROAD SURFACE: DRY

ROAD CONDITION: FAIR

DATA COLLECTION METHOD: RADAR

	EASTBOUND	WESTBOUND	EASTBOUND+WESTBOUND	
85TH %:	**38**	**41**	**40**	**M.P.H.**
50TH %:	34	36	35	M.P.H.
15TH %:	29	31	30	M.P.H.
10 MPH PACE:	30 - 39	32 - 41	30 - 39	M.P.H.
% IN PACE:	74%	71%	70%	
% OVER PACE:	11%	11%	18%	
% UNDER PACE:	15%	18%	13%	
ARITHMETIC MEAN:	34	36	35	M.P.H.
SAMPLE VARIANCE:	23	27	26	
STANDARD DEVIATION:	5	5	5	M.P.H.
VARIANCE OF THE MEAN:	0.23	0.27	0.13	
STD. ERROR OF THE MEAN:	0.48	0.52	0.36	M.P.H.

CITY OF PARAMOUNT

DATE: 02/16/23 **DAY:** Thursday **TIME PERIOD:** 9:00AM **TO** 9:14AM

FOR ROADWAY: SOMERSET BOULEVARD

SPEED (MPH)	TOTAL VEHICLES SURVEYED EASTBOUND+WESTBOUND	EB	WB	TOTAL VEHICLES	
65		0	0	0	
64		0	0	0	
63		0	0	0	
62		0	0	0	
61		0	0	0	
60		0	0	0	
59		0	0	0	
58		0	0	0	
57		0	0	0	
56		0	0	0	
55		0	0	0	
54		0	0	0	
53		0	0	0	
52		0	0	0	
51		0	0	0	
50	X	0	1	1	
49		0	0	0	
48		0	0	0	
47		0	0	0	
46	X	0	1	1	
45	X	1	0	1	
44	XX	0	2	2	
43	XX	1	1	2	
42	XXX	1	2	3	
41	XXXXXX	2	4	6	
40	XXX	0	3	3	
39	XXXXX	3	2	5	
38	XXXXX	4	1	5	
37	XXXXXXX	2	5	7	
36	XXXXXXXXXXXX	3	9	12	
35	XXXXXXXX	4	4	8	*
34	XXXXXXXXXXXXXXX	9	6	15	*
33	XXXXXXXXXXXXXXXXXXX	9	10	19	*
32	XXXXXXXXXXXXXXX	6	9	15	PACE
31	XXXXXXXXXXXXXX	6	8	14	
30	XXXXXXXXXXXXXXXXXXXX	14	5	19	
29	XXXXXXXXXXXXXXXXXXXX	5	14	19	
28	XXXXXXXXXXX	6	5	11	*
27	XXXXXXXXXXXX	8	4	12	*
26	XXXXXXXXX	7	2	9	*
25	XXXX	2	2	4	
24	XXXXXX	6	0	6	
23		0	0	0	
22		0	0	0	
21	X	1	0	1	
20		0	0	0	
19		0	0	0	
18		0	0	0	
17		0	0	0	
16		0	0	0	
15		0	0	0	
		100	**100**	**200**	

LIMITS (BTN): WEST CITY LIMIT AND ORANGE AVE

OBSERVATION POINT: 6826 SOMERSET BLVD

POSTED SPEED LIMIT: 35 MPH

COMMENTS:

OBSERVER: CARLOS

WEATHER: SUNNY

ROAD SURFACE: DRY

ROAD CONDITION: FAIR

DATA COLLECTION METHOD: RADAR

	EASTBOUND	WESTBOUND	EASTBOUND+WESTBOUND	
85TH %:	**36**	**39**	**37**	**M.P.H.**
50TH %:	31	33	32	M.P.H.
15TH %:	26	29	27	M.P.H.
10 MPH PACE:	26 - 35	28 - 37	27 - 36	M.P.H.
% IN PACE:	74%	75%	72%	
% OVER PACE:	17%	17%	18%	
% UNDER PACE:	9%	8%	10%	
ARITHMETIC MEAN:	31	33	32	M.P.H.
SAMPLE VARIANCE:	23	25	25	
STANDARD DEVIATION:	5	5	5	M.P.H.
VARIANCE OF THE MEAN:	0.23	0.25	0.12	
STD. ERROR OF THE MEAN:	0.47	0.50	0.35	M.P.H.

CITY OF PARAMOUNT

DATE: 02/16/23 **DAY:** Thursday **TIME PERIOD:** 9:19AM **TO** 9:35AM

FOR ROADWAY: SOMERSET BOULEVARD

SPEED (MPH)	TOTAL VEHICLES SURVEYED EASTBOUND+WESTBOUND	EB	WB	TOTAL VEHICLES	
65		0	0	0	
64		0	0	0	
63		0	0	0	
62	X	1	0	1	
61		0	0	0	
60		0	0	0	
59		0	0	0	
58		0	0	0	
57		0	0	0	
56		0	0	0	
55		0	0	0	
54		0	0	0	
53		0	0	0	
52		0	0	0	
51	X	0	1	1	
50		0	0	0	
49	X	0	1	1	
48		0	0	0	
47	X	0	1	1	
46	X	0	1	1	
45	XX	1	1	2	
44	X	0	1	1	
43		0	0	0	
42	XXXX	0	4	4	
41	XXXXXXXX	1	7	8	
40	XXXXXXX	5	2	7	
39	XXXXXXXXXXX	2	9	11	
38	XXXXXXXXXXX	4	7	11	
37	XXXXXXXXXXXXXX	7	7	14	
36	XXXXXXXXXXX	6	5	11	
35	XXXXXXXXXXXXXXXXXX	9	9	18	*
34	XXXXXXXXXXXXXX	11	3	14	*
33	XXXXXXXXXXX	7	5	12	*
32	XXXXXXXXXXXXXXXXX	11	7	18	P
31	XXXXXXXXXXX	3	9	12	A
30	XXXXXXXXXXXXXXX	8	7	15	C
29	XXXXXXXXXXX	9	3	12	E
28	XXXXXXXXXX	7	4	11	*
27	XXXXXXX	4	4	8	*
26	XXXX	3	1	4	*
25	XX	1	1	2	
24		0	0	0	
23		0	0	0	
22		0	0	0	
21		0	0	0	
20		0	0	0	
19		0	0	0	
18		0	0	0	
17		0	0	0	
16		0	0	0	
15		0	0	0	
		100	**100**	**200**	

LIMITS (BTN): ORANGE AVE AND GARFIELD AVE

OBSERVATION POINT: 7057 SOMERSET BLVD

POSTED SPEED LIMIT: 35 MPH

COMMENTS:

OBSERVER: CARLOS

WEATHER: SUNNY

ROAD SURFACE: DRY

ROAD CONDITION: FAIR

DATA COLLECTION METHOD: RADAR

	EASTBOUND	WESTBOUND	EASTBOUND+WESTBOUND	
85TH %:	**37**	**41**	**39**	**M.P.H.**
50TH %:	33	35	34	M.P.H.
15TH %:	28	30	29	M.P.H.
10 MPH PACE:	28 - 37	30 - 39	29 - 38	M.P.H.
% IN PACE:	78%	68%	69%	
% OVER PACE:	14%	19%	19%	
% UNDER PACE:	8%	13%	13%	
ARITHMETIC MEAN:	33	35	34	M.P.H.
SAMPLE VARIANCE:	25	28	27	
STANDARD DEVIATION:	5	5	5	M.P.H.
VARIANCE OF THE MEAN:	0.25	0.28	0.14	
STD. ERROR OF THE MEAN:	0.50	0.53	0.37	M.P.H.

CITY OF PARAMOUNT

DATE: 02/16/23 **DAY:** Thursday **TIME PERIOD:** 9:42AM **TO** 9:58AM

FOR ROADWAY: SOMERSET BOULEVARD

SPEED (MPH)	TOTAL VEHICLES SURVEYED EASTBOUND+WESTBOUND	EB	WB	TOTAL VEHICLES	
65		0	0	0	
64		0	0	0	
63		0	0	0	
62		0	0	0	
61		0	0	0	
60		0	0	0	
59		0	0	0	
58		0	0	0	
57		0	0	0	
56		0	0	0	
55		0	0	0	
54	X	1	0	1	
53		0	0	0	
52	X	1	0	1	
51		0	0	0	
50	X	0	1	1	
49	X	0	1	1	
48	XX	0	2	2	
47		0	0	0	
46	XXX	1	2	3	
45	XXX	3	0	3	
44	XXX	2	1	3	
43	XXXXX	2	3	5	
42	XXXX	3	1	4	
41	XXXXX	4	1	5	
40	XXXXXX	3	3	6	
39	XXXXXXXX	6	2	8	
38	XXXXXXXXXXXXX	8	5	13	
37	XXXXXXXXXXXXXXXXXX	9	9	18	
36	XXXXXXXXXXXXXXXXXX	9	9	18	
35	XXXXXXX	2	5	7	*
34	XXXXXXXXXXXXXXXX	5	11	16	*
33	XXXXXXXXXXXXXXXXXXX	11	8	19	*
32	XXXXXXXXXXX	6	7	13	P
31	XXXXXXXXXXX	8	4	12	A
30	XXXXXXXXX	3	7	10	C
29	XXXXXXXXXXXXX	8	5	13	E
28	XXXXXXXXXXX	3	8	11	*
27	XXXX	1	3	4	*
26	XXX	1	2	3	*
25		0	0	0	
24		0	0	0	
23		0	0	0	
22		0	0	0	
21		0	0	0	
20		0	0	0	
19		0	0	0	
18		0	0	0	
17		0	0	0	
16		0	0	0	
15		0	0	0	
		100	**100**	**200**	

LIMITS (BTN): GARFIELD AVE AND PARAMOUNT BLVD

OBSERVATION POINT: MINNESOTA AVE/SOMERSET BLVD

POSTED SPEED LIMIT: 35 MPH

COMMENTS:

OBSERVER: CARLOS

WEATHER: SUNNY

ROAD SURFACE: DRY

ROAD CONDITION: FAIR

DATA COLLECTION METHOD: RADAR

	EASTBOUND	WESTBOUND	EASTBOUND+WESTBOUND	
85TH %:	**41**	**39**	**40**	**M.P.H.**
50TH %:	36	34	34	M.P.H.
15TH %:	30	29	29	M.P.H.
10 MPH PACE:	29 - 38	28 - 37	29 - 38	M.P.H.
% IN PACE:	69%	73%	70%	
% OVER PACE:	26%	22%	22%	
% UNDER PACE:	5%	5%	9%	
ARITHMETIC MEAN:	36	35	35	M.P.H.
SAMPLE VARIANCE:	28	28	28	
STANDARD DEVIATION:	5	5	5	M.P.H.
VARIANCE OF THE MEAN:	0.28	0.28	0.14	
STD. ERROR OF THE MEAN:	0.53	0.53	0.38	M.P.H.

CITY OF PARAMOUNT

DATE: 02/16/23 **DAY:** Thursday **TIME PERIOD:** 11:17AM **TO** 11:38AM

FOR ROADWAY: SOMERSET BOULEVARD

SPEED (MPH)	TOTAL VEHICLES SURVEYED EASTBOUND+WESTBOUND	EB	WB	TOTAL VEHICLES	
65		0	0	0	
64		0	0	0	
63		0	0	0	
62		0	0	0	
61		0	0	0	
60		0	0	0	
59		0	0	0	
58		0	0	0	
57		0	0	0	
56		0	0	0	
55		0	0	0	
54	X	1	0	1	
53		0	0	0	
52	X	1	0	1	
51	X	1	0	1	
50	X	0	1	1	
49		0	0	0	
48	X	1	0	1	
47	XX	2	0	2	
46		0	0	0	
45	XXX	3	0	3	
44	XXXXX	2	3	5	
43	XXXXX	3	2	5	
42	XXXXXXX	3	4	7	
41	XXXXXXXXXX	9	2	11	
40	XXXXXXXXXXXXXXX	8	7	15	
39	XXXXXXXXXXXXXXXXXXXXX	10	11	21	
38	XXXXXXXXXXXXXXXXXXXX	9	11	20	
37	XXXXXXXXXXXXXXXXXXX	7	12	19	
36	XXXXXXXXXXXXXXXXX	9	8	17	
35	XXXXXXXXXXXXX	7	7	14	*
34	XXXXXXXXXXXXXXXXX	6	11	17	*
33	XXXXX	3	2	5	*
32	XXXXXXXXXX	5	6	11	* PACE
31	XXXXXX	3	3	6	
30	XXXXXX	4	2	6	
29	XXXXX	0	5	5	
28	XXXX	2	2	4	*
27	X	1	0	1	*
26	X	0	1	1	*
25		0	0	0	
24		0	0	0	
23		0	0	0	
22		0	0	0	
21		0	0	0	
20		0	0	0	
19		0	0	0	
18		0	0	0	
17		0	0	0	
16		0	0	0	
15		0	0	0	
		100	**100**	**200**	

LIMITS (BTN): PARAMOUNT BLVD AND DOWNEY AVE

OBSERVATION POINT: 8223 SOMERSET BLVD

POSTED SPEED LIMIT: 40 MPH

COMMENTS:

OBSERVER: CARLOS

WEATHER: SUNNY

ROAD SURFACE: DRY

ROAD CONDITION: FAIR

DATA COLLECTION METHOD: RADAR

	EASTBOUND	WESTBOUND	EASTBOUND+WESTBOUND	
85TH %:	**42**	**40**	**41**	**M.P.H.**
50TH %:	38	37	37	M.P.H.
15TH %:	32	32	32	M.P.H.
10 MPH PACE:	32 - 41	31 - 40	32 - 41	M.P.H.
% IN PACE:	73%	78%	75%	
% OVER PACE:	17%	12%	14%	
% UNDER PACE:	10%	10%	12%	
ARITHMETIC MEAN:	38	36	37	M.P.H.
SAMPLE VARIANCE:	26	17	22	
STANDARD DEVIATION:	5	4	5	M.P.H.
VARIANCE OF THE MEAN:	0.26	0.17	0.11	
STD. ERROR OF THE MEAN:	0.51	0.42	0.33	M.P.H.

CITY OF PARAMOUNT

DATE: 02/16/23 **DAY:** Thursday **TIME PERIOD:** 11:44AM **TO** 12:05PM

FOR ROADWAY: SOMERSET BOULEVARD

SPEED (MPH)	TOTAL VEHICLES SURVEYED EASTBOUND+WESTBOUND	EB	WB	TOTAL VEHICLES	
65		0	0	0	
64		0	0	0	
63		0	0	0	
62		0	0	0	
61		0	0	0	
60		0	0	0	
59		0	0	0	
58		0	0	0	
57		0	0	0	
56		0	0	0	
55		0	0	0	
54		0	0	0	
53	X	1	0	1	
52	X	0	1	1	
51		0	0	0	
50		0	0	0	
49		0	0	0	
48	X	1	0	1	
47	XXX	1	2	3	
46	X	0	1	1	
45	XX	1	1	2	
44	X	1	0	1	
43	XXXX	1	3	4	
42	XXXX	2	2	4	
41	XXXXXXXXXXXXXXX	7	8	15	
40	XXXXXXXXXXXXXXXXXX	12	6	18	
39	XXXXXXXXXXXXXXXXXXXXX	10	11	21	
38	XXXXXXXXXXXXXXXXXX	11	7	18	
37	XXXXXXXXXXXXXXX	6	10	16	
36	XXXXXXXXXXXXXXXXXXXX	8	12	20	
35	XXXXXXXXXXX	5	7	12	*
34	XXXXXXXXXXXX	7	6	13	*
33	XXXXXXXXXXXX	4	9	13	*
32	XXXXXXXX	4	4	8	*
31	XXXXXXXXX	9	1	10	PACE
30	XXXXXXXX	3	5	8	
29	XXXXXXXXX	6	3	9	
28	X	0	1	1	*
27		0	0	0	*
26		0	0	0	*
25		0	0	0	
24		0	0	0	
23		0	0	0	
22		0	0	0	
21		0	0	0	
20		0	0	0	
19		0	0	0	
18		0	0	0	
17		0	0	0	
16		0	0	0	
15		0	0	0	
		100	**100**	**200**	

LIMITS (BTN): DOWNEY AVE AND LAKEWOOD BLVD

OBSERVATION POINT: 8635 SOMERSET BLVD

POSTED SPEED LIMIT: 40 MPH

COMMENTS:

OBSERVER: CARLOS

WEATHER: PARTLY CLOUI

ROAD SURFACE: DRY

ROAD CONDITION: FAIR

DATA COLLECTION METHOD: RADAR

	EASTBOUND	WESTBOUND	EASTBOUND+WESTBOUND	
85TH %:	**40**	**41**	**41**	**M.P.H.**
50TH %:	37	37	37	M.P.H.
15TH %:	31	33	32	M.P.H.
10 MPH PACE:	31 - 40	32 - 41	32 - 41	M.P.H.
% IN PACE:	76%	80%	77%	
% OVER PACE:	15%	10%	9%	
% UNDER PACE:	9%	10%	14%	
ARITHMETIC MEAN:	37	37	37	M.P.H.
SAMPLE VARIANCE:	21	19	20	
STANDARD DEVIATION:	5	4	4	M.P.H.
VARIANCE OF THE MEAN:	0.21	0.19	0.10	
STD. ERROR OF THE MEAN:	0.45	0.43	0.31	M.P.H.

CITY OF PARAMOUNT

DATE: 02/17/23 **DAY:** Friday **TIME PERIOD:** 1:51PM **TO** 2:11PM

FOR ROADWAY: SOMERSET RANCH ROAD NORTH

SPEED (MPH)	TOTAL VEHICLES SURVEYED EASTBOUND+WESTBOUND	EB	WB	TOTAL VEHICLES	
65		0	0	0	
64		0	0	0	
63		0	0	0	
62		0	0	0	
61		0	0	0	
60		0	0	0	
59		0	0	0	
58		0	0	0	
57		0	0	0	
56		0	0	0	
55		0	0	0	
54		0	0	0	
53		0	0	0	
52		0	0	0	
51		0	0	0	
50		0	0	0	
49		0	0	0	
48		0	0	0	
47		0	0	0	
46		0	0	0	
45		0	0	0	
44	X	0	1	1	
43	X	0	1	1	
42		0	0	0	
41	X	0	1	1	
40	XXX	0	3	3	
39	XXX	0	3	3	
38	XXXXX	0	5	5	
37	XXXXXXXXX	0	9	9	
36	XXXX	0	4	4	
35	XXXX	0	4	4	*
34	XXXXXXXXX	0	9	9	*
33	XXXXXXXXX	0	9	9	*
32	XXXXXXXX	0	8	8	* PACE
31	XXXX	0	4	4	*
30	XXXXXXX	0	7	7	*
29	XXXXXXXXXXXX	0	12	12	*
28		0	0	0	*
27	XXXXXXX	0	7	7	*
26	XXXX	0	4	4	*
25	XXX	0	3	3	
24	XXXXXX	0	6	6	
23		0	0	0	
22		0	0	0	
21		0	0	0	
20		0	0	0	
19		0	0	0	
18		0	0	0	
17		0	0	0	
16		0	0	0	
15		0	0	0	
		0	**100**	**100**	

LIMITS (BTN): I-105 FWY W/B OFFRAMP AND DOWNEY AVE

OBSERVATION POINT: MERKEL AVE/SOMERSET RANCH ROAD NORTH

POSTED SPEED LIMIT: 40 MPH

COMMENTS:

OBSERVER: CARLOS

WEATHER: PARTLY CLOUI

ROAD SURFACE: DRY

ROAD CONDITION: FAIR

DATA COLLECTION METHOD: RADAR

	EASTBOUND	WESTBOUND	EASTBOUND+WESTBOUND	
85TH %:	**N/A**	**37**	**37**	**M.P.H.**
50TH %:	N/A	32	32	M.P.H.
15TH %:	N/A	27	27	M.P.H.
10 MPH PACE:	N/A	29 - 38	29 - 38	M.P.H.
% IN PACE:	N/A	71%	71%	
% OVER PACE:	N/A	9%	9%	
% UNDER PACE:	N/A	20%	20%	
ARITHMETIC MEAN:	N/A	32	32	M.P.H.
SAMPLE VARIANCE:	N/A	22	22	
STANDARD DEVIATION:	N/A	5	5	M.P.H.
VARIANCE OF THE MEAN:	N/A	0.22	0.22	
STD. ERROR OF THE MEAN:	N/A	0.47	0.47	M.P.H.

CITY OF PARAMOUNT

DATE: 02/17/23 **DAY:** Friday **TIME PERIOD:** 12:38PM **TO** 1:45PM

FOR ROADWAY: SOMERSET RANCH ROAD NORTH

SPEED (MPH)	TOTAL VEHICLES SURVEYED EASTBOUND+WESTBOUND	EB	WB	TOTAL VEHICLES	
65		0	0	0	
64		0	0	0	
63		0	0	0	
62		0	0	0	
61		0	0	0	
60		0	0	0	
59		0	0	0	
58		0	0	0	
57		0	0	0	
56		0	0	0	
55		0	0	0	
54		0	0	0	
53		0	0	0	
52		0	0	0	
51		0	0	0	
50		0	0	0	
49		0	0	0	
48		0	0	0	
47		0	0	0	
46		0	0	0	
45		0	0	0	
44	X	0	1	1	
43		0	0	0	
42		0	0	0	
41	X	1	0	1	
40	XXXXX	2	3	5	
39	XXXXXXX	3	4	7	
38	XX	0	2	2	
37	XXXXXXXXX	4	5	9	
36	XXXXXXXXXXXXX	4	9	13	
35	XXXXXXX	3	4	7	*
34	XXXXXXXXXXXXX	4	9	13	*
33	XXXXXXXXXXXXXXXX	9	7	16	*
32	XXXXXXXXXXXXX	8	6	14	P
31	XXXXXXXXXXXXXXXXX	8	9	17	A
30	XXXXXXXXXXXXXXXX	8	8	16	C
29	XXXXXXXXXXXXXXXXX	9	8	17	E
28	XXXXXXXXXXXXXXX	7	8	15	*
27	XXXXXXXXXXXXX	6	7	13	*
26	XXXXXXXX	6	2	8	*
25	XXXXXXX	4	3	7	
24	XXX	2	1	3	
23	XXXXX	4	1	5	
22	XXXXXXXX	7	1	8	
21	XXX	1	2	3	
20		0	0	0	
19		0	0	0	
18		0	0	0	
17		0	0	0	
16		0	0	0	
15		0	0	0	
		100	**100**	**200**	

LIMITS (BTN): DOWNEY AVE AND EAST CITY LIMIT

OBSERVATION POINT: MID BLOCK

POSTED SPEED LIMIT: NOT POSTED

COMMENTS:

OBSERVER: CARLOS

WEATHER: CLOUDY

ROAD SURFACE: DRY

ROAD CONDITION: FAIR

DATA COLLECTION METHOD: RADAR

	EASTBOUND	WESTBOUND	EASTBOUND+WESTBOUND	
85TH %:	**35**	**36**	**36**	**M.P.H.**
50TH %:	30	31	31	M.P.H.
15TH %:	25	27	26	M.P.H.
10 MPH PACE:	25 - 34	27 - 36	27 - 36	M.P.H.
% IN PACE:	69%	75%	71%	
% OVER PACE:	17%	15%	13%	
% UNDER PACE:	14%	10%	17%	
ARITHMETIC MEAN:	30	32	31	M.P.H.
SAMPLE VARIANCE:	23	21	22	
STANDARD DEVIATION:	5	5	5	M.P.H.
VARIANCE OF THE MEAN:	0.23	0.21	0.11	
STD. ERROR OF THE MEAN:	0.48	0.46	0.34	M.P.H.

CITY OF PARAMOUNT

DATE: 02/15/23 **DAY:** Wednesday **TIME PERIOD:** 3:28PM **TO** 3:49PM

FOR ROADWAY: SOMERSET RANCH ROAD SOUTH

SPEED (MPH)	TOTAL VEHICLES SURVEYED EASTBOUND+WESTBOUND	EB	WB	TOTAL VEHICLES	
65		0	0	0	
64		0	0	0	
63		0	0	0	
62		0	0	0	
61		0	0	0	
60		0	0	0	
59		0	0	0	
58		0	0	0	
57		0	0	0	
56		0	0	0	
55		0	0	0	
54		0	0	0	
53		0	0	0	
52		0	0	0	
51		0	0	0	
50		0	0	0	
49		0	0	0	
48		0	0	0	
47		0	0	0	
46		0	0	0	
45		0	0	0	
44	X	1	0	1	
43	XX	2	0	2	
42	X	1	0	1	
41	XXXX	4	0	4	
40	XXXXXXXX	8	0	8	
39	XXXXXX	6	0	6	
38	XXXXXXXXXXXXX	13	0	13	
37	XXXXXXXX	8	0	8	
36	XXXXXXXXXX	10	0	10	
35	XXXXXXXXXXX	11	0	11	*
34	XXXXXXXXX	9	0	9	*
33	XXXXXXX	7	0	7	*
32	XXXXXX	6	0	6	PACE *
31	XXXX	4	0	4	*
30	XXX	3	0	3	*
29	X	1	0	1	*
28	XXX	3	0	3	*
27	X	1	0	1	*
26		0	0	0	*
25	XX	2	0	2	
24		0	0	0	
23		0	0	0	
22		0	0	0	
21		0	0	0	
20		0	0	0	
19		0	0	0	
18		0	0	0	
17		0	0	0	
16		0	0	0	
15		0	0	0	
		100	**0**	**100**	

LIMITS (BTN): I-105 FWY E/B ONRAMP AND DOWNEY AVE

OBSERVATION POINT: MERKEL AVE/SOMERSET RANCH RD SOUTH

POSTED SPEED LIMIT: 40 MPH

COMMENTS:

OBSERVER: CARLOS

WEATHER: SUNNY

ROAD SURFACE: DRY

ROAD CONDITION: FAIR

DATA COLLECTION METHOD: RADAR

	EASTBOUND	WESTBOUND	EASTBOUND+WESTBOUND	
85TH %:	**40**	**N/A**	**40**	**M.P.H.**
50TH %:	36	N/A	36	M.P.H.
15TH %:	32	N/A	32	M.P.H.
10 MPH PACE:	32 - 41	N/A	32 - 41	M.P.H.
% IN PACE:	82%	N/A	82%	
% OVER PACE:	4%	N/A	4%	
% UNDER PACE:	14%	N/A	14%	
ARITHMETIC MEAN:	36	N/A	36	M.P.H.
SAMPLE VARIANCE:	15	N/A	15	
STANDARD DEVIATION:	4	N/A	4	M.P.H.
VARIANCE OF THE MEAN:	0.15	N/A	0.15	
STD. ERROR OF THE MEAN:	0.39	N/A	0.39	M.P.H.

CITY OF PARAMOUNT

DATE: 02/17/23 **DAY:** Friday **TIME PERIOD:** 2:14PM **TO** 4:10PM

FOR ROADWAY: SOMERSET RANCH ROAD SOUTH

SPEED (MPH)	TOTAL VEHICLES SURVEYED EASTBOUND+WESTBOUND	EB	WB	TOTAL VEHICLES	
65		0	0	0	
64		0	0	0	
63		0	0	0	
62		0	0	0	
61		0	0	0	
60		0	0	0	
59		0	0	0	
58		0	0	0	
57		0	0	0	
56		0	0	0	
55		0	0	0	
54		0	0	0	
53		0	0	0	
52		0	0	0	
51		0	0	0	
50		0	0	0	
49	X	1	0	1	
48		0	0	0	
47		0	0	0	
46	X	1	0	1	
45		0	0	0	
44	XX	2	0	2	
43	XXX	2	1	3	
42		0	0	0	
41	XX	0	2	2	
40	XXXXXX	1	5	6	
39	XXXXXXXXXX	4	6	10	
38	XXXXXX	2	4	6	
37	XXXXX	3	2	5	
36	XXXXXXXXX	5	4	9	
35	XXXXXXXXXX	6	5	11	*
34	XXXXXXXXXXXXX	6	8	14	*
33	XXXXXXXXXXXX	5	8	13	*
32	XXXXXXXXXXXXXX	13	2	15	P
31	XXXXXXXXXXXXXXXXX	8	10	18	A
30	XXXXXXXXXXXX	4	9	13	C
29	XXXXXXXXXX	5	6	11	E
28	XXXXXXXXXXX	6	6	12	*
27	XXXXXXXXXXXXXXX	12	4	16	*
26	XXXXXXXXXXXX	7	6	13	*
25	XXXXXX	2	4	6	
24	X	1	0	1	
23	XXX	1	2	3	
22		0	0	0	
21		0	0	0	
20	XXXXX	1	4	5	
19	XXX	1	2	3	
18	X	1	0	1	
17		0	0	0	
16		0	0	0	
15		0	0	0	
		100	**100**	**200**	

LIMITS (BTN): DOWNEY AVE AND EAST CITY LIMIT

OBSERVATION POINT: MID BLOCK

POSTED SPEED LIMIT: NOT POSTED

COMMENTS:

OBSERVER: CARLOS

WEATHER: PARTLY CLOUI

ROAD SURFACE: DRY

ROAD CONDITION: FAIR

DATA COLLECTION METHOD: RADAR

	EASTBOUND	WESTBOUND	EASTBOUND+WESTBOUND	
85TH %:	**37**	**38**	**38**	**M.P.H.**
50TH %:	32	31	31	M.P.H.
15TH %:	27	26	26	M.P.H.
10 MPH PACE:	26 - 35	26 - 35	26 - 35	M.P.H.
% IN PACE:	72%	64%	68%	
% OVER PACE:	21%	24%	23%	
% UNDER PACE:	7%	12%	10%	
ARITHMETIC MEAN:	32	32	32	M.P.H.
SAMPLE VARIANCE:	31	30	30	
STANDARD DEVIATION:	6	6	6	M.P.H.
VARIANCE OF THE MEAN:	0.31	0.30	0.15	
STD. ERROR OF THE MEAN:	0.55	0.55	0.39	M.P.H.

APPENDIX C
Survey Equipment

SURVEY EQUIPMENT USED

The radar equipment used by City Traffic Counters to collect speed measurements for this survey was a Stalker-II SDR Model Hand-Held Traffic Radar and a Stalker-ATR Model Hand-Held Traffic Radar both manufactured by Applied Concepts of Plano, Texas. The calibration of each unit was checked before each series of measurements were taken. Tests of the units were conducted in accordance with the manufacturer's specifications. The Stalker-II SDR Hand-Held Traffic Radar and Stalker-ATR Model Hand-Held Traffic Radar were last calibrated on January 16, 2023 by RHF Inc.

SOUTHERN CALIFORNIA RADAR/LASER CERTIFICATION LABORATORY

P.O. Box 1177
Pine Valley, CA 91962

I certify that the Stalker ATR Radar, Serial Number 71888 was tested on January 16, 2023, and was calibrated to be within the Manufacturers specifications for accuracy and stability.

- Unit meets or exceeds the NHTSA standards for accuracy.
- Unit is listed on the NHTSA/IACP Conforming Product List.
- Unit tests meet or exceed the standards set forth in cvc 40802().

Test Results

Test	Min	Max	Read	Pass
Visual/Function	-	-	-	Yes
Tuning Fork Frequency 120341 & 227227	-.5%	+.5%	4166 Hz	Yes
Radar Device Tuning Fork	-1MPH	+1MPH	N/A	Yes
Microwave Frequency – Ka-Band	-100MHz	+100MHz	34.735GHz	Yes
Radiated Output Power Variation	-1.5dB	+1.5dB	+.01	Yes
Antenna Horizontal Bandwidth Ka-Band	-	10°	10°	Yes
Low Voltage Supply	5.7	7.3V	6.1	Yes
Accuracy-Stationary Mode	-2MPH	+1MPH	0	Yes
Accuracy-Moving Mode	-2MPH	+2MPH	N/A	-
Target Channel Sensitivity	<10dB (35-90 MPH)		2.8dB	Yes
Antenna Near Field Maximum Power Density		1 dBm/cm²	-28.26/cm²	Yes
25 MPH	-2MPH	+1MPH	25 MPH	Yes
50 MPH	-2MPH	+1MPH	50 MPH	Yes
65 MPH	-2MPH	+1MPH	65 MPH	Yes

This unit was thoroughly tested for accuracy using NHTSA and Manufacturers test methods with equipment specifically designed and built to ensure precision measurements under controlled conditions. This unit passed all applicable tests and is hereby certified to operate within the manufacturer's specifications and to conform to NHTSA standards to be accurate in the measurement of the speed of any vehicle.

The Original of this document has an embossed seal over the signature.

I certify (or declare) under the penalty of perjury under the laws of the state of California that the foregoing is true and correct.

By: _____ Date: January 16, 2023
William F. Dunable, MS/CIS, FCC Lic. # PG-11SD-2354

Serving Law Enforcement Since 1995
www.SoCalRadar-laserCertificationLab.com

Back To Top

SOUTHERN CALIFORNIA RADAR/LASER CERTIFICATION LABORATORY

P.O. Box 1177
Pine Valley, CA 91962

I certify that the Stalker SDR Radar, Serial Number AS002077 was tested on January 16, 2023, and was calibrated to be within the Manufacturers specifications for accuracy and stability.

- Unit meets or exceeds the NHTSA standards for accuracy.
- Unit is listed on the IACP Conforming Product List.
- Unit tests meet or exceed the standards set forth in cvc 40802().

Test Results

Test	Min	Max	Read	Pass
Visual/Function	-	-	-	Yes
Tuning Fork Frequency	-.5%	+.5%	+.00 & .00	Yes
Radar Tuning Fork 303112	-1MPH	+1MPH	0	Yes
Microwave Frequency – Ka-Band	-100MHz	+100MHz	34.734 GHz	Yes
Radiated Output Power Variation	-1.5dB	+1.5dB	+.01	Yes
Antenna Horizontal Bandwidth Ka-Band	-	14°	10°	Yes
Low Voltage Supply	-	10.8V	10.8	Yes
Accuracy-Stationary Mode	-2MPH	+1MPH	0	Yes
Accuracy-Moving Mode	-2MPH	+2MPH	0	Yes
Target Channel Sensitivity	<10dB (35-90 MPH)		2.4dB	Yes
Antenna Near Field Maximum Power Density	-	0dBm/cm²	-21.35dBm/cm²	Yes
25 MPH	-2MPH	+1MPH	25 MPH	Yes
50 MPH	-2MPH	+1MPH	50 MPH	Yes
65 MPH	-2MPH	+1MPH	65 MPH	Yes

This unit was thoroughly tested for accuracy using NHTSA and Manufacturers test methods with equipment specifically designed and built to ensure precision measurements under controlled conditions. This unit passed all applicable tests and is hereby certified to operate within the manufacturer's specifications and to conform to NHTSA standards to be accurate in the measurement of the speed of any vehicle.

The Original of this document has an embossed seal over the signature

I certify (or declare) under the penalty of perjury under the laws of the state of California that the foregoing is true and correct.

By: _____ Date: January 16, 2023

William F. Dunable, MS/CIS, FCC Lic. # PG-11SD-2354

Serving Law Enforcement Since 1995

www.SoCalRadar-laserCertificationLab.com

Back To Top

Willdan Engineering
13191 Crossroads Pkwy N Suite 405
City of Industry, CA 91746
562.908.6200

Back To Top

AUGUST 22, 2023

ORAL REPORT

ACCESSORY DWELLING UNIT (ADU) ORDINANCE AND RESOURCE PROJECT

Back To Top

PARAMOUNT
THE CITY
Safe, Healthy, and Attractive

AGENDA REPORT

To: Honorable City Council

From: John Moreno, City Manager

By: John Carver, Planning Director
John King, AICP, Assistant Planning Director

Date: August 22, 2023

Subject: ORAL REPORT – ACCESSORY DWELLING UNIT (ADU) ORDINANCE AND RESOURCE PROJECT

The Planning Department has been deconstructing State law and obtaining input from the City Council to assist in the development of an ordinance that will replace the City's existing, noncompliant accessory dwelling unit (ADU) regulations. Woodsong Associates presented to the City Council at its meeting on June 27, 2023. Planning Department staff provided additional clarification at the productive August 9, 2023 City Council meeting, and the City Council was clear with their direction.

As the final business before reviewing a draft ordinance, the City Council requested staff return to explain ADU height requirements and options with the use of more photos or graphics.

For reference, below is an excerpt from California Government Code Section 65852.2:

> *…A local agency shall not establish by ordinance any of the following… Any height limitation that does not allow at least the following, as applicable:*
>
> - *A height of 16 feet for a detached accessory dwelling unit on a lot with an existing or proposed single family or multifamily dwelling unit.*
> - *A height of 18 feet for a detached accessory dwelling unit on a lot with an existing or proposed multifamily, multistory dwelling.*
> - *A height of 25 feet or the height limitation in the local zoning ordinance that applies to the primary dwelling, whichever is lower, for an accessory dwelling unit that is attached to a primary dwelling. This clause shall not require a local agency to allow an accessory dwelling unit to exceed two stories.*

Back To Top

AUGUST 22, 2023

ORAL REPORT

COMMUNITY SERVICE ORGANIZATION UPDATE – PARAMOUNT KIWANIS

Back To Top

PARAMOUNT
THE CITY
Safe, Healthy, and Attractive

AGENDA REPORT

To: Honorable City Council

From: John Moreno, City Manager

By: David Johnson, Community Services Director

Date: August 22, 2023

Subject: ORAL REPORT - COMMUNITY SERVICE ORGANIZATION UPDATE – PARAMOUNT KIWANIS

An oral report providing an overview of the services the Paramount Kiwanis provides to the Paramount community will be presented at the City Council meeting.

Back To Top

AUGUST 22, 2023

ORAL REPORT

2023 PARAMOUNT HOMELESS CENSUS

Back To Top

PARAMOUNT
THE CITY
Safe, Healthy, and Attractive

AGENDA REPORT

To: Honorable City Council

From: John Moreno, City Manager

By: Margarita Matson, Public Safety Director

Date: August 22, 2023

Subject: ORAL REPORT – 2023 PARAMOUNT HOMELESS CENSUS

BACKGROUND

The City of Paramount contracted for services from City Net to organize and implement a homeless census to identify a baseline number of individuals living without housing. This baseline number would then be used to measure all of the City's homelessness prevention and intervention efforts. In addition, the census data provides the demographic, asset, and other unique characteristics of individuals without housing to better inform resource allocation. City Net conducted the 2023 Paramount Homeless Census on two occasions: in the early morning of May 23 and the late evening of May 25, 2023. The 2023 Paramount Homeless Census is a distinct but complementary project from the HUD-mandated, county-wide Point-in-Time Count. The census allows for a city-specific focus with more time, staff resources, and local questions than is generally possible within the framework of the Point-in-Time Count.

During tonight's City Council meeting, Mr. Matt Bates, Vice President for City Net, will present the final report for the 2023 Paramount Homeless Census.

VISION, MISSION, VALUES, AND STRATEGIC OUTCOMES

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

RECOMMENDED ACTION

It is recommended that the City Council receive and file this report.

H:\MANAGEMENT\WP\COUNCIL REPORTS\ORAL REPORT-2023 PARAMOUNT HOMELESS CENSUS RPT. 8.22.23.DOCX

Back To Top

AUGUST 22, 2023

PUBLIC HEARING

NORTH PARAMOUNT GATEWAY SPECIFIC PLAN PROJECT RESOLUTION NO. 23:028/ENVIRONMENTAL IMPACT REPORT; RESOLUTION NO. 23:029/GENERAL PLAN AMENDMENT NO. 22-2; ORDINANCE NO. 1173/ZONE CHANGE NO. 240; ORDINANCE NO. 1174/ZONING ORDINANCE TEXT AMENDMENT NO. 25

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

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

Back To Top

PARAMOUNT
THE CITY
Safe, Healthy, and Attractive

AGENDA REPORT

To: Honorable City Council

From: John Moreno, City Manager

By: John Carver, Planning Director
John King, AICP, Assistant Planning Director

Date: August 22, 2023

Subject: NORTH PARAMOUNT GATEWAY SPECIFIC PLAN PROJECT RESOLUTION NO. 23:028/ENVIRONMENTAL IMPACT REPORT; RESOLUTION NO. 23:029/GENERAL PLAN AMENDMENT NO. 22-2; ORDINANCE NO. 1173/ZONE CHANGE NO. 240; ORDINANCE NO. 1174/ZONING ORDINANCE TEXT AMENDMENT NO. 25

BACKGROUND

This item is a request to approve the North Paramount Gateway Specific Plan. The specific plan area is approximately 112 acres and generally bounded by the City of South Gate border and Howe Street to the north, the Union Pacific railroad to the west, Rosecrans Avenue and Metro/Pacific Electric railroad right-of-way to the south, and Anderson Street to the east.

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 sustainability efforts, economic vitality, street beautification, infrastructure improvements, and design requirements for new developments. There are no applicants and no new developments currently proposed or under consideration. This is a long-term plan that will span decades into the future.

The Planning Commission reviewed the plan at its October 12, 2021 meeting. The City Council reviewed the plan on October 19, 2021 and did not have any concerns. On October 5, 2021, the City Council approved a proposal to award a professional services contract to EPD Solutions, Inc. to prepare the environmental impact report (EIR) for the plan to meet California Environmental Quality Act (CEQA) requirements. The EIR is complete, and the Final EIR is ready for City Council certification.

On July 5, 2023, the Planning Commission unanimously adopted resolutions recommending City Council approval of the four actions under consideration today for the project – certify the EIR; approve General Plan Amendment No. 22-2; approve Zone Change No. 240; and approve Zoning Ordinance Text Amendment No. 25.

Back To Top

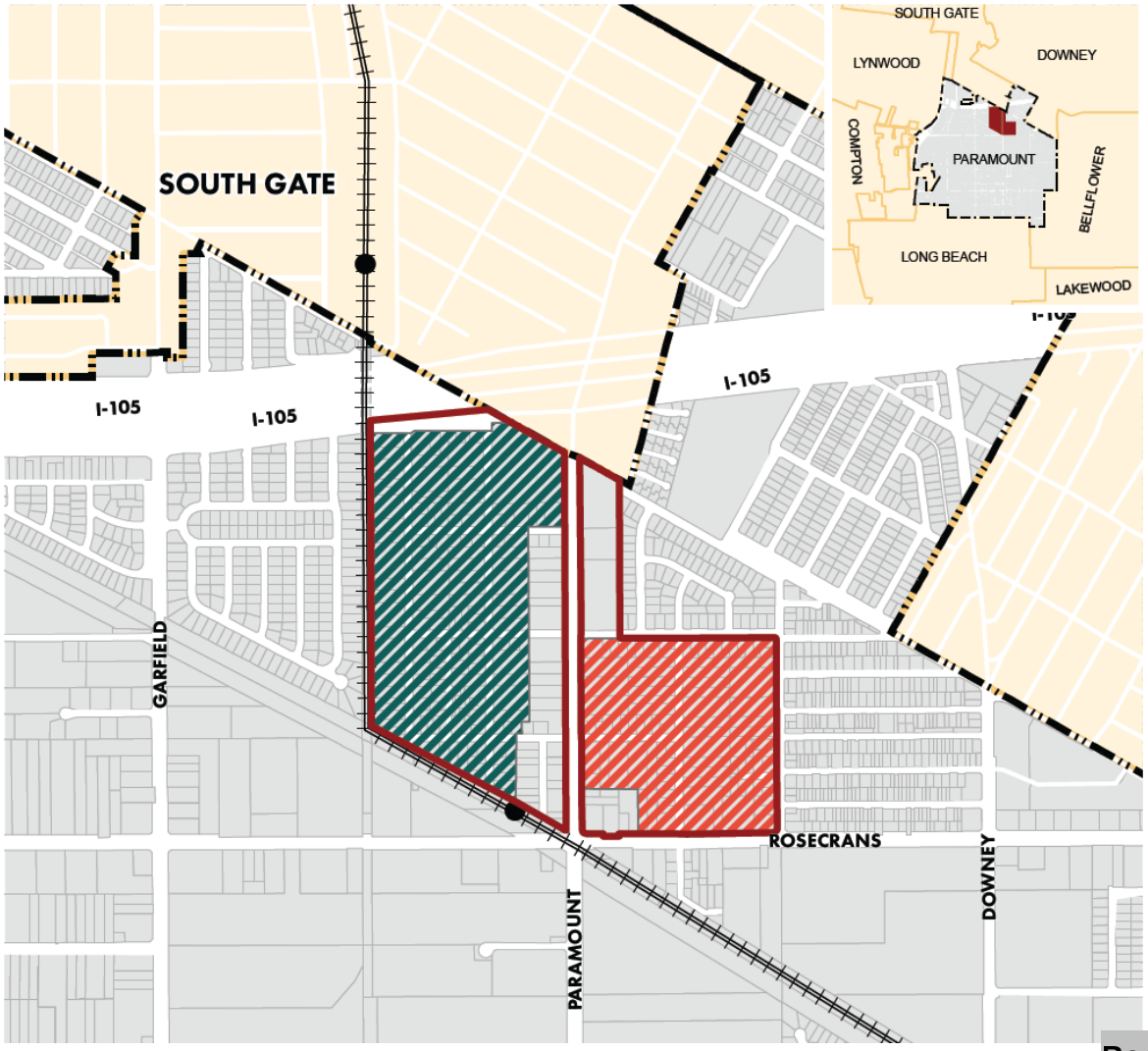
What is a Specific Plan?

A specific plan is a regulatory tool in California for furthering a vision for a "sense of place" and implementing a jurisdiction's general plan. A specific plan serves as a detailed roadmap for any future development and redevelopment in a specific property, area, or neighborhood of a city.

In Paramount, specific plans are not designed to displace any residents or have private properties taken. Title 17 of the Paramount Municipal Code includes the City's zoning regulations also known as the "Zoning Code" or "Zoning Ordinance". When the City Council adopts a completed specific plan by ordinance, the plan is integrated with the Zoning Code and becomes the official land use and zoning regulatory document for a particular area.

DISCUSSION

Below is a map of the North Paramount Boulevard Specific Plan area, which is shown within the red boundaries.



Back To Top

Plan Vision and Guiding Principles

The vision of the Specific Plan is as follows:

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

Guiding principles include the following:

- Focus future growth along Paramount Boulevard near the 105-freeway and future Paramount/Rosecrans light rail station while preserving the existing lower-density neighborhoods. Also, carefully allow some targeted intensification along Paramount Boulevard and Rosecrans Avenue without contributing to overcrowded conditions.
- Creating new public amenities, improving air quality through reduced congestion and some 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) and vehicle miles traveled (VMT).
- Respect the existing character and scale of adjacent low-density housing.
- Promote a diverse housing stock with types 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.
- Ensure that new housing developments are well connected to future stations through wide, clear sidewalks, bicycle lanes, and amenities such as convenient bicycle storage.

General Plan

The City Council most recently adopted a comprehensive Paramount General Plan update in 2007. The General Plan is made up of elements – land use, housing, transportation, resources management, health and safety, economic development, public facilities, and environmental justice. The Land Use Element of the General Plan serves as the long-term guide for development in Paramount and indicates the distribution, location, and land use for housing, business, industry, open space, recreation, and public facilities. California Government Code Section 65860 requires General Plan Land Use Map and Zoning Map consistency.

Approving the North Paramount Gateway Specific Plan requires changing the Land Use Designation of the Land Use Element. None of the other elements within the 2007 General Plan will be altered. Additionally, properties currently designated Clearwater North or Howe-Orizaba will be changed to North Paramount Gateway Specific Plan. As the proposed plan boundaries slightly expand upon the existing Clearwater North and Howe-Orizaba areas, a number of properties will need to be redesignated.

Back To Top

Zone Change

Currently, the properties within the Specific Plan area are primarily zoned R-M (Multiple-Family Residential) with commercial zones – C-3 (General Commercial); C-M (Commercial Manufacturing), and PD-PS (Planned Development with Performance Standards) – on most of Paramount Boulevard and Rosecrans Avenue.

The proposed North Paramount Gateway Specific Plan would amend the current land use zoning designations to allow for vertical mixed-use development (commercial on the first floor and residential on upper floors) along Paramount Boulevard and the north side of Rosecrans Avenue. The proposed North Paramount Gateway Specific Plan would eliminate any future Commercial-Manufacturing (C-M) uses; any current C-M use is "grandfathered in" and are allowed to remain if the use is uninterrupted.

The proposed land use designations map (Figure 3.3 from the draft plan) follows:

FIGURE 3.3 - PROPOSED SPECIFIC PLAN LAND USE DESIGNATIONS MAP

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

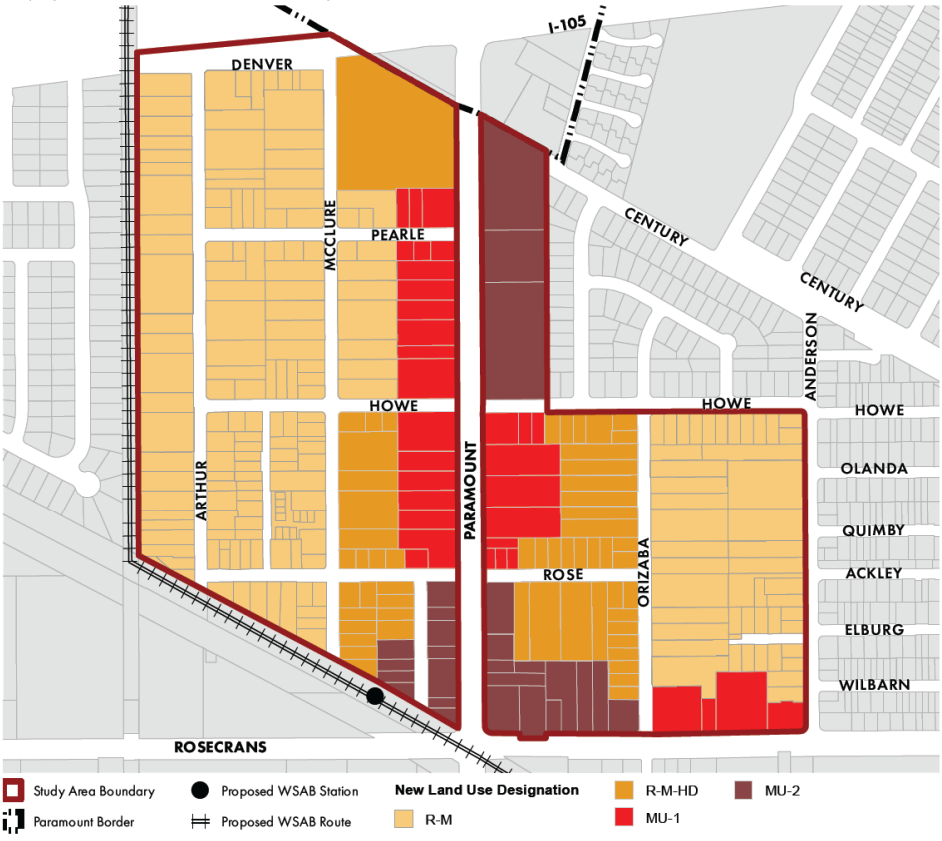


Table 3.3 - Proposed Specific Plan Designations

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

Back To Top

Infrastructure

The North Paramount Gateway Specific Plan also includes a mobility and parking plan in addition to other recommendations for public infrastructure. The plan identifies several treatments to calm traffic, facilitate safer crossings, and generally make pedestrians of all abilities more visible to drivers and cyclists. Provisions are included for widening public sidewalks, extending curbs into parking lanes at street intersections, adding pedestrian-scale lighting, and improving pedestrian signal systems.

Public Outreach

In addition to extensive analysis and land use modeling, public outreach and comments are fundamental aspects of the development of any specific plan. The North Paramount Gateway Specific Plan is no exception. The project team staffed informational tables at the Farmers Market, Friday Night Paramount, the Eco-Friendly Fair, and during the Summer Concert Series. On Saturday, September 25, 2021, a community workshop was conducted at the Community Center at Paramount Park to further listen to public comments and refine plan options. A community open house was also held on Saturday, August 19, 2023. The outreach events were supplemented with an online community survey that was thoroughly publicized. Finally, the Planning Commission and City Council meetings were formally noticed with the inclusion of direct mailings to property owners and tenants within 500 feet of the proposed specific plan area. Flyers were also directly distributed to all properties within 500 feet of the plan area in advance of the final open house event and City Council public hearing.

Environmental Assessment

As lead agency, the City of Paramount retained EPD Solutions, Inc. to conduct the environmental assessment of the North Paramount Gateway Specific Plan Project. An EIR was prepared for the Project. Below is a summary of the environmental analysis contained in the EIR. It must be noted that, according to CEQA law, the EIR must assess a “worst case” scenario. In the case of the North Paramount Gateway Specific Plan, such a scenario assumes that all of the development and redevelopment in the Plan area would occur all at once. This is certainly not the case. Any development/redevelopment in the Plan area would occur over decades and in phases at the discretion of each individual property owner with City approval as required.

The Final EIR concluded that, even with application of feasible mitigation measures, three impacts cannot be entirely avoided or reduced to less than significant levels. Adoption of a Statement of Overriding Considerations would be necessary to approve the North Paramount Gateway Specific Plan Project. The Final EIR identifies impacts in Air Quality, Greenhouse Gas Emissions, and Noise During Construction as environmental effects which are considered unavoidable. However, as explained above, these environmental effects would not occur to the level described because of the nature and decades-long schedule of anticipated development/redevelopment.

Back To Top

Several mitigation measures adopted will serve to reduce these impacts, but even with the inclusion of these conditions, the impacts cannot be reduced to “less than significant” levels. Staff recommends the City Council therefore make the following Statement of Overriding Considerations which warrants approval of the North Gateway Specific Plan Project notwithstanding that all identified effects on the environment are not fully mitigated.

With respect to the significant environmental effect of the Project noted above, the City finds that the stated benefits of the North Paramount Gateway Specific Plan Project outweigh the significant effects on the environment. Pursuant to Public Resources Code Section 21081(b) and CEQA Guidelines Sections 15043, 15092, and 15093, any remaining significant effects on the environment are acceptable due to these overriding considerations:

1. **Substantial mitigation has been provided to further reduce impacts.** Impacts have been mitigated to the maximum extent feasible and the analysis conducted is conservative to provide for the maximum level of scrutiny and disclosure.

2. The North Paramount Gateway Specific Plan 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. The Southern California Association of Governments’ Connect SoCal goals include focusing higher-density development in transit-rich areas.

3. The North Paramount Gateway Specific Plan 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.

4. Buildout of the North Paramount Gateway Specific Plan would result in improvement of the projected jobs-household ratio, which is a benefit of the proposed North Paramount Gateway Specific Plan because a more balanced jobs-to-housing ratio could improve the environment by reducing vehicle miles traveled and emissions from motor vehicles.

5. The North Paramount Gateway Specific Plan provides for additional housing to support the regionally forecasted increase in economic activities and employment increases.

6. The North Paramount Gateway Specific Plan provides for higher density and mixed-use residential developments that would accommodate the City’s Regional Housing Need Assessment (RHNA). The North Paramount Gateway Specific Plan promotes development of affordable housing units as projects in the area that would be eligible for density bonus, transit-oriented, and other incentives that reward development of affordable units.

Back To Top

AIR QUALITY MITIGATION

Proposed air quality mitigation measures include project dust control, higher construction equipment emissions standards, low-emitting paints, electric construction equipment, enhanced energy efficiency (5% above code requirements), and enhanced water conservation.

GREENHOUSE GAS MITIGATION

Greenhouse gas mitigations include higher construction equipment emissions standards, electric construction equipment, enhanced energy efficiency, and enhanced water conservation.

NOISE MITIGATION

Noise mitigations include construction equipment measures, installation of construction noise barriers, and noise attenuation features in building construction.

FISCAL IMPACT

None.

VISION, MISSION, VALUES, AND STRATEGIC OUTCOMES

The City's Vision, Mission, and Values set the standard for the organization; establish priorities, uniformity, and guidelines; and provide the framework for policy decisionmaking. The Strategic Outcomes were implemented to provide a pathway to achieving the Vision of a city that is safe, healthy, and attractive. This item aligns with all Strategic Outcomes.

RECOMMENDED ACTION

It is recommended that the City Council adopt Resolution No. 23:028 and Resolution No. 23:029.

It is recommended that the City Council read by title only, waive further reading, introduce Ordinance No. 1173 and Ordinance No. 1174, and place them on the next regular agenda for adoption.

CITY OF PARAMOUNT

ATTACHMENT

DUE TO THE SIZE OF THE ENVIRONMENTAL DOCUMENTS (CALIFORNIA ENVIRONMENTAL QUALITY ACT, CEQA), THE ATTACHMENTS FOR ITEM NO. 2 (NORTH PARAMOUNT GATEWAY SPECIFIC PLAN PROJECT) – (1) NORTH PARAMOUNT GATEWAY SPECIFIC PLAN; (2) FINAL ENVIRONMENTAL IMPACT REPORT; (3) DRAFT ENVIRONMENTAL IMPACT REPORT – ARE AVAILABLE FOR REVIEW IN THE PLANNING DEPARTMENT OFFFICE AND ONLINE AT:

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

Back To Top

AUGUST 22, 2023

PUBLIC HEARING

RESOLUTION NO. 23:028/ENVIRONMENTAL IMPACT REPORT (EIR)

"A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF PARAMOUNT SETTING FORTH ITS FINDINGS OF FACT AND APPROVING THE CERTIFICATION OF THE FINAL ENVIRONMENTAL IMPACT REPORT; APPROVING A MITIGATION MONITORING AND REPORTING PROGRAM; AND ADOPTING A STATEMENT OF OVERRIDING CONSIDERATIONS ASSOCIATED WITH GENERAL PLAN AMENDMENT NO. 22-2, ZONE CHANGE NO. 240, AND ZONING ORDINANCE TEXT AMENDMENT NO. 25 FOR THE NORTH PARAMOUNT GATEWAY SPECIFIC PLAN PROJECT

MOTION IN ORDER:

READ BY TITLE ONLY AND ADOPT RESOLUTION NO. 23:028.

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

CITY OF PARAMOUNT
LOS ANGELES COUNTY, CALIFORNIA

RESOLUTION NO. 23:028

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF PARAMOUNT SETTING FORTH ITS FINDINGS OF FACT AND APPROVING THE CERTIFICATION OF THE FINAL ENVIRONMENTAL IMPACT REPORT; APPROVING A MITIGATION MONITORING AND REPORTING PROGRAM; AND ADOPTING A STATEMENT OF OVERRIDING CONSIDERATIONS ASSOCIATED WITH GENERAL PLAN AMENDMENT NO. 22-2, ZONE CHANGE NO. 240, AND ZONING ORDINANCE TEXT AMENDMENT NO. 25 FOR THE NORTH PARAMOUNT GATEWAY SPECIFIC PLAN PROJECT

WHEREAS, under Section 21067 of the Public Resources Code and Section 15367 of the California Environmental Quality Act Guidelines, the City of Paramount is the lead agency for the project; and

WHEREAS, on December 21, 2022, pursuant to the California Environmental Quality Act (CEQA), a Draft Environmental Impact Report (DEIR) was prepared and made available for public review from December 22, 2022 to February 6, 2023. A Notice of Completion and Availability of a DEIR was posted with the State Clearinghouse, City Clerk, Los Angeles County Clerk, Paramount Library, and sent to responsible agencies. An electronic copy of the document was also posted on the City's website: http://www.paramountcity.com/government/planning-department/planning-division/environmental-documents

WHEREAS, on February 23, 2022, the Final Environmental Impact Report (FEIR) and Mitigation Monitoring and Reporting Program (MMRP) for the project, incorporating comments received on the DEIR, was published on the City's website.

WHEREAS, on April 20, 2023, a Notice of Planning Commission public hearing was published in a newspaper of general circulation, posted onsite, and mailed to property owners and occupants within a 500-foot radius of the project site.

WHEREAS, on July 5, 2023, the Planning Commission conducted a duly noticed public hearing on the application, during which it considered the FEIR, Mitigation Monitoring and Reporting Program, statement of overriding considerations, staff report, and public comment and other testimony submitted at the hearing; and

WHEREAS, on July 5, 2023, the Planning Commission recommended that the City Council certify the Final EIR and approve General Plan Amendment No. 22-2, Zone Change No. 240, and Zoning Ordinance Text Amendment No. 25.

Back To Top

WHEREAS, on August 10, 2023, a Notice of City Council public hearing was published in a newspaper of general circulation, posted onsite, and mailed to property owners and occupants within a 500-foot radius of the project site.

WHEREAS, on August 22, 2023, the City Council conducted a duly noticed public hearing on the application, during which it considered the FEIR, Mitigation Monitoring and Reporting Program, statement of overriding considerations, staff report, and public comment and other testimony submitted at the hearing; and

WHEREAS, on August 22, 2023, the City Council considered the certification of the Final EIR and approval of General Plan Amendment No. 22-2, Zone Change No. 240, and Zoning Ordinance Text Amendment No. 25.

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

SECTION 1. The above recitations are true and correct.

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

SECTION 3. The City Council finds that all requirements of notice have been complied with pursuant to State Law and the Municipal Code.

SECTION 4. The City Council finds that the evidence presented does justify certification of the Final EIR and adoption of the following Findings for Approval of the North Paramount Gateway Specific Plan Project:

1. The Final Environmental Impact Report (Final EIR State Clearinghouse [SCH] No. 2022010064) was presented to the City of Paramount City Council. All voting members of the City Council have reviewed and considered the information contained in the Final EIR (SCH No. 2022010064) and its appendices. All voting members of the City Council have reviewed and considered testimony at the City Council hearing and additional information presented at or prior to the public hearing. Pursuant to Public Resource Code § 21082.1(c)(3), the FEIR reflects the independent judgment and analysis of the City as lead agency. The DEIR and FEIR were prepared by a consultant hired by the City and were reviewed and analyzed independently by the Planning Department staff and the Planning Commission. The City Council, which is the decisionmaking body of the City for the Project, has reviewed and considered the information contained in the FEIR. Publication and public circulation of the DEIR complied with the requirements of CEQA. Comments were received during the public review period, all of which have been addressed and responded to in the FEIR. No “significant new information,” within the meaning of CEQA Guidelines Section 15088.5, was added to the DEIR

Back To Top

after the public comment period, and as such, no recirculation was required pursuant to Public Resources Code Section 21092.1. The City Council certifies the Final EIR for the purpose of approving General Plan Amendment No. 22-2, Zone Change No. 240, and Zoning Ordinance Text Amendment No. 25.

2. The City of Paramount City Council finds that the Final EIR (SCH No. 2022010064), dated March 2023, constitutes a complete, accurate, adequate, and good faith effort at full disclosure under CEQA. The City of Paramount City Council further finds that the Final EIR and appendices dated March 2023 have been completed in compliance with CEQA.

3. The documents and other materials which constitute the record of proceedings upon which this decision is based are in the custody of the City Clerk of the City of Paramount, located at 16400 Colorado Avenue, Paramount, California 90723.

SECTION 5. The Final EIR (SCH No. 2022010064) for the North Paramount Gateway Specific Plan Project identifies the following three environmental impacts (air quality, greenhouse gas, noise) which cannot be fully mitigated to a level of insignificance and are therefore considered unavoidable:

i) Impact AQ-1: The Project would conflict with or obstruct implementation of an applicable air quality plan at both the project and cumulative levels. Impacts would be significant and unavoidable;

ii) Impact AQ-2: The Project would 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 at both the project and cumulative levels. Impacts would be significant and unavoidable;

iii) Impact GHG-1: The Project would generate greenhouse gas emissions, either directly or indirectly, that would have a significant impact on the environment Impacts would be significant and unavoidable.

iv) Impact NOI-1: The Project would 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 plan or noise ordinance, or applicable standards of other agencies. Impacts would be significant and unavoidable.

A number of mitigation measures are included in the Final EIR that would mitigate the impact.

To the extent the impacts remain significant and unavoidable with mitigation, such impacts are acceptable when weighed against the overriding social, economic, legal, technical, and other considerations set forth in the Statement of Overriding

Back To Top

Considerations included herein. Feasible changes or alterations have been required in, or incorporated into, the approved Project which avoid or substantially lessen the significant environmental effects to the maximum extent feasible, as discussed below.

AIR QUALITY

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

Mitigation Measure AQ-2: Tier 4 Construction Equipment. Construction plans and specifications and construction permitting shall include the requirement that for construction equipment greater than 50 horsepower (>50 HP), the construction contractor shall use off-road diesel construction equipment that complies with Environmental Protection Agency (EPA)/California Air Resources Board (CARB) Tier 4 emissions standards during all construction phases and will ensure that all construction equipment be tuned and maintained in accordance with the manufacturer's specifications.

Mitigation Measure 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.

Mitigation Measure 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.

Mitigation Measure 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.

Back To Top

Mitigation Measure 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.

Mitigation Measure 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.

Mitigation Measure: 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.

Mitigation Measure: 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). Development shall also implement a landscaping palette emphasizing drought tolerant plants; use of water-efficient irrigation techniques; and U.S. EPA Certified WaterSense labeled or equivalent faucets, high-efficiency toilets (HETs), and water-conserving shower heads.

GREENHOUSE GAS EMISSIONS

Mitigation Measures: MM AQ-2, MM AQ-4, MM AQ-5, MM AQ-8, and **MM AQ-9,** as listed previously.

Back To Top

NOISE

Mitigation Measure 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.

Mitigation Measure 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.

Mitigation Measure 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).

Mitigation Measure 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.

Back To Top

Mitigation Measure 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 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.

SECTION 6. The Final EIR (SCH No. 2022010064), dated March 2023, identified subject areas for which the Project is considered to cause or contribute to significant, but mitigable environmental impacts (Class II). For each of these Class II impacts identified in the Final EIR, feasible changes or alterations have been required in, or incorporated into, the Project which avoid or substantially lessen the significant environmental effects to insignificance.

SECTION 7. The Final EIR concluded that, even with application of feasible mitigation measures, three impacts cannot be entirely avoided or reduced to less than significant levels. Adoption of a Statement of Overriding Considerations would be necessary to approve the North Paramount Gateway Specific Plan Project. The Final EIR (State Clearinghouse No. 2022010064) identifies impacts in Air Quality, Greenhouse Gas Emissions, and Noise as significant environmental effects which are considered unavoidable. The identified significant and unavoidable impacts are described above.

Several mitigation measures adopted will serve to reduce these impacts, but even with the inclusion of these conditions, the impacts cannot be reduced to less than significant levels. The City of Paramount City Council therefore makes the following Statement of Overriding Considerations which warrants approval of the North Gateway Specific Plan Project notwithstanding that all identified effects on the environment are not fully mitigated.

Back To Top

With respect to the significant environmental effect of the Project noted above, the City finds that the stated benefits of the North Paramount Gateway Specific Plan Project outweigh the significant effects on the environment. Pursuant to Public Resources Code Section 21081(b) and CEQA Guidelines Sections 15043, 15092, and 15093, any remaining significant effects on the environment are acceptable due to these overriding considerations:

1. **Substantial mitigation has been provided to further reduce impacts.** Impacts have been mitigated to the maximum extent feasible and the analysis conducted is conservative to provide for the maximum level of scrutiny and disclosure.

2. The North Paramount Gateway Specific Plan 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.

3. The North Paramount Gateway Specific Plan 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.

4. Buildout of the North Paramount Gateway Specific Plan would result in improvement of the projected jobs-household ratio, which is a benefit of the proposed North Paramount Gateway Specific Plan because a more balanced jobs-to-housing ratio could improve the environment by reducing vehicle miles traveled and emissions from motor vehicles.

5. The North Paramount Gateway Specific Plan provides for additional housing to support the regionally forecasted increase in economic activities and employment increases.

6. The North Paramount Gateway Specific Plan provides for higher density and mixed-use residential developments that would accommodate the City's Regional Housing Need Assessment (RHNA). The North Paramount Gateway Specific Plan promotes development of affordable housing units as projects in the area would be eligible for density bonus, transit-oriented, and other incentives that reward development of affordable units.

SECTION 8. Based on the findings set forth in this Resolution, including without limitation those set forth in all Sections above, the City Council certifies the FEIR pursuant to CEQA Guidelines Section 15090(a), adopts the MMRP, and adopts the statement of overriding considerations set forth in Section 6. In the event of any inconsistencies between the mitigation measures as set forth in the FEIR and the MMRP, the MMRP shall

Back To Top

control. A notice of determination shall be filed with the County Clerk of the County of Los Angeles pursuant to the California Environmental Quality Act.

SECTION 9. That pursuant to Resolution No. 82:043 of the City Council the time limit to seek judicial review pursuant to California Code of Civil Procedure is ninety (90) days from the date hereof.

SECTION 10. The City Council approves the applied for applications in the above-entitled matter, subject to the mitigation measures described above, and the Mitigation Monitoring and Reporting Program (Chapter 4 of the FEIR) is included as Exhibit A.

SECTION 11. This Resolution shall take effect immediately upon its adoption.

PASSED, APPROVED, and ADOPTED this 22nd day of August 2023.

_____
Isabel Aguayo, Mayor

Attest:

_____
Heidi Luce, City Clerk

h:\comdev\general\wp\johnking\reports2023\northparamount\northparamounteirrescc.docx

Back To Top

EXHIBIT A

Back To Top

Chapter 4. Mitigation Monitoring and Reporting Program

4.1 Introduction

The California Environmental Quality Act (CEQA) requires a lead or public agency that approves or carries out a project for which an Environmental Impact Report has been certified which identifies one or more significant adverse environmental effects and where findings with respect to changes or alterations in the project have been made, to adopt a "…reporting or monitoring program for the changes to the project which it has adopted or made a condition of project approval in order to mitigate or avoid significant effects on the environment" (CEQA, Public Resources Code Sections 21081, 21081.6).

A Mitigation Monitoring and Reporting Program (MMRP) is required to ensure that adopted mitigation measures are successfully implemented for the North Paramount Gateway Specific Plan (NPGSP) Project (Project). The City of Paramount is the Lead Agency for the Project and is responsible for implementation of the MMRP. This report describes the MMRP for the Project and identifies the parties that will be responsible for monitoring implementation of the individual mitigation measures in the MMRP.

4.2 Mitigation Monitoring and Reporting Program

This MMRP is for implementation during each development project within the NPGSP area. The measures listed in Table 4-1 will be active through all phases of each development, including design, construction, and operation. The table identifies the mitigation measures required by the City to mitigate or avoid significant adverse impacts associated with the implementation of the Project, the monitoring process, the timing of implementation, and the responsible party or parties for monitoring compliance.

The MMRP also includes a column that will be used by the compliance monitor (individual responsible for monitoring compliance) to document when implementation of the measure is completed for each development. As individual mitigation measures are completed, the compliance monitor will sign and date the MMRP, indicating that the required actions have been completed.

This page intentionally left blank.

TABLE 4-1: MITIGATION MONITORING AND REPORTING PROGRAM
NORTH PARAMOUNT GATEWAY SPECIFIC PLAN PROJECT EIR

Mitigation Measure	Implementation Responsibility	Timing/Reporting Action	Responsible for Ensuring Compliance / Verification	Monitoring Compliance Record Name/Date
AIR QUALITY				
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 street (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.	In grading plans, construction plans, and related permitting. Project Applicant/Construction Contractor.	Prior to issuance of demolition, grading, and building permits. Site inspection during demolition, grading, and construction.	City of Paramount Building and Safety Division	Initials: _____ Date: _____
MM AQ-2: Tier 4 Construction Equipment. Construction plans and specifications and construction permitting shall include the requirement that for construction equipment greater than 50 horsepower (>50 HP), the construction contractor shall use off-road diesel construction equipment that complies with Environmental Protection Agency (EPA)/California Air Resources Board (CARB) Tier 4 emissions standards during all construction phases and will ensure that all construction equipment be tuned and maintained in accordance with the manufacturer's specifications. If Tier 4 construction equipment is not available, the next highest Tier equipment (e.g., Tier 3) shall be used.	In grading and construction plans, specifications, and permitting. Project Applicant/Construction Contractor.	Prior to issuance of a demolition, grading, or building permit. Site inspection during demolition, grading, and construction.	City of Paramount Building and Safety Division	Initials: _____ Date: _____
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,	In construction plans, specifications, and permitting. Project Applicant/Construction	Prior to issuance of building permits. Site inspection during construction.	City of Paramount Building and Safety Division	Initials: _____ Date: _____

Mitigation Measure	Implementation Responsibility	Timing/Reporting Action	Responsible for Ensuring Compliance / Verification	Monitoring Compliance Record Name/Date
the applicant may utilize tilt-up concrete buildings that do not require the use of architectural coatings.	Contractor.			
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.	In construction plans, specifications, and permitting. Project Applicant/Construction Contractor.	Prior to issuance of a demolition, grading, or building permit. Site inspection during demolition, grading, and construction.	City of Paramount Building and Safety Division	Initials: _____ Date: _____
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.	In construction plans, specifications, and permitting. Project Applicant/Construction Contractor.	Prior to issuance of a demolition, grading, or building permit. Site inspection during demolition, grading, and construction.	City of Paramount Building and Safety Division	Initials: _____ Date: _____
MM AQ-6: Construction Equipment Maintenance. Construction plans and specifications and construction permitting shall require that construction equipment be maintained in good operating 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.	In construction plans, specifications, and permitting. Project Applicant/Construction Contractor.	Prior to issuance of a demolition, grading, or building permit. Site inspection during demolition, grading, and construction.	City of Paramount Building and Safety Division	Initials: _____ Date: _____
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	In grading and construction plans, specifications, and permitting. Project Applicant/Construction Contractor.	Prior to issuance of a demolition, grading, or building permit. Site inspection during demolition, grading, and construction.	City of Paramount Building and Safety Division	Initials: _____ Date: _____

Mitigation Measure	Implementation Responsibility	Timing/Reporting Action	Responsible for Ensuring Compliance / Verification	Monitoring Compliance Record Name/Date
by the City. Contractors shall also conform to any construction measures imposed by the SCAQMD as well as City Planning Staff.				
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 percent (%) 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 in 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 of energy-efficient space heating and cooling equipment; • Installation of electrical hook-ups at loading dock areas; • Installation of dual-paned or other energy efficient windows; • Use of interior and exterior energy efficient lighting that exceeds the incumbent California Title 24 Energy Efficiency performance standards; • Installation of automatic devices to turn off lights where they are not needed; • Application of a paint and surface color palette that emphasizes light and off-white colors that reflect heat away from buildings; • Design of 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 of buildings to accommodate photo-voltaic solar electricity systems or the installation of photo-voltaic solar electricity systems; • Installation of ENERGY STAR-qualified energy-efficient appliances, heating and cooling systems, office equipment, and/or lighting products.	Energy usage calculations in building plans and specifications. Project Applicant/Construction Contractor.	Prior to building permits or certificates of occupancy. Site inspection during construction or building permitting.	City of Paramount Building and Safety Division	Initials: _____ Date: _____

Mitigation Measure	Implementation Responsibility	Timing/Reporting Action	Responsible for Ensuring Compliance / Verification	Monitoring Compliance Record Name/Date
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). Development proposals within the NPGSP area 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.	In development proposals, project plans, specifications, and permits. Project Applicant/Construction Contractor.	Prior to building permits or certificates of occupancy. Site inspection during construction or building permitting.	City of Paramount Building and Safety Division City of Paramount Planning Division (landscaping and irrigation)	Initials: _____ Date: _____
MM AQ-10: Localized Emissions. 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 [NOX], carbon monoxide [CO], Particulate Matter 10 microns in diameter or less [PM10], and Particulate Matter 2.5 microns in diameter or less [PM2.5]) 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.	Development application requirements. Project Applicant.	During City project application review process. Prior to project approval.	City of Paramount Planning Division	Initials: _____ Date: _____

Mitigation Measure	Implementation Responsibility	Timing/Reporting Action	Responsible for Ensuring Compliance / Verification	Monitoring Compliance Record Name/Date
MM AQ-11: Toxic Air Contaminants. 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 sources of TACs (e.g., warehouses, industrial areas, freeways, roadways, and 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 microgram per cubic meter (µg/m3), PM2.5 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 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).	Development application requirements. Project Applicant.	During City project application review process. Prior to project approval.	City of Paramount Planning Division	Initials: _____ Date: _____
CULTURAL RESOURCES				
PPP CUL-1: 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.	In grading and construction plans, specifications, and permitting. Project Applicant/Construction Contractor.	Prior to issuance of grading permits.	City of Paramount Building and Safety Division	Initials: _____ Date: _____

Mitigation Measure	Implementation Responsibility	Timing/Reporting Action	Responsible for Ensuring Compliance / Verification	Monitoring Compliance Record Name/Date
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. A 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.	Development application requirements. Project Applicant.	During City project application review process for sites with buildings in excess of 50 years old. Prior to project demolition permits.	City of Paramount Planning Division	Initials: _____ Date: _____

Mitigation Measure	Implementation Responsibility	Timing/Reporting Action	Responsible for Ensuring Compliance / Verification	Monitoring Compliance Record Name/Date
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.	Development application requirements. Project Applicant.	During City project application review process. Prior to project approval or permit issuance.	City of Paramount Planning Division	Initials: _____ Date: _____

Mitigation Measure	Implementation Responsibility	Timing/Reporting Action	Responsible for Ensuring Compliance / Verification	Monitoring Compliance Record Name/Date
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.	Development application requirements. Project Applicant.	During City project application review process. Prior to project approval or permit issuance.	City of Paramount Planning Division	Initials: _____ Date: _____
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.	Development application requirements. Project Applicant.	During City project application review process. Prior to project approval or permit issuance.	City of Paramount Planning Division	Initials: _____ Date: _____
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	In grading and construction plans, specifications, and permitting. Project Applicant/Construction Contractor.	Prior to issuance of a grading permit.	City of Paramount Planning Division	Initials: _____ Date: _____

Mitigation Measure	Implementation Responsibility	Timing/Reporting Action	Responsible for Ensuring Compliance / Verification	Monitoring Compliance Record Name/Date
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.	In grading and construction plans, specifications, and permitting. Project Applicant/Construction Contractor.	Prior to issuance of grading permits.	City of Paramount Building and Safety Division	Initials: _____ Date: _____
MM CUL-&: 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.	In grading and construction plans, specifications, and permitting. Project Applicant/Construction Contractor.	After completion of grading activities. Report submittal to the City Paramount Planning Division.	City of Paramount Planning Division	Initials: _____ Date: _____
GEOLOGY AND SOILS				
Mitigation Measure 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	In grading and construction plans,	Prior to issuance of grading permits, and final paleontological report prior to issuance of final project permitting.	City of Paramount Building and Safety Division	Initials: _____ Date: _____

Mitigation Measure	Implementation Responsibility	Timing/Reporting Action	Responsible for Ensuring Compliance / Verification	Monitoring Compliance Record Name/Date
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	specifications, and permitting. Project Applicant/Construction Contractor.			

Mitigation Measure	Implementation Responsibility	Timing/Reporting Action	Responsible for Ensuring Compliance / Verification	Monitoring Compliance Record Name/Date
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				

Mitigation Measure	Implementation Responsibility	Timing/Reporting Action	Responsible for Ensuring Compliance / Verification	Monitoring Compliance Record Name/Date
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 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. 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				

Mitigation Measure	Implementation Responsibility	Timing/Reporting Action	Responsible for Ensuring Compliance / Verification	Monitoring Compliance Record Name/Date
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				

Mitigation Measure	Implementation Responsibility	Timing/Reporting Action	Responsible for Ensuring Compliance / Verification	Monitoring Compliance Record Name/Date
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. 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 Division 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.				
NOISE				
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	In Construction Plans and Specifications.	Prior to the issuance of a demolition, grading, or building permit.	City of Paramount Building and Safety Division	Initials: _____ Date: _____

Mitigation Measure	Implementation Responsibility	Timing/Reporting Action	Responsible for Ensuring Compliance / Verification	Monitoring Compliance Record Name/Date
stationary construction equipment shall be placed so that emitted noise is directed away from the noise-sensitive use nearest the construction activity.	Project Applicant/Construction Contractor.	Site inspection during construction.		
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.	Construction, demolition, grading, and construction plans, specifications, and permitting. Project Applicant/Construction Contractor.	Prior to the issuance of a demolition, grading, or building permit. Site inspection during construction.	City of Paramount Building and Safety Division	Initials: _____ Date: _____
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).	Construction, demolition, grading, and construction plans, specifications, and permitting. Project Applicant/Construction Contractor.	Prior to the issuance of a demolition, grading, or building permit. Site inspection during construction.	City of Paramount Building and Safety Division	Initials: _____ Date: _____
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: • 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	Construction, demolition, grading, and construction plans, specifications, and permitting. Project Applicant/Construction Contractor.	Prior to the issuance of a demolition, grading, or building permit. Site inspection during demolition, grading, and/or construction.	City of Paramount Building and Safety Division	Initials: _____ Date: _____

Mitigation Measure	Implementation Responsibility	Timing/Reporting Action	Responsible for Ensuring Compliance / Verification	Monitoring Compliance Record Name/Date
• 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.	Construction, demolition, grading, and construction plans, specifications, and permitting. Project Applicant/Construction Contractor.	Prior to building permit.	City of Paramount Planning Division	Initials: _____ Date: _____
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.	Construction, demolition, grading, and construction plans, specifications, and permitting. Project Applicant/Construction Contractor.	Prior to building permit.	City of Paramount Planning Division	Initials: _____ Date: _____
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	Construction, demolition, grading, and construction plans, specifications, and permitting. Project Applicant/Construction Contractor.	Prior to the issuance of a demolition, grading, or building permit. Site inspection during demolition, grading, and/or construction.	City of Paramount Building and Safety Division	Initials: _____ Date: _____

Mitigation Measure	Implementation Responsibility	Timing/Reporting Action	Responsible for Ensuring Compliance / Verification	Monitoring Compliance Record Name/Date
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.				
TRIBAL CULTURAL RESOURCES				
Mitigation Measure TRC-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	Construction, demolition, grading, and construction plans, specifications, and permitting. Project Applicant/Construction Contractor.	Prior to issuance of grading permits.	City of Paramount Building and Safety Division	Initials: _____ Date: _____

Mitigation Measure	Implementation Responsibility	Timing/Reporting Action	Responsible for Ensuring Compliance / Verification	Monitoring Compliance Record Name/Date
(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.				
MM TRC-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	In grading and construction plans, specifications, and permitting. Project Applicant/Construction Contractor.	Prior to issuance of grading permits.	City of Paramount Building and Safety Division	Initials: _____ Date: _____

Mitigation Measure	Implementation Responsibility	Timing/Reporting Action	Responsible for Ensuring Compliance / Verification	Monitoring Compliance Record Name/Date
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.				
MM 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.	In grading and construction plans, specifications, and permitting. Project Applicant/Construction Contractor.	Prior to issuance of grading permits.	City of Paramount Building and Safety Division	Initials: _____ Date: _____

Mitigation Measure	Implementation Responsibility	Timing/Reporting Action	Responsible for Ensuring Compliance / Verification	Monitoring Compliance Record Name/Date
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.				

Mitigation Measure	Implementation Responsibility	Timing/Reporting Action	Responsible for Ensuring Compliance / Verification	Monitoring Compliance Record Name/Date
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.				
Utilities and Service Systems				
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.	Development application requirements. Project Applicant.	During City project application review process. Prior to project approval or permitting.	City of Paramount Building and Safety Division	Initials: _____ Date: _____

This page intentionally left blank.

AUGUST 22, 2023

PUBLIC HEARING

RESOLUTION NO. 23:029/GENERAL PLAN AMENDMENT NO. 22-2

"A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF PARAMOUNT SETTING FORTH ITS FINDING OF FACT AND DECISION, APPROVING A REQUEST TO REPLACE THE CLEARWATER NORTH AND HOWE-ORIZABA SPECIFIC PLANS WITH THE NORTH PARAMOUNT GATEWAY SPECIFIC PLAN AND EXPAND THE SPECIFIC PLAN AREA TO INCLUDE ALL PARAMOUNT BOULEVARD PROPERTIES SOUTH OF THE CENTURY (I-105) FREEWAY, NORTH OF ROSECRANS AVENUE AND THE METRO/PACIFIC ELECTRIC RAILWAY RIGHT-OF-WAY, AND ALL OTHER PROPERTIES DESIGNATED COMMERCIAL OR MULTIPLE-FAMILY RESIDENTIAL BETWEEN THE TWO EXISTING SPECIFIC PLAN AREAS IN THE CITY OF PARAMOUNT

MOTION IN ORDER:

READ BY TITLE ONLY AND ADOPT RESOLUTION NO. 23:029.

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

CITY OF PARAMOUNT
LOS ANGELES COUNTY, CALIFORNIA

RESOLUTION NO. 23:029

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF PARAMOUNT SETTING FORTH ITS FINDINGS OF FACT AND DECISION, APPROVING GENERAL PLAN AMENDMENT NO. 22-2, A REQUEST TO REPLACE THE CLEARWATER NORTH AND HOWE-ORIZABA SPECIFIC PLANS WITH THE NORTH PARAMOUNT GATEWAY SPECIFIC PLAN AND EXPAND THE SPECIFIC PLAN AREA TO INCLUDE ALL PARAMOUNT BOULEVARD PROPERTIES SOUTH OF THE CENTURY (I-105) FREEWAY, NORTH OF ROSECRANS AVENUE AND THE METRO/PACIFIC ELECTRIC RAILWAY RIGHT-OF-WAY, AND ALL OTHER PROPERTIES DESIGNATED COMMERCIAL OR MULTIPLE-FAMILY RESIDENTIAL BETWEEN THE TWO EXISTING SPECIFIC PLAN AREAS IN THE CITY OF PARAMOUNT

WHEREAS, the City Council of the City of Paramount wishes to replace the Clearwater North and Howe-Orizaba Specific Plans with the North Paramount Gateway Specific Plan and expand the specific plan area to include all Paramount Boulevard properties south of the Century (I-105) freeway, north of Rosecrans Avenue and the Metro/Pacific Electric Railway right-of-way, and all other properties designated Commercial or Multiple-Family Residential between the two existing specific plan areas; and

WHEREAS, Ordinance No. 178, the Zoning Ordinance of the City of Paramount, requires the Planning Commission to announce its findings and decisions in zoning matters; and

WHEREAS, on July 5, 2023, the Planning Commission conducted a duly noticed public hearing on the plan, during which it recommended that the City Council certify the Final Environmental Impact Report (FEIR) and Mitigation Monitoring and Reporting Program (MMRP) for the project pursuant to the provisions of the California Environmental Quality Act (CEQA).

WHEREAS, on August 22, 2023, the City Council conducted a duly noticed public hearing on the plan, during which it considered the certification of the Final Environmental Impact Report (FEIR) and Mitigation Monitoring and Reporting Program (MMRP) for the project pursuant to the provisions of the California Environmental Quality Act (CEQA).

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

SECTION 1. The above recitations are true and correct.

Back To Top

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

SECTION 3. The City Council finds that all requirements of notice have been complied with pursuant to State Law and the Municipal Code.

SECTION 4. The City Council finds that the evidence presented does justify the granting of this plan for the following reasons:

1. That modified conditions warrant a revision in the General Plan Land Use Map as it pertains to the area under consideration.

2. That a need for the proposed land use designation exists within such area and that the proposed change is necessary, proper, and not likely to be detrimental to adjacent properties.

3. That the particular properties under consideration are proper locations for the said land use designation within such area and suitable in terms of access and size of parcels.

4. That placement of the proposed land use designation at such location will be in the interest of public health, safety, and general welfare.

5. That such land use designation is necessary or desirable for the development of the community, is essentially in harmony with the various elements of the General Plan, and is not detrimental to existing uses.

SECTION 5. Based on the foregoing findings the City Council approves adoption of a resolution following public hearings to be conducted as required by law.

SECTION 6. This Resolution shall take effect immediately upon its adoption.

PASSED, APPROVED, and ADOPTED this 22nd day of August 2023.

Back To Top

_____
Isabel Aguayo, Mayor

Attest:

_____
Heidi Luce, City Clerk

h:\comdev\general\wp\johnking\reports2023\northparamount\northparamountgp222rescc.docx

Back To Top

AUGUST 22, 2023

ORDINANCE NO. 1173/ZONE CHANGE NO. 240

"AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF PARAMOUNT, APPROVING ZONE CHANGE NO. 240, A REQUEST TO CHANGE THE OFFICIAL ZONING MAP FROM CLEARWATER NORTH AND HOWE-ORIZABA TO NORTH PARAMOUNT GATEWAY SPECIFIC PLAN; AND CHANGE THE ZONE OF THE EXPANDED AREA BETWEEN THE TWO EXISTING SPECIFIC PLAN AREAS FROM C-3 (GENERAL COMMERCIAL), C-M (COMMERCIAL-MANUFACTURING), AND PD-PS (PLANNED DEVELOPMENT WITH PERFORMANCE STANDARDS) TO NORTH PARAMOUNT GATEWAY SPECIFIC PLAN IN THE CITY OF PARAMOUNT"

MOTION IN ORDER:

READ BY TITLE ONLY, WAIVE FURTHER READING, INTRODUCE ORDINANCE NO. 1173, AND PLACE IT ON THE NEXT REGULAR AGENDA FOR ADOPTION.

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

Back To Top

CITY OF PARAMOUNT
LOS ANGELES COUNTY, CALIFORNIA

ORDINANCE NO. 1173

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF PARAMOUNT, APPROVING ZONE CHANGE NO. 240, A REQUEST TO CHANGE THE OFFICIAL ZONING MAP FROM CLEARWATER NORTH AND HOWE-ORIZABA TO NORTH PARAMOUNT GATEWAY SPECIFIC PLAN; AND CHANGE THE ZONE OF THE EXPANDED AREA BETWEEN THE TWO EXISTING SPECIFIC PLAN AREAS FROM C-3 (GENERAL COMMERCIAL), C-M (COMMERCIAL-MANUFACTURING), AND PD-PS (PLANNED DEVELOPMENT WITH PERFORMANCE STANDARDS) TO NORTH PARAMOUNT GATEWAY SPECIFIC PLAN IN THE CITY OF PARAMOUNT

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

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

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

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

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

WHEREAS, the Planning Commission held a duly noticed public hearing on July 5, 2023 at which time it considered all evidence presented, both written and oral, and at the end of the hearing voted to adopt Resolution No. PC 23:013, recommending that the City Council adopt this Ordinance; and

WHEREAS, the City Council held a duly noticed public hearing on this Ordinance on August 22, 2023, at which time it considered all evidence presented, both written and oral.

SECTION 2. The Recitals set forth hereinabove are true and correct and incorporated herein by reference as if fully set forth herein.

Back To Top

SECTION 3. The official Zoning Map of the City of Paramount adopted by Ordinance No. 178 on February 20, 1962 is amended as shown on the map attached hereto, marked "Exhibit A", to be zoned North Paramount Gateway Specific Plan. Said change shall be made on the official Zoning Map of the City of Paramount.

SECTION 4. California Environmental Quality Act (CEQA). The City Council certified the Final Environmental Impact Report (FEIR) and Mitigation Monitoring and Reporting Program (MMRP) for the project pursuant to the provisions of the California Environmental Quality Act (CEQA).

SECTION 5. Severability. If any section, subsection, sentence, clause or phrase in this ordinance or the application thereof to any person or circumstance is for any reason held invalid, the validity of the remainder of the ordinance or the application of such provision to other persons or circumstances shall remain in full force and affect and shall not be affected thereby. The City Council hereby declares it would have passed this ordinance and each section, subsection, sentence, clause or phrase thereof, irrespective of the fact that one or more sections, subsections, sentences, clauses, or phrases or the application thereof to any person or circumstance be held invalid.

SECTION 6. Effective Date. This Ordinance shall take effect thirty days after its adoption, shall be certified as to its adoption by the City Clerk, and shall be published as required by law, together with the names and members of the City Council voting for and against the Ordinance.

PASSED, APPROVED, and ADOPTED by the City Council of the City of Paramount this 12th day of September 2023.

_____
Isabel Aguayo, Mayor

Attest:

_____
Heidi Luce, City Clerk

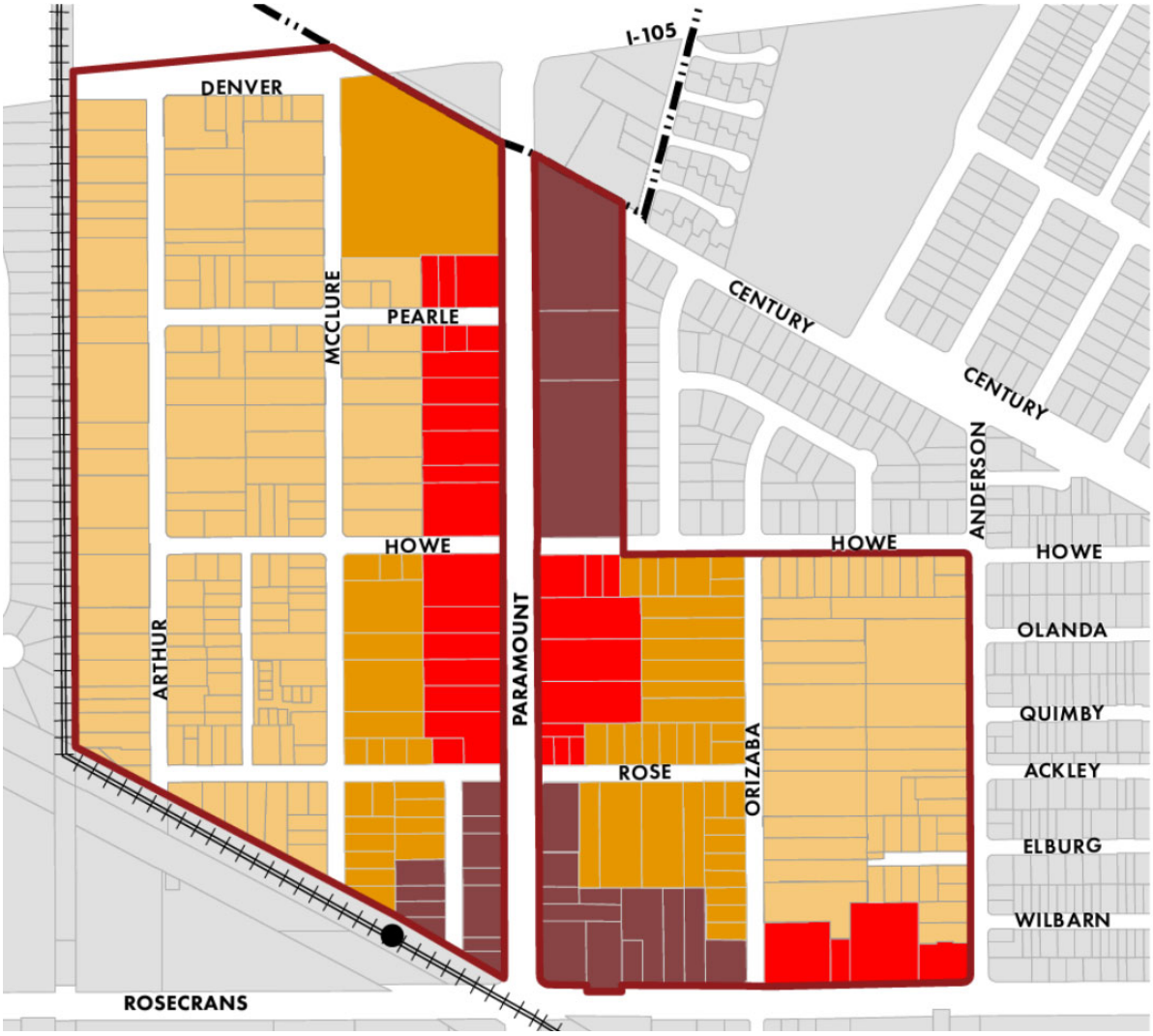
Back To Top

EXHIBIT A

Back To Top

Ordinance No. 1173/Zone Change No. 240

Proposed Zoning



New Land Use Designation

R-M

R-M-HD

MU-1

MU-2

Zone	Description
R-M	Multiple family residential, medium-density
R-M-HD	Multiple family residential, high-density
MU-1	Mixed-use, medium-density
MU-2	Mixed-use, high-density

North Paramount Gateway

Back To Top

AUGUST 22, 2023

ORDINANCE NO. 1174/ZONING ORDINANCE TEXT AMENDMENT NO. 25

"AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF PARAMOUNT, APPROVING ZONING ORDINANCE TEXT AMENDMENT NO. 25, REPEALING AND REPLACING CHAPTER 17.84 OF THE PARAMOUNT MUNICIPAL CODE IN ITS ENTIRETY TO INCORPORATE THE NORTH PARAMOUNT GATEWAY SPECIFIC PLAN INTO THE PARAMOUNT MUNICIPAL CODE"

MOTION IN ORDER:

READ BY TITLE ONLY, WAIVE FURTHER READING, INTRODUCE ORDINANCE NO. 1174, AND PLACE IT ON THE NEXT REGULAR AGENDA FOR ADOPTION.

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

Back To Top

CITY OF PARAMOUNT
LOS ANGELES COUNTY, CALIFORNIA

ORDINANCE NO. 1174

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF PARAMOUNT APPROVING ZONING ORDINANCE TEXT AMENDMENT NO. 25, REPEALING AND REPLACING CHAPTER 17.84 OF THE PARAMOUNT MUNICIPAL CODE IN ITS ENTIRETY TO INCORPORATE THE NORTH PARAMOUNT GATEWAY SPECIFIC PLAN INTO THE PARAMOUNT MUNICIPAL CODE

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

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

A. California Constitution Article XI, Section 7, enables the City of Paramount ("the City") to enact local planning and land use regulations; and

B. The authority to adopt and enforce zoning regulations is an exercise of the City's police power to protect the public health, safety, and welfare; and

C. The City desires to ensure that residential development occurs in a prudently effective manner, in accordance with the goals and objectives of the Paramount General Plan and reasonable land use planning principles as well as in compliance with the provisions of state law; and

D. The City Council finds that the proposed repeal and replacement of Chapter 17.84 provides a land use plan to support sustainability efforts, economic vitality, and enhanced neighborhood quality of life; and

E. The Planning Commission held a duly noticed public hearing on July 5, 2023 at which time it considered all evidence presented, both written and oral, and at the end of the hearing voted to adopt Resolution No. PC 23:014, recommending that the City Council adopt this Ordinance; and

F. The City Council held a duly noticed public hearing on this Ordinance on August 22, 2023, at which time it considered all evidence presented, both written and oral.

SECTION 2. The Recitals set forth hereinabove are true and correct and incorporated herein by reference as if fully set forth herein.

SECTION 3. Chapter 17.84 of the Paramount Municipal Code is repealed in its entirety and replaced to read as follows:

Back To Top

Chapter 17.84

NORTH PARAMOUNT GATEWAY SPECIFIC PLAN

17.84.010 Intent and purpose

It is the intention of this chapter to establish a specific plan that will guide the orderly growth and development of the area known as North Paramount Gateway Specific Plan as identified in the Paramount General Plan. It is the purpose of this chapter to implement the Paramount General Plan objectives, policies, and general land uses as they pertain to the subject area and to establish consistency between the General Plan and North Paramount Gateway.

17.84.20 Adoption by reference.

There is hereby adopted by reference that document known as the North Paramount Gateway Specific Plan, which shall contain all applicable land use regulations constituting zoning for the North Paramount Gateway area. Said document shall be that document contained in Exhibit A of Ordinance No. 1174.

17.84.30 Revisions.

The revision and amendment of this specific plan shall be conducted pursuant to Sections 65450 to 65457 of the California Government Code in accordance with procedures established by the City of Paramount.

SECTION 4. California Environmental Quality Act (CEQA). The City Council certifed the Final Environmental Impact Report (FEIR) and Mitigation Monitoring and Reporting Program (MMRP) for the project pursuant to the provisions of the California Environmental Quality Act (CEQA).

SECTION 5. Severability. If any section, subsection, sentence, clause, or phrase in this ordinance or the application thereof to any person or circumstance is for any reason held invalid, the validity of the remainder of the ordinance or the application of such provision to other persons or circumstances shall remain in full force and affect and shall not be affected thereby. The City Council hereby declares it would have passed this ordinance and each section, subsection, sentence, clause, or phrase thereof, irrespective of the fact that one or more sections, subsections, sentences, clauses, or phrases or the application thereof to any person or circumstance be held invalid.

SECTION 6. Effective Date. This Ordinance shall take effect 30 days after its adoption, shall be certified as to its adoption by the City Clerk, and shall be published as required by law together with the names and members of the City Council voting for and against the Ordinance.

Back To Top

SECTION 7. Certification. The City Clerk shall certify to the passage and adoption of this ordinance and shall cause the same to be published or posted according to law.

PASSED, APPROVED, and ADOPTED by the City Council of the City of Paramount this 12th day of September 2023.

Isabel Aguayo, Mayor

ATTEST

Heidi Luce, City Clerk

h:\comdev\general\wp\johnking\reports2023\northparamount\northparamount_ord1174zota25.docx

Back To Top

CITY OF PARAMOUNT

EXHIBIT A

THE NORTH PARAMOUNT GATEWAY SPECIFIC PLAN IS AVAILABLE FOR REVIEW IN THE PLANNING DEPARTMENT OFFFICE AND ONLINE AT:

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

Back To Top

AUGUST 22, 2023

AMERICAN RESCUE PLAN ACT (ARPA) COMMUNITY FUNDING PRIORITIES

MOTION IN ORDER:
REVIEW AND DISCUSS THE AMERICAN RESCUE PLAN ACT (ARPA) COMMUNITY FUNDING PRIORITIES.

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

PARAMOUNT
THE CITY
Safe, Healthy, and Attractive

AGENDA REPORT

To: Honorable City Council

From: John Moreno, City Manager

By: Andrew Vialpando, Assistant City Manager

Date: August 22, 2023

Subject: AMERICAN RESCUE PLAN ACT (ARPA) COMMUNITY FUNDING PRIORITIES

BACKGROUND

The American Rescue Plan Act (ARPA) was enacted in January 2021 by the U.S. Congress. The Act provides $1.9 trillion in emergency relief to address the impacts of the COVID-19 pandemic on the economy, State and local governments, and businesses. Funding for local governments included $65.1 billion for counties and $65.1 billion for cities and towns. ARPA funds represent one-time funding; therefore, projects must not create an ongoing financial obligation of the City or the recipients and cannot be used to offset tax cuts, employee benefits or pensions, or for financial "rainy day" reserves. Of the $18.9 million in ARPA funding allocated to the City of Paramount, $1.5 million (8%) was reserved for community priorities (ARPA Community Funding).

To determine how best to utilize the ARPA Community Funding, the City Council requested that staff gauge the community's priorities and diligently engage with community stakeholders to provide recommendations at a future City Council meeting.

DISCUSSION

City staff commissioned a community survey administered by Fairbank, Maslin, Maullin, Metz & Associates, Inc. (FM3) to determine the issues and services most desired by residents. The online survey was sent via email to over 15,000 residents and made available to patrons who attended City special events over the course of three months during the summer and fall of 2022. Some 166 responses were received.

In order from highest to lowest, the community survey showed the following 10 areas as the community's top priorities:

1. Education Investment
2. Traffic Safety
3. Environmental Protection
4. Keeping Residential Neighborhoods Looking Good
5. Streets, Roads, and Infrastructure Upgrades
6. Health and Wellness

Back To Top

7. Mental Health Services
8. Neighborhood Parking
9. Workforce Development
10. Substance Abuse Services

A focus group of City Commissioners was assembled to review the results of the community survey. The focus group consisted of the following members:

- Austin Moreno, Parks & Recreation Commission
- Ernie Esparza, Planning Commission
- Dora Sanchez, Public Safety Commission
- Rosemary Mendez, Public Safety Commission
- Rosemary Vasquez, Public Works Commission
- Magdalena Ortega, Senior Services Commission
- Patricia Winiecki, Senior Services Commission

The focus group met on May 24, 2023, and June 28, 2023 to provide input and feedback on the community priorities identified in the survey results. The group worked with City staff to propose programs and services that align with the community priorities and was tasked with ranking the proposals in order of urgency. Although Education Investment was atop the community's priorities, members of the focus group felt that, in addition to the City's support of education through the STAR After-School Program and Paramount Education Partnership (PEP), investing in education is the responsibility of the Paramount Unified School District. Staff utilized the focus group's ranking of proposed services and programs to guide the following recommendations for ARPA Community Funding priorities. Full results of the focus group's rankings are attached (Attachment A).

Recommendations for ARPA Community Funding Priorities

Avg Rating	Priority	Recommendation	Cost
8.4	Address Street Takeovers	Four (4) additional LASD Deputies (overtime shifts) to support Street Racing Taskforce Enforcement, including citing spectators. One year, Weekends only.	$179,712
8.4	Commercial Safety and Security	Increase Security Camera/System Rebate Program for businesses. Fifty (50) $2,000 rebates per year for two (2) years.	$200,000
8.2	Reduce Traffic Collisions	Add one (1) traffic Deputy (overtime shift) to monitor/enforce traffic hazards. Every weekend for six (6) months.	$44,928
7.6	Increase Lighting in Public Areas	Complete LED lighting retrofits of park pedestrian lighting. Will cover all remaining parks: Salud, Spane, Dills, Pequeño, Progress, and Paramount.	$100,000

Back To Top

7.4	Improve Intersection Safety	Installation of two (2) permanent (not temporary) traffic circles at neighborhood street locations determined by staff. Recommendation includes design, construction, and inspection costs.	$350,000
6.6	Public Safety and Crime Reduction	Add six (6) additional license plate reader cameras which are proven to alerting law enforcement to stolen vehicles. Cost includes lease of cameras and Aero-bureau services for three (3) years.	$133,000
6	Increase Health Education	Annual Health Fair to include free health screenings, wellness services and programs, entertainment, raffles, First Aid training, and distribution of wellness kits. Five (5) years.	$150,000
6	Small Business Assistance	Return Business Spotlight Videos. Hire firm to create up to 20 small business advertisement/social media campaigns. Two (2) years.	$100,000
5.8	Baseball/Softball Field Renovation	Renovate 2 baseball fields and 2 softball fields; includes grading and portable pitching mound.	$300,000

TOTAL $1,557,640

FISCAL IMPACT

ARPA Community Funding in the amount of $1.5 million is included in the FY 24 Adopted Budget, appropriated in the General Fund. An additional $57,640 will be allocated from remaining ARPA funds appropriated in the General Fund.

VISION, MISSION, VALUES, AND STRATEGIC OUTCOMES

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

RECOMMENDED ACTION

It is recommended that the City Council review and discuss the American Rescue Plan Act (ARPA) Community Funding Priorities.

Attachments:

A – ARPA Focus Group Ranking and Recommendations

Back To Top

ATTACHMENT A

Priority	Recommendation	Avg Rating
Address Street Takeovers	Additional LASD Special Assignment Deputies to support Street Racing Taskforce Overtime, including citing spectators.	8.4
Add Surveillance Cameras in Public Parking Lots	Promote City of Paramount's Security Camera Rebate Program for businesses.	8.4
Reduce Traffic Collisions	Add traffic Deputy to monitor/enforce traffic hazards.	8.2
Increase Street Lighting Fixtures	Add funding for additional retrofits of park pedestrian lighting.	7.6
Improve Major Intersection Safety	Installation of two permanent (not temporary) traffic circles at neighborhood street locations determined by LA County Sheriff's based on activity. Recommendation includes design, construction, and inspection costs.	7.4
Flock Cameras	Add more Flock Cameras. Flock Cameras captures license plates of stolen license plates. We know that they are productive based on the daily activity.	6.6
Increase Health Education	Add Annual Health Fair in May to include free health screenings, wellness services and programs, entertainment, raffles, First Aid training, and distribution of wellness kits.	6
Return Business Spotlight Videos	Hire firm to create up to 20 small business advertisement/social media campaigns.	6
Baseball/Softball Field Renovation	Renovate 2 baseball fields and 2 softball fields; includes grading and portable pitching mound.	5.8
Youth Softball Sponsorships	Full Coverage of all Independent Youth League Regular Fees for One (1) Year which includes youth baseball, football, and soccer.	5.8
Water Bill Assitance	New utlity assistance program: Have residents apply to have their water bill paid down up to $2,000.	5.4
Business Façade Improvements	Add 8-12 additional Commercial Rehabilitation Projects to beautify business areas.	5
Additional Code Enforcement Patrols	Adding a Full-time Code Enforcement Officer (City Employee) to patrol neighborhoods and enforce City codes.	4.4
Adding a Party Car	County currently has a moratorium on any additional units, but may loosen up in coming year if we decide to add an additional unit.	3.8
Marketing Opportunities for Small Businesses	Recommend Marketing and Advertisement Reimbursement Program for local business campaigns.	3.8
Solar PV System Installation Program	City can offer solar PV system installation on homes that have been weatherized through the LIHWAP and DOE Programs.	3.6

Back To Top

AUGUST 22, 2023

REPORT

WINDOW BAR REMOVAL REBATE PROGRAM

Back To Top

PARAMOUNT
THE CITY
Safe, Healthy, and Attractive

AGENDA REPORT

To: Honorable City Council

From: John Moreno, City Manager

By: Margarita Matson, Public Safety Director
Eric Wosick, Assistant Public Safety Director

Date: August 22, 2023

Subject: WINDOW BAR REMOVAL REBATE PROGRAM

BACKGROUND

The Paramount Municipal Code and Building Standards prohibit residential or commercial properties from installing window bars on their property. Window bars create fire and other hazards and undermine the aesthetic of the buildings on which they are applied. In 1998, when the prohibition on window bars was initially established, a survey was conducted that found that 1,566 properties had existing window bars installed. These 1,566 properties were "grandfathered in" and allowed to keep their window bars. Any new window bars installed after 1998 would need to be removed.

Over the last 25 years, Paramount has seen property values rise, and crime rates decrease, leading to a correlating decrease in demand and perceived necessity for these types of devices. Public Safety conducted a follow-up assessment in May 2023 to gauge the current prevalence of window devices. The survey found that there are presently 626 properties with window bars installed, including 292 "grandfathered" properties from 1998. Of the new properties with window bars, 201 are residential, and 133 are commercial. This represents a total decrease of over 60 percent from the initial 1998 assessment. While this is a substantial reduction in the overall number of properties with window bars, the Public Safety Department is seeking additional ways to ensure compliance with the Paramount Municipal Code while reducing this number even further. One such way would be to offer a rebate to financially assist residents with the removal of window bars.

DISCUSSION

The intent behind the creation of the Window Bar Removal Rebate Program is to offer a voluntary mechanism that allows residents to improve the aesthetic of their homes, increase curb appeal, enhance the general appearance of the City's neighborhoods, and contribute to Paramount's overall community pride. Since significantly more residential properties have a currently documented need for removal services, this is the initial area of focus for our proposed program. In an effort to incentivize voluntary compliance and help remove the largest obstacle that individuals face in the window bar removal process (cost), staff proposes to establish a Window Bar Removal Rebate Program modeled after our successful Home Security Rebate Program. This program would operate under the following guidelines:

Back To Top

- Applicable to tenants or property owners of residential properties within Paramount city limits only
- One-time reimbursement of up to $2,000 for eligible residents (applicant is responsible for all costs incurred beyond this amount)
- No income restrictions
- Program operates on a first-come, first-served basis until all annually allocated funds are exhausted
- Work/costs must be directly related to the removal of pre-existing window bars that are visible from the public right-of-way and the repair to the immediate surface
- Work must be invoiced and completed by a licensed removal company
- Applicant must submit documentation identifying payment method and amount
- Application must be submitted within 60 days of the completion of work
- Participation in this program does not prevent participation in the Home Security Rebate Program

FISCAL IMPACT

The cost for the Window Bar Rebate Program is $40,000. This budget allocation is funded through the City's General Funds under the Community Preservation Division in the Fiscal Year 2024 Adopted Budget. Staff will assess participation and demand and adjust this total as necessary for future years.

VISION, MISSION, VALUES, AND STRATEGIC OUTCOMES

The City's Vision, Mission, and Values set the standard for the organization, establish priorities, uniformity, and guidelines, and provide the framework for policy decision-making. The Strategic Outcomes were implemented to provide a pathway to achieving the Vision of a city that is safe, healthy, and attractive. This item aligns with Strategic Outcome No. 1: Safe Community; and No. 5: Attractive and Well-Maintained Infrastructure.

RECOMMENDED ACTION

It is recommended that the City Council receive and file this report.

H:\MANAGEMENT\WP\COUNCIL REPORTS\WINDOW SECURITY BAR REMOVAL REBATE PROGRAM RPT. 8.22.23.DOCX

Back To Top

AUGUST 22, 2023

PAYMENT OF ECO-RAPID TRANSIT FINAL MEMBERSHIP DUES FOR FISCAL YEAR 2023-2024

MOTION IN ORDER:

AUTHORIZE THE CITY MANAGER TO REMIT THE CITY'S FINAL MEMBERSHIP PAYMENT TO ECO-RAPID TRANSIT, IN THE AMOUNT OF $13,888, BY AUGUST 31, 2023 AND APPROPRIATE AN ADDITIONAL $3,088 IN PROPOSITION A RESTRICTED FUNDS.

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

Back To Top

PARAMOUNT
THE CITY
Safe, Healthy, and Attractive

AGENDA REPORT

To: Honorable City Council

From: John Moreno, City Manager

By:

Date: August 22, 2023

Subject: PAYMENT OF ECO-RAPID TRANSIT FINAL MEMBERSHIP DUES FOR FISCAL YEAR 2023-2024

BACKGROUND

At the March 28 and April 11, 2023 City Council meetings, the City Council heard presentations on the status of the Eco-Rapid Transit (ERT) joint powers authority (please refer to agenda reports attached). The City of Paramount has been a member of ERT since its inception in 2003. During the presentations, staff discussed the serious fiscal challenges facing ERT as a result of past budgetary practices, resulting in insufficient funds to support basic operations and to provide services for member cities. At that time, ERT was requesting an advanced payment on membership dues to help the organization pay its bills. Furthermore, staff informed the City Council that ERT would likely return to its members requesting additional financial assistance after the start of the 2023-2024 fiscal year.

At the April 11th meeting, the City Council authorized the City Manager to remit the City's 2023-2024 Fiscal Year membership dues totaling $21,535.16 to Eco-Rapid Transit, and directed the City Manager to conduct an evaluation of the City's membership status and to present said findings to the City Council for consideration on or before September 30, 2023, and prior to remitting any additional payments to Eco-Rapid Transit.

DISCUSSION

On July 28, 2023, City staff received an email from the Executive Director of ERT requesting payment from the City in the amount of $13,888, which, according to the invoice, is the final payment by the City of Paramount to ERT. Please see attached letter from ERT. This amount reflects the direction the ERT Board gave to the ERT staff at its July 12, 2023, meeting to begin the restructuring of this joint powers authority. Prior to this, the Board gave direction to ERT staff in June to submit a proposed budget with reduced scope and cost that will facilitate the conclusion of normal operations of Eco-Rapid Transit as a full-functioning JPA. In other words, under this scenario, ERT would dissolve and no longer exist.

In the meantime, the ERT Executive Director met with the new Gateway Cities Council of Governments (COG) Executive Director to discuss the possibility of ERT becoming a part of the Gateway Cities COG and the potential governance structure. The ERT Executive

Back To Top

Director anticipates presenting to the ERT Board on September 13, 2023, a tentative framework for the new organization or committee that is acceptable by the Gateway Cities COG. If the ERT Board approves this new concept, a MOU will be drafted for approval by both Boards in either November or December. Based on the framework, the ERT Board may consider formally terminating the JPA in 2024 when their final audit is completed. ERT General Counsel's Office will guide the formal termination and restructuring process.

FISCAL IMPACT

The Fiscal Year 2023-2024 budget includes an appropriation to ERT in the amount of $10,800. If ERT's request for final payment is approved, a total of $13,888 will be paid to ERT using available Proposition A restricted funds. Therefore, the City Council would need to also appropriate an additional $3,088 in Prop A restricted funds.

VISION, MISSION, VALUES, AND STRATEGIC OUTCOMES

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

RECOMMENDED ACTION

It is recommended that the City Council authorize the City Manager to remit the City's final membership payment to Eco-Rapid Transit, in the amount of $13,888, by August 31, 2023 and appropriate an additional $3,088 in Proposition A restricted funds.

Attachments: April 11 and March 28, 2023 Agenda Reports
Eco-Rapid Transit letter dated July 28, 2023 (less Attachment A)

Back To Top

APRIL 11, 2023

CONSIDERATION OF A REQUEST SUBMITTED BY ECO-RAPID TRANSIT FOR THE CITY OF PARAMOUNT TO REMIT ADVANCE PAYMENT OF ITS ANNUAL MEMBERSHIP DUES FOR FISCAL YEAR 2023-2024

MOTION IN ORDER:

AUTHORIZE CITY MANAGER TO REMIT ADVANCE PAYMENT AS REQUESTED OR PROVIDE ALTERNATE DIRECTION.

Back To Top

PARAMOUNT
THE CITY
Safe, Healthy, and Attractive

AGENDA REPORT

To: Honorable City Council

From: John Moreno, City Manager

By: John Moreno, City Manager

Date: April 11, 2023

Subject: CONSIDERATION OF A REQUEST SUBMITTED BY ECO-RAPID TRANSIT FOR THE CITY OF PARAMOUNT TO REMIT ADVANCE PAYMENT OF ITS ANNUAL MEMBERSHIP DUES FOR FISCAL YEAR 2023-2024

BACKGROUND

At the March 28, 2023 City Council meeting, the City Council heard a presentation about a request from Eco-Rapid Transit (ERT) to pay Paramount's membership dues in advance of the 2023-2024 Fiscal Year. The City Council voted to continue this item to the April 11, 2023 City Council meeting to allow Councilmembers who were not present the opportunity to vote on this item.

The reason for this request by ERT is due to the serious financial challenges ERT is currently experiencing as a result of past budgetary practices. Attached is the Agenda Report from the March 28, 2023 City Council meeting that provides greater details into ERT's financial situation. The March 28, 2023 Agenda Report also examines issues concerning the future of ERT and the City's involvement with this agency moving forward. Below is additional information that addresses some of the questions raised by the City Council.

DISCUSSION

After the staff presentation, the City Council discussed the points in the Agenda Report and heard from the Executive Director of Eco-Rapid Transit, Mr. Eric C. Shen. Mr. Shen clarified for the City Council that the Office of Supervisor Janice Hahn is, in fact, now a member of ERT. Mr. Shen also provided to the City Council the names of those cities who have already paid the requested advance in membership dues. Below is a list of ERT cities along with information about the status of their payment of the advance membership dues:

Back To Top

City	Status of Membership Advance Payment
Burbank Airport Authority	Paid
City of Bell	Paid
City of Cerritos	Paid
City of South Gate	Paid
Office of Supervisor Janice Hahn	Agreed to Pay; ERT waiting for payment
City of Huntington Park	Currently Under Review
City of Paramount	Currently Under Review
City of Artesia	Unknown
City of Bell Gardens	Unknown
City of Cudahy	Unknown
City of Downey	Unknown
City of Glendale	Unknown
City of Maywood	Unknown

*Note: while the City of Bellflower is a corridor city for the Metro West Santa Ana Branch light rail line, they are not a member of Eco-Rapid Transit.

FISCAL IMPACT

If ERT's request for advance payment of the FY 2023-2024 membership dues is approved, a total of $21,535.16 will be appropriated in the FY 2022-2023 budget using available Proposition A restricted funds. Additionally, currently there are sufficient Proposition A restricted funds available should ERT move forward with the proposed special assessment or supplemental payment in the amount of $10,767.50 in FY 2023-2024.

Back To Top

VISION, MISSION, VALUES, AND STRATEGIC OUTCOMES

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

RECOMMENDED ACTION

It is recommended that the City Council:

1. Review and discuss the information provided;

2. Authorize the City Manager to remit the City's 2023-2024 Fiscal Year membership dues totaling $21,535.16 to Eco-Rapid Transit, subject to the City Manager conducting an evaluation of the City's membership status and to present said findings to the City Council for consideration on or before September 30, 2023, and prior to remitting any additional payments to Eco-Rapid Transit; or

3. Provide alternative direction to City staff relative to the City's membership and/or affiliation with Eco-Rapid Transit.

Attachments: Agenda Report – March 28, 2023
Eco-Rapid Transit's Request for Advance Payment dated February 14, 2023

H:\CityManager\AGENDA\REPORTS\REPORTS 2023\ECO-RAPID_AgendaRpt_4_11_23-FORM_2023.docx

Back To Top

PARAMOUNT
THE CITY
Safe, Healthy, and Attractive

AGENDA REPORT

To: Honorable City Council

From: John Moreno, City Manager

By: John Moreno, City Manager

Date: March 28, 2023

Subject: CONSIDERATION OF A REQUEST SUBMITTED BY ECO-RAPID TRANSIT FOR THE CITY OF PARAMOUNT TO REMIT ADVANCE PAYMENT OF ITS ANNUAL MEMBERSHIP DUES FOR FISCAL YEAR 2023-2024

BACKGROUND

Since 2003, the City has been a member of the Orangeline Development Authority, dba Eco-Rapid Transit (ERT). The initial mission of ERT is to promote regional transportation in the Gateway region; seek long-term regional economic development benefits associated with the Metro-proposed West Santa Ana Branch (WSAB) project; and advocate against potential impacts as a result of the WSAB project. In addition, as a member of ERT, a designee of the Paramount City Council serves as a Board Member on the ERT Board of Directors. This, presumably, allows a greater ability for the City of Paramount to persuade Metro to entertain design alternatives for the WSAB project to maximize the long-term benefits of the project to the City and the region.

Eco-Rapid Transit's current methodology for calculating membership dues is based on a combination of the City's population and lengths of WSAB light-rail track within the City's jurisdictional boundaries. For FY 2022-2023, the City's membership dues totaled $20,221.81 and was paid using restricted Proposition A and C funds.

DISCUSSION

On February 14, 2023, staff was notified that ERT is currently facing serious fiscal challenges as a result of past budgetary practices, resulting in insufficient funds to support basic operations and to provide services for member cities through the remainder of the current 2022-2023 Fiscal Year. As a result, Eco-Rapid Transit is requesting advance payment of membership dues for Fiscal Year 2023-2024, totaling $21,535.16 (see attachment).

In addition to the request for advance payment, the ERT Board of Directors will review and assess the adequacy of the existing methodology used for calculating membership dues to determine if changes are necessary to cover Eco-Rapid Transit's annual operating costs. Options considered by the Board will include a one-time special

Back To Top

assessment and/or supplemental payment for all member cities. At the time that this staff report was written, ERT staff indicated that this cost to Paramount could possibly equal half of the City's annual membership dues, or $10,767.50.

ERT's dire financial situation has recently brought to light the question about the future direction of ERT, particularly now that Metro has prioritized the completion of the WSAB light rail project for our region. The project design is moving along, and Metro appears to be committed to doing much of the preliminary work that will pave the way for eventual construction. For instance, Metro contractors were in Paramount and other cities last month conducting soil borings to gather samples for the enhanced design documents. Additionally, it appears that the Gateway Cities Council of Governments (COG), to which Paramount belongs, has become more actively engaged with advocating for the WSAB project. For example, the Gateway COG Board formed a city manager technical advisory group three years ago to handle the technical aspects of the WSAB; authored letters of support to the Metro Board for the WSAB project; and most recently, gave authorization to hire a construction liaison to work with the WSAB cities when Metro starts construction on the WSAB. Therefore, such a commitment by the Gateway Cities COG and by Metro for the WSAB project calls into question the future long-term role of Eco-Rapid Transit.

Another issue concerning ERT is the future focus of this agency. While it seems as if most of ERT's time and energy is spent in the Gateway Cities on Metro's WSAB project, ERT membership also includes the City of Glendale and the Burbank Airport. Both entities have been long-standing members of ERT because, initially, it was hoped that the light rail route for the WSAB would traverse the Gateway cities, move through Downtown LA, and end at the Burbank Airport with a stop in Glendale. However, Metro has made it clear to City staff that the WSAB will only go as far as Downtown LA and they have no plans to extend the train route to service these entities. City staff is unsure whether ERT will continue to focus their time, energy, and resources on this matter.

Finally, and on a more positive note for ERT, the Office of Supervisor Janice Hahn has recently given notice to ERT that they plan to join Eco-Rapid Transit within the next couple of months. Supervisor Hahn also serves as a Metro Board member and has staff members who are dedicated to transit issues in LA County. As a result, it is possible that, by having the Supervisor's office directly involved in ERT, the agency could evolve into a more effective, recognizable, and financially stable agency.

FISCAL IMPACT

If ERT's request for advance payment of the FY 2023-2024 membership dues is approved, a total of $21,535.16 will be appropriated in the FY 2022-2023 budget using available Proposition A restricted funds. Additionally, currently there are sufficient Proposition A restricted funds available should ERT move forward with the proposed special assessment or supplemental payment in the amount of $10,767.50 in FY 2023-2024.

Back To Top

VISION, MISSION, VALUES, AND STRATEGIC OUTCOMES

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

RECOMMENDED ACTION

It is recommended that the City Council:

1. Review and discuss the information provided;

2. Authorize the City Manager to remit the City's 2023-2024 Fiscal Year membership dues totaling $21,535.16 to Eco-Rapid Transit, subject to the City Manager conducting an evaluation of the City's membership status and to present said findings to the City Council for consideration on or before July 1, 2023, and prior to remitting any additional payments to Eco-Rapid Transit; or

3. Provide alternative direction to City staff relative to the City's membership and/or affiliation with Eco-Rapid Transit.

Attachment: Eco-Transit's Request for Advance Payment dated February 14, 2023

H:\CityManager\AGENDA\REPORTS\REPORTS 2023\ECO-RAPID_AgendaRpt-FORM_2023.docx

Back To Top

ECO-RAPID TRANSIT

Connecting its cities via environmentally effective rapid transit

February 14, 2023

Mr. John Moreno
City Manager
City of Paramount
Via email: jmoreno@paramountcity.com

Re: Request of the City of Paramount for the Advance Payment of Eco-Rapid Transit Annual Membership Dues for FY 2023/24 totaling $21,535.16

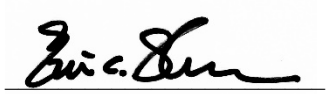
Dear Mr. Moreno,

First, I would like to express my appreciation for the City of Paramount's commitment to Eco-Rapid Transit (ERT) over the years. Eco-Rapid benefits from the City's technical and financial support greatly. As the Metro-proposed West Santa Ana Branch (WSAB) Project progresses, ERT will continue advocating for its member agencies' local needs while collaborating with federal, state and regional partners to deliver the WSAB project for the communities of southeast Los Angeles County.

Eco-Rapid Transit is currently facing serious fiscal challenges attributed by its past budgetary practices. The Fiscal Year (FY) 2022/23 membership dues (for July 1, 2022 – June 30, 2023) were collected and exhausted in late December 2022. As of January 31, 2023, ERT had to defer paying most invoices and salaries due to insufficient funds. With six more months remaining in the current fiscal year, ERT must seek additional financial resources to cover its basic operating costs until the new Fiscal Year begins on July 1, 2023. During its February 8, 2023 meeting, ERT Board of Directors directed staff to request the advancement of FY 2023/24 dues (for July 1, 2023 – June 30, 2024) from its member agencies based with the addition of a 6.5% inflation factor. In the next few weeks, the Board will review and assess the adequacy of the existing methodology used for calculating membership dues for ERT to fund basic operations and provide quality services to its members. Options to be considered by the Board will include a one-time special assessment and/or a supplemental payment of membership dues.

The City of Paramount's FY 2022/23 ERT membership dues were $20,220.81. Accordingly, the Eco-Rapid Board respectfully requests that the City to remit its FY 2023/24 membership dues totaling **$21,535.16** on or **before March 15, 2023** in advance of the upcoming fiscal year. Thank you in advance for your continued support and understanding and please do not hesitate to contact me by telephone at (626) 698-9926 or by email at eshen@eco-rapid.org.

Sincerely,



ERIC C. SHEN, PE, PTP, CPE
Executive Director

CC: Honorable Isabel Aguayo, Treasurer of ERT Board of Directors
Honorable Ali Sajjad Taj, Chair of ERT Board of Directors

Attachment: Invoice #23/24-010

ECO-RAPID TRANSIT

Connecting its cities via environmentally effective rapid transit

INVOICE

Re: Orangeline Development Authority Membership FY 2023/24
Paramount Membership Fee: **$21,535.16**

Payable to: Orangeline Development Authority
(dba, Eco-Rapid Transit)
16401 Paramount Boulevard
Paramount, California 90723

Invoice No.: **23/24-010**

Membership fees are due on or before March 15, 2023. If you have any questions, please contact Eric C. Shen, Executive Director at (626) 698-9926 or eshen@eco-rapid.org.

AUGUST 22, 2023

PUBLIC HEARING

RESOLUTION NO. 23:030

"A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF PARAMOUNT ADOPTING A MITIGATED NEGATIVE DECLARATION RELATIVE TO THE SPANE PARK STORMWATER CAPTURE PROJECT"

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

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

CONTINUED… PLEASE TURN

Back To Top

E. MOTION IN ORDER:

READ BY TITLE ONLY AND ADOPT RESOLUTION NO. 23:030.

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

Back To Top

PARAMOUNT
THE CITY
Safe, Healthy, and Attractive

AGENDA REPORT

To: Honorable City Council

From: John Moreno, City Manager

By: John Carver, Planning Director

Date: August 22, 2023

Subject: RESOLUTION NO. 23:030
ADOPTING A MITIGATED NEGATIVE DECLARATION FOR THE SPANE PARK STORMWATER CAPTURE PROJECT

This item is a request to adopt a Mitigated Negative Declaration (MND) relative to the Spane Park Stormwater Capture Project. Under California Environmental Quality Act (CEQA) provisions, a Mitigated Negative Declaration is the document that presents information to the public related to environmental conditions of a project and determines that a project would not have significant impacts with mitigations in place.

The project entails constructing and operating a stormwater capture and filtration facility within the central portion of Spane Park, as well as other ancillary park improvements. The stormwater capture and filtration facility would intercept stormwater and dry-weather flow from a storm drain beneath Rosecrans Avenue and convey flows into an underground reservoir beneath the proposed soccer field at the park for infiltration into the groundwater basin. An outflow pipe would be installed to convey excess water from the reservoir during heavy storms when all the water is not able to infiltrate. The water would pass through a filtration system before discharging back into the existing storm drain channel. Additional Park improvements would include installing a soccer field, reconstructing the basketball courts and restroom building, reconfiguring the parking lot, and revitalizing of the pond and stream feature.

ENVIRONMENTAL REVIEW

Dudek, an environmental consultant, prepared the MND. The environmental analysis identifies potentially significant impacts with respect to air quality, biological resources, cultural resources, geology and soils, and hazards and hazardous materials. Mitigation measures have been incorporated into the project that either avoid the project's impacts or reduce them to less-than-significant levels, and a Mitigation Monitoring and Reporting Program is recommended for adoption.

FISCAL IMPACT

Funding for the MND through Measure W was included in the design phase of this project.

Back To Top

VISION, MISSION, VALUES, AND STRATEGIC OUTCOMES

The City's Vision, Mission, and Values set the standard for the organization; establish priorities, uniformity, and guidelines; and provide the framework for policy decisionmaking. The Strategic Outcomes were implemented to provide a pathway to achieving the Vision of a city that is safe, healthy, and attractive. This item aligns with Strategic Outcome No. 2: Community Health; Strategic Outcome No. 4: Environmental Health; and Strategic Outcome No. 5: Attractive and Well Maintained City Infrastructure.

RECOMMENDED ACTION

It is recommended that the City Council read by title only and adopt Resolution No. 23:030.

Back To Top

CITY OF PARAMOUNT
LOS ANGELES COUNTY, CALIFORNIA

RESOLUTION NO. 23:030

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF PARAMOUNT ADOPTING A MITIGATED NEGATIVE DECLARATION RELATIVE TO THE SPANE PARK STORMWATER CAPTURE PROJECT

WHEREAS, the City Council of the City of Paramount has considered a Mitigated Negative Declaration relative to the Spane Park Stormwater Capture Project; and

WHEREAS, the City Council of the City of Paramount has caused notices to be published in the time and manner as required by law; and

WHEREAS, the City Council of the City of Paramount conducted a public hearing relative to Resolution No. 23:030 on August 22, 2023; and

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

SECTION 1. The above recitations are true and correct.

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

SECTION 3. The City Council hereby adopts the Mitigated Negative Declaration and Mitigation Monitoring and Reporting Program relative to the Spane Park Stormwater Capture Project.

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

PASSED, APPROVED, and ADOPTED by the City Council of the City of Paramount this 22nd day of August 2023.

_____
Isabel Aguayo, Mayor

ATTEST:

_____
Heidi Luce, City Clerk

h:\comdev\general\wp\john\reports 2023\cc\spaneparkmnd\spane park mnd reso.docx

Back To Top

Mitigation, Monitoring, and Reporting Program

Spane Park Stormwater Capture Project

SCH No. 2023070443

AUGUST 2023

Prepared for:

CITY OF PARAMOUNT
16400 Colorado Drive
Paramount, California 90723
Contact: John Carver

Prepared by:

DUDEK

2280 Historic Decatur Road, Suite 200
San Diego, California 92106
Contact: Alex Hardy

Back To Top

The California Environmental Quality Act (CEQA) requires that public agencies adopting a Mitigated Negative Declaration (MND) take affirmative steps to determine that approved mitigation measures and project design features are implemented subsequent to project approval. The lead or responsible agency must adopt a monitoring and reporting program for the mitigation measures incorporated into a project or included as conditions of approval. The program must be designed to ensure compliance with the MND during project implementation (Public Resources Code, Section 20181.6; CEQA Guidelines, Section 15074(d)).

This Mitigation, Monitoring, and Reporting Program (MMRP) will be used by the City of Paramount (City) to track compliance with adopted mitigation measures associated with the implementation of the proposed Spane Park Stormwater Capture Project (project). The City, as Lead Agency pursuant to CEQA, will ensure that all mitigation measures identified for the project are carried out in accordance with the adopted MMRP.

This MMRP consists of a checklist (Table 1) that identifies the project design features and mitigation measures, organized by environmental impact category discussed in the MND. The table identifies the mitigation monitoring and reporting requirements, including the timing of verification (e.g., prior to, during, or after construction) and the party responsible for implementing the measure. Space is provided for sign-off following completion/implement-ation of the mitigation measure.

INTENTIONALLY LEFT BLANK

Table 1. Mitigation Monitoring and Reporting Program

Design Feature or Mitigation Measure	Design Feature or Mitigation Measure	Timing of Verification			Responsible Party	Completed		Comments
		Pre Const	During Const	Post Const		Initials	Date	
Air Quality								
Mitigation Measure AQ-1	**Fugitive Dust During Construction**. The City shall water exposed soil during construction three times daily. The City shall also replace ground cover of area disturbed during construction.		X		City of Paramount			
Mitigation Measure AQ-2	**Require Use of Tier 4 Off-Road Equipment During Construction**. Prior to the commencement of construction activities for the project, the Applicant shall require its construction contractor to demonstrate that all 75-horsepower or greater diesel-powered equipment is powered with California Air Resources Board–certified Tier 4 Final engines. An exemption from this requirement may be granted if (1) the City documents that equipment with Tier 4 Final engines is not reasonably available and (2) the required corresponding reductions in criteria air pollutant emissions can be achieved for the project from other combinations of construction equipment. Before an exemption may be granted, the City's construction contractor shall (1) demonstrate that at least two construction fleet owners/operators in the County of Los Angeles were contacted and that those owners/operators confirmed Tier 4 equipment could not be located within the County of Los Angeles during the desired construction schedule and (2) the proposed replacement equipment has been evaluated using California Emissions Estimator Model or other industry standard emission estimation method and documentation provided to the City to confirm that necessary project-generated emissions reductions are achieved.	X	X		City of Paramount			
Biological Resources								
Mitigation Measure BIO-1a	**Nesting Bird Avoidance.** Project construction shall be conducted in compliance with the conditions set forth in the Migratory Bird Treaty Act and California Fish and Game Code to protect active bird/raptor nests. Vegetation removal shall occur during the non-breeding season for nesting birds and nesting raptors (October 1–January 31) to avoid impacts to nesting birds and raptors. If the project requires that work be initiated during the breeding season for nesting birds (March 1–September 30) and nesting raptors (February 1–June 30), in order to avoid direct impacts on active nests, a preconstruction survey shall be conducted in the study area by qualified biologists for nesting birds and/or raptors within 3 days prior to project activities. If the biologist does not find any active nests within or immediately adjacent to the impact areas, the vegetation clearing/construction work shall be allowed to proceed.	X			City of Paramount			

Back To Top

Table 1. Mitigation Monitoring and Reporting Program

Design Feature or Mitigation Measure	Design Feature or Mitigation Measure	Timing of Verification			Responsible Party	Completed		Comments
		Pre Const	During Const	Post Const		Initials	Date	
Mitigation Measure BIO-1b	**Nesting Bird Avoidance.** If the biologist finds an active nest within or immediately adjacent to the construction area and determines that the nest may be impacted or breeding activities substantially disrupted, the biologist shall delineate an appropriate buffer zone around the nest depending on the sensitivity of the species and the nature of the construction activity. To protect any nest site, the following restrictions to construction activities shall be required until nests are no longer active, as determined by a qualified biologist: (1) clearing limits shall be established within a buffer around any occupied nest and (2) access and surveying shall be restricted within the buffer of any occupied nest, unless otherwise determined by a qualified biologist. The buffer shall be 100–300 feet for non-raptor nesting birds and 300–500 feet for nesting raptors. Construction can proceed into the buffer when the qualified biologist has determined that the nest is no longer active.		X		City of Paramount			
Cultural Resources								
Mitigation Measure CUL-1	**Workers Environmental Awareness Program.** Prior to the start of construction activities, all construction personnel and monitors shall be trained regarding identification and treatment protocol for inadvertent discoveries of cultural resources (archaeological and tribal) and human remains. A basic presentation and handout or pamphlet shall be prepared in order to ensure proper identification and treatment of inadvertent discoveries of cultural resources and human remains. The purpose of the Workers Environmental Awareness Program training is to provide specific details on the kinds of materials that may be identified during ground disturbing activities and explain the importance of and legal basis for the protection of human remains and significant cultural resources. Each worker shall also be trained in the proper procedures to follow in the event that cultural resources or human remains are uncovered during ground disturbing activities. These procedures include but are not limited to work curtailment or redirection and the immediate contact of the site supervisor and archaeological monitoring staff.	X			City of Paramount			
Mitigation Measure CUL-2a	**Retention of an On-Call Qualified Archaeologist**. A qualified archaeologist shall be retained and on-call to respond to and address any inadvertent discoveries identified during project implementation. Additionally, in consideration of the potential to encounter intact cultural deposits beneath fill soils, the qualified archaeologist shall survey the project site once fill soils have been removed to ensure no cultural deposits underlie the fill layer.		X		City of Paramount			

Back To Top

Table 1. Mitigation Monitoring and Reporting Program

Design Feature or Mitigation Measure	Design Feature or Mitigation Measure	Timing of Verification			Responsible Party	Completed		Comments
		Pre Const	During Const	Post Const		Initials	Date	
Mitigation Measure CUL-2b	**Retention of an On-Call Qualified Archaeologist.** If it is determined, based on the aforementioned survey, that cultural resources are present or may be present and may be impacted during project construction, monitoring may be warranted. Any identified cultural resources shall be assessed and evaluated pursuant to the California Environmental Quality Act. If it is determined that monitoring is warranted, a qualified archaeological principal investigator, meeting the Secretary of the Interior's Professional Qualification Standards, shall oversee and adjust monitoring efforts as needed (increase, decrease, or discontinue monitoring frequency) based on the observed potential for construction activities to encounter cultural deposits or material. The archaeological monitor will be responsible for maintaining daily monitoring logs.		X		City of Paramount			
Mitigation Measure CUL-3	**Inadvertent Discovery Clause.** In the event that potential archaeological resources sites, features, or artifacts) are exposed during ground disturbing activities, all construction work occurring within at least 50 feet of the find shall immediately stop and the qualified archaeologist that has been retained on call must be notified immediately to assess the significance of the find and determine whether or not additional study is warranted. Depending upon the significance of the find under the California Environmental Quality Act, the archaeologist may simply record the find and allow work to continue. If the discovery proves significant under CEQA, additional work (e.g., preparation of an archaeological treatment plan, testing, data recovery, or monitoring) may be warranted if the resource cannot be feasibly avoided. If the discovery is Native American in nature, consultation with and/or monitoring by a tribal representative may be necessary.		X		City of Paramount			
Geology and Soils								
Mitigation Measure GEO-1a	Prior to the commencement of any grading activity on site, the City of Paramount shall retain a Qualified Professional Paleontologist (QPP). A QPP is defined as a person who has a PhD or MS or equivalent in paleontology or closely related field (e.g., sedimentary or stratigraphic geology, evolutionary biology), has a demonstrated knowledge of Southern California paleontology and geology, and has documented experience performing professional paleontological procedures and techniques. The QPP or a Qualified Paleontological Monitor (QPM) shall attend the pre-excavation meetings with representatives of the City and contractors to explain the importance of fossils, the laws protecting fossils, the need for mitigation, the types of fossils that might be discovered during excavation work, and the procedures that should be followed if fossils are discovered. A QPM is defined as an individual with at least 1 year of experience in field identification and collecting of fossil materials.	X			City of Paramount			

Table 1. Mitigation Monitoring and Reporting Program

Design Feature or Mitigation Measure	Design Feature or Mitigation Measure	Timing of Verification			Responsible Party	Completed		Comments
		Pre Const	During Const	Post Const		Initials	Date	
Mitigation Measure GEO-1b	The Qualified Professional Paleontologist (QPP), or a Qualified Paleontological Monitor under the direction and supervision of a QPP, shall be on site during original cutting of middle Holocene to Pleistocene-age alluvial deposits. These deposits are anticipated below a depth of 15 feet below the ground surface. Monitoring of the noted geologic unit may be either increased or decreased after the original cutting depending upon if ongoing grading activities would involve cutting into native Pleistocene-age alluvium deposits, as determined by the qualified paleontologist. After 50% of excavations are complete in either an area or rock unit and no fossils of any kind have been discovered, the level of monitoring can be reduced or suspended entirely at the QPP's discretion.		X		City of Paramount			
Mitigation Measure GEO-1c	In the event that well-preserved fossils are discovered, the QPP or QPM shall have the authority to temporarily halt or redirect construction activities in the discovery area to allow recovery in a timely manner. All collected fossil remains shall be cleaned, sorted, cataloged, and deposited in an appropriate paleontological repository as defined by the Society of Vertebrate Paleontology's 2010 Standard Procedures for the Assessment and Mitigation of Adverse Impacts to Paleontological Resources at the applicant's expense.		X		City of Paramount			
Mitigation Measure GEO-1d	A Final Monitoring Report (with a map showing fossil site locations) summarizing the results, analyses, and conclusions of the above-described monitoring/recovery program shall be submitted to the project proponent and designated fossil repository (if fossils are recovered) within 3 months of terminating monitoring activities. The final report should emphasize the discovery of any new or rare taxa, or paleoecological or taphonomic significance. A complete set of field notes, geologic maps, and stratigraphic sections and a list of identified specimens must be included in or accompany the final report. This report should be finalized only after all aspects of the mitigation program are completed, including preparation, identification, cataloging, and curatorial inventory. The final report (with any accompanying documents) and repository curation of specimens and samples constitute the goals of a successful paleontological resource mitigation program. Full copies of the final report should be deposited with both the lead agency and the repository institution with the request that all locality data remain confidential and not made available to the general public.			X	City of Paramount			
Hazards and Hazardous Materials								
Mitigation Measure AQ-1	Please refer to Mitigation Measure AQ-1, above.		X		City of Paramount			
Mitigation Measure AQ-2	Please refer to Mitigation Measure AQ-2, above.	X	X		City of Paramount			

Back To Top

Table 1. Mitigation Monitoring and Reporting Program

Design Feature or Mitigation Measure	Design Feature or Mitigation Measure	Timing of Verification			Responsible Party	Completed		Comments
		Pre Const	During Const	Post Const		Initials	Date	
Tribal Cultural Resources								
Mitigation Measure TCR-1a	**Retention of a Native American Monitor and Inadvertent Discovery of Tribal Cultural Resources.** Prior to the commencement of ground-disturbing activities, the project applicant/lead agency shall retain a Native American monitor from or approved by the Gabrieleño Band of Mission Indians–Kizh Nation (Tribe). The monitor shall be retained prior to the commencement of any ground-disturbing activity for the subject project at all project locations (i.e., 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 activities shall include, but are not limited to, demolition, pavement removal, potholing, auguring, grubbing, tree removal, boring, grading, excavation, drilling, and trenching. A copy of the executed monitoring agreement shall 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.	X			City of Paramount			
Mitigation Measure TCR-1b	**Retention of a Native American Monitor and Inadvertent Discovery of Tribal Cultural Resources.** Although no tribal cultural resources (TCRs) have been identified that may be affected by the project, the following approach for the unanticipated discovery of TCRs has been prepared to reduce potential impacts to unanticipated resources. Management strategies stipulated in Mitigation Measure (MM) CUL-1 through MM-CUL-3 and existing state and local regulations, including California Health and Safety Code Section 7050.5, PRC Section 5097.98, and the California Code of Regulations Title 14 Section 15064.5(e), shall be implemented in the event that project activities encounter cultural resources or human remains. Upon discovery of any TCRs, 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 TCR has been fully assessed by the Native American monitor. The Tribe shall recover and retain all discovered TCRs 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 historical purposes. However, this does not include human remains; the protocols to be followed in the event of a discovery of human remains is covered in MM-CUL-3. The Native American monitor shall complete daily monitoring logs that provide descriptions of the relevant ground-disturbing activities, the type of construction activities performed, the locations of ground-disturbing activities, soil types, cultural-related materials, and any other facts, conditions, materials, or discoveries of significance to the Tribe. Monitoring logs shall identify and describe any discovered TCRs, including, but not limited to, Native American cultural and		X	X	City of Paramount			

Back To Top

Table 1. Mitigation Monitoring and Reporting Program

Design Feature or Mitigation Measure	Design Feature or Mitigation Measure	Timing of Verification			Responsible Party	Completed		Comments
		Pre Const	During Const	Post Const		Initials	Date	
	historical artifacts, remains, and places of significance (collectively, tribal cultural resources), as well as any discovered Native American (ancestral) human remains and/or burial goods. Copies of monitoring logs shall be provided to the project applicant/lead agency upon written request to the Tribe. On-site Native American 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, and/or development/construction phase at the project site possesses the potential to impact TCRs.							

Back To Top

INTENTIONALLY LEFT BLANK

Back To Top