

ENVIRONMENT | PLANNING | DEVELOPMENT SOLUTIONS, INC.

Date: March 26, 2025
Prepared by: Danielle Thayer, Associate Planner II, EPD Solutions
To: John King, AICP, Planning Direction
City of Paramount Planning Department
16400 Colorado Ave
Paramount, CA 90723
Project: Republic Services Unclassified Use Permit No. 24-01
Location: 7727 Jackson Street, Paramount, CA 90723

Subject: CEQA Class 1 Exemption – Republic Services Unclassified Use Permit Project

East Carbon Development Corporation (ECDC) Environmental, LLC is seeking an Unclassified Use Permit (Unclassified Use Permit No. 24-01) to ensure that existing operations on the Project site, including applicable hazardous waste and transfer laws, are compliant with City requirements. The facility, located at 7727 Jackson Street in the southern portion of the City of Paramount, Los Angeles County, has been running 24 hours a day, 7 days a week and services the larger Los Angeles County region. The proposed Project would seek to regularize the ongoing operation of the facility, which involves the loading of sealed bins containing both RCRA (Resource Conservation and Recovery Act) and non-RCRA waste onto rail flat cars. The facility would continue to use rail transportation to efficiently manage the movement of hazardous and non-hazardous waste materials, adhering to all applicable federal and state environmental regulations.

The proposed Project would not involve an expansion of services or facilities beyond the current operations but would aim to formalize and permit the existing activities. The facility would continue to operate at its current scale, with the goal of improving logistical efficiency for waste transfer while maintaining compliance with environmental standards. This approval would ensure that the facility operates within the appropriate regulatory framework, addressing environmental concerns and ensuring safe waste management practices for the surrounding community and region.

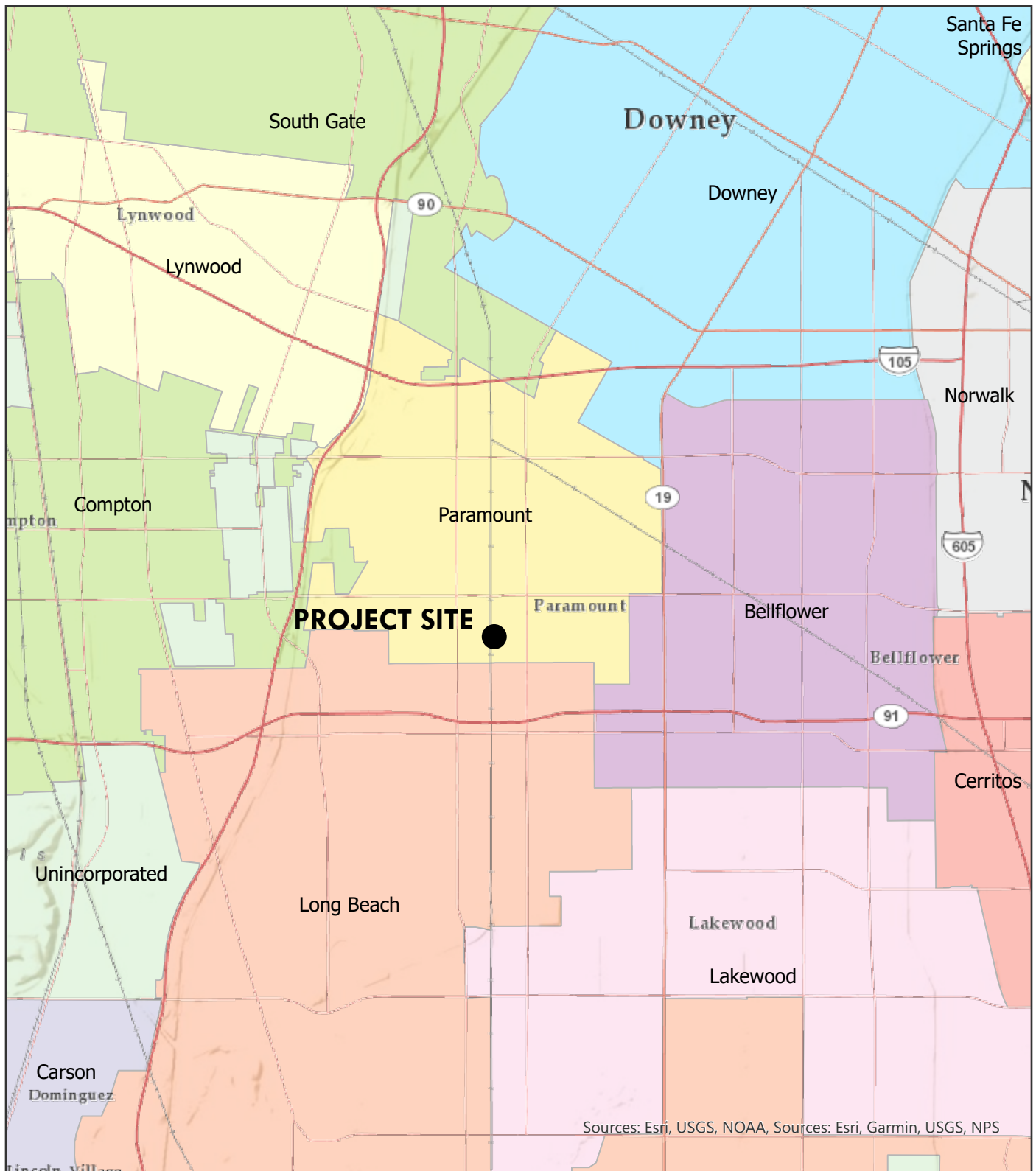
Location and Environmental Setting

The Project site is located at 7727 Jackson Street in the southern portion of the City of Paramount, Los Angeles County, on an approximately 3.4-acre area leased by ECDC from Union Pacific Railroad Co. (UPRR). The Project site includes portions of Assessor Parcel Numbers (APNs) 7102-017-809, -810, and -813; and 7102-023-820 through -825. See Figure 1, *Regional Location*, Figure 2, *Local Vicinity*, and Figure 3, *Aerial*.

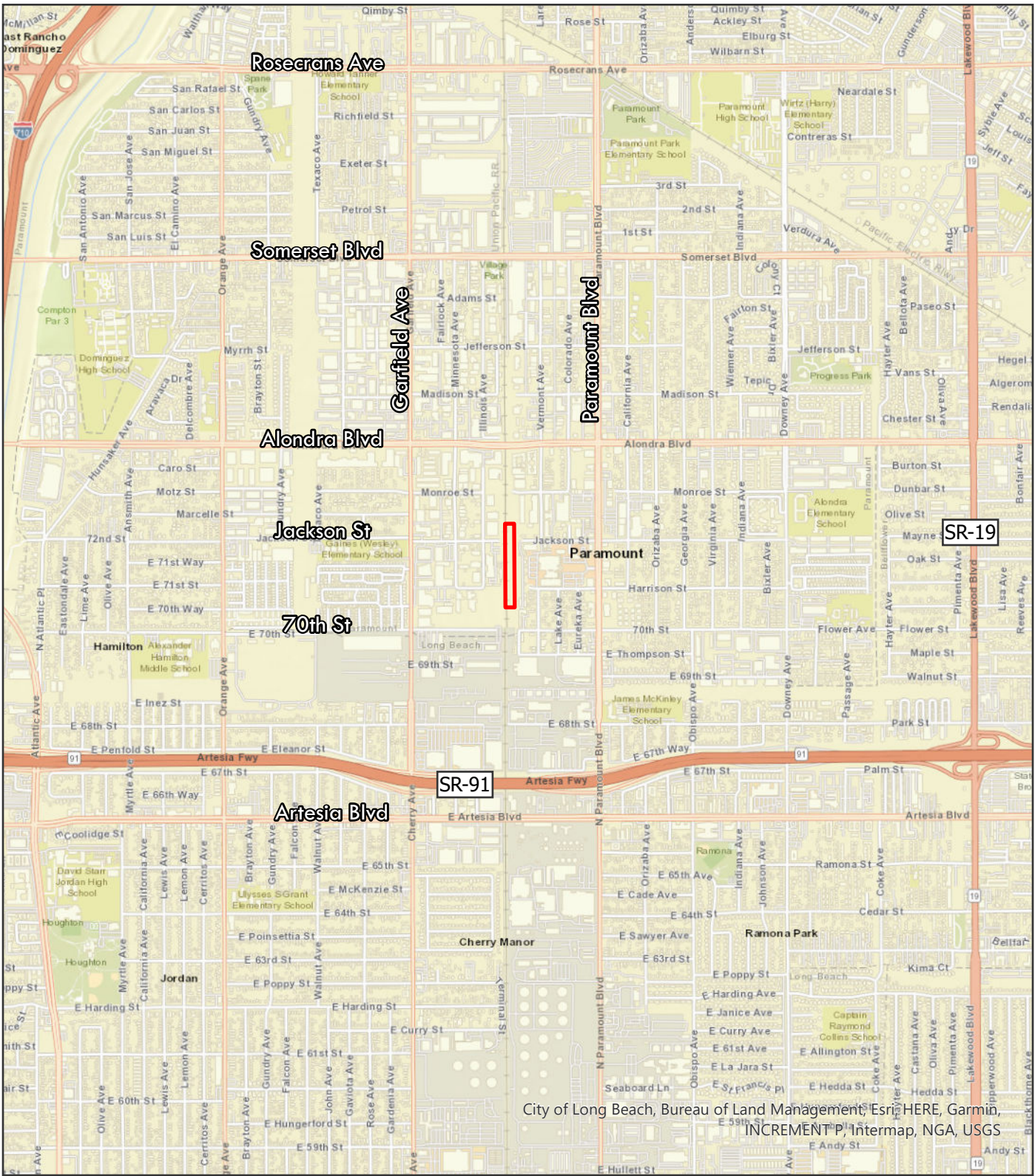
The site is designated as “Railroad ROW” General Plan land use. This area is preserved specifically for the railroad easement that transects the City of Paramount (see Figure 4, *General Plan Designation*).

The Project site is zoned as Heavy Manufacturing (M-2), which provides for a variety of industrial uses. The site is bordered to the east by UPRR train tracks, with surrounding land uses primarily composed of industrial land use. Single family residential is located directly east of the UPRR train tracks, approximately 140 feet from the Project site boundary. Multifamily residential development is located approximately 400 feet northeast of the site. Kindred Hospital Paramount is located approximately 400 feet east of the Project site boundary, directly east of the UPRR train tracks. See Figure 5, *Zoning Designation*.

Regional Location



Local Vicinity



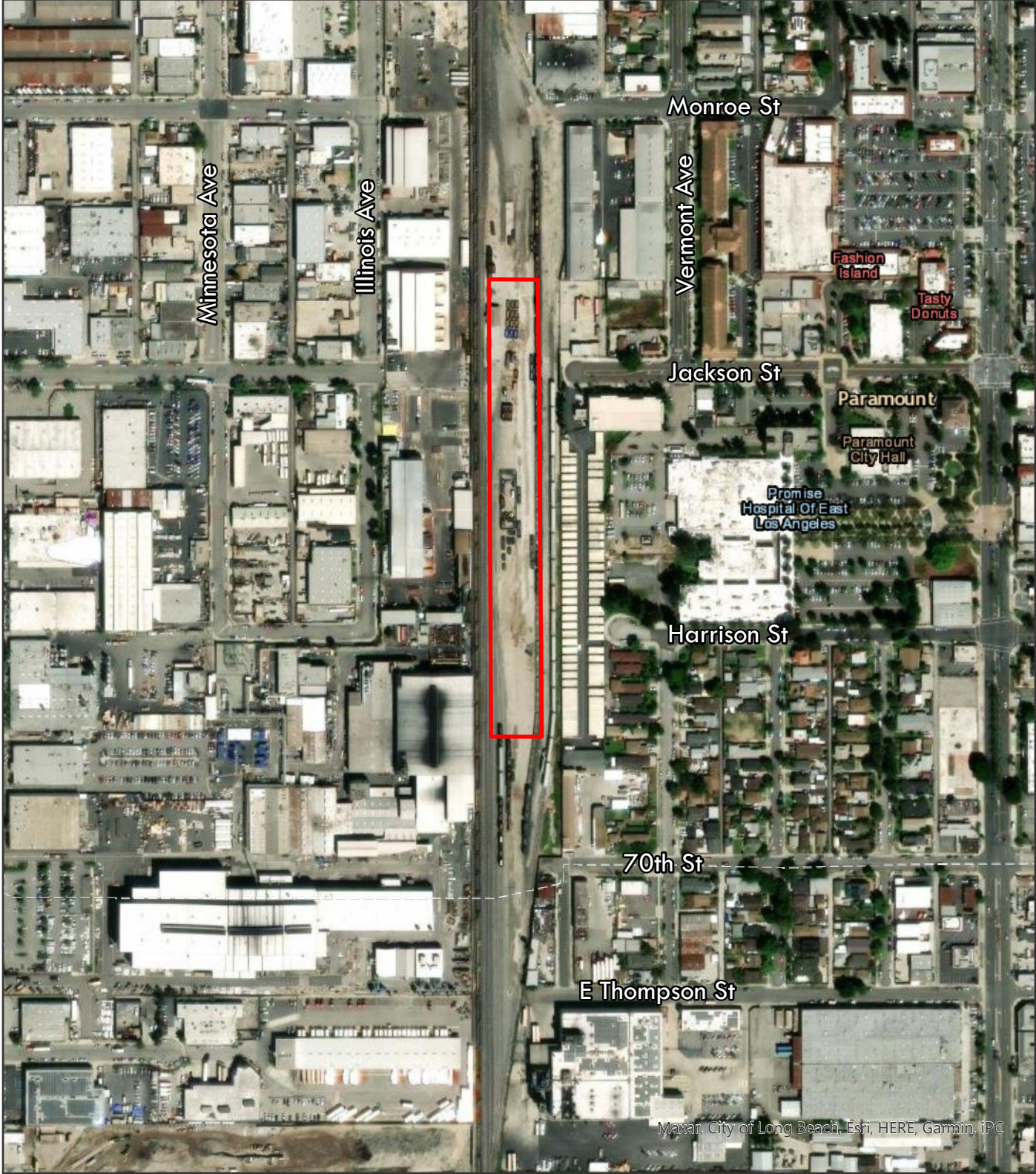
City of Long Beach, Bureau of Land Management, Esri, HERE, Garmin, INCREMENT P, Intermap, NGA, USGS

Legend

 Project Site

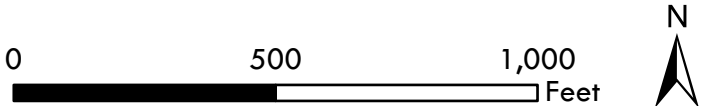
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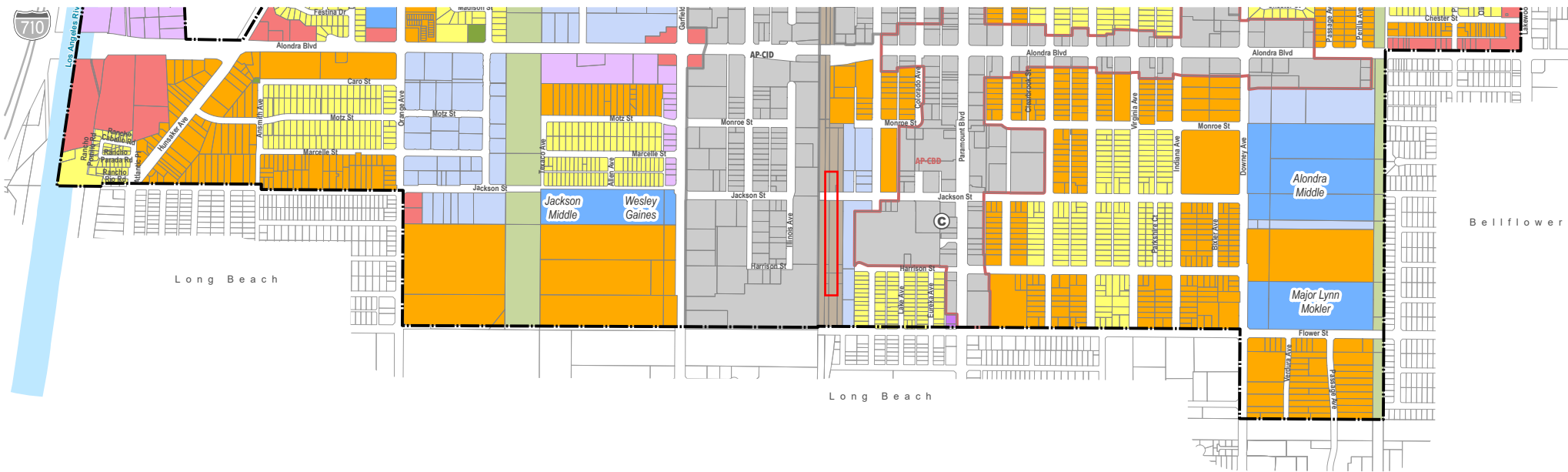


Legend

 Project Site














General Plan Designation









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 **Project Site**






General Plan Land Use Designations

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

North Paramount Gateway Specific Plan

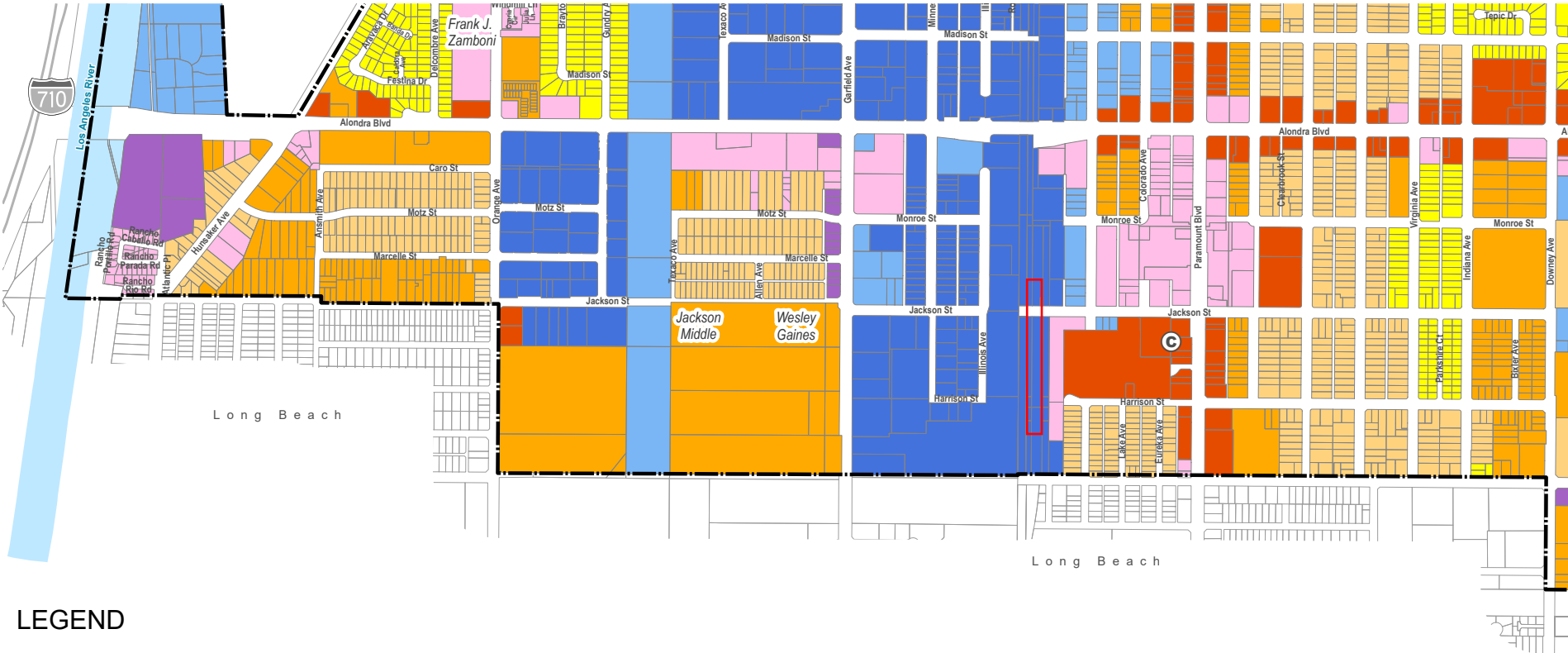
-  Multiple Family Residential, Medium Density
-  Multiple Family Residential, High Density
-  Mixed Use, Medium Density
-  Mixed Use, High Density
-  Area Plans
 - Clearwater West (AP-CW)
 - Clearwater East (AP-CE)
 - Central Industrial District (AP-CID)
 - Somerset Ranch (AP-SR)
-  Central Business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

Base Map Features

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



Zoning Designation



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Project Site

Zoning Districts

Residential Zones

- R-1 Single-Family Residential
- R-2 Medium Density Residential
- R-M Multiple-Family Residential

Commercial Zones

- C-3 General Commercial
- C-M Commercial-Manufacturing

Industrial Zones

- M-1 Light Manufacturing
- M-2 Heavy Manufacturing

Specific Plans and Planned Developments

- CESP Clearwater East Specific Plan
- PD-PS Planned Development with Performance Standards

Project Site Background

Historically, the site has been used for industrial purposes since at least the 1950s, initially functioning as a railroad car storage yard. From 1960 to 1985, the site operated as the UPRR Paramount Freight Station, and from 2005 to 2014, it was used by ECDC Waste for waste-related activities. ECDC has leased the site from UPRR since 2002. The property continues to serve as a waste transfer facility, where Consolidated Disposal Services LLC, under Republic Services, handles the transfer of hazardous and non-hazardous waste.

Consolidated Disposal Services is registered with the Department of Toxic Substances Control (DTSC) as a Hazardous Waste Transporter (registration number 6716) and reportedly operates an exempt transfer facility in accordance with HSC § 25201 and CCR Exempt Transfer Facility (22 CCR § 66263.18). The facility operates 24 hours a day, 7 days a week, servicing the larger Southern California region. Its primary operations involve the temporary storage and transfer of waste contained in sealed bins. These bins are loaded onto railcars for transport out of state for treatment or disposal. The bins arrive clean from out-of-state landfills, and the facility inspects and prepares them for use by installing new liners and checking the vinyl tarps for damage. The bins are then delivered to clients' facilities and later picked up when filled. Upon return, the bins are tightly sealed and transported back to the site. The waste bins are loaded directly onto UPRR railcars without being opened or relabeled on-site. The loading process typically takes place over three to four days, with the bins remaining on-site for up to 10 days before being loaded onto the trains for transport.

The hazardous materials stored on-site are minimal, including small quantities of welding gases used for bin repairs and a 55-gallon drum of hydraulic oil for maintaining site equipment such as forklifts and water trucks. No truck or vehicle maintenance is performed on-site. The bins are securely closed and sealed with rubber straps, ensuring that waste is contained safely during the entire process. Once the bins are picked up, they are transported back to the site without being opened, relabeled, or handled beyond the basic inspections and repairs needed to maintain the containers.

In 2023, the City determined that the industrial facility had been operating without a proper City business permit. Upon understanding that Republic Services/Consolidated Disposal Service was hauling soil and other contaminated and hazardous material from the Alt Air/World Energy refinery site and other sites, Planning Department staff soon thereafter determined that further study and permitting was necessary for the business operations. Therefore, the applicant is seeking approval of an Unclassified Use Permit.

Unclassified Use Permit

Pursuant to Section 17.36.020, Permitted uses generally, of the City of Paramount Municipal Code, "unclassified uses" are listed as generally allowed within the M-2 zone.

An Unclassified Use Permit is generally applicable to facilities that "are declared to be uses possessing characteristics of such unique and special form as to make impractical their being included automatically in any classes of [other City] use[s]... and the authority for the location and operation thereof shall be subject to and permitted only after first obtaining a conditional use permit in the manner prescribed in Chapter 17.48 of the City's Municipal Code" (Municipal Code Chapter 17.40, Unclassified Uses).

A "hazardous waste facility" is typically permitted within the M-2 zoning district with an appropriate Unclassified Use Permit, as outlined in Section 17.40 of the City of Paramount Municipal Code. However, the current operation on the project site qualifies as an exempt hazardous waste transfer facility, which does not meet the definition of a "hazardous waste facility" as defined in Section 25199.1(m) of the California Health and Safety Code. The City's Municipal Code also references Section 25199.1(m) of the California Health and Safety Code to define "hazardous waste facility." As a result, the existing operation on the Project site is not subject to the City's regulations for "hazardous waste facilities." Nonetheless, an Unclassified Use Permit is the best City review mechanism for the operation of this use within the M-2 zone.

The Unclassified Use Permit is a permit issued to an applicant by the Planning Commission allowing a particular use or activity not allowed as a matter of right within a zoning district. The Unclassified Use Permit process is designed to give the Planning Commission an opportunity to consider the peculiar characteristics of the proposed use relative to placement at specific locations and to ensure proper integration with other existing or permitted uses in the same zone or zones.

The applicant for an Unclassified Use Permit shall substantiate to the satisfaction of the Planning Commission the following facts:

A) That the requested use at the location proposed will not:

- (1) Adversely affect the health, peace, safety, or welfare of persons residing or working in the surrounding area;
- (2) Be materially detrimental to the use, enjoyment, or valuation of property of other persons located in the vicinity of the site; nor
- (3) Jeopardize, endanger, or otherwise constitute a menace to the public health, safety, or general welfare; and

B) That the proposed site is adequate in size and shape to accommodate the yards, walls, fences, parking and loading facilities, landscaping, and other development features prescribed in this chapter, or as is otherwise required in order to integrate such use with the uses in the surrounding area; and

C) That the proposed site is adequately served:

- (1) By highways or streets of sufficient width and improved as necessary to carry the kind and quantity of traffic such use would generate, and
- (2) By other public or private service facilities as are required; and

D) That such use is necessary or desirable for the development of the community, is essentially in harmony with the various elements of the Paramount General Plan, and is not detrimental to existing use or to uses specifically permitted in the zone in which the proposed use is located.

Proposed Project

The City requires the facility to secure an Unclassified Use Permit for ongoing activities at 7727 Jackson Street, located in the southern portion of the City of Paramount, Los Angeles County. ECDC Environmental, LLC is seeking approval for Unclassified Use Permit No. 24-01 to continue operations at the existing Southern California Trans/Rail waste transfer facility. Currently, the facility operates without an active permit, and the Project would ensure that it obtains the necessary City permit to remain in compliance for continued operations. The proposed Project would formalize the facility's existing operations, which includes loading of sealed bins containing both RCRA (Resource Conservation and Recovery Act) and non-RCRA waste onto rail flat cars. The site would continue to operate 24 hours a day, 7 days a week at existing capacity.

Class 1 Existing Facility Exemption

Article 19 of the CEQA Guidelines includes, as required by Public Resources Code Section 21084, a list of classes of projects which have been determined not to have a significant effect on the environment. This document demonstrates that the proposed Project qualifies for a Categorical Exemption as an Existing Facility (Class 1 Exemption), consistent with the provisions of CEQA Guidelines Sections 15301 and 15300.2 and provides information for City decisionmakers to find that the proposed Project is exempt under CEQA.

Pursuant to CEQA Guidelines Section 15301, a Class 1 Exemption consists of the operation, repair, maintenance, permitting, leasing, licensing, or minor alteration of existing public or private structures, facilities, mechanical equipment, or topographical features, involving negligible or no expansion of existing

or former use. The types of "existing facilities" itemized in the CEQA Guidelines are not intended to be all-inclusive of the types of projects which might fall within Class 1 Exemption. The key consideration is whether the project involves negligible or no expansion of use. According to Section 15302 (e)(2), expansions of use are considered negligible if additions to existing structures will not result in an increase of more than 10,000 square feet (SF) and the project site is (A) in an area where all public services and facilities are available to allow for maximum development permissible in the General Plan and (B) the area in which the project site is located is not environmentally sensitive.

The City of Paramount has determined that the proposed Project would not result in any significant effects on the environment. This finding is supported by the analysis provided in Table 1, *Environmental Impact Analysis*, below. The City of Paramount makes the following findings in support of the Class 1 Exemption (refer to CEQA Guidelines §15301):

This Project is categorically exempt from the requirements of the California Environmental Quality Act (CEQA) pursuant to Article 19, Section 15301 Class 1 as an Existing Facility (Class 1 Exemption). The proposed Project qualifies for the Class 1 categorical exemption because it consists of the continuation of operation of Southern California Trans/Rail for loading sealed bins containing Resource Conservation and Recovery Act (RCRA) and non-RCRA waste onto rail flat cars at 7727 Jackson Street and surrounding properties. The Project does not involve expansion of the existing site, structures, or services. The Project would not result in any construction or operational changes to the facility. The facility would continue to operate in the same manner as it has been.

None of the exceptions to the exemptions as set forth in State CEQA Guidelines Section 15300.2 apply. Specifically, the proposed Project:

- a. Is not located in a particularly sensitive environment. The subject site is located in an urbanized area designated for industrial use and is not listed as a hazardous site pursuant to Government Code Section 65962.5 (Cortese List).
- b. There is no possibility of a cumulative impact of the same type of project in the same place over time. The proposed Project involves the continuation of operation of an existing industrial facility. Once the Project is completed (e.g. the UUP is approved), the likelihood of a successive project on this site is low and probability of a cumulative impact is low.
- c. No Significant Effect. No adverse environmental impacts will occur as a result of the Project's continued use of the existing facility for the transfer of waste (see Table 1 below).
- d. Would not damage scenic resources, including but not limited to, trees, historic buildings, rock outcroppings, or similar resources, within a highway officially designated as a state scenic highway.
- e. Would not cause a substantial adverse change in the significance of a historical resource.

The proposed Project would not meet any of the conditions of exceptions, and therefore would qualify for a Class 1 Exemption.

Environmental Analysis

The discussion in Table 1 below compares the environmental impacts of the proposed Project to the existing conditions.

Table 1: Environmental Impact Analysis

Environmental Topic	Impacts
Aesthetics:	No impact. The Project does not propose any physical exterior or interior improvements to the Project site or existing building.
Agriculture and Forest Resources:	No impact. The Project would not result in land use changes or ground disturbance.
Air Quality:	No impact. The Project would not require construction or changes in existing operation of the Project site.
Biological Resources:	No impact. The Project would not result in construction or changes to existing vegetation on the Project site.
Cultural Resources:	No impact. The Project would not result in construction or ground disturbance.
Energy:	No impact. The Project would not require construction or changes in existing operation of the Project site.
Geology/Soils:	No impact. The Project would not result in construction or ground disturbance.
Greenhouse Gas Emissions:	No impact. The Project would not require construction or changes in existing operation of the Project site.
Hazards and Hazardous Materials:	Less than significant impact. See below.
Hydrology/Water Quality:	<p>No impact. The Project would not result in construction or changes to site hydrology and water quality.</p> <p>The National Pollutant Discharge Elimination System (NPDES) and California Integrated Water Quality System (CIWQS) listings are associated with stormwater discharge for Consolidated Disposal Services/ECDC. NPDES reports an active status for the Project site as of January 2014 with a primary standard industrial classification (SIC) code of 4011 (railroads, line-haul operating) and a secondary SIC code of 4953 (refuse systems). The CIWQS listing classifies the Project site as subject to the industrial stormwater program; however, no vehicle maintenance and cleaning of equipment reportedly occurs onsite, which excludes the Project site from requiring an Industrial General Permit. Additionally, to be regulated by an Industrial General Permit under SIC code 4953, the Project site must be defined as a Treatment, Storage, and Disposal Facility (TSDF) or a landfill. Therefore, the operations are exempt from industrial stormwater</p>

	requirements (Industrial General Permit Section XIX and 40 CFR § 122.26(a)(9)(i)(D).
Land Use/Planning:	<p>No impact. The Project would not result in land use changes.</p> <p>Pursuant to Section Chapter 17.40 of the City of Paramount Municipal Code, the City sets forth criteria for “hazardous waste facilities”, which are permitted uses under the M-2 (Heavy Industrial) zone. However, the Project is for an exempt hazardous waste transfer facility and does not meet the definition of “hazardous waste facility” as defined per Section 25199.1(m) of the California Health and Safety Code, and further, the City Municipal Code. Therefore, the criteria for “hazardous waste facilities” do not apply to the Project.</p> <p>Additionally, Health and Safety Code Section 25123.3(b) states that hazardous waste transfer facilities that commenced initial operations on and after January 1, 2005, and are located within 500 feet of a residence or other sensitive receptors, cannot be classified as an exempt transfer facility. However, since the Project site began operations under ECDC Environmental, LLC in 2002, this requirement was not applicable, and the facility maintained its exempt status.</p> <p>Therefore, the Project is consistent with existing land use requirements and no impacts would occur.</p>
Mineral Resources:	No impact. The Project would not result in mineral extraction.
Noise:	No impact. The Project would not require construction or changes in existing operation of the Project site.
Population/Housing:	No impact. The Project would not result in changes to population or housing.
Public Services:	No impact. The Project would not result in changes to public services.
Recreation:	No impact. The Project would not result in changes to public recreation facilities.
Transportation:	No impact. The Project would not require construction or changes in existing operation of the Project site.
Tribal Cultural Resources:	No impact. The Project would not result in construction or ground disturbance.
Utilities/Service Systems:	No impact. The Project would not result in the construction or relocation of utility systems.
Wildfire:	No impact. The Project would not result in construction or changes to the site that could exacerbate the risk of wildfire.

Hazards and Hazardous Materials:*Regulatory Setting*

The California DTSC is responsible for providing oversight of hazardous waste transfer facilities. Activities related to transport of hazardous wastes in California are regulated by the California Health and Safety Code (HSC), California Vehicle Code, California Code of Regulations (CCR) title 22, Chapter 13, Code of Federal Regulations (CFR) title 40, part 263, and the U.S. Department of Transportation's (DOT) Hazardous Materials Transportation Act regulations (49 CFR §171-179). The following regulations are related to the Project.

- Health & Safety Code, Section 25123.3(a)(3) states that for industrially zoned areas, exempt transfer facilities may only hold wastes in areas that are operated by the transporter for less than 10 days. A day is defined as a calendar day, except that when counting days, the first partial day does not count. In addition, if the last day falls on a State holiday, Saturday or Sunday, these days do not count toward the 10-day limits.
- Per the 22 CCR § 66263.18, exempt transfer facilities are authorized to only transfer packaged or containerized hazardous wastes, and those wastes must remain in the containers that they arrive in. Further, the containers must remain closed and cannot be opened for sampling or other handling including consolidation into larger containers, mixing, etc.
- Per Vehicle Code Article 1. Hazardous Materials § 31303, vehicles used for the transportation of hazardous materials cannot be left unattended or parked overnight in a residential district.
- In developing its regulations, DTSC and the U.S. Environmental Protection Agency (U.S. EPA) adopted by reference the U.S. DOT Hazardous Materials Transportation Act regulations (49 CFR §171-179). DTSC's and U.S. EPA's regulations are consistent with each other, but according to DTSC these regulations do not include all of the provisions contained in DOT's regulations. Key requirements relevant to Project operations include:
 - In the course of transportation, a vehicle containing hazardous materials (e.g., wastes) must be attended by its driver and cannot be parked within five feet of the traveled portion of a public street or highway except brief periods when necessary for operations and it is impractical to park anywhere else (49 CFR § 397.5(d)(1)). A vehicle is considered parked when it is stopped for a purpose unrelated to driving, (e.g., fueling, eating, loading and unloading).
 - A transporter may designate a qualified representative to attend to the vehicle only if the representative is aware of the nature of the hazardous materials contained in the vehicle, has been instructed on the procedures that must be followed in an emergency, is authorized to move the vehicle, and has the means and ability to do so (49 CFR § 397.5). Wastes parked at exempt transfer facilities must remain under the control and custody of the transporter as designated on the manifest.

Environmental Impact

The proposed Project would include authorization of Unclassified Use Permit No. 24-01, which would bring the existing Southern California Trans/Rail waste transfer facility, at 7727 Jackson Street, into compliance to ensure that existing operations on the Project site, including all hazardous waste and transfer laws, are in compliance. The facility has been operating without an Unclassified Use Permit, and this Project aims to ensure the facility obtains proper City permits. The Project qualifies for the Class 1 Existing Facilities Exemption under CEQA, as it involves the continued operation of an existing facility without any significant expansion or changes.

The Project would not result in any construction or operational changes to the facility. The facility would continue to operate in the same manner as it has been, following the existing protocols for handling hazardous materials. It would remain subject to the same regulatory requirements, including those under the

Health & Safety Code, Section 25123.3(a)(3) California Health and Safety Code, California Code of Regulations, and federal regulation, which limits the holding of waste to 10 days for the facility; 22 CCR § 66263.18, which allows the facility to only transfer packaged or containerized hazardous wastes and those wastes must remain in the containers that they arrive in; Vehicle Code Article 1. Hazardous Materials § 31303, which prohibits vehicles used for the transportation of hazardous materials from being left unattended or parked overnight in a residential district; and 49 CFR § 397.5, which includes requirements for the transport of hazardous waste (PPP HAZ-1 through PPP HAZ-4).

The facility would continue to be monitored for compliance with applicable regulations, and the proposed Project would not introduce any modifications that could result in new impacts or noncompliance related to hazardous materials. Therefore, no impact related to the disposal or transfer of hazardous materials would be anticipated under the Project.

Plans, Policies, and Programs (PPPs)

- **PPP HAZ-1:** Health & Safety Code, Section 25123.3(a)(3) states that for industrially zoned areas, exempt transfer facilities may only hold wastes in areas that are operated by the transporter for less than 10 days. A day is defined as a calendar day, except that when counting days, the first partial day does not count. In addition, if the last day falls on a State holiday, Saturday or Sunday, these days do not count toward the 10-day limits.
- **PPP HAZ-2:** Per the 22 CCR § 66263.18, exempt transfer facilities are authorized to only transfer packaged or containerized hazardous wastes, and those wastes must remain in the containers that they arrive in. Further, the containers must remain closed and cannot be opened for sampling or other handling including consolidation into larger containers, mixing, etc.
- **PPP HAZ-3:** Per Vehicle Code Article 1. Hazardous Materials § 31303, vehicles used for the transportation of hazardous materials cannot be left unattended or parked overnight in a residential district.
- **PPP HAZ-4:** In developing its regulations, DTSC and the U.S. Environmental Protection Agency (U.S. EPA) adopted by reference the U.S. DOT Hazardous Materials Transportation Act regulations (49 CFR §171-179). DTSC's and U.S. EPA's regulations are consistent with each other, but according to DTSC these regulations do not include all of the provisions contained in DOT's regulations. Key requirements relevant to Project operations include:
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References

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