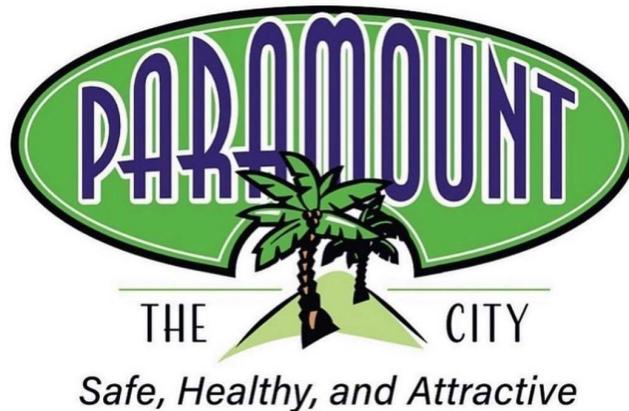


**City of Paramount
2021-2029 Housing Element Update
Health and Safety Element Update
and new Environmental Justice Element**

**Initial Study and
Negative Declaration**



Lead Agency

City of Paramount
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November 3, 2021

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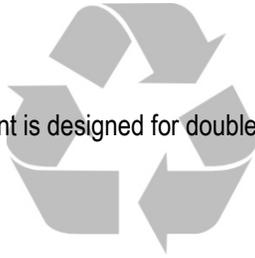


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1 PURPOSE AND AUTHORITY

The purpose of this Initial Study is to identify and assess the significance of the physical effects on the environment due to potential future development guided by the goals, policies, and implementation programs of the City of Paramount 2021-2029 Housing Element Update, Health and Safety Element Update, and new Environmental Justice Element. Pursuant to the California Environmental Quality Act (CEQA), the proposed Housing Element Update, Health and Safety Element Update, and Environmental Justice Element is considered a "Project" and thus requires analysis and determination of environmental effects prior to approval.

This Initial Study has been prepared in accordance with the California Environmental Quality Act (CEQA) Statutes and Guidelines and the City of Paramount local rules and regulations. The proposed Project requires discretionary approval by the City of Paramount and review by the California Department of Housing and Community Development (HCD). As the project initiator, and because of the legislative approvals involved, the City of Paramount is the Lead Agency with respect to this Initial Study pursuant to §15367 of the CEQA Guidelines. Specifically, the Project requires City of Paramount approval of a General Plan Amendment No. 21-2. No other governmental agencies have discretionary permitting authority with respect to approval of the proposed Project, and no Trustee Agencies, as defined in §21070 of the CEQA Statutes, has jurisdiction over resources such that Trustee agency approval is required for entitlement approval.

Pursuant to §15074 of the CEQA Guidelines, prior to approving the Project, the City of Paramount is obligated to consider the findings of this Initial Study and to either adopt a Negative Declaration (ND) or a Mitigated Negative Declaration (MND) or determine that an Environmental Impact Report (EIR) is required due to potentially significant, unavoidable environmental impacts. The findings of this Initial Study support adoption of Negative Declaration (ND), as discussed in Section 4, indicating that the environmental impacts of the Project will be less than significant and that an EIR is not required.

CONTENTS

This document has been prepared to comply with Section 15063 of the State CEQA Guidelines that sets forth the required contents of an Initial Study. These include:

- A description of the project, including the location of the project (see Section 2)
- Identification of the environmental setting (see Section 2.11)
- Identification of environmental effects by use of a checklist, matrix, or other methods, provided that entries on the checklist or other form are briefly explained to indicate that there is some evidence to support the entries (see Section 3)
- Examination of whether the project is compatible with existing zoning, plans, and other applicable land use controls (see Sections 2.6 and 2.7)
- The name(s) of the person(s) who prepared or participated in the preparation of the Initial Study (see Section 5.1)

TIERING

Section 15152 et al of the CEQA Guidelines describes "tiering" as a streamlining tool as follows:

- "Tiering" refers to using the analysis of general matters contained in a broader EIR (such as one prepared for a general plan or policy statement) with later EIRs and negative declarations on narrower projects; incorporating by reference the general discussions from the broader EIR; and concentrating the later EIR or negative declaration solely on the issues specific to the later project.*
- Agencies are encouraged to tier the environmental analyses which they prepare for separate but related projects including general plans, zoning changes, and development projects. This approach can eliminate repetitive discussions of the same issues and focus the later EIR or negative declaration on the actual issues ripe for decision at each level of environmental review. Tiering is appropriate when the sequence of analysis is from an EIR prepared for a general plan, policy, or program to an EIR or negative declaration for another plan, policy, or program of lesser scope, or to a site-*

specific EIR or negative declaration. Tiering does not excuse the lead agency from adequately analyzing reasonably foreseeable significant environmental effects of the project and does not justify deferring such analysis to a later tier EIR or negative declaration. However, the level of detail contained in a first tier EIR need not be greater than that of the program, plan, policy, or ordinance being analyzed.

- (c) *Where a lead agency is using the tiering process in connection with an EIR for a large-scale planning approval, such as a general plan or component thereof (e.g., an area plan or community plan), the development of detailed, site-specific information may not be feasible but can be deferred, in many instances, until such time as the lead agency prepares a future environmental document in connection with a project of a more limited geographical scale, as long as deferral does not prevent adequate identification of significant effects of the planning approval at hand.*
- (d) *Where an EIR has been prepared and certified for a program, plan, policy, or ordinance consistent with the requirements of this section, any lead agency for a later project pursuant to or consistent with the program, plan, policy, or ordinance should limit the EIR or negative declaration on the later project to affects which:
 - (1) *Were not examined as significant effects on the environment in the prior EIR; or*
 - (2) *Are susceptible to substantial reduction or avoidance by the choice of specific revisions in the project, by the imposition of conditions, or other means.**
- (e) *Tiering under this section shall be limited to situations where the project is consistent with the general plan and zoning of the city or county in which the project is located, except that a project requiring a rezone to achieve or maintain conformity with a general plan may be subject to tiering.*
- (f) *A later EIR shall be required when the initial study or other analysis finds that the later project may cause significant effects on the environment that were not adequately addressed in the prior EIR. A negative declaration shall be required when the provisions of Section 15070 are met.
 - (1) *Where a lead agency determines that a cumulative effect has been adequately addressed in the prior EIR that effect is not treated as significant for purposes of the later EIR or negative declaration and need not be discussed in detail.*
 - (2) *When assessing whether there is a new significant cumulative effect, the lead agency shall consider whether the incremental effects of the project would be considerable when viewed in the context of past, present, and probable future projects. At this point, the question is not whether there is a significant cumulative impact, but whether the effects of the project are cumulatively considerable. For a discussion on how to assess whether project impacts are cumulatively considerable, see Section 15064(i).*
 - (3) *Significant environmental effects have been "adequately addressed" if the lead agency determines that:
 - (A) *they have been mitigated or avoided as a result of the prior environmental impact report and findings adopted in connection with that prior environmental report; or*
 - (B) *they have been examined at a sufficient level of detail in the prior environmental impact report to enable those effects to be mitigated or avoided by site specific revisions, the imposition of conditions, or by other means in connection with the approval of the later project.***
- (g) *When tiering is used, the later EIRs or negative declarations shall refer to the prior EIR and state where a copy of the prior EIR may be examined. The later EIR or negative declaration should state that the lead agency is using the tiering concept and that it is being tiered with the earlier EIR.*

- (h) *There are various types of EIRs that may be used in a tiering situation. These include, but are not limited to, the following:*
- (1) General Plan EIR (Section 15166)*
 - (2) Staged EIR (Section 15167)*
 - (3) Program EIR (Section 15168)*
 - (4) Master EIR (Section 15175)*
 - (5) Multiple-family residential development/residential and commercial or retail mixed-use development (Section 15179.5)*
 - (6) Redevelopment project (Section 15180)*
 - (7) Projects consistent with community plan, general plan, or zoning (Section 15183)*

This Initial Study for the 2021-2029 Housing Element, Health and Safety Element Update, and Environmental Justice Element has been prepared to tier from the General Plan “Program” EIR of the City of Paramount dated August 2007, as amended or otherwise supplemented. For the City of Paramount, documents by which the analysis recorded herein has been tiered from are available for public review at:

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

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2 PROJECT DESCRIPTION

PROJECT TITLE

City of Paramount 2021-2029 Housing Element Update, Health and Safety Element Update, and new Environmental Justice Element

LEAD AGENCY/PROJECT SPONSOR NAME AND ADDRESS

City of Paramount
16400 Colorado Avenue
Paramount, CA 90723
(562) 220-2000

CONTACT PERSON AND PHONE NUMBER

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Paramount, CA 90723
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THE PROJECT

This Initial Study analyzes the potential environmental impacts associated with:

- Adoption of the City of Paramount's sixth cycle (2021-2029) Housing Element.
- Adoption of an update to the City of Paramount's Safety Element
- Adoption of a new Environmental Justice Element

The Housing Element is a required component of the City's General Plan and must be updated on a regular basis, as set forth in Government Code Section 65588. The Housing Element consists of these components, described in detail below: 1) housing needs, 2) constraints to housing development, 3) housing resources (available sites and funding sources), and 4) a housing plan.

The 2021-2029 Housing Element applies to all properties within the City of Paramount on which existing and proposed General Plan land use designations and zoning districts allow residential and/or mixed-use development. The Housing Element does not specifically authorize the construction of any housing development, nor does it indicate where and when specific housing projects will occur. The Housing Element is a policy document setting forth the City's plan to accommodate its share of regional housing needs, as determined by the Southern California Association of Governments (SCAG). For the 2021-2029 planning period, the City of Paramount's share is 364 housing units. This allocation is referred to as the Regional Housing Needs Assessment, or RHNA.

In conjunction with this Housing Element update, the City is also undertaking an update to the Health and Safety Element to align it with the recently adopted Local Hazard Mitigation Plan and adopt climate adaptation strategies, and adding a new Environmental Justice Element to comply with SB 1000 and SB 244.

This Initial Study examines the potential environmental impacts at a program level for the Housing Element, Safety Element, and Environmental Justice Element, since these policy documents do not specifically authorize the construction of any development, nor do they indicate where and when specific housing projects will occur.

PROJECT LOCATION

The City of Paramount is fifteen miles southeast of downtown Los Angeles and borders North Long Beach to the south. Known in the 1930s as the communities of Hynes and Clearwater, the area was a nationally prominent center of the dairy and hay industries. Hynes-Clearwater joined together under the common name of Paramount in 1948, grew steadily, and in 1957 was incorporated as a City. Today a modern city, Paramount provides a broad range of municipal services. Approximately five square miles in size, Paramount has close to 54,000 residents and over 3,000 businesses. The Planning Area of the General Plan consists of the corporate boundaries of the City of Paramount. Six cities total and unincorporated Los Angeles County areas border the City: (clockwise from the north): South Gate, Downey, Bellflower, Long Beach, Compton, unincorporated Los Angeles County (East Rancho Dominguez) and Lynwood. The regional and local context of the Planning Area is identified on Exhibit 2-1 (Vicinity Map and Planning Area) located on page 19.

GENERAL PLAN LAND USE DESIGNATIONS

The Paramount General Plan provides for a range of land use designations in the City that can accommodate residential units. Multiple residential General Plan land use designations within the City provide opportunities for development of housing projects, including the Single-Family and Multiple Family Residential designations. The Housing Element 2021-2029 Update, Health and Safety Element update, and new Environmental Justice Element project does not propose to change any particular parcel's General Plan land use designation. The 2021-2029 Housing Element recognizes that the City considers Proposition FF (established in 1988), which caps housing density at 22 dwelling units per acre, to be invalid based on operation of law; therefore, City zoning is in compliance with California Department of Housing and Community Development's default density of 30 dwelling units per acre established for affordable housing. The Housing Element 2021-2029 Update sites inventory analysis continues to use the 22 dwelling units per acre density approach to meet the 6th Cycle Regional Housing Needs Assessment.

ZONING DISTRICTS

Multiple residential districts within the City provide opportunities for development of housing projects at various densities. Residential density within the various zones is calculated at dwelling units per acre (du/acre). Residential uses are permitted in the following zones: R-1 (Single-Family Residential), R-2 (Medium Density Residential), R-M (Multiple-Family Residential), and some PD-PS (Planned Development with Performance Standards) zones as well as various Specific Plans, including the Clearwater East Specific Plan (Chapter 17.88) and Clearwater North and Howe/Orizaba Specific Plans (Chapter 18.84). The Housing Element 2021-2029 Update, Health and Safety Element update, and new Environmental Justice Element project does not propose to change any particular parcel's zoning.

SPECIFIC PLAN

CLEARWATER EAST SPECIFIC PLAN

In May 2019, the City amended the Clearwater East Specific Plan, which encompasses approximately 68 acres within North-Central Paramount. Specific land uses include multiple family dwellings, live-work units, senior housing, office/business park, commercial, public/quasi-public, and light industrial uses. The amendment focused on revising the minimum density of 20 units per acre and a maximum density of 22 units per acre.

NORTH PARAMOUNT GATEWAY SPECIFIC PLAN

The City is preparing a new North Paramount Gateway Specific Plan that will combine Clearwater North and Howe-Orizaba Specific Plan. The new Specific Plan will emphasize residential, commercial, and mixed uses to be integrated with the proposed Metro West Santa Ana Branch Transit Corridor light rail station near the intersection of Rosecrans Avenue and Paramount Boulevard. The Specific Plan, when adopted, will require its own environmental documentation associated with the growth projected by the new land use plan. The sites inventory under the Housing Element 2021-2029 Update does not apply any units toward the 6th Cycle Regional Housing Needs Assessment.

HOUSING ELEMENT

REQUIREMENTS AND CONTENT

A Housing Element is one of the required General Plan elements. It addresses existing and future housing needs of persons of all income levels and provides policy guidance to decision-makers and City staff. The City is not required to construct housing to meet those needs, but it must create a regulatory environment that supports and encourages housing production and equal access to housing.

State law requires that all housing elements address four key topics: 1) housing needs, 2) constraints to housing development, 3) housing resources, and 4) a housing plan. Article 10.6, Section 65580 – 65589.8, Chapter 3 of Division 1 of Title 7 of the California Government Code establishes the legal requirements for a housing element and encourages the provision of affordable and decent housing, in suitable living environments, in all communities, in working toward statewide goals. The 2021-2029 Housing Element is the policy document that addresses current and projected housing needs consistent with State law.

HOUSING NEEDS AND RESOURCES

Several factors influence the demand for housing in the City of Paramount, including population growth, the cost of housing, and housing needs of "special needs groups" that include the elderly, large families, female-headed households, households with a physically or developmentally disabled person, farm workers, and the homeless. The 2021-2029 Housing Element examines the housing needs of different groups of people based on demographic metrics that include owners versus renters, lower-income households, overcrowded households, elderly households, special needs groups, and homeless persons.

SCAG has assigned the City of Paramount a RHNA allocation of 364 housing units for the 2021-2029 planning period, divided among the household income categories identified in Table 1. Housing units that have been approved or proposed but not yet built or that are under construction as of June 2021 may be credited toward the RHNA. Table 2 (RHNA Credits and Remaining Need) identifies RHNA credits, and the remaining housing need to be accommodated by land use policy and zoning regulations (see Exhibit 2-2: Sites Inventory located on page 21).

**Table 1
City of Paramount Regional Housing Needs Allocation (RHNA)**

Income Group	Total Allocation (DU)	Income Group Ratio (%)
Very Low (<50% of AMI)	92	25.3%
Low (50% - 80% of AMI)	43	11.8%
Moderate (80% - 120% of AMI)	48	13.2%
Above Moderate (>120% of AMI)	181	49.7%
Total	364	100.0%

Source: SCAG 2021

**Table 2
RHNA Credits and Remaining Need**

	Ex./Very Low (0-50% AMI)	Low (50-80% AMI)	Moderate Income (80-120% AMI)	Above Moderate Income (120%+ AMI)	Total
APPROVED PROJECTS/PROPOSED PROJECTS					
16675 to 16683 Paramount Blvd.	--	2	--	12	14
6500 to 6510 Alondra Blvd.	--	--	--	10	10
7254 Motz St.	--	--	--	1	1
15922 Georgia Ave.	--	--	--	1	1
Rancho Camino (APN: 626-600-1013)	--	--	--	1	1
15942 Orazba Ave.	--	--	--	1	1
Total	--	2	--	26	28
RHNA	92	43	48	181	364
Remaining RHNA	92	41	48	155	335

State law requires that jurisdictions demonstrate in the Housing Element that land inventory is available and adequate to accommodate the RHNA allocation. Sites currently available and appropriate to accommodate a portion of the RHNA are categorized and summarized in Table 3.

**Table 3
Currently Available Vacant/Underutilized Land Inventory**

Site Type (Map No.)	Affordability Level				
	Ex./Very Low Income (0-50% AMI)	Low Income (50-80% AMI)	Moderate Income (80-120% AMI)	Above Moderate Income (120%+ AMI)	Total
Estimated Accessory Dwelling Unit Production	39	74	4	49	166
Clearwater East Specific Plan (Site 1)		47	46	140	233
North Paramount Gateway Specific Plan (Site 2)		18	18	28	64
Residential Recycling Sites (Sites 3 to 6)		--	--	31	31
Total Sites Currently Available and ADU Production		216	65	226	507
Remaining RHNA after approved/proposed projects	92	43	48	181	364
Updated Remaining RHNA		+45	+20	+93	+158

The estimated accessory dwelling unit production and residential recycling sites can be accommodated in the existing 2007 General Plan Land Use Plan and the associated City of Paramount General Plan Final Environmental Impact Report (EIR).

The EIR, when completed and certified in 2007, identified 14,575 existing housing units in 2006, 22,000 units¹ allowed under the Land Use Plan build-out growth projections, and as of May 2021, the City consisting of 14,723 housing units². The EIR addresses potential impacts to General Plan Update. The Clearwater East Specific Plan units identified in the sites inventory are accommodated by a Negative Declaration which addresses potential impacts of the Specific Plan Amendment in conformance with the guidelines of the State of California.

HOUSING CONSTRAINTS

The Housing Constraints section identifies and addresses regulations and conditions that constitute constraints to housing production and preservation, including governmental and nongovernmental regulations, infrastructure requirements and market conditions such as land, construction and labor costs as well as restricted financing availability. Where constraints were identified, programs to address those constraints were included in the Housing Plan.

AFFIRMATIVELY FURTHERING FAIR HOUSING

The Affirmatively Furthering Fair Housing (AFFH) mandate imposed by AB 686 requires a detailed analysis of segregation/integration patterns and disparities in access to opportunity is included in the Housing Element. The City of Paramount contracts with the Fair Housing Foundation, a nonprofit organization dedicated to affirmatively furthering fair housing choice through the provision of education and direct client services. In response to this analysis, a program was included in the Housing Plan to update the existing Analysis of Impediments to Fair Housing Choice (2016) and to continue the City's efforts to affirmatively further fair housing.

SUMMARY OF GOALS, POLICIES, AND PROGRAMS

The Housing Element includes the following goals and policies to direct housing decisions over the 2021-2029 planning period:

- GOAL 1:** *Established housing and residential neighborhoods in Paramount are maintained and enhanced.*
- Policy 1.1:** *Neighborhood Preservation. Preserve the character, scale, and quality of established residential neighborhoods.*
- Policy 1.2:** *Maintenance and Rehabilitation. Continue to promote the maintenance and rehabilitation of the existing housing stock in Paramount.*
- Policy 1.3:** *Adverse Impacts. Strive to ensure that future development in Paramount does not adversely impact the established residential neighborhoods.*
- Policy 1.4:** *Preserve Housing Stock. Assist in the elimination of substandard construction, overcrowding, and other factors that contribute to the deterioration of the existing housing stock.*
- Policy 1.5:** *Healthy Neighborhoods. Support healthy neighborhoods by addressing public health and safety issues; proactively resolve code violations; and minimize threats from pollution contamination, industrial uses, and incompatible uses.*
- GOAL 2:** *A range of available housing types, densities, and affordability levels to meet the diverse needs of the community, maintaining a balanced supply of ownership and rental units.*

¹ Final Environmental Impact Report Paramount General Plan Update, City of Paramount, August 2007.

² California Department of Finance, Demographic Research Unit, Table 2: E-5 City/County Population and Housing Estimates, January 1, 2021.

- Policy 2.1 Adequate Sites.** Provide for adequate sites that will enable the production of 364 housing units through October 2029 to meet the demands of present and future residents, including an adequate number and range of new dwelling types affordable to extremely low, very low, low, moderate and above moderate-income households.
- Policy 2.2: Diversified Housing Types.** Facilitate the development of a range of residential development types in Paramount which fulfill regional housing needs, including accessory dwelling units, low density single-family uses, moderate density townhomes, and higher density apartments and condominiums and mixed-use projects.
- Policy 2.3: New Residential Development.** Promote new residential development and ensure this housing, including affordable units, provides a healthy, safe, and attractive living environment.
- Policy 2.4: Housing Near Transit.** Encourage transit-oriented development, including higher residential densities, gathering places, amenities, commercial, and entertainment uses within walking distance of planned rail stations and bus stops.
- Policy 2.5: In-Fill Housing.** Encourage in-fill housing development that is compatible in character with the established residential neighborhood.
- Goal 3: Adequate housing and provide resources to meet the needs of low- and moderate-income and special needs households.**
- Policy 3.1: Affordable Housing.** Strive to ensure that affordable housing in the City is developed to the highest standards possible in a manner consistent with market rate housing in the City.
- Policy 3.2: Housing for Persons with Disabilities.** Encourage the development of residential units accessible to persons with disabilities or are adaptable for conversion for persons with disabilities.
- Policy 3.3: Homelessness.** Consult with local social service providers to address the needs of the homeless and persons at-risk of homelessness.
- Policy 3.4: Senior Housing.** Promote the development and rehabilitation of senior housing specifically designed to meet their needs and living arrangement.
- Policy 3.5: Special Needs.** Consider opportunities for new housing, including housing for special needs households, in the planning and review of new development proposals.
- Goal 4: Housing production and housing affordability that is free from governmental and non-governmental constraints.**
- Policy 4.1: Streamline Review Process.** Facilitate the review of new residential development through the implementation of the “streamlined” review process.
- Policy 4.2: Innovative Strategies.** Explore innovative strategies that will facilitate the planning and design process while providing clear and consistent direction to housing providers.
- Policy 4.3: Agency Consultation.** Consult with other public agencies and the adjacent cities in identifying strategies to promote and facilitate new housing construction.
- Policy 4.4 Development Approval Process Education.** Educate applicants on how to navigate the development approval process; facilitate building permit and development plan processing for residential construction.

Policy 1.7: Governmental Constraints. Periodically review City regulations, ordinances, procedures, and fees to ensure they do not unduly constrain the production of housing.

GOAL 5: Affirmatively further equal and fair access to housing opportunities for all residents.

Policy 5.1 Discrimination. Prohibit discrimination in the sale, rental, or financing of housing based on race, color, ancestry, religion, national origin, sex, sexual orientation, gender identity, age, disability/medical condition, familial status, marital status, source of income, or any other arbitrary factor.

Policy 5.2: Fair Housing. Assist in the enforcement of fair housing laws by providing support to organizations that can receive and investigate fair housing allegations, monitor compliance with fair housing laws, and refer possible violations to enforcing agencies.

Policy 5.3: Equitable Housing. Encourage investments and the siting of new housing in an equitable and fair manner that prevents discrimination, overcomes pattern of segregation, and fosters inclusive communities.

Policy 5.4: Underrepresented Groups. Facilitate increased participation among traditionally underrepresented groups in the public decision-making process.

In addition to goals and polices, the Housing Element includes a number of implementation action programs to implement the policy direction. Many programs are included to comply with new State laws. Some of the most significant programs include:

SAFETY ELEMENT

The purpose of the update to the Health and Safety Element is to comply with recent State legislation and guidelines (including Assembly Bill 162, Senate Bill 1241, Senate Bill 99, Assembly Bill 747, Senate Bill 1035 and Senate Bill 379). The technical amendments incorporate data and maps, address vulnerability to climate change, and incorporate policies and programs from the City's update to the Local Hazard Mitigation Plan. The proposed Health and Safety Element Update organizes safety goals and policies into the following sections: Geology and Seismicity, Flooding, Noise, Air Installation Land Use Compatibility, Hazardous Materials, Crime Prevention and Protection Services, Fire Prevention and Suppression Services, Disaster Preparedness and Evacuation, Emergency Medical Facilities, and Climate Adaptation. The Health and Safety Element includes the following goals and policies. Additional specific actions are included in the Element to implement these goals and policies.

SUMMARY OF GOALS, POLICIES, AND PROGRAMS

- **Health and Safety Element Policy 1.** The City of Paramount will strive to minimize damage to life and property in the event of a major disaster.
- **Health and Safety Element Policy 2.** The City of Paramount will work to identify and improve existing buildings that do not meet fire or earthquake standards.
- **Health and Safety Element Policy 3.** The City of Paramount will identify areas of high risk (high densities, older structures, fire hazards) so that disaster response may be prioritized.
- **Health and Safety Element Policy 4.** The City of Paramount will maintain an inventory of alternative emergency resources in the City (portable water, water delivery systems, communication, security, waste collection, and emergency power for critical facilities).

- **Health and Safety Element Policy 5.** The City of Paramount will identify critical facilities for use during disasters and inform appropriate disaster assistance agencies of their location and capabilities.
- **Health and Safety Element Policy 6.** The City of Paramount will assign disaster response duties to appropriate public employees. The major natural hazard that will face the City and region in the coming years is related to the numerous earthquake faults found in the Southern California region. The following policies underscore the City's recognition of these hazards.
- **Health and Safety Element Policy 7.** The City of Paramount will work to minimize serious injury and loss of life in the event of a major disaster.
- **Health and Safety Element Policy 8.** The City of Paramount will strive to prevent serious structural damage to critical facilities and structures, particularly where large numbers of people are apt to congregate.
- **Health and Safety Element Policy 9.** The City of Paramount will work to ensure that vital services and functions can continue following a major earthquake.
- **Health and Safety Element Policy 10.** The City of Paramount will work to educate the community on how the effects of a major earthquake can be reduced.
- **Health and Safety Element Policy 11.** The City of Paramount will develop an information program to familiarize citizens with emergency preparedness in the event of a major earthquake.
- **Health and Safety Element Policy 12.** The City of Paramount will require special soils and structural investigations for all larger structures or development involving large groups of people pursuant to State requirements.
- **Health and Safety Element Policy 13.** The City of Paramount will continue to employ the code enforcement program, including the identification of pre-1933 structures, and require their rehabilitation.
- **Health and Safety Element Policy 14.** The City of Paramount will continue redevelopment efforts, particularly in older commercial and industrial areas.
- **Health and Safety Element Policy 15.** The City of Paramount will strive to protect life and property from fire damage.
- **Health and Safety Element Policy 16.** The City of Paramount will work to reduce fire danger.
- **Health and Safety Element Policy 17.** The City of Paramount will continue to provide efficient fire protection services.
- **Health and Safety Element Policy 18.** The City of Paramount will continue code enforcement efforts as a means to reduce fire hazards often associated with older buildings and unpermitted structures.
- **Health and Safety Element Policy 19.** The City of Paramount will require contemporary fire protection for multi-story structures and larger industrial facilities.
- **Health and Safety Element Policy 20.** The City of Paramount will require all development to comply with established fire safety standards.
- **Health and Safety Element Policy 21.** The City of Paramount will require new development to install sprinkler systems and smoke detectors, as appropriate.
- **Health and Safety Element Policy 22.** The City of Paramount will encourage improved fire insurance programs.

- **Health and Safety Element Policy 23.** The City of Paramount will monitor, review, and improve, as needed, the City's emergency response capabilities.
- **Health and Safety Element Policy 24.** The City of Paramount will strive to provide an atmosphere of security and safety for residents and businesses in the City.
- **Health and Safety Element Policy 25.** The City of Paramount will encourage good relations between all residents and police.
- **Health and Safety Element Policy 26.** The City of Paramount will cooperate with local law enforcement as a means to suppress crime.
- **Health and Safety Element Policy 27.** The City of Paramount will support "neighborhood watch" programs in conjunction with neighborhood improvement associations to encourage cooperation between residents, businesses, and police.
- **Health and Safety Element Policy 28.** The City of Paramount will cooperate with police and probation departments in the rehabilitation of residents involved in crimes through employment assistance, counseling, and related programs.
- **Health and Safety Element Policy 29.** The City of Paramount will strive to continue the development of youth programs.
- **Health and Safety Element Policy 30.** The City of Paramount will incorporate defensible space design principles and other security measures into new development in the City.
- **Health and Safety Element Policy 31.** The City of Paramount will strive to ensure that public buildings (schools, libraries, etc.) are sufficiently noise insulated to permit their intended function to be uninterrupted by exterior noise.
- **Health and Safety Element Policy 32.** The City of Paramount will cooperate with State and Federal agencies so as to minimize transportation related noise.
- **Health and Safety Element Policy 33.** The City of Paramount will ensure that the design and improvement of future master planned roadway links in the City are accomplished in a manner that minimizes noise impacts on adjacent noise sensitive land uses.
- **Health and Safety Element Policy 34.** The City of Paramount will promote the development of a compatible noise environment throughout the City.
- **Health and Safety Element Policy 35.** The City of Paramount will continue to require noise attenuation in new residential developments that are exposed to significant noise levels from freeway and arterial roadway traffic.
- **Health and Safety Element Policy 36.** The City of Paramount will periodically review County and regional plans for land use, transportation, airport operation, etc. to identify any potential noise impacts and to develop corresponding noise attenuation strategies.
- **Health and Safety Element Policy 37.** The City of Paramount will continue to promote the application of noise insulation and other noise control techniques in new schools, hospitals, and convalescent homes consistent with State and Federal regulations.
- **Health and Safety Element Policy 38.** The City of Paramount will consider the effects of truck mix, speed limits, and ultimate motor vehicle volumes on noise levels adjacent to master planned roadways when improvements to the circulation system are planned.

- **Health and Safety Policy Element 39.** Integrate climate change hazards, adaptation, and resiliency into the update of city plans, regulatory codes, and policies
- **Health and Safety Policy Element 40.** Evaluate, identify, and implement strategies to reduce the negative effects of climate change on the health of disadvantaged communities and socially vulnerable populations lacking adaptive capacities (e.g., older population, children, low- income households, disability, etc.)
- **Health and Safety Policy Element 41.** Set up systems to predict and communicate with the public about heat waves and severe storm events.
- **Health and Safety Policy Element 42.** Establish cooling centers and emergency shelters to reduce City of Paramount residents' vulnerability to extreme heat events and severe storms.
- **Health and Safety Policy Element 43.** Update the City's Local Hazard Mitigation Plan regularly to assess hazard vulnerabilities and identify mitigation to pursue in order to reduce the level of injury, property damage, and community disruption
- **Health and Safety Policy Element 44.** Maximize the resiliency of essential public facilities to risks and hazards of flooding.
- **Health and Safety Policy Element 45.** Evaluate the need to expand the capacity of flood control facilities to minimize flood hazards resulting from extreme weather events.
- **Health and Safety Policy Element 46.** Monitor the work of the Army Corps of Engineers' and other federal agencies' response plan to repair the Whittier Narrows Dam.
- **Health and Safety Policy Element 47.** Encourage natural flood control infrastructure and techniques to capture storm water, recharge aquifers, and prevent flooding near established drainage systems and channels.
- **Health and Safety Policy Element 48.** Conduct appropriate outreach and engagement efforts with community residents and businesses for community feedback and buy-in, particularly targeting vulnerable populations.
- **Health and Safety Policy Element 49.** Decrease the urban heat island effect, especially in areas with populations most vulnerable to heat.
- **Health and Safety Policy Element 50.** Enhance resilience of community tree canopy and urban forest.
- **Health and Safety Policy Element 51.** Enhance the resilience of buildings within the community to extreme heat, weather, and energy disruptions.
- **Health and Safety Policy Element 52.** Improve the energy efficiency and weatherization of homes and businesses to reduce energy costs and carbon pollution.
- **Health and Safety Policy Element 53.** Consult with Greater Los Angeles County Vector Control District to address the potential increased risk of disease due to changes in vector populations.
- **Health and Safety Policy Element 54.** Consult with Central Basin Water District to implement Drought Response Plan.
- **Health and Safety Policy Element 55.** Monitor progress of implementation of the Paramount Climate Action Plan and update the plan regularly.

ENVIRONMENTAL JUSTICE ELEMENT

The City is developing a new Environmental Justice Element to be part of the General Plan and reflect current and planned efforts in addressing environmental protection, public health, public participation, and equitable distribution of services. As provided by State Government Code 65302(h), the Environmental Justice Element has the same weight as the mandatory elements of the General Plan and is internally consistent with the other elements.

SUMMARY OF GOALS, POLICIES, AND PROGRAMS

Addressing Pollution Burdens

GOAL EJ-1: REDUCED EXPOSURE TO AIR POLLUTION AND HAZARDOUS MATERIALS

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

Policy EJ-1.2: Industrial Pollution. Reduce pollution exposure in residential neighborhoods by limiting industrial operations that generate potentially hazardous air pollutants.

Policy EJ-1.3: Enforcement/ Monitoring. Consult with California Air Resources Board and the South Coast Air Quality Management District to ensure the appropriate monitoring and enforcement of mobile and stationary source emissions and to receive aid and assistance in reducing exposures to harmful air pollutants.

Policy EJ-1.4: Emission Data Collection. Coordinate with the South Coast Air Quality Management District to explore ways to initiate data collection efforts for a community emissions reduction and/or community air quality monitoring plan, including the identification of: information needed (new or updated), potential data sources and the resources needed, and strategies to engage residents.

GOAL EJ-2: IMPROVE PHYSICAL CONDITIONS OF RESIDENTIAL AREAS ADJACENT TO POLLUTION SOURCES

Policy EJ-2.1: Industrial Air Pollution and Noise. Mitigate impacts on residential neighborhoods immediately adjacent to industrial areas by utilizing tree and green buffers, and sound walls, and similar strategies.

Policy EJ-2.2: Minimizing Pollution Burdens. Require new residential development and encourage established residential units to include building design features, equipment, and/or site planning measures to protect occupants from air pollution.

Policy EJ-2.3: Weatherization Programs. Assist residents in retrofitting their homes to be more energy efficient, weatherproofed, and better protected from air and noise pollution.

Policy EJ-2.4: Community Complaints. Develop a proactive process that allows the City to quickly connect with City departments and regional agencies in order to promptly respond to community complaints concerning odors, emissions, noise, and vibration from industrial businesses.

Policy EJ-2.5: Public Education. Develop community programs to improve public awareness of State, regional and local agencies, and resources to assist with air quality and other environmental quality concerns.

Policy EJ-2.6: **World Energy Paramount Consultation.** Consult with World Energy Paramount for development of a community education campaign about the use of biodiesel at the former Paramount Petroleum Refinery.

GOAL EJ-3: PROPER MANAGEMENT AND DISPOSAL OF HAZARDOUSE WASTE FROM INDUSTRIAL ACTIVITIES

Policy EJ-3.1: **Hazardous Waste Siting.** Discourage the siting of facilities that utilize hazardous materials or generate hazardous wastes within one-quarter mile of any private or public school, park, or similar place where people congregate in numbers.

Policy EJ-3.2: **Hazardous Materials Locations.** Monitor and evaluate commercial and industrial uses that generate, store, and transport hazardous materials to determine the need for buffer zones or setbacks to minimize risks to residential neighborhoods, schools, parks, and community facilities.

Policy EJ-3.3: **Contamination Protection.** Protect natural resources—including groundwater—from hazardous waste and materials contamination, and leaking underground storage tanks.

Policy EJ-3.4: **Agency Collaboration.** Consult with State, federal, and Los Angeles County agencies to develop and promote best practices related to the use, storage, transportation, and disposal of hazardous materials.

Policy EJ-3.5: **Hazard Mitigation.** Coordinate and integrate hazard mitigation activities with emergency operations plans and procedures.

Policy EJ-3.6: **Proper Hazardous Materials Management.** Promote the proper collection, handling, recycling, reuse, treatment, and long-term disposal of hazardous waste from households, businesses, and government operations.

Open Space and Physical Activity

GOAL EJ-4: ACCESSIBLE OPEN SPACES AND INCREASED LEVELS OF PHYSICAL ACTIVITIES

Policy EJ-4.1: **Park Facility.** Develop park facilities in residential neighborhoods that are lacking park opportunities within a 10-minute walk.

Policy EJ-4.2: **Active Recreation Programming.** Develop methods to provide active recreation programming for resident in neighborhoods that are lacking park opportunities within a 10-minute walk.

Policy EJ-4.3: **Park Enhancements.** Improve existing parks to include active recreational opportunities, such as additional exercise equipment or walking trails and tracks.

Community Facilities and Public Improvements

GOAL EJ-5: PRIORTIZING COMMUNITY NEEDS

Policy EJ-5.1: **Bicycle and Pedestrian Safety.** Prioritize pedestrian and bicycle safety improvements along major corridors, focusing on the following roadways: Rosecrans Avenue, Paramount Boulevard, Downey Avenue, Somerset Boulevard, and Alondra Boulevard.

Policy EJ-5.2: **Tree Canopy.** Expand the tree canopy and improve the urban forest in areas without a lot of trees to promote healthier communities and expand shade opportunities along sidewalks and parking areas.

Policy EJ-5.3: **Urban Greening.** Encourage urban greening and green infrastructure elements to increase groundwater recharge, reduce urban runoff, improve water quality, and create public green spaces.

Policy EJ-5.4: **Gathering Spaces.** Support expansion of new community gathering spaces with flexible areas to allow for special events and activities.

Policy EJ-5.5: **Supporting Health Services.** Collaborate with community-based organizations and local health providers engaged in improving public health and wellness, expanding access to affordable quality health care, and providing medical services offer fresh foods, where feasible.

Policy EJ-5.6: **Equitable Programming and Services.** Ensure educational, recreational, and cultural programs and activities of local interest that are inclusive and affordable to all.
Expanding Access to Healthy and Nutritious Foods

GOAL EJ-6: IMPROVED COMMUNITY HEALTH AND WELLNESS THROUGH HEALTHIER FOOD OPTIONS

Policy EJ-6.1: **Community Gardens.** Work with organizations and other community groups to build and manage community gardens throughout the City, specifically on unique properties that cannot be developed or are vacant.

Policy EJ-6.2: **Access Healthy Foods.** Encourage the provision of safe, convenient opportunities to access healthy food products by ensuring that sources of healthy foods are easily accessible from all neighborhoods.

Policy EJ-6.3: **Urban Agriculture.** Promote and expand urban agricultural opportunities, including home gardens, community gardens, urban orchards, and small-lot urban agricultural projects on underutilized sites, park or community facilities, schools, and remnant vacant properties.

Policy EJ-6.4: **Food Education.** Support food education programs and messaging about healthy eating habits, food choices, culinary classes, nutrition, and related food education programs.

Policy EJ-6.5: **Grocery Stores.** Encourage new grocery stores and small markets that offer fresh foods, where feasible.

Expanding Community Engagement

GOAL EJ-7: INCREASED CIVIC ENGAGEMENT THAT IS INCLUSIVE AND TRANSPARENT

Policy EJ-7.1: **Outreach Strategy Plan.** Create a comprehensive Community Outreach Strategy that serves as a framework for all departments to participate in meaningful two-way communication with the public, prioritizing residents with language barriers.

Policy EJ-7.2: **Youth Engagement.** Encourage community engagement activities that connect with youth and young adults.

Policy EJ-7.3: **Multimedia Engagement.** Connect with the community by using multimedia and other technologies.

Policy EJ-7.4: **Connect with Community Based Organizations.** Consult with community-based organizations to expand outreach and connect with residents and community members.

Policy EJ-7.5: **Multilingual Engagement.** Support multilingual community engagement including Spanish translators at meetings and publishing digital and paper materials translated in Spanish.

Policy EJ-7.6: Civic Engagement. Support an equitable and comprehensive approach to civic engagement and public outreach on all aspects of City governance and delivery of services.

Policy EJ-7.7: Special Meetings. Conduct special informational meetings for projects that could pose an impact on residential neighborhoods, including projects that may affect specific neighborhoods.

SURROUNDING LAND USES

The Housing Element, Safety Element, and Environmental Justice Element apply throughout the City. Uses consist of a full range of suburban land uses, including single-family uses, multi-family uses, commercial uses, light and heavy industrial uses, public and civic uses, and parks and recreational uses.

ENVIRONMENTAL SETTING

The City of Paramount in the Los Angeles Basin, a coastal alluvial plain nestled among the Santa Monica Mountains, the Pacific Ocean, the Elysian, Repetto, and Puente Hills and the Santa Ana Mountains and San Joaquin Hills. Geologically, the City occupies the Central Block area of the Los Angeles Basin adjacent to the Elsinore Fault and Newport-Inglewood Fault. The Los Angeles River abuts the City and carries waters that originate from headwaters of the Santa Susana Mountains in the San Fernando Valley, drains the Lower Los Angeles River Watershed, and recharges the Central Basin. Topographically, the City is 70 to 80 feet above sea level. According to the State Department of Finance, the population of the City in 2020 is 55,461. According to the American Community Survey 2014-2018 5-year estimates, the City's housing stock consists of 14,452 total units and place of employment for 24,511 workers. Paramount's urban development is part of the Census-defined Los Angeles-Long Beach-Anaheim urban area, a densely developed territory with an area of 1,736 square miles and a total population of 12,563,660 and encompass residential, commercial, and other non-residential urban land uses of the Los Angeles Basin and adjoining urbanized valleys.

REQUIRED CITY APPROVALS

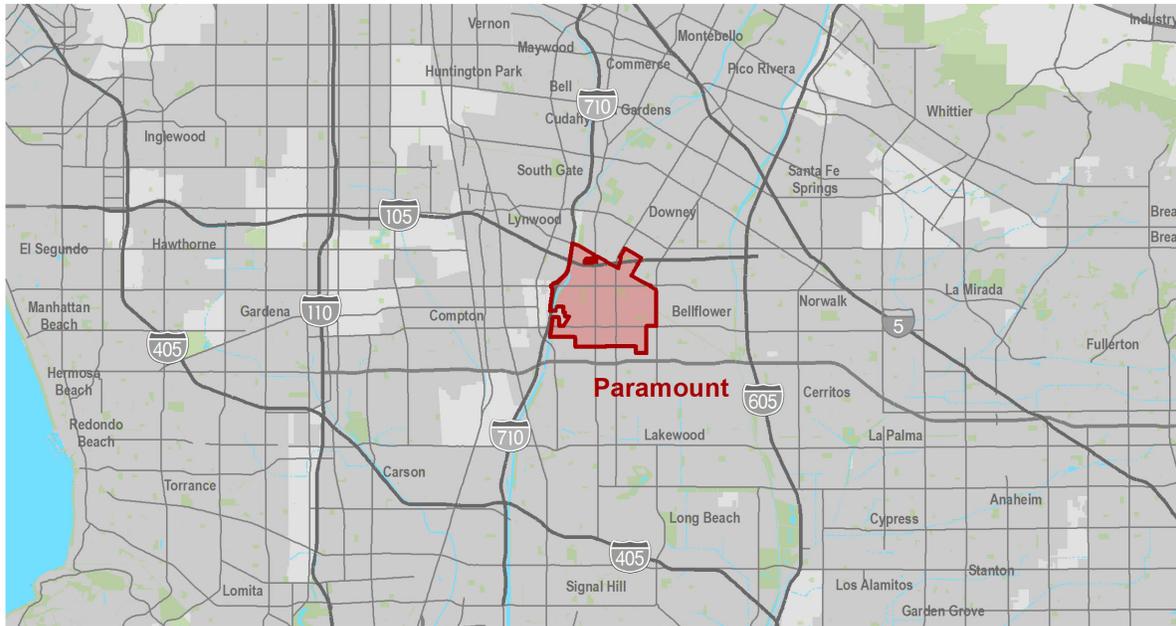
The City Council must adopt a General Plan Amendment to incorporate the 2021-2029 Housing Element, the Health and Safety Element Update, and the new Environmental Justice Element into the General Plan.

OTHER AGENCY APPROVALS

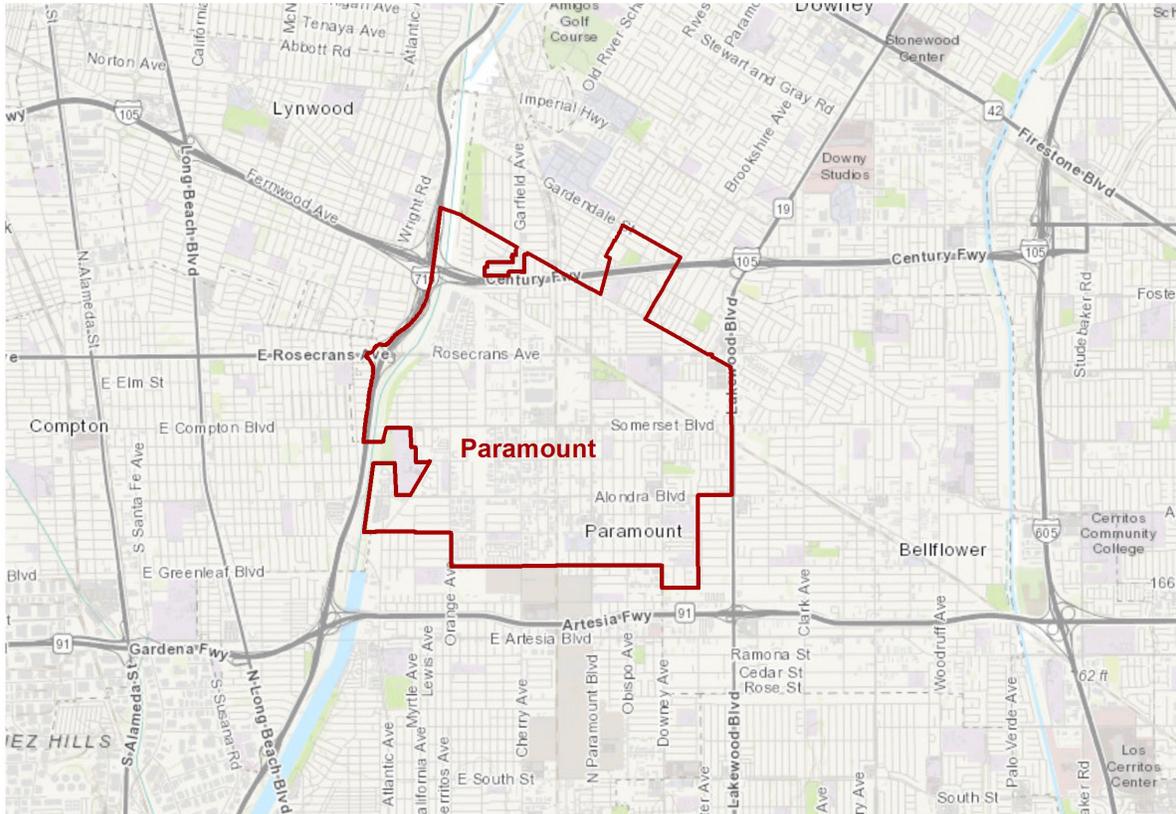
The State of California, Department of Housing and Community Development (HCD) is required to review the Housing Element for compliance with State law (Article 10.6 of the California Government Code) but does not have actual approval authority. The California Geological Survey was consulted as part of the Health and Safety Element drafting. The Element does not require Cal Fire review, as no very high-fire severity areas are located within the jurisdiction.

Exhibit 1 Regional Context and Vicinity Map

Regional Location

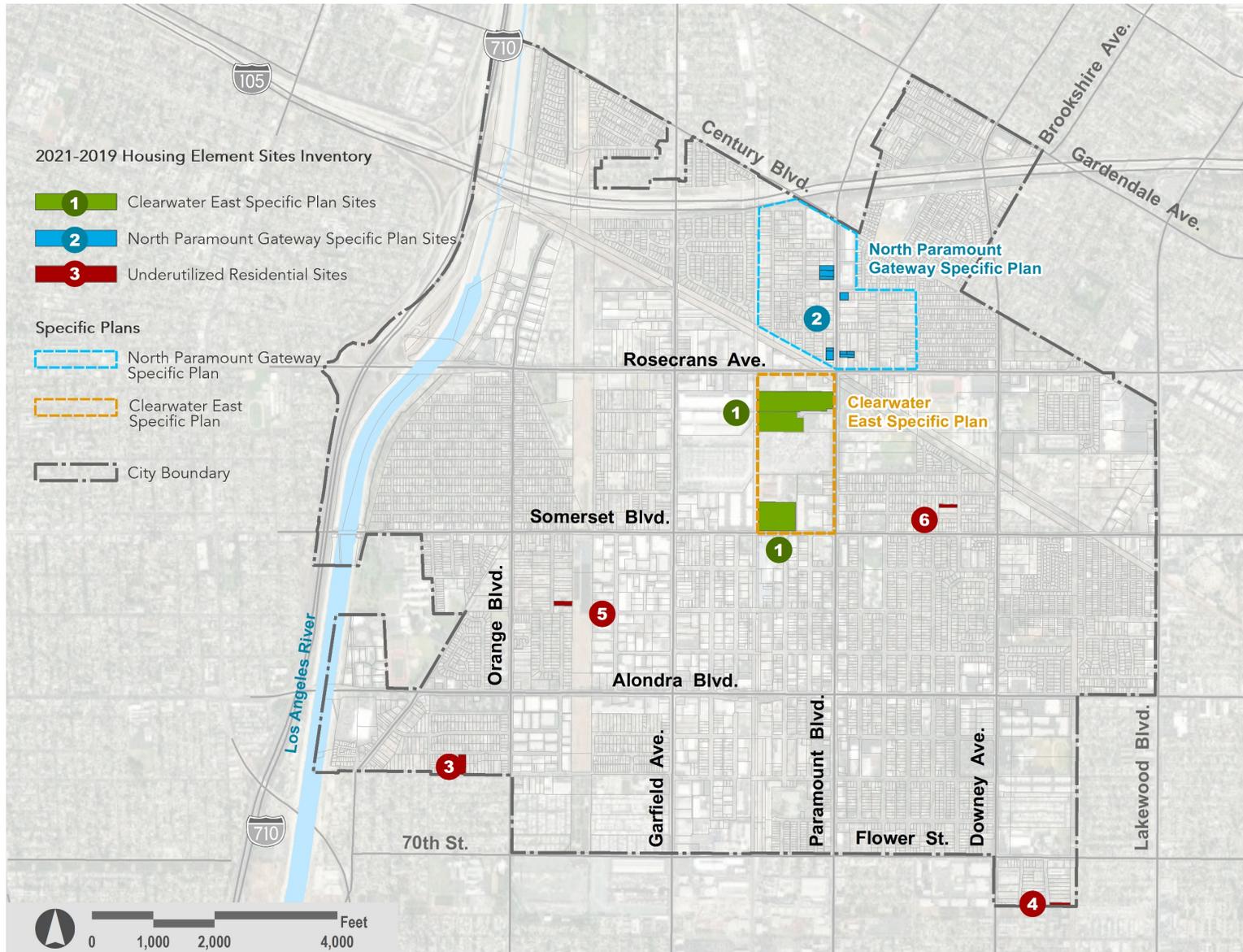


Vicinity



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Exhibit 2: Sites Inventory



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3 DETERMINATION

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

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

DETERMINATION

On the basis of this initial evaluation:

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



John King, Assistant Planning Director
City of Paramount

October 28, 2021

Date

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4 EVALUATION OF ENVIRONMENTAL IMPACTS

1. AESTHETICS

Would the project:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
A) Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
B) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
C) In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from a publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
D) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

A) Less than Significant. The 2007 General Plan EIR³ described the urban setting of the City and concluded that all visual and aesthetic impacts would be less than significant. Future development implemented under the Project, specifically the Housing Element, will not substantially change the location, distribution, or overall density of development within the City other than for the Inventory Sites. The City contains no designated scenic vistas although views of regional scenic features may still be available within the City or from elevated freeways. Impacts will be less than significant and no mitigation is required.

B) Less Than Significant Impact. Scenic resources are isolated, natural or manmade objects offering a unique visual display to the onlooker, in contrast to the expanse and variety of aesthetic values offered in scenic vistas. All of the Inventory Sites are currently undeveloped or previously developed properties. Significant impacts could occur through the implementation of the Project and potential development of the Inventory Sites substantially damaged scenic resources, but not limited to, trees, rock outcroppings, and historic buildings within a State scenic highway.

According to the California Department of Transportation (Caltrans) website, none of the freeways in the vicinity of the City of Paramount are designated as scenic or eligible to be designated as a scenic highway or route (Caltrans 2020). The City General Plan does not indicate that any of the freeway or roadway segments within the City are designated as scenic roads or corridors.

Future development of any individual Inventory Site will be subject to project-specific review pursuant to CEQA. Considering that the General Plan EIR analyzed impacts to scenic resources at the program level and concluded that impacts were less than significant, impact with adoption and implementation of the proposed Project will be less than significant and no mitigation is required.

³ The Initial Study with the Notice of Preparation focused out aesthetics from a more detailed analysis in the DEIR

C) Less Than Significant Impact. Visual character is the composite physical values of a structure or structures, in context of the built and/or natural environment, that include architectural treatment, landscaping, location, and the intangible qualities such as historical context or uniqueness that establish a thematic visual display for the onlooker when viewing the location. Above most environmental issues, defining visual character is generally subjective, relying on the opinion of the onlooker coupled with the expertise and institutional knowledge of the local jurisdiction to define the visual character of an area or property.

Residential uses are typical of Southern California Mid-Century development, relatively suburban in nature, and are generally distributed throughout the western, eastern, southern, and northern portions of the City; whereas, the central and northern portions of the City are designated for industrial and commercial land uses. Future development implemented through the policies of the Project will have the effect of incrementally changing the visual character of each Inventory Site. If the change in the visual character or quality of an Inventory Site, in context of the existing visual character and quality of the surrounding environment, can be perceived as 'degrading', then the effect of the project may result in potentially significant impacts. Adverse changes to the visual character of an area can reduce the quality of life for occupants and visitors of the area, reduce the uniqueness or singularity of the viewing experience, and/or reduce the historical and/or communal value of the visual setting.

There is no widely recognized threshold for determining when the effects of a project 'degrade' visual character or quality to the point that potentially significant environmental impacts could occur. However, the current CEQA threshold is whether or not a project (in an urbanized area) would conflict with applicable zoning and other regulations governing scenic quality. Thus, future development on the Inventory Sites will be subject to applicable General Plan Policies and zoning regulations related to height, mass and scale, architectural style, materials, landscaping, and a variety of other standards that will ensure future housing development is consistent with the visual character intended for the area. Therefore, impacts due to changes to visual character or quality will be less than significant with implementation of existing regulations and no mitigation is required.

D) Less Than Significant Impact. Future development guided by the implementation of the proposed Project will result in new sources of light and glare. Outdoor lighting will be required in parking lots and pedestrian pathways for security purposes and may be included as accent lighting in landscaping and architectural features. Indoor lighting will also likely be visible through windows. Lighting associated with vehicle travel to and from the Inventory Sites will also be generated. Outdoor lighting when viewed at night can result in glare that can be defined as "excessive, uncontrolled brightness" from a luminaire. Glare can also occur during the day due to light reflecting off building materials such as highly polished metal and reflective glass. Inappropriate installation of light and reflective materials in future housing could result in effects on nighttime and daytime views through scattering excessive light in the viewers' eyes, causing a partial or complete inability to see due to light scattering in the eye. The effects of excessive light and glare can result in nuisance impacts ranging from viewer annoyance or an inability to see features in the night sky, to health and safety impacts such as temporary blindness while operating a motor vehicle.

The 2007 General Plan EIR found that impacts related to light and glare will be less than significant with implementation of lighting requirements set forth in the General Plan and zoning regulations. Future housing, implemented through the amended Housing Element, will be developed to meet local and regional housing needs will be subject to the City's Municipal Code regulating the installation and operation of lighting. Implementation of the lighting requirements of the General Plan and Municipal Code will ensure that lighting is appropriately designed to provide necessary security while not creating undue nuisance or hazards for people at surrounding properties or on roadways in the vicinity of the Inventory Sites. Furthermore, future housing will be subject to standards enumerated in the Code or other documents, requiring review by staff that will limit the use of highly reflective materials thereby minimizing the potential for daytime glare. Impacts to daytime and nighttime views will be less than significant with implementation of exiting regulatory requirements and no mitigation is required.

2. AGRICULTURAL RESOURCES

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

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

A) No Impact. According to the “Important Farmland Finder” within the state’s Farmland Mapping and Monitoring Program (FMMP) website, the City has a primary designation of urban and built-up land. The 2007 General Plan EIR further identifies that no agricultural activities are located within the City nor does the City of Paramount General Plan provide for any agricultural land use designation. The City does not contain any soil which is designated as “Prime Farmland”, “Unique Farmland” or farmland of “Statewide Importance.” Implementation of the proposed Project will not result in the conversion of agricultural designated property within the City to a non-agricultural use and in result, the Project will have no impact.

B) No Impact. According to the California Department of Conservation, Williamson Act reports and statistics, there are no Williamson Act Land Conservation Contract lands within the City including any Inventory Sites or surrounding areas (DOC 2020b). The lands within the City are classified as Urban and Built-Up Land. Therefore, the General Plan EIR found there would be no impacts related to the loss of land under Williamson Act contract. The proposed Project will not result in the rezoning or re-designation of any Inventory Sites to agricultural uses or zones as analyzed in the General Plan EIR. Future development consistent with the proposed Project will be subject to General Plan Policies related to the orderly development of undeveloped properties and will be subject to City review and approval. Therefore, implementation of the Project will not

result in increased impacts as analyzed in the General Plan EIR. There will be no impacts related to the loss of land under Williamson Act contract and no mitigation is required.

C-D) No Impact. Public Resources Code Section 12220(g) identifies forest land as ‘land that can support 10 percent native tree cover of any species, including hardwoods, under natural conditions, and that allows for management of one or more forest resources, including timber, aesthetics, fish and wildlife, biodiversity, water quality, recreation, and other public benefits. There is no forest land located within the City and in result, the Project will not result in a direct loss or substantial changes to any forest land and no mitigation is required.

E) No Impact. As discussed above, there is no designated farmland or forest land within the City including any Inventory Sites. Therefore, the proposed Project will not result in the indirect conversion of any agricultural or forest land to non-agricultural or non-forest uses. There will be no impact and no mitigation is required.

3. AIR QUALITY

Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
A) Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
B) Result in a cumulatively considerable net increase of any criteria pollutant for which the Project region is non-attainment under an applicable federal or state ambient air quality standard?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
C) Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
D) Create objectionable odors affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

The U.S. EPA and CARB are the federal and State agencies charged with maintaining air quality in the nation and California, respectively. The U.S. EPA delegates much of its authority over air quality to CARB which has geographically divided the State into 15 air basins for the purposes of managing air quality on a regional basis. An air basin is a CARB-designated management unit with similar meteorological and geographic conditions.

The Project site is located in the South Coast Air Basin (Basin) which includes portions of Los Angeles, Riverside, and San Bernardino counties, and all of Orange County. Air quality in the Basin is managed by the South Coast Air Quality Management District (SCAQMD). Pursuant to the California Clean Air Act, SCAQMD is responsible for bringing air quality within the basin into conformity with federal and State air quality standards by reducing existing emission levels and ensuring that future emission levels meet applicable air quality standards. SCAQMD works with federal, State, and local agencies to reduce pollutant emissions through adoption and implementation of rules and regulations.

The U.S. EPA has established National Ambient Air Quality Standards (NAAQS) for six common air pollutants: ozone (O₃), particulate matter (PM), which consists of “inhalable coarse” PM (particles with an aerodynamic diameter between 2.5 and 10 microns in diameter, or PM₁₀) and “fine” PM (particles with an aerodynamic diameter smaller than 2.5 microns, or PM_{2.5}), CO, nitrogen dioxide (NO₂), sulfur dioxide (SO₂), and lead. The U.S. EPA refers to these six common pollutants as “criteria” pollutants because the agency regulates the pollutants on the basis of human health and/or environmentally-based criteria

and because they are known to cause adverse human health effects and/or adverse effects on the environment (USEPA 2020a and 2020b). CARB has also established California Ambient Air Quality Standards (CAAQS) for the six criteria air pollutants regulated by the federal Clean Air Act (the CAAQS are more stringent than the NAAQS).

A) Less Than Significant Impact. Future development under the General Plan, and the Project, will be required to demonstrate compliance with the current SCAQMD regional and local significance thresholds and, in some cases, prepare site-specific studies of criteria air pollutants. Pursuant to the methodology provided in Chapter 12 of the SCAQMD *CEQA Air Quality Handbook* (SCAQMD 1993), this analysis will show compliance with the Air Quality Management Plan (AQMP) if a project: is consistent with the growth assumptions in the AQMP (Criterion 1) and does not increase the frequency or severity of an air quality standards violation or cause a new one (Criterion 2).

The 2007 General Plan EIR identified that the adoption of the 2007 General Plan would not lead to any unavoidable impact, including air quality impacts. The air quality impacts associated with the proposed General Plan's implementation will not directly result in any short-term (construction-related) and long-term (operational) emissions. Impacts from future development, contemplated as part of the implementation of the General Plan elements will not be significantly higher than the existing structures in the City. The impacts associated with the proposed Project would be less than what was previously analyzed in the 2007 General Plan EIR (which identified the 2007 General Plan impacts would not be significantly higher than the existing structures in the City) and as such, the impact would be less than significant.

B) Less Than Significant Impact. The effects of future housing development on regional air quality could result in potentially significant impacts on the health of residents if it is determined that a project's individual contribution to cumulative air pollution levels is considerable by exceeding the annual emissions thresholds established by the SCAQMD in its *CEQA Air Quality Analysis Handbook* (SCAQMD 1993) and, furthermore, would be determined to potentially conflict with implementation of the AQMP. The City of Paramount General Plan contains the following policies related to air quality:

- **Transportation Element Policy 6:** The City of Paramount will continue to support the development and expansion of the region's public and mass transit system.
- **Transportation Element Policy 8:** The City of Paramount will promote shared parking in its commercial areas, where feasible.
- **Transportation Element 9:** The City of Paramount will continue to support the maintenance and expansion of the existing public transit system.
- **Transportation Element 10:** The City of Paramount will encourage new and existing businesses to include those improvements that will promote the use of alternative forms of transit.
- **Transportation Element 11:** The City of Paramount will continue to support the local public transit system and ongoing efforts to improve connections with other regional transit facilities and services (MTA bus service, Long Beach Transit, Green Line, etc.).
- **Resource Management Element Policy 21:** The City of Paramount will continue to cooperate with the other agencies that are charged with improving air and water quality in the region.
- **Resource Management Element Policy 22:** The City of Paramount will continue to cooperate with surrounding cities in the formulation and implementation of regional resource management plans and programs.

The 2007 General Plan EIR concluded that growth within the City consistent with the General Plan would not have a significant and cumulatively impact in terms of air quality. Therefore, the proposed Project is consistent with the findings of the General Plan EIR, will not create a new or significantly increased impact.

Future housing developed in accordance with the goals and policies of the Project (specifically the Housing Element) will have the effect of contributing incrementally to the mobile, energy, and area sources that cumulatively contribute to criteria pollutant levels and associated air pollution in the Basin. The SCAQMD is responsible for preparing the Air Quality Management Plan (AQMP) for the Basin (SCAQMD 2016). The AQMP includes strategies and control measures to reduce and/or maintain the effects that construction and operation of various uses within the Basin have on regional air quality. The effects of future

housing development on regional air quality could result in potentially significant impacts on the health of residents if it is determined that a project's individual contribution to cumulative air pollution levels is considerable by exceeding the annual emissions thresholds established by the SCAQMD in its *CEQA Air Quality Analysis Handbook* (SCAQMD 1993) and, furthermore, would be determined to potentially conflict with implementation of the AQMP. Criteria pollutants can directly damage the environment, both natural and man-made. Impacts to human health include a variety of acute and chronic respiratory illnesses. Development of future housing will be subject to environmental review pursuant to CEQA upon application for entitlement permits.

The 2007 General Plan EIR concluded that build out of the General Plan will be consistent with the air district's air quality management plan and will not result in substantial increases in criteria pollutant emissions within the air basin. The proposed Project does not propose any land use changes or designate any Inventory Sites that were not already analyzed in the General Plan EIR. Therefore, long term air quality impacts in the City have already been contemplated, and the Project will not result in impacts that are greater than those contemplated in the General Plan EIR. In addition, future development of the proposed Inventory Sites will be subject to the Goals and Policies of the General Plan and will be subject to environmental review pursuant to CEQA. Impacts related to implementation of the proposed Project will be less than significant and no mitigation is required.

C) Less Than Significant Impact. Common sensitive receptors include children under age 14, the elderly over age 65, athletes, and people with cardiovascular and chronic respiratory diseases. Future housing projects are not considered uses that emit substantial levels of hazardous air pollutants that could have an effect on the environment. In addition, industrial processes with state or federal toxic emissions must prepare health risk assessments and/or obtain various permits (depending on the process) from the SCAQMD, minimizing impacts to surrounding uses. With implementation of existing regulatory requirements and project specific review of future development projects, impacts to sensitive receptors will be less than significant and no separate mitigation for the Housing Element Update is required.

D) Less Than Significant Impact. Residential land uses do not generate objectionable odors that could impact a substantial number of people, therefore, future housing development will not result in effects related to odors that could impact a substantial number of people. There are no sources of objectionable odors located in the vicinity of any Inventory Site identified in the proposed Housing Element. As discussed in the General Plan EIR, future industrial uses could be sources of odors that affect sensitive land uses such as residential areas. Implementation of the General Plan will ensure that incompatible land uses are not co-located, minimizing odor impacts. Therefore, impacts in this regard relative to the Housing Element Update will be less than significant and no mitigation is required.

4. BIOLOGICAL RESOURCES

Would the project:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
A) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
B) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Game or US Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
C) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
D) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
E) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
F) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

A) Less Than Significant Impact. Per the General Plan EIR, the City is urbanized and does not contain any listed or sensitive species of plants or animals, or critical habitat for any such species. While the City does contain a number of drainage/flood control channels (Los Angeles River to the west and the San Gabriel River to the north) they contain little or no riparian (streamside) or wetland resources subject to the jurisdiction of various federal or state agencies (U.S. Fish and Wildlife Service, U.S. Army Corps of Engineers, Regional Water Quality control Board, or California Department of Fish and Wildlife). The 2007 General Plan EIR also indicates there is little or no potential for these species or other important biological resources to be present within the City. The City has been largely developed for many years so no populations of rare or sensitive species are known to occur within the City limits. Due to the overall level of disturbance within the City, no sensitive plant species are expected to be encountered, and no vegetation is primarily ruderal (weedy). Wildlife expected within the City would be non-sensitive wildlife that generally inhabit urban areas (such as racoons, squirrels, coyotes, rats, common bird species, etc). All listed or otherwise sensitive species have low or no potential to occur within the City due to the marginal suitable habitat available or lack of habitat (City of Paramount 2020).

The proposed Project does not include any changes to the General Plan land use designations of the Inventory sites or any other land use changes that were not previously analyzed in the 2007 General Plan EIR; thus, impacts associated with potential of the Inventory Sites will remain within the scope of analysis certified in the 2007 General Plan EIR. Future development of the Inventory Sites will be subject to project-specific environmental review pursuant to CEQA, as applicable. Considering that the General Plan EIR analyzed impacts to sensitive species and impacts were found to be less than significant, and that the proposed Project will not result in increased impacts than previously contemplated in the General Plan EIR, impacts will be less than significant and no mitigation is required.

B-C) Less than Significant Impact. According to the General Plan EIR and the National Wetlands Inventory, there are no riparian or wetland resources within the City of Paramount (City 2005), (City 2020). The Los Angeles River is located to the west of the Project site; and contains wetland and riparian habitat; however, the Los Angeles River is a drainage channel and no impact would occur through the implementation of the proposed Project. In addition, the General Plan determined that implementation of General Plan Policies will prevent any potential impacts resulting from the direct and indirect effects of future development within the City to less than significant levels. The Project does not include any changes to the land use designations of the Inventory Sites, thus, impacts associated with potential development of the Inventory Sites will remain within the scope of analysis certified in the General Plan EIR. Incorporation of the General Plan policies discussed above will ensure that impacts to riparian and wetland resources resulting from future development of housing will be less than significant and no mitigation measures are required.

D) Less than Significant Impact. The 2007 General Plan EIR concluded that the City did not contain any regional wildlife movement corridors and that impacts to wildlife movement will be less than significant with the implementation of the applicable General Plan policies. Wildlife corridors and the movement of animals are important in maintaining genetic diversity, accommodating matting patterns, and ensuring that sessional behavior is not interrupted. Future development of Inventory Sites will not result in significant impacts to any creeks, rivers, or other water bodies with incorporation of General Plan Policies, thus, creeks, rivers, and other water courses will remain open as wildlife corridors. Impacts will be less than significant and no mitigation measures are required.

E) No Impact. The City has not adopted local ordinances or regulations pertaining to biological resources, therefore, implementation of the Project will not conflict with any locally adopted ordinance or regulation. No impact will result and no mitigation is required.

F) No Impact. There are no established Natural Community Conservation Plans (NCCPs) or Habitat Conservation Plans (HCPs) within or adjacent to the City of Paramount. Therefore, implementation of the proposed Project will not conflict with any NCCP or HCP. No impact will occur and no mitigation is required.

5. CULTURAL RESOURCES

Would the project:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
A) Cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
B) Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
C) Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

A) Less Than Significant Impact. Based on information obtained from the Cultural Resources impacts section of the 2007 General Plan EIR, prior to the incorporation of the City of Paramount, the area was comprised of two smaller communities which were referred to as Hynes and Clearwater. The two communities were considered the center of Southern California’s dairy industry, and were known as both “The Milk Shed of Los Angeles” and the “The World’s Largest Hay Market.” In 1948, after discussions dating back to 1925, the two communities unified under the name of Paramount and the City was officially incorporated in 1957. Since the incorporation of the City in 1957, land uses have transitioned from agricultural to residential, commercial, and industrial land uses. Per the Cultural Resources section of the 2007 General Plan EIR, three (3) local historic resources within the City were identified and include the Hay Tree (located at Paramount Boulevard near Harrison Street), the Iceland ice skating rink (located at the corner of Jackson Street and California Avenue), and Paramount Library (located at 16244 Colorado Avenue). The “Hay Tree” (California Historical Landmark No. 1038), an old, 50-foot-high camphor tree standing in downtown Paramount, was used in the 1930s as a space where the day’s price of hay was set and then quoted around the world. The Iceland (Zamboni) Ice Skating Rink is a local landmark ice skating rink opened by Frank Zamboni in 1940. The privately owned and operated facility has been the training ground for professional skaters and Mr. Zamboni is also well-known for inventing the Zamboni Ice-Resurfacing machine which is used in ice rinks around the world. Finally, the Paramount Library was founded in 1913, when the area was referred to as Hynes-Clearwater. Of the three resources listed, the Hay Tree is also listed as a California Historical Landmark (No. 1038). However, none of the Inventory Sites are located on any of the resource sites and as such, implementation of the proposed Project will not cause substantial adverse change to a historical resource.

B) Less Than Significant Impact. Similar to potential impacts resulting from the effects of future housing development on historical resources, impacts to archaeological resources can result in the loss of information important to the history (and potentially the pre-history) of California and the people who created and/or used the materials. The potential for uncovering significant resources at Inventory Site locations during construction activities is unknown given that no such resources have been discovered and/or recorded previously. The General Plan states that archaeological and historical resources shall be protected and preserved to the maximum extent feasible.

In addition, two state laws (SB 18 and AB 52) require cities to consult directly with local Native American tribes to determine if any tribal cultural resources will be impacted by private development or public works projects proposed in the City. All future development of the Inventory Sites will be required to prepare Cultural Resource Assessments (CRAs) to determine if there are any impacts to cultural or tribal cultural resources as required by the General Plan. This is considered regulatory compliance and not specific mitigation under CEQA.

The 2007 General Plan EIR concluded that build out of the General Plan will not result in less than significant impacts related to the substantial adverse change in the significance of archaeological resources. The proposed Project does not propose any

land use changes or designate any Inventory Sites that were not already analyzed in the General Plan EIR. Therefore, long-term impacts in the City have already been contemplated, and the proposed Project will not result in impacts that are greater than those contemplated in the General Plan EIR. In addition, future development of the proposed Inventory Sites will be subject to the Goals and Policies of the General Plan and will be subject to compliance with CEQA requirements. Impacts related to implementation of the proposed Project will be less than significant and no mitigation is required.

C) Less Than Significant Impact. Future development of the proposed Inventory Sites that require site preparation and earthmoving activities have the unlikely potential to uncover buried or surficial human remains outside of a recognized cemetery or other burial location. Construction activities that result in disturbing or destroying human remains could result in impacts to our knowledge of the burial practices of the people who were buried, the people who buried the remains, and the pre-historic or historic context and circumstances under which the buried became deceased. Should human remains be discovered, project proponents are required to comply with State Health and Safety Code §7050.5. This requires halting work in the immediate area of the find and notifying the County Coroner, who must then determine whether the remains are of forensic interest. If the Coroner, with the aid of a supervising archaeologist, determines that the remains are or appear to be of Native American origin, the Coroner is required to contact the Native American Heritage Commission for further investigations and proper recovery of such remains, if necessary. Implementation of existing regulations will ensure that any discovered remains are appropriately collected and examined for any significant information that can be elicited. Potential impacts due to effects on human remains will be less than significant with implementation of existing regulations and no mitigation is required.

6. ENERGY

Would the project:

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

A) Less Than Significant Impact. Energy is primarily categorized into three areas: electricity, natural gas, and fuels used for transportation. According to the U.S. Energy Information Administration (USEIA), California is the most populous state in the United States, representing 12 percent of the total national population, has the largest economy, and is second only to Texas in total energy consumption. However, California has one of the lowest per capita energy consumption levels in the U.S. This is a result of California’s mild climate, extensive efforts to increase energy efficiency, and implementation of alternative technologies. California leads the nation in electricity generation from solar, geothermal, and biomass resources (USEIA 2018).

Electricity. In 2018, almost half of California’s net electricity generation was from renewable resources, including hydropower (U.S. EIA, 2019). In 2018 the California electric system used 281,120 GWh of electricity, nearly 71% of which (199,595 GWh) was produced in-state (CEC 2019a). Southern California Edison (SCE) is the utility provider in Paramount. In the 2018 fiscal year, SCE sold approximately 87,143 million kilowatt hours (kWh) of electricity (SCE 2019a); approximately 46% of the electricity that SCE delivered to customers came from carbon-free resources, including solar energy (approximately 13%), wind energy (approximately 13%), and geothermal energy (approximately 8%) (SCE 2019b).

Natural Gas. California accounts for less than 1% of total U.S. natural gas reserves and production; however, almost two-thirds of California households use natural gas for home heating (U.S. EIA 2019). In 2018, California consumed about 12,638

million therms³ of natural gas. Approximately 35% of natural gas was consumed by the residential sector which makes up approximately two-thirds of county-wide consumption (CEC 2019b). The Southern California Gas Company (SoCalGas) provides natural gas service to the City SoCalGas is the principal distributor of natural gas in Southern California and provides natural gas for residential, commercial, and industrial markets.

Transportation. California's transportation sector consumed 80.6 million Btu of energy per capita in 2017, which ranked 31st in the nation (U.S. EIA 2017). Most gasoline and diesel fuel sold in California for motor vehicles is refined in California to meet state-specific formulations required by the California Air Resources Board.

Future housing developed in accordance with the goals and policies of the Project (specifically the Housing Element Update) will have the effect of contributing to increased energy consumption in the City which will be part of regional growth in energy use as the surrounding communities continue to grow as well. Future growth in the City will be required to be consistent with the state's energy conservation regulations as codified in Title 24 of the CCR and the California Green Building Code. As long as future development adheres to these multiple energy conservation plans and requirements, the Project will have less than significant impacts relative to energy consumption and efficiency and no mitigation is required. The Environmental Justice Element also includes policies and actions to support climate resilience. Development implemented through the Project would not use energy in a wasteful, inefficient, or unnecessary manner.

B) Less Than Significant Impact. The analysis in Section 6.A above demonstrates that the proposed Project would not conflict with nor obstruct a state or local plan adopted for the purposes of increasing the amount of renewable energy or energy efficiency. As discussed above, future development under the Project would be subject to the California Title 24 Building Code energy efficiency standards for residential and non-residential buildings, which would help reduce energy consumption overall within the City.

Equipment and vehicles associated with construction and operation of new development would also be subject to fuel standards at the state and federal level. Truck traffic from some new non-residential development would inherently benefit from programs implemented to achieve the goals of the state's Sustainable Freight Plan, such as the turnover of older, less fuel-efficient trucks, as fuel economy standards are rolled out and zero emission vehicles (ZEV) trucks and vehicles in general becomes more widely available and cost effective for businesses and residents. Therefore, the Project would not conflict with nor obstruct a state or local plan for renewable energy or energy efficiency. Impacts would be less than significant, and no mitigation is required.

7. GEOLOGY AND SOILS

Would the project:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
A) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ii) Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii) Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iv) Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
B) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
C) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
D) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1997), creating substantial risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
E) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
F) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

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

New housing that would be built under the Project (specifically the Housing Element) would still be within the growth limits identified in the General Plan and evaluated in its EIR. New housing would be subject to state seismic safety requirements of the California Building Code as adopted by the City. In addition, new development is required to prepare a geotechnical hazards assessment to identify site specific design and construction guidelines to protect occupants and structures from anticipated seismic impacts. Therefore, impacts related to fault rupture would be less than significant and no mitigation is required.

A.ii) Less Than Significant Impact (Groundshaking). Seismicity is a well-known hazard of Southern California. The San Andreas Fault represents the boundary between two tectonic plates, the northwest-moving Pacific plate and southeast-trending North American plate. Movement along this boundary has resulted in many earthquakes from the region's numerous faults (CGS 2020a). According to the current California Building Code, the City of Paramount is within Seismic Zone 4 (CBC 2019) which indicates moderate to severe groundshaking is possible.

New housing that would be built under the Project (specifically the Housing Element) would still be within the growth limits identified in the General Plan and evaluated in its EIR. New housing would be subject to state seismic safety requirements of the California Building Code as adopted by the City. In addition, new development is required to prepare a geotechnical hazards assessment to identify site specific design and construction guidelines to protect occupants and structures from anticipated seismic impacts. Therefore, impacts related to seismic groundshaking would be less than significant and no mitigation is required.

A.iii) Less Than Significant Impact (Liquefaction). Liquefaction occurs when water-saturated sediment temporarily loses strength and acts as a fluid. Liquefaction-induced ground failure historically has been a major cause of earthquake damage in Southern California. Liquefaction potential and severity depends on several factors, including soil and slope conditions, proximity to fault, earthquake magnitude, and type of earthquake. According to the CGS, the Project site is located within the South Gate and Whittier Quadrangles, the entire City of Paramount lies within a liquefaction zone (CGS 2020b). New housing that would be built under the Project (specifically the Housing Element implantation) would be subject to state seismic safety requirements of the California Building Code as adopted by the City. In addition, new development is required to prepare a geotechnical hazards assessment to identify site specific design and construction guidelines to protect occupants and structures from anticipated seismic impacts, including liquefaction. Therefore, impacts related to seismic groundshaking would be less than significant and no mitigation is required.

A.iv) No Impact (Landslides). The City is underlain by deep alluvial soils consisting of gravel, sand, silt, and clay derived mainly from runoff out of the San Gabriel Mountains to the north. No areas in the City are prone to landslides due to the lack of steep natural slopes (i.e. foothills or mountains) where fractured and steep slopes. Therefore, there would be no impact related to landslides and no mitigation is required.

B) Less Than Significant Impact. Natural forces, both chemical and physical, are continually at work breaking down and moving rocks, minerals, and soils. Erosion poses environmental hazards through the effect of removing soils that can undermine roads and buildings and destabilize slopes. Erosion can also result in environmental damage by depositing soils in downstream reservoirs, lakes, and drainage structures that can result in impacts to wildlife and human health by changing the ecological properties or the physical boundaries of the water body or drainage control device. Future developments on proposed Inventory Sites are subject to Federal and State regulations limiting erosion pursuant to NPDES requirements.. Therefore, impacts will be less than significant and no mitigation is required. Impacts will be less than significant and no mitigation is required.

C) Less Than Significant Impact. The City is underlain by deep alluvial soils consisting of gravel, sand, silt, and clay derived mainly from runoff out of the San Gabriel Mountains to the north. The City of Paramount, similar to the entire Los Angeles Basin, is subject to moderate to severe groundshaking from frequent earthquakes. In addition to liquefaction, strong groundshaking can trigger other seismic hazards including lateral spreading, landslides, subsidence, or collapse. The California Geological Survey (CGS) mapping indicate this portion of the Basin is underlain by Quaternary or Recent Alluvium (Qal) which consists of "recent clay, silt, sand and gravel, unconsolidated, poorly stratified to well stratified, including alluvial

fan, flood-plain, and streambed deposits” (CGS 2020a). No areas in the City are prone to landslides due to the lack of steep natural slopes (i.e., foothills or mountains) where fractured and steep slopes.

New housing that would be built under the Project (specifically the Housing Element) would still be within the growth limits identified in the General Plan and evaluated in its EIR. New housing would be subject to state seismic safety requirements of the California Building Code as adopted by the City. In addition, new development is required to prepare a geotechnical hazards assessment to identify site specific design and construction guidelines to protect occupants and structures from anticipated seismic impacts, including liquefaction, lateral spreading, landslides, subsidence, or collapse. Therefore, impacts related to unstable geology or soils would be less than significant and no mitigation is required.

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

Future housing developed pursuant to the policies of the proposed Project (specifically the Housing Element) will be subject to the requirements of the California Building Code (CBC) as adopted by the City, including preparation of a soils report. The CBC requires analysis of soils and application of engineering standards to ensure project sites are made suitable for building construction, particularly in regard to foundation design. Foundation and structural design for proposed development of the Inventory Sites will be subject to analysis and design recommendations by a licensed geotechnical engineer for review and approval by the City. In addition, the General Plan requires the preparation of preliminary soil, geotechnical, or seismic reports. Therefore, impacts due to geological and soils hazards will be less than significant and no mitigation is required.

E) Less Than Significant Impact. The City has existing sewer infrastructure and the 2007 General Plan EIR update identified that development on soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater. Such approvals would require approval for the use of septic systems from appropriate county and state agencies. Compliance with county and state requirements will assure that potential impact would be less than significant and no mitigation is required.

F) Less Than Significant Impact. According to the 2007 General Plan EIR, there are no known geological resources and/or unique geological features located within the City including any of the Inventory Sites. The General Plan EIR concluded that development in the City would not have adverse effects on paleontological resources. The proposed Project does not propose any land use changes or designate any Inventory Sites that were not already analyzed in the General Plan EIR. Therefore, long term impacts have already been evaluated and the proposed Project will not result in impacts that are greater than those contemplated in the General Plan EIR. In addition, future development of the proposed Inventory Sites will be subject to the Goals and Policies of the General Plan and will be subject to environmental evaluation pursuant to CEQA. Therefore, potential impacts on the resources related to implementation of the proposed Elements will be less than significant and no mitigation is required.

8. GREENHOUSE GAS EMISSIONS

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

A) Less than Significant Impact. Climate change is the distinct change in measures of climate for a long time period. Climate change is the result of numerous, cumulative sources of greenhouse gas emissions all over the world. Natural changes in climate can be caused by indirect processes such as changes in the Earth’s orbit around the Sun or direct changes within the climate system itself (i.e., changes in ocean circulation). Human activities can affect the atmosphere through emissions of greenhouse gases (GHG) and changes to the planet’s surface. Human activities that produce GHGs are the burning of fossil fuels (coal, oil and natural gas for heating and electricity, gasoline and diesel for transportation); methane from landfill wastes, raising livestock, and deforestation activities; and some agricultural practices.⁴

Greenhouse gases differ from other emissions in that they contribute to the “greenhouse effect.” The greenhouse effect is a natural occurrence that helps regulate the temperature of the planet. The majority of radiation from the sun hits the Earth’s surface and warms it. The surface in turn radiates heat back towards the atmosphere, known as infrared radiation. Gases and clouds in the atmosphere trap and prevent some of this heat from escaping back into space and re-radiate it in all directions. This process is essential to supporting life on Earth because it warms the planet by approximately 60° Fahrenheit. Emissions from human activities since the beginning of the industrial revolution (approximately 250 years ago) are adding to the natural greenhouse effect by increasing the gases in the atmosphere that trap heat, thereby contributing to an average increase in the Earth’s temperature. Greenhouse gases occur naturally and from human activities. Greenhouse gases produced by human activities include carbon dioxide (CO₂), methane (CH₄), nitrous oxide (N₂O), hydrofluorocarbons (HFCs), perfluorocarbons (PFCs), and sulfur hexafluoride (SF₆). Since 1750, it is estimated that the concentrations of carbon dioxide, methane, and nitrous oxide in the atmosphere have increased over 36 percent, 148 percent, and 18 percent, respectively, primarily due to human activity. Emissions of greenhouse gases affect the atmosphere directly by changing its chemical composition while changes to the land surface indirectly affect the atmosphere by changing the way the Earth absorbs gases from the atmosphere.

The 2007 General Plan EIR did not evaluate GHG impacts as that environmental issue was not considered in CEQA documents at that time. However, the growth anticipated under the Project is no greater than that evaluated in the General Plan EIR which concluded overall development would have a less than significant impact to what was previously analyzed in the General Plan EIR.

B) Less than Significant Impact. In August 2008, the SCAQMD adopted the Climate Action Plan (CAP) which required the development of guidance to assist Lead Agencies, project proponents, permit applicants, and interested parties in assessing and reducing project-specific contributions of greenhouse gas emissions and resulting cumulative impacts due global climate change. Future housing will be constructed on undeveloped and currently developed, underutilized properties. GHG emissions will be evaluated during the City’s standard environmental review process as required by CEQA. Applicable measures will be incorporated into future projects, ensuring GHG emissions are reduced to levels that will not be considered cumulatively considerable in the context of global climate change and resulting impacts. Some projects may be required to identify a GHG

⁴ United States Environmental Protection Agency. *Frequently Asked Questions About Global Warming and Climate Change. Back to Basics.* April 2009.

emissions inventory using regulatory and industry standard methodologies and measures. Therefore, impacts will be less than significant at this program level and no programmatic mitigation is needed. However, it is likely that future projects, especially larger ones, will require project-specific mitigation for their estimated GHG emissions.

9. HAZARDS AND HAZARDOUS MATERIALS

Would the project:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
A) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
B) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
C) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
D) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
E) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
F) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
G) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

A-D) Less than Significant Impact. Residential and mixed-use housing development do not cause or contribute substantially to potential hazards to the public or the environment because these uses do not involve the use, transport, or disposal of appreciable amounts of hazardous materials or wastes. For purposes of the following analysis, a “significant hazard to the public or the environment” is characterized by the effects of exposure to hazardous materials and/or wastes from a facility or facilities that are subject to operations-specific federal, state, regional, or local regulations and implementation processes (including permitting, accident contingency, and clean-up requirements) based on the amount of material or waste undergoing use, transport, or disposal and the resulting impacts to human health or ecosystem functions. Residential uses are

characterized by the use of common, widely available hazardous materials including paints and other solvents, cleaners, and pesticides. The remnants of these and other products are disposed of as household hazardous waste (HHW) that includes batteries, electronic wastes, and other wastes that are prohibited or discouraged from being disposed of at local landfills. Use of common household hazardous materials are not subject to federal or state permitting at the consumer level and it is reasonably foreseeable that upset and accident conditions cannot be met by the use, transport, and disposal of such materials and wastes from future residences. Consumer-level household hazardous materials and wastes are not subject to federal or state permitting by the consumer, and their use is at such levels as to not have the potential to result in risk of upset or accident that could harm a substantial number of people, including children attending schools in the area, or have a substantial effect on the functions of the local or regional ecosystem.

Hazardous Sites: The proposed Inventory Sites are not listed as hazardous waste and substances sites, leaking underground storage tank sites, solid waste disposal sites, hazardous waste facilities subject to corrective action, or sites regulated by the Regional Water Quality Board.⁵ There are no Cleanup Program Sites located within the City of Paramount at this time. The General Plan requires that residential projects and other sensitive receptors be located an adequate distance from existing and potential sources of toxic emissions. In addition, CEQA requires the assessment of risk involving the transportation, disposal, manufacture, storage, and handling of any hazardous materials for new development. Therefore, development of future housing on proposed Inventory Sites will be required to assess impacts due to the accidental release of hazardous materials as part of standard environmental review procedures pursuant to CEQA and City policy.

Materials and Wastes Transport: According to the General Plan EIR, hazardous materials pass through the City in route to other destinations via surface streets and freeways. The City has no direct authority to regulate the transport of hazardous materials on local and regional roadways or railways; however, under upset and accident conditions, it is reasonably foreseeable that most of the spill would be contained within the right-of-way of a roadway with minimal chance of hazardous materials or wastes reaching adjacent homes. Transportation of hazardous materials and wastes by truck is regulated by the U.S. Department of Transportation (DOT). DOT regulations establish criteria for safe handling procedures. Federal safety standards are also included in the California Administrative Code. The California Health Services Department also regulates the haulers of hazardous waste but does not regulate all hazardous materials. Although there is some reasonably foreseeable potential for exposure of future residents to hazardous materials and wastes under upset and accident conditions, federal and state regulations are in place with a focus on prevention of accidental releases and measures for appropriate containment and cleanup when accidents occur.

Facilities: According to the Envirostor⁶ website of the California Department of Toxic Substances Control, the City of Paramount has 22 total facilities listed within Paramount although fifteen of them require further action (testing or remediation). These sites are spread throughout the City. Both the federal government and the State of California require all businesses that handle hazardous materials or extremely hazardous materials to submit a business risk management plan to the local Certified Unified Program Agency (CUPA). The CUPA with responsibility for the City is the County's Environmental Health Department. The business risk management plan must include an inventory of the hazardous materials and emergency response plans and procedures to be used in the event of a significant release of a hazardous material. Implementation of federal and state requirements for the operation of these types of facilities will ensure that exposure to residential uses will be minimized or avoided.

Considering the preceding analysis, the proposed Project will not result in effects from the use, transport, or disposal of hazardous or acutely hazardous materials or wastes, under normal or upset and accident conditions, which could impact human health or the environment with implementation of existing regulations, standards, and General Plan Policy. Impacts will be less than significant.

⁵ California Environmental Protection Agency. Cortese List Data Resources. <http://www.calepa.ca.gov/SiteCleanup/CorteseList/> [December 7, 2020]

⁶ DTSC envirostor website <https://www.envirostor.dtsc.ca.gov/public/>

E) No Impact. Airport safety issues and their connection with land use planning are generally associated with hazards posed by departing and landing aircraft crashes and the effects those crashes could have on uses and people on the ground. Development within the approach and departure zones of an airport or airstrip are subject to the effects of potentially widespread, although rare, aircraft crashes; therefore, the denser the development and population within these zones, the greater the risk of impacts to human health. Aircraft crashes can result in the substantial loss of property and life depending on the size of the aircraft, its velocity, the pitch, yaw, and roll at the moment of impact, and the type of cargo it is carrying. Development within the vicinity of an airport can result in increased potential for impact due to height, glare, and electronic interference that can disrupt flight patterns and pilots operating out of the airport.

The Los Angeles County Airport Land Use Commission (ALUC) is responsible for ensuring that development within the vicinity of an airport does not cause undue risk to airport operations or the safety of persons on the ground. The commissioners represent the county, its cities, and the public. Legislation passed in 1982 established a direct link between airport land use plans and the land use plans and regulations adopted by cities and counties, as established in California Public Utilities Code Section 21676. In accordance with this legislation, the ALUC must review the general and specific plans of local jurisdictions for consistency with the county's airport comprehensive land use plan (CLUP). Primary and Secondary Review Areas must be identified for each facility. Projects proposed within the geographic boundaries of the Primary Review Area are referred to the ALUC for review and evaluation. Within the Secondary Review Area, only those projects involving a structure or other object with a height that would exceed that permitted under adopted land use zoning would be referred to the ALUC for review.

The closest airports to the City is the Compton-Woodley airport which is located approximately five miles to the west and the Los Angeles International Airport (LAX) which is located approximately 14 miles to the northwest of the City. Per the 2007 General Plan EIR, it was identified that the City does not fall within the Planning Boundary/Airport Influence Area for either airport. Therefore, no impact to airport related safety hazards or excessive noise would occur and no mitigation is required.

F) No Impact. The City Office of Emergency Management coordinates disaster response and recovery efforts in the City of Paramount. The City's goal is to respond to emergency situations with a coordinated system of emergency service providers and facilities. The City has planned responses to extraordinary emergency situations associated with natural disasters, technological incidents, terrorist activities, and war-related operations. The City is part of a county and statewide emergency management system that addresses evacuation and movement of people in the event of an emergency. It should be noted that the City's plans are flexible in order to respond to the inherent chaos associated with disasters in a manner that is coordinated but responsive to the immediate needs of the situation. The proposed Project does not include any land use, circulation, or safety changes that could conflict with implementation of the Office of Emergency Management or other emergency response programs. No impact will occur.

G) Less than Significant Impact. As noted by CALFIRE Fire Hazard Severity Zone Maps, the City is not located in an area of high fire threat (CSG 2020). Because Paramount is an urbanized community, structural fires rather than wildland fires represent the greatest fire risk in the City. The California Building Code (CBC) focuses on the construction and materials used in roofs, attic ventilation, exterior walls, decking, floors and underfloors, and ancillary buildings, structures, and appendages. Therefore, impacts will be less than significant with implementation of existing regulations.

10. HYDROLOGY AND WATER QUALITY

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
A) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
B) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
C) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner that would: (i) result in substantial erosion or siltation on- or off-site; (ii) substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site; (iii) create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or (iv) impede or redirect flood flows.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
D) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
E) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

A) Less Than Significant Impact. The City of Paramount has prepared a Stormwater Management Plan to support the City’s application for a Municipal Storm Water (MS4) Permit to the Los Angeles Regional Water Quality Control Board. The Plan represents the five-year management strategy for controlling the discharge of pollutants to the maximum extent practicable in storm water runoff during the first NPDES storm water permit term. Paramount’s Municipal Code implement’s the City’s storm water quality management strategies consistent with its General Construction permit from the Regional Water Quality Control Board. These regulations are applicable to all storm water generated on any developed or undeveloped land within the City.

Housing is a common type of urban development and is addressed in the City waste discharge requirements for construction and operational sources of pollutants that can affect downstream surface water bodies by discharge into the local storm drain system. Discharge of pollutants into water bodies can result in effects on the beneficial uses of the water body. Beneficial uses include water for agricultural uses, special areas for biological resources, cold freshwater habitat, commercial and sport fishing, multitudes of habitats, freshwater replenishment sources, areas of artificial or natural groundwater recharge, water for industrial supply and process, water for domestic uses, waters used for navigation, areas where rare or endangered species

could occur, fish spawning grounds, migration, shellfish harvesting, and recreational activities.⁷ The resulting impacts due to effects on water quality and associated beneficial uses include disruption of the ecosystem due to the loss of habitat, potential harm or death to sensitive species, and a narrowing of migratory options and species' gene pools. Impacts to humans range from quality of life issues such as the loss of recreational waters to potential health impacts due to contamination of drinking water supplies and contamination of fish and other marine life farmed and sold for food.

The proposed Project does not include any policies or programs that would conflict with implementation of the NPDES program such that future residential development could result in exceedance of the waste discharge requirements and thus will not substantially impact downstream water quality. Furthermore, future housing development will be subject to environmental inquiry and potential review pursuant to CEQA. Impacts related to violation of water quality standards and waste discharge requirements will be less than significant with implementation of existing permit regulations.

B) Less Than Significant Impact. The proposed Project can accommodate projected housing demand over the next eight years (the period of the 6th Cycle Housing Element), which will require potable water for drinking, food preparation, cleaning, and bathing as well as water for landscape irrigation. Future housing will generate demand for water in addition to the demand of existing uses and the incremental increase in demand as growth occurs in the area; therefore, the future housing will contribute to cumulative, long-term increases in demand for groundwater and other water resources. The City is situated between the San Gabriel and Los Angeles Rivers both of which are for most part currently contained within improved flood control channels.

Water is essential to the proper function of an ecosystem and human life and activities; thus, water shortages can impact the health and wellbeing of humans and the quality of the environment. According to state law, local water agencies must regularly update their Urban Water Management Plan (UWMP) every 5 years and large development projects must prepare a separate water supply assessment (WSA) to identify how to avoid or reduce impacts on surface or groundwater supplies over a 20-year period even under drought conditions.

The proposed Housing Element Update does not include any changes to the land use designations including the Inventory Sites; thus, impacts associated with potential development of the Inventory Sites will remain within the scope of analysis in the 2007 General Plan EIR. Future development of the Inventory Sites will be subject to environmental inquiry and possible project-specific environmental review pursuant to CEQA. Considering the proposed Housing Element is consistent with the analysis documented in the General Plan EIR and will not increase surface or groundwater demand beyond that assessed in the General Plan EIR, the HEU will result in equivalent or less than significant impacts related to the decline in groundwater levels when compared to the analysis and conclusions in the General Plan EIR.

C) Less Than Significant Impact. The City is situated between the San Gabriel and Los Angeles Rivers both of which are fully improved flood control channels. Future development of housing will occur on currently or previously developed sites and undeveloped sites but would not alter existing drainage channels or patterns. Development on currently or previously developed sites is unlikely to substantially change the hydrological conditions of the site that was undoubtedly graded and engineered to convey on-site flows to local storm drains or water quality basins in accordance with the City standard requirements for drainage and flood control, as specified in the Municipal Code. Development on previously undeveloped sites may result in more substantial changes to the site topography and drainage conditions as cut and fill activity occurs to balance the site for building construction. The concern with changes in on-site drainage is the potential for flooding, erosion, siltation, pollutant loading, and exceedance of storm drain capacity due to the lack of or improperly designed conveyance of runoff. The effects of changes in drainage patterns can result in impacts to human health and quality of life and the environment through damage or destruction of structures, sedimentation of downstream water bodies and the resulting impact to aquatic biological resources, decreased water quality with similar impacts to aquatic biological resources, and storm water backup that can result in similar types of flooding impacts.

⁷ Los Angeles Regional Water Quality Control District. Water Quality Control Plan (Basin Plan)(CWB 2018)

According to the 2007 General Plan EIR, implementation of the General Plan will reduce potential impacts related to additional runoff such as erosion and flooding to less than significant levels and requires the maintenance of adequate facilities for water and storm drain services. Therefore, impacts due to the effects of changes in drainage patterns or potential erosion relative to the HEU will be less than significant with implementation of existing regulations and General Plan Policies.

D) Less Than Significant Impact. Most of Paramount faces minimal flood hazards, as outlined by the Federal Emergency Management Agency (FEMA) hazard maps. The City is adjacent to the Los Angeles River and San Gabriel Rivers which are susceptible to 100-year flooding events but they are contained within the improved banks of their respective channels. However, none of the proposed Housing Element Inventory Sites are located within a 100-year flood hazard area. Inundation from the Hoover Reservoir and Whittier Narrows Dam located 13 miles northeast of Paramount poses the greatest threat from dam inundation for the City. The dam was built as a flood risk management and water conservation project in 1957 and creates a reservoir capacity of 9.75 million gallons of water. In 2016, the U.S. Army Corps of Engineers determined the dam is structurally unsafe and poses a potentially catastrophic risk to the communities along the San Gabriel River floodplain. In addition, engineers found that the mile-long earthen structure could fail if water were to flow over its crest or if seepage eroded the sandy soil underneath. Measures to permanently address these issues are currently being developed and evaluated (as of 2020). The U. S. Army Corps of Engineers (USACE) has determined that inundation from dam failure would affect all the commercial, industrial, and residential areas of the City (USACE 1985).

For future housing under the HEU, the General Plan requires each project to demonstrate it is not impacted by a 100-year flood zone or what steps it will take to eliminate that risk. CEQA also requires projects identify specific criteria and conditions that must be met to avoid potential impacts from flood hazards such as application of flood hazard regulations, evaluation of development sites for flood hazard potential, and application of flood-proofing strategies. Therefore, impacts will be less than significant and no mitigation is required.

Seiche is the process by which water sloshes outside its containing boundaries, generally due to an earthquake. Seiche can result in localized flooding that can result in property damage or personal injury. This could occur within an open reservoir, lake, or other large waterbody (see discussion regarding the Hoover Reservoir). The City does not contain any sizeable open reservoirs, lakes, or other large bodies of water, therefore, impacts resulting from the effects of seiche in the City will be less than significant and no mitigation is required. A *tsunami* is a large wave that generates in the ocean, generally from an earthquake, and builds intense strength and height before impacting a coast. Tsunami can result in significant property damage and loss of life due to the intense, destructive nature of the wave and the often-sudden occurrence with little chance for warning. The City would likely experience minimal impacts from the effects of a tsunami because it is located a minimum of 12 miles inland of the Pacific Ocean. In addition, according to the General Plan EIR, the City is relatively flat and risk of hazard due to mudflow is less than significant.

Therefore, the potential impacts of flooding, tsunami, or seiche and any related release of pollutants would be less than significant and no mitigation is required.

E) Less Than Significant Impact. This assessment is for both surface water management planning and sustainable groundwater management plans.

Water Quality Control Plan. The Water Quality Control Plan Los Angeles Region, Basin Plan for the Coastal Watersheds of Los Angeles and Ventura Counties (Basin Plan)⁸ is the water quality control plan for the greater Los Angeles Basin, including the City of Paramount. The Basin Plan designates beneficial uses, establishes water quality objectives, and contains implementation programs and policies to achieve those objectives for all waters addressed through the Basin Plan (CWB 2018). The Basin Plan is continually being updated to include amendments related to implementation of the total maximum daily load⁹ (TMDL) of specific potential pollutants or water quality stressors, revisions of programs and policies within the Los

⁸ https://www.waterboards.ca.gov/losangeles/water_issues/programs/basin_plan/

⁹ TMDL is a regulatory term in the U.S. [Clean Water](#) Act, describing a plan for restoring impaired waters that identifies the maximum amount of a pollutant that a body of water can receive while still meeting water quality standards

Angeles RWQCB region, and changes to beneficial use designations and associated water quality objectives. The General Plan requires future development to be consistent with the Basin Plan. Therefore, the HEU will not conflict with or obstruct implementation of a water quality control plan.

Groundwater Management Plan. In 2014 the governor signed the Sustainable Groundwater Management Act (SGMA) into law which requires governments and water agencies of high and medium priority basins to halt overdraft and bring groundwater basins into balanced levels of pumping and recharge. SGMA empowers local agencies to form Groundwater Sustainability Agencies (GSAs) to manage basins sustainably and requires those GSAs to adopt Groundwater Sustainability Plans (GSPs) for crucial groundwater basins in California.

The City of Paramount Public Works Department, Utilities Division, maintain three water well sites and two imported water connections to provide domestic water service to the City residents and businesses. Currently two water utilities serve the community: Golden State Water Company and the City's Water Department (Water Division of the Public Works Department). The City overlies the Central (groundwater) Basin which was adjudicated in 1965 and the Central Basin Watermaster manages groundwater supplies and replenishment. The City Utilities Division coordinates with the Watermaster to assure adequate water service to the City.

New housing growth under the Project will not exceed that identified in the General Plan and evaluated in the General Plan EIR. The master groundwater planning of the Watermaster is based on adopted land use plans in the General Plans of the cities that utilize Central Basin groundwater. Therefore, the Project will not conflict with or obstruct implementation of a sustainable groundwater management plan. Impacts will be less than significant and no mitigation is required.

11. LAND USE AND PLANNING

Would the project:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

A) No Impact. Communities form neighborhoods within a broader assemblage of land uses, acting as physically bounded and social networks that often define a person's local sense of place and help shape an individual's social and cultural perspective. A significant impact would occur if proposed Inventory Sites are sufficiently large or configured in such a way so as to create a physical barrier within an established community.

The proposed Housing Element identifies Inventory Sites throughout the City of Paramount. The Inventory Sites rely on existing land use designations to accommodate new residential and mixed-use development, and no changes are proposed as part of the Project. The General Plan does not designate any established communities that would be affected by implementation of the proposed Project; therefore, implementation of the proposed Project will not create any physical barrier within the community. Furthermore, project implementation will not require new infrastructure systems such as roadways or flood control channels not already planned and previously considered in the General Plan EIR. As such, the Housing Element

update will not divide or disrupt neighborhoods or any other established community elements. No impact will occur and no mitigation is required.

B) No Impact. The Housing Element update sets forth policies to encourage housing development consistent with adopted land use policies established in the General Plan. No changes in General Plan land use or development intensities are proposed. The Project does not include any goals, policies, or actions that would conflict with adopted General Plan goals and policies to mitigate impacts due to effects generated by development within the Planning Area, as specified in the certified General Plan EIR. The Project would not impact nor conflict with an existing land use plan or policy. No impact will occur and no mitigation is required.

12. MINERAL RESOURCES

Would the project:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
A) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
B) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

A-B) Less Than Significant Impact. Minerals refer to aggregate resources, or rock, sand, and gravel, energy-producing fields, including oil, gas, and geothermal substances, and related mining operations. The California Department of Conservation (DOC) classifies land in the state into mineral resource zones based on the known or inferred mineral resource potential of that land (DOC, 2020a). Land in the City has been classified by the California Division of Mines and Geology (CDMG) according to the presence or absence of significant sand and gravel deposits (suitable for use in construction-grade aggregate). The land classification is presented in the form of maps showing Mineral Resource Zones (MRZ). There are four MRZ classifications, MRZ-1 through MRZ-4 as described below:

- MRZ-1 are areas where adequate information indicates that no significant mineral deposits are present, or where it is judged that little likelihood exists for their presence.
- MRZ-2 are areas where adequate information indicates that significant mineral deposits are present or where it is judged that a high likelihood for their presence exists.
- MRZ-3 are areas containing mineral deposits the significance of which cannot be evaluated from available data.
- MRZ-4 are areas where availability information is inadequate for assignment to any other MRZ-zone.

The General Plan EIR identifies that the City is not located within a Significant Mineral Aggregate Resource Area nor it is located in an area with active mineral extraction activities. As a result, no conflict with any existing City-wide resource management and conservation plan is expected with future development.

The Project does not propose changes to land use designations of the Inventory Sites and does not propose Inventory Sites that were not already analyzed in the General Plan EIR. In addition, none of the Inventory Sites have currently active oil or gas wells (as no oil or mineral extraction activities are currently located in the City). Finally, any new development under the Project would require an assessment of hazards such as onsite oil or gas wells as part of the CEQA process. Therefore, impacts will be less than significant and no mitigation is required.

13. NOISE

Would the project result in:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
A) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
B) Generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
C) For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the Project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

A) Less Than Significant Impact. The City is bounded by the 710 Freeway and the Los Angeles River to the west, East 70th Street to the south, Lakewood Boulevard, Rosecrans Avenue, and Downey Avenue to the east, and the 105 Freeway to the north. The main existing noise sources within Paramount include vehicular traffic on neighboring freeways as well as a number of major arterial streets in the City including Garfield Avenue, Paramount Boulevard, Rosecrans Avenue, and Alondra Boulevard.

To ensure that noise producers do not adversely affect sensitive receptors, the City of Paramount identifies land use compatibility standards within the General Plan to use for planning and development decisions. The General Plan Noise Element includes policies, standards, criteria, programs, diagrams, and maps related to protecting public health and welfare from excessive noise exposure. General Plan Goals and Policies together with Municipal Code standards for noise control are incorporated into the land use planning process to reduce noise and land use incompatibilities.

According to the 2007 General Plan EIR, construction activity is typically short-term in nature and is generally not considered to have a significant impact on noise sensitive uses as long as construction activity is limited to daylight hours. Acoustical analyses for future housing development projects under the Project will address construction noise impacts on sensitive noise receptors and identify mitigation if required.

Future housing developments on the proposed Inventory Sites are subject to the policies of the existing General Plan designed to minimize noise impacts to noise-sensitive properties as well as the City's Noise Ordinance. The General Plan requires noise studies as part of the standard environmental review process for housing developments. These studies will evaluate noise levels and incorporate design features or mitigation measures necessary to minimize adverse noise impacts.

The proposed Project update does not include any changes to the land use designations of the Inventory Sites; thus, impacts associated with potential development of the Inventory Sites will remain within the scope of analysis in the General Plan EIR. Future housing development will be subject to preliminary environmental review pursuant to CEQA and if found not to be exempt, subject to full environmental analysis at which time all environmental issues will be vetted and appropriate project-

level mitigation incorporated, if needed. Potential impacts will be less than significant with implementation of existing policies, standards and regulations.

B) Less Than Significant Impact. Vibration is sound radiated through the ground. The rumbling sound caused by the vibration of room surfaces is called groundborne noise. The ground motion caused by vibration is measured as particle velocity in inches per second, and in the U.S. is referenced as vibration decibels (VdB). The background vibration velocity level in residential and educational areas is usually around 50 VdB while the vibration velocity level threshold of perception for humans is approximately 65 VdB. A vibration velocity level of 75 VdB is the approximate dividing line between barely perceptible and distinctly perceptible levels for many people. Sources within buildings such as operation of mechanical equipment, movement of people, or the slamming of doors cause most perceptible indoor vibration. Typical outdoor sources of perceptible groundborne vibration are construction equipment, steel-wheeled trains, and traffic on rough roads. If a roadway is smooth, the groundborne vibration from traffic is rarely perceptible. The range of interest is from approximately 50 VdB, which is the typical background vibration velocity level, and 100 VdB, which is the general threshold where minor damage can occur in fragile or historic buildings.

Typical construction vibration mitigation includes routing and placement of equipment to maximize distance to receptors and use of alternative equipment, such as use of drilled pile drivers as opposed to impact drivers. Subsurface dampeners can also be utilized to reduce groundborne vibration. Short-term Impacts related to groundborne vibration during construction would be expected to be less than significant with implementation of local environmental review procedures. Typical mitigation for long-term vibration impacts related to occupied buildings include setbacks from vibration sources or building construction to minimize transmission of vibration.

No short- or long-term impacts will be associated with vibration at a programmatic level for this Project as no policy changes, developments, or specific infrastructure improvements are proposed as part of the Project. Impacts will be less than significant and no mitigation is required.

Cumulative Impacts. Residential land uses typically do not produce excessive noise either individually or cumulatively that could substantially increase existing, ambient noise levels. The future development of the Inventory Sites could increase ambient noise levels due to increased traffic generation in the project vicinity. Thus, development of the Inventory Sites will partially contribute to the noise volumes identified in the General Plan EIR. The City reviews all new development proposals per CEQA which includes the analysis of vehicular traffic noise. The proposed Project does not include changes to land uses and intensities designated in the current General Plan and analyzed in its EIR. The Project does not propose any specific development or any land use changes that would invalidate this prior finding or further increase traffic levels beyond those analyzed in the General Plan EIR. Project-specific increases in ambient noise levels due to future development on each Inventory Site will be evaluated as development is proposed over the long term pursuant to existing policies and procedures. With these existing policies and procedures in place, impacts related to increases in ambient noise levels will be less than significant and no mitigation is required.

C) No Impact. The City of Paramount is not located within two miles of an airport or within a comprehensive land use plan for any public or private airport. In addition, no private airstrips are located within the City. No specific new development is associated with the proposed Project.

14. POPULATION AND HOUSING

Would the project:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
A) Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
B) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

A) No Impact. Adoption and implementation of the Project will not, in and of itself, directly result in population growth that has not already been evaluated in the 2007 General Plan EIR. Population growth is a complex interaction of immigration, emigration, births, deaths, land use, and economic factors of which the General Plan Amendments are only a part. Regional models of population growth and change, accounting for these complexities, are developed by the California Department of Housing and Community Development (HCD) and the Los Angeles County Council of Governments (COGs). The proposed Project (specifically the Housing Element) is designed to guide and accommodate the City’s share of the projected regional population growth and associated housing over the next eight years. Pursuant to Government Code 65584, the California Department of Housing and Community Development (HCD) is required to determine the Regional Housing Needs Allocation (RHNA), by income category, for Council of Governments (COGs) throughout the State. The RHNA is based on the California Department of Finance population projections and regional population forecasts used in preparing regional transportation plans. COGs are required to allocate to each locality a share of housing need totaling the RHNA for each income category.

The Project is a policy document setting forth the City’s plan to accommodate its share of regional housing needs, as determined by the Southern California Association of Governments (SCAG). For the 2021-2029 planning period, the City of Paramount’s share is 364 housing units. This allocation is referred to as the Regional Housing Needs Assessment, or RHNA. The Housing Element identifies adequate land and planning mechanisms to accommodate the future housing needs of the growing population derived directly from the population growth estimates for the region, so the proposed Project would not induce unplanned population growth. No impact will occur.

B) No Impact. The Project (specifically the Housing Element) is intended to encourage and facilitate housing development and preserve and enhance existing housing stock. The natural recycling of land will not result in the loss of housing units because such redevelopment will result in the development of new housing units. Thus, the availability of residential units in response to increases in population is supported by the Project. Considering residential units will increase naturally as guided by the goals and policies of the proposed Project, no impacts related to the displacement of housing or people would occur and no mitigation is required.

15. PUBLIC SERVICES

Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
A) Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
B) Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
C) Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
D) Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
E) Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

A) Less Than Significant Impact. The City of Paramount contracts with the Los Angeles County Department (LACFD) for fire protection and prevention services in the City. The City of Paramount is served by two fire stations. Station 31, located at 7521 East Somerset Boulevard, has two fire engines and one paramedic squad. Station 57 is located at 5720 Gardendale Street in South Gate and has one fire engine.

New development under the Project will result in the incremental increase in need for fire protection services as the City's population grows and the number of residential units increases. The City collects Development Impact Fees to offset the impact of new development, as it occurs. Construction and operation of a new fire station will be subject to preliminary environmental review pursuant to CEQA and if found not to be exempt, subject to full environmental analysis at which time all environmental issues will be vetted and appropriate mitigation incorporated, if needed. Potential impacts resulting from the effects of operating the fire department as well as constructing and operating future fire facilities will be less than significant with implementation of existing regulations.

B) Less Than Significant Impact. The Los Angeles County Sherriff's Department provides law enforcement services throughout the City of Paramount. The Sherriff's Department assigned to the City of Paramount is staffed with 42 personnel, including patrol deputies, a detective team, and a deputy district attorney. The City is served by the Lakewood Station at 5130 Clark Avenue in the City of Lakewood and by a substation located near the intersection of Paramount and Somerset Boulevards in Paramount. Emergency response times are approximately three minutes throughout the City. The 2007 General Plan EIR does not identify the construction or expansion of a police station as part of the 2007 or current General Plan update. The impact to police services will be no greater than what was previously analyzed in the 2007 General Plan EIR and the impact will be less than significant.

C) Less Than Significant Impact. The City is served by the Paramount Unified School District (PUSD), which serves kindergarten through twelfth grades and overall, consists of nine elementary schools, two intermediate schools, one high school, a continuation school, and an adult education school. The effects of schools that can result in environmental impacts are specific and include peak traffic levels occurring in the morning and early afternoon, playground noise, and field lighting. Furthermore, analyses of school impacts are unique in that any impacts resulting from the effects of schools are considered fully mitigated through the payment of development impact fees pursuant to the Leroy F. Greene School Facilities Act, therefore, pursuant to State law and the payment of development impact fees, impacts will be less than significant.

D) Less Than Significant Impact. In accordance with State law, the City imposes parkland dedication or in-lieu fees on new development equivalent to four acres of parkland per 1,000 new residents. The proposed Project (specifically the Housing Element) will generate new or relocated residents that will require park and recreation facilities and associated programs, either through expansion of existing facilities or construction of new facilities. Construction or expansion of parks can result in nominal effects such as pollutant emissions from construction activities and operational trip generation potentially resulting in similarly nominal impacts to the environment. The City will continue to collect in-lieu fees or require construction of new or expanded parks from proponents of new housing to compensate for incremental increases in parks and recreation service demand, thus providing adequate, per-capita facilities for future residents. The City also collects Development Impact Fees to offset the impact of new development, as it occurs. Construction and operation of new or expanded parks and recreation facilities will be subject to preliminary environmental review pursuant to CEQA and if found not to be exempt, subject to full environmental analysis at which time all environmental issues will be vetted and appropriate mitigation incorporated, if needed. Potential impacts resulting from the effects of constructing and operating future parks and recreation facilities will be less than significant with implementation of existing regulations.

E) Less Than Significant Impact. Residents generated by the provision of new housing guided by the goals and policies of the proposed Project (specifically the Housing Element) will generate the incremental need for a variety of public and quasi-public services including libraries, medical clinics, urgent care facilities, hospitals, social service centers, senior centers, and other facilities. Construction and operation of new or expanded public service facilities will be subject to preliminary environmental review pursuant to CEQA and if found not to be exempt, subject to full environmental analysis at which time all project-level environmental issues will be vetted and appropriate mitigation incorporated, if needed. Potential impacts resulting from the effects of constructing and operating future public service facilities will be less than significant with implementation of existing regulations.

16. RECREATION

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
A) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
B) Does the project include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

A) Less Than Significant Impact. Pursuant to State law, the City imposes parkland dedication or in-lieu fees on new development equivalent to four acres of parkland per 1,000 new residents. The proposed Project (specifically the Housing Element) will generate new or relocated residents that will require park and recreation facilities and associated programs, either through expansion of existing facilities or construction of new facilities. However, such increase is consistent with the estimated population increase evaluated under the 2007 General Plan EIR and will not result in any new impacts that have not been evaluated. Construction or expansion of parks can result in nominal effects such as pollutant emissions from construction activities and operational trip generation potentially resulting in similarly nominal impacts to the environment. The City will continue to collect in-lieu fees or require construction of new or expanded parks from proponents of new housing to compensate for incremental increases in parks and recreation service demand, thus providing adequate, per-capita facilities for future residents.

B) Less Than Significant Impact. Construction and operation of new or expanded parks and recreation facilities will be subject to preliminary environmental review pursuant to CEQA and if found not to be exempt, subject to full environmental analysis at which time all environmental issues will be vetted and appropriate mitigation incorporated, if needed. Potential impacts resulting from the effects of constructing and operating future parks and recreation facilities will be less than significant with implementation of existing regulations.

17. TRANSPORTATION AND TRAFFIC

Would the project:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
A) Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
B) Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3 subdivision (b)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
C) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
D) Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

A) Less than Significant Impact. The City is served by local transportation facilities including streets and bus routes in addition to non-motorized transportation facilities such as sidewalks, trails, and bikeways. These facilities provide options for travel modes that include passenger vehicles, trains, buses, bikes, and walking. These facilities and modes of travel comprise the circulation system for the City, and the broader system, designed with the goals of efficiently moving people and goods throughout the region by providing ease of access to multiple modes of travel.

Future housing development will primarily generate passenger vehicle trips that will disperse during the morning as residents drive to commercial, industrial, and institutional facilities for a variety of reasons but primarily for work and school. Some trips may be to transit centers, such that a portion of a resident’s trip may include alternative transportation modes, while others may simply walk to their destination or to other transit options. The return leg of a trip is generally anticipated to be the reverse of the initial leg of the trip during the afternoon, albeit with higher likelihood of a portion of the trip being dedicated to accessing shopping, entertainment, or other uses.

The concern regarding transportation facilities and their counterpart modes of travel is excessive use throughout the day or during morning and/or afternoon peak hours and the resulting effects on the performance of the facilities’ ability to move people and goods. The direct effects of reduced circulation system performance are annoyance and stress, thereby decreasing the quality of life for the user. Direct failure or accelerated deterioration of circulation system facilities can also occur if the facility was not designed to function under increased loading. A variety of indirect impacts to human health and the environment are attributed specifically to excessive use of vehicles on local and regional roadways including effects related to air pollution and ambient noise.

SCAG Plans. Two planning efforts guide the long-term improvement of the circulation system at the regional and local levels. The Regional Transportation Plan (RTP) and Sustainable Communities Strategy (RTP/SCS), was last updated in September 2020 (Connect SoCal) is administered by the Southern California Association of Governments (SCAG) to meet the needs of travel and goods movement through the year 2045.

CMP. Urbanized areas within the state of California such as Los Angeles County are required to adopt a Congestion Management Program (CMP). The goals of the CMP are to reduce traffic congestion and to provide a mechanism for coordinating land use development and transportation improvement decisions. Los Angeles County compiles the data and submits the results to the Southern California Association of Governments (SCAG) for a finding of regional consistency. The I-

5, I-605 and I-105 freeways and SR-19 are roadway components of the Congestion Management Plan system. The Los Angeles County Congestion Management Program (CMP) is administered by the Los Angeles County Metropolitan Transportation Authority (LA Metro 2010). The CMP addresses congestion management through a process developed cooperatively throughout the metropolitan region that provides for safe and effective management and operation of existing and future transportation facilities through demand reduction and operations strategies.

While the RTP/SCS addresses the broader goals of the transportation network, the CMP focuses on specific, regional facilities requiring funding for maintenance and improvements in order to meet the goals of the RTP/SCS. The CMP relies on local jurisdiction standards in determining the performance of the CMP network. The final effort is the City's General Plan Circulation Element that identifies long-term transportation improvements for local facilities. The General Plan includes goals and policies aimed to provide an efficient multi-modal circulation system in the city. General Plan policies also encourage the development of an efficient and safe bikeway and public transportation system. The City of Paramount identifies that major intersections currently operate at Level E or better during peak hours for existing traffic conditions.

Summary. These local and regional planning efforts are designed to reduce the direct and indirect effects of travel so as to minimize or avoid resulting impacts on human health and the environment. The proposed Project is consistent with the growth assumptions used in the development of the RTP/SCS and CMP and the Project does not include any land use changes to the General Plan, therefore, the Project will not conflict with the goals or transportation planning efforts of the City or SCAG.

Based on this preceding analysis, the proposed Project will not impede local or regional efforts to ensure an efficient circulation system. Future housing development will be subject to preliminary environmental review pursuant to CEQA and if found not to be exempt, subject to full environmental analysis at which time all environmental issues will be vetted and appropriate mitigation incorporated, if needed, should transportation impacts be identified that are not covered under existing or future development impact fees. Potential impacts resulting from conflicts with local and regional transportation plans and performance requirements will be less than significant with implementation of existing standards and regulations.

B) Less Than Significant Impact. In response to Senate Bill (SB) 743, the California Natural Resource Agency certified and adopted new CEQA Guidelines in December 2018, which now identify Vehicle Miles Traveled (VMT) as the most appropriate metric to evaluate a project's transportation impact under CEQA (Section 15064.3). Effective July 1, 2020, the previous CEQA metric of level of service (LOS), typically measured in terms of automobile delay, roadway capacity and congestion, will no longer constitute a significant environmental impact.

Although VMT is now the accepted methodology for evaluating potential transportation impacts of a project, the City General Plan identifies standards for maintaining an adequate level of service (LOS) for City streets and intersections. To be consistent with the 2020 State CEQA Guidelines, a LOS analysis is no longer required for purposes of this Initial Study impact analysis and determination of significant impacts under CEQA. However, an evaluation of the overall circulation network and services available to the City is still appropriate and is provided under Impact A, above.

Transit. The public transportation system in the City of Paramount provides non-auto options for commute, utility, and recreational travel, with connections to downtown Los Angeles, LAX, and other regional cities and destinations. The City of Paramount is served by a number of bus line(s) and shuttle and paratransit services. The following agencies provide regional connectivity, providing an alternative to driving a personal vehicle:

- Los Angeles County Metropolitan Transportation Authority (Metro). Metro provides rail and bus services throughout Los Angeles County, with a number of express and regular bus routes serving Paramount.
- Long Beach Transit: Long Beach Transit offers current Fixed Route and College Bound bus routes which circulate through the City of Paramount and neighboring communities.

Bus transit generally runs every 30 to 45 minutes during the peak periods, with certain routes running every 25 minutes or better. Generally, transit users prefer reliable wait times of less than 15 minutes when making trip choices.

Bicycle Routes. Los Angeles County has established bikeways in various locations throughout the City. A Class I bikeway (off-road) provides a completely separated right-of-way designated for the exclusive use of bicycles and pedestrians. Crossflows with motorized vehicles are minimized. Very few opportunities for Class I bikeways are available in the City of Paramount. However, The Los Angeles River bicycle trail, a 24 mile trail extending from Los Angeles to Long Beach, runs along the western boundary of the Project site, in a northerly to southerly direction.

A Class II bikeway (on-road) provides a restricted right-of-way on a roadway's shoulder designated for the exclusive or semi-exclusive use of bicycles. Through travel by motor vehicles or pedestrians is prohibited. Crossflows by pedestrians and motorists are permitted. Vehicle parking is prohibited. Opportunities for Class II bikeways exist on some of the less heavily utilized arterial roadways in the City of Paramount and there is an existing bike lane which runs along Orange Street in a northerly to southerly direction, which circulates to the City of Long Beach, and the bike lane runs in a westerly to easterly direction along 70th Street in the City of Paramount. The goal is to link residential areas, schools, parks, and commercial centers so that residents can travel within the community without driving. New Development projects will be required to include safe and attractive sidewalks, walkways, and bike lanes, and homeowner associates will be encouraged to construct links to adjacent areas and communities where appropriate.

Pedestrian Facilities. The City of Paramount has sidewalks and crosswalks on most streets. Bicycle movement is accommodated on a developing system of local bikeways that connect to regional facilities.

The Project will result in the future development of additional housing in the City through the anticipated growth will be within the limits identified in the existing General Plan and its EIR. Although, VMT is now the required metric for evaluating transportation impacts for CEQA projects, and the General Plan EIR, prepared prior to current VMT requirements, uses an LOS metric, this Project is consistent with the analysis in the EIR because land use designations are unchanged: VMT under the General Plan EIR and this project are the same or similar. Therefore, any impacts will be less than significant and no mitigation is required.

C) No Impact. The proposed Project does not authorize the construction of any roadway and will result in no effects on the design of existing or future streets. Therefore, it will not substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment). There will be no impact and no mitigation is required.

D) Less Than Significant Impact. The proposed Project does not involve any road construction or any development activity and thus will not obstruct or restrict emergency access to or through the City. Future housing development facilitated by implementation of the Project (specifically the Housing Element) policies will be subject to site plan review and approval during entitlement review and/or application for building permits. The Fire Department reviews all plans to ensure compliance with all applicable emergency access and safety requirements. Impacts involving emergency access will be less than significant with continued implementation of development review procedures. Therefore, any impacts will be less than significant and no mitigation is required.

18. TRIBAL CULTURAL RESOURCES

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the Project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:				
A) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
B) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

A) Less Than Significant Impact. Based on information obtained from the Cultural Resources impacts section of the 2007 General Plan EIR, prior to the incorporation of the City of Paramount, the area was comprised of two smaller communities which were called Hynes and Clearwater. The two communities were considered the center of Southern California’s dairy industry, and were known as both “The Milk Shed of Los Angeles” and the “The World’s Largest Hay Market.” In 1948, after discussions dating back to 1925, the two towns unified under the name of Paramount and the City was officially incorporated in 1957. Since the incorporation of the City in 1957, land uses have transitioned from agricultural to residential, commercial, and industrial land uses. Per the Cultural Resources section of the 2007 General Plan EIR, three (3) local historic resources within the City which include the Hay Tree (located at Paramount Boulevard near Harrison Street), the Iceland ice skating rink (located at the corner of Jackson Street and California Avenue), and Paramount Library (located at 16244 Colorado Avenue). The “Hay Tree” was used in the 1930s as a space where the day’s price of hay was set and then quoted around the world. The Iceland (Zamboni) Ice Skating Rink is a local landmark ice skating rink opened by Frank Zamboni in 1940. The privately owned and operated facility has been the training ground for professional skaters and Mr. Zamboni is also well-known for inventing the Zamboni Ice-Resurfacing machine which is used in ice rinks around the world. Finally, the Paramount Library was founded in 1913, when the area was referred to as Hynes-Clearwater. Of the three resources listed, the Hay Tree is also listed as a California Historical Landmark (No. 1038). However, none of the Inventory Sites are located on any of the resource sites and as such, implementation of the proposed Project will not cause substantial adverse change to a designated Tribal Cultural resource.

B) Less than Significant Impact. Similar to potential impacts resulting from the effects of future housing development on historical resources, impacts to archaeological resources can result in the loss of information important to the history (and potentially the pre-history) of California and the people who created and/or used the materials. The potential for uncovering significant resources at Inventory Site locations during construction activities is unknown given that no such resources have been discovered and/or recorded previously. The General Plan states that archaeological and historical resources shall be protected and preserved to the maximum extent feasible.

Two changes to state law (SB 18 and AB 52) require cities to consult directly with local Native American tribes to determine if any tribal cultural resources will be impacted by private development or public works projects proposed in the City. The City conducted SB 18 and AB 52 consultation for this proposed Project. One tribe submitted comments but did not request a

consultation. All future development of the Inventory Sites will be required to prepare Cultural Resource Assessments (CRAs) to determine if there are any impacts to cultural or tribal cultural resources as required by the General Plan Conservation Element. This is considered regulatory compliance and not specific mitigation under CEQA.

The General Plan EIR concluded that build out of the General Plan will result in less than significant impacts related to the substantial adverse change in the significance of archaeological resources. The proposed Project does not propose any land use changes or designate any Inventory Sites that were not already analyzed in the General Plan EIR. Therefore, long-term impacts in the City have already been contemplated, and the proposed Project will not result in impacts that are greater than those contemplated in the 2007 General Plan EIR. In addition, future development of the proposed Inventory Sites will be subject to General Plan requirements and review in accordance with CEQA requirements. Impacts related to implementation of the proposed Housing Element, Safety Element, and Environmental Justice Element will be less than significant and no mitigation is required at this programmatic level.

19. UTILITIES AND SERVICE SYSTEMS

Would the project:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
A) Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
B) Have sufficient water supplies available to serve the Project and reasonably foreseeable future development during normal, dry and multiple dry years?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
C) Result in a determination by the wastewater treatment provider which serves or may serve the Project that it has adequate capacity to serve the Project's projected demand in addition to the provider's existing commitments?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
D) Generate solid waste in excess of state or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
E) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

A) No Impact. The City Public Works Department, Utilities Division, manages water service and wastewater collection services to City residents and businesses. Wastewater treatment is provided by the County Sanitation Districts of Los Angeles County. The City also operates and maintains storm drains within its boundaries, although downstream flows are handled by the Los Angeles County Flood Control District. On October 24, 2017 the City Council authorized the City of Paramount to join a local consortium, the Clean Power Alliance (CPA) to purchase wholesale electrical power for residents and businesses at competitive rates. CPA began serving the City in 2019 by purchasing electricity generated from renewable sources and

delivering that electricity through the same Southern California Edison (SCE) power poles and power lines that previously supplied City customers. Natural gas is provided by the Southern California Gas Company.

Future housing under the HEU will consume additional water, electricity, and natural gas while producing additional wastewater for conveyance and treatment. The new housing is consistent with the General Plan growth projections which were evaluated in the 2007 General Plan EIR. The various involved utility agencies and companies develop master service plans based on anticipated land uses outlined in the General Plans of the various jurisdictions they serve. Therefore, these master plans have already taken into account the growth anticipated under the HEU. In addition, future development is required to assure adequate utility service during the development review and CEQA process. Therefore, utility impacts will have no impacts that have not already been analyzed in the General Plan EIR and no mitigation is required.

Future housing under the Project (specifically the Housing Element) will consume additional water, electricity, and natural gas while producing additional wastewater for conveyance and treatment. The new housing is consistent with the General Plan growth projections which were evaluated in the General Plan EIR. The various involved utility agencies and companies develop master service plans based on anticipated land uses outlined in the General Plans of the various jurisdictions they serve. Therefore, these master plans have already taken into account the growth anticipated under the Project. In addition, future development is required to ensure adequate utility service during the development review and CEQA process. Therefore, utility impacts will have no impacts that have not already been analyzed in the General Plan EIR and no mitigation is required.

B) No Impact. The City of Paramount Public Works Department, Utilities Division, maintain three deep groundwater wells sites and one MWD imported water connections to provide domestic water service to City residents and businesses. The City overlies the Central (groundwater) Basin which was adjudicated in 1965 and the Central Basin Watermaster manages groundwater supplies and replenishment. The City Utilities Division regularly reviews and updates its Urban Water Management Plan (UWMP) and coordinates with the Central Basin Watermaster and MWD to assure it can provide adequate water service to the City under all anticipated conditions.

New housing growth under the Project will not exceed that identified in the General Plan and evaluated in the 2007 General Plan EIR. The City's UWMP is based on the General Plan and the MWD's master water planning is based on adopted land use plans in the General Plans of the cities that utilize Central Basin groundwater. Therefore, the HEU will not conflict with or obstruct implementation of a sustainable groundwater management plan. Impacts will be less than significant and no mitigation is required.

C) No Impact. Wastewater treatment is provided by the County Sanitation Districts of Los Angeles County (CSDLAC). The City also operates and maintains storm drains within its boundaries, although downstream flows are handled by the Los Angeles County Flood Control District. Future housing under the Project will generate additional wastewater for conveyance and treatment. The new housing is consistent with the General Plan growth projections which were evaluated in the 2007 General Plan EIR. The CSDLAC has a master service plans based on anticipated land uses outlined in the General Plans of the various jurisdictions they serve. The CSDLAC master plan has already taken into account the growth anticipated under the HEU. In addition, future development is required to assure adequate wastewater service during the development review and CEQA process. Therefore, there will be no wastewater treatment impacts that have not already been analyzed in the General Plan EIR and no mitigation is required.

D) No Impact. Los Angeles County Sanitation District No. 18 provides solid waste management for its residents and businesses within the City and waste services are contracted with the Metropolitan Waste Disposal. Metropolitan Waste Disposal then hauls waste to the Puente Hills Landfill. Non-recyclable and non-composting wastes are then sent to nearby County landfills for disposal. Future development under the Project would be required to comply with established solid waste regulations and procedures. Therefore, the HEU will have no solid waste impacts at this programmatic level and no mitigation is required.

E) No Impact. All new development will be required to comply with State mandates and City regulations regarding reduction/recycling of household waste. None of the housing strategies in the proposed Housing Element update will have any effect upon or result in any conflicts with solid waste disposal regulations, as the scope of these revisions does not increase development capacity. No impact will occur, and no mitigation is required.

20. WILDFIRE

Would the project:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
A) Substantially impair an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
B) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from wildfire or the uncontrolled spread of a wildfire?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
C) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water resources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
D) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

A) Less Than Significant Impact. The City Office of Emergency Management coordinates disaster response and recovery efforts in the City of Lancaster. The City’s goal is to respond to emergency situations with a coordinated system of emergency service providers and facilities. The City has planned responses to extraordinary emergency situations associated with natural disasters, technological incidents, terrorist activities, and war-related operations. The City is part of a county and statewide emergency management system that addresses evacuation and movement of people in the event of an emergency.

The Project does not involve any road construction or any development activity and thus will not obstruct or restrict emergency access to or through the City. The Health and Safety Element includes evacuation route maps, goals, policies, and actions. Future housing development facilitated by implementation of Project policies will be subject to site plan review and approval during entitlement review and/or application for building permits. The City Fire Department reviews all plans to ensure compliance with all applicable emergency access and safety requirements. Impacts involving emergency access will be less than significant with continued implementation of development review procedures. Therefore, any impacts will be less than significant and no mitigation is required.

B) Less Than Significant Impact. The City is relatively flat and urbanized so there is little chance of a wildfire event affecting the City. However, the area does experience strong dry seasonal winds called “Santa Ana” winds that can sometime exacerbate the spread of structural urban fires or grass fires. No conditions in the City would lead residents to be exposed to pollutant concentrations in excess of those regional conditions that result in large wildfires in the more remote/forested portions of the County.

The Project will allow the eventual construction of new housing in the City that may be subject to urban fires. However, there are no conditions in the City that would exacerbate wildfire risks and expose project occupants to pollutant concentrations from wildfire or the uncontrolled spread of a wildfire due to slope, prevailing winds, and other factors. Impacts will be less than significant and no mitigation is required.

C. No Impact. The City of Project is in a fully urbanized setting and is not located within an area susceptible to wildfires and in a Local Responsibility Area for fire preservation and protection. The City has full infrastructure (roads, water lines with fire hydrants, etc.) to support fire protection services and requires installation of such in conjunction with new developments. Therefore, the Project would not require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water resources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment. There are no impacts and no mitigation is required.

D. Less Than Significant Impact. Sections 9.C and 9.D of this Initial Study concluded that future housing in the City under the Project would not experience significant impacts from flooding. Therefore, the Project would not expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes. The Impacts will be less than significant and no mitigation is required.

21. MANDATORY FINDINGS OF SIGNIFICANCE

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Does the project have environmental effects which would cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

A) Less Than Significant Impact. The results of the preceding analysis indicate that the proposed project will have less-than-significant impacts to sensitive biological, historical, archaeological, and paleontological resources. Impacts to scenic vistas and visual character and resources will be less than significant. Considering the programmatic level of analysis will not authorize any development plan, redevelopment of any existing sites, or construction of new infrastructure, and will not change existing City land use policy, it will not result in any effects that would degrade the quality of the environment. The City finds that impacts related to degradation of the environment will be less than significant and no mitigation is required.

B) Less Than Significant Impact. Cumulative effects resulting from full implementation of City land use policies were evaluated in the General Plan EIR. The proposed Housing Element, Safety Element, and Environmental Justice Element will not change any of these policies and does not propose any specific development or redevelopment project that could contribute to short-term or long-term cumulative impacts that were not addressed sufficiently in the General Plan EIR. The proposed project does not include any changes to land use designations and thus is consistent with the project analyzed in the General Plan EIR. The City hereby finds that the proposed Project's individual contribution to potentially significant cumulative impacts is not considerable and no mitigation is required.

C) Less Than Significant Impact. As supported by the preceding environmental evaluation, the project will not result in substantial adverse effects on human beings. It has been determined through quantitative and qualitative analysis supported by substantial evidence that the proposed Project has been determined to have little or no adverse impacts on people or the environment as evaluated in the 19 preceding environmental topics. The City hereby finds that direct and indirect impacts on human beings will be less than significant and no mitigation is required.

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