



# Final Paramount General Plan



**City of Paramount  
Community Development Department  
16400 Colorado Avenue  
Paramount, California 90723**

**Adopted:  
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# Executive Summary

**Paramount General Plan**



## Purpose & Authority

The Paramount General Plan serves as the blueprint for planning and development in the City. This General Plan indicates the City's vision for the future through policies and plans that are designed to shape the City's physical development. According to the State of California's planning laws, the General Plan will serve as the City's constitution with respect to planning and development.

State law requires every city and county to prepare and adopt a comprehensive general plan to serve as a guide for development. Planning case law has placed the general plan atop the hierarchy of local government laws that regulate land use and development. Consequently, the State requires consistency between the general plan and all other regulations and ordinances. The City's zoning, specific plans, redevelopment plans, and individual development proposals must all be consistent with the policies, plans, and standards contained in the General Plan.

## Overview of the City

Paramount is located in the southeast portion of Los Angeles County, approximately 17 miles southeast of downtown Los Angeles. Paramount is bounded by South Gate and Downey on the north; Bellflower on the east; Long Beach on the south; and Compton, Lynwood, and unincorporated areas of Los Angeles County on the west.

Paramount has a total land area of 3,072 acres, or 4.8 square miles. Approximately 52% of the City is developed with residential uses. Industrial land uses account for 23% of the City's total land area, and commercial land uses account for 5%. The remaining 20% of the City's land area is devoted to streets, freeways, and other rights-of-way. According to the most recent 2000 census, Paramount's population was 56,596 persons.

## Overview of this General Plan

The Paramount General Plan consists of an integrated and internally consistent set of policies and programs that address the seven issue areas that the State requires local general plans to consider: land use, circulation, housing, noise, safety, conservation, and open space. In addition, the General Plan addresses other issues of concern to the community, including economic development, urban design, and

recreation. The Paramount General Plan consists of eight elements that comply with the requirements of California Government Code Section 65300, et. seq. The elements that comprise the City of Paramount General Plan include the following:

- The *Land Use Element* designates the general distribution and intensity of land use and development contemplated within the land area governed by the General Plan. This Element complies with the state requirements for a land use element.
- The *Transportation Element* identifies the location and extent of existing and proposed streets and roadways, intersection improvements, public transit facilities, railroads, transportation terminals, and other transportation facilities. This Element complies with the State requirements for a circulation element.
- The *Resources Element* indicates the City's policies with respect to the conservation and preservation of important natural and man-made resources. This Element complies with the State requirements for both a conservation element and an open space element. The scope of this Element has also been expanded to consider issues related to parks and recreation.
- The *Health and Safety Element* identifies the City's policy relative to the reduction and mitigation of natural hazards as a means to improve the safety of its citizens. This Element complies with the State requirements for both a noise element and a safety element.
- The *Economic Development Element* indicates the City's policies concerning the continued economic revitalization of the commercial and industrial districts in Paramount. This Element is an optional element in that it is not specifically required by State law.
- The *Public Facilities Element* identifies policies and programs with respect to those public facilities that serve the community. This Element is also an optional element.
- The *Housing Element* details plans and programs for the rehabilitation of existing housing, and the development of new housing to accommodate future demand. This Element was certified by the State Department of Housing and Community Development as complying with State law.



- *The Implementation Element* details the programs that will be effective in ensuring that the policies and plans contained in the Paramount General Plan become reality.

The Economic Development Element and the Public Facilities Element are both optional elements in that they are not State mandated Elements. These elements were included in the previously adopted General Plan and the relevant policies are carried forward in this General Plan. However, since they are included in this General Plan they have the same legal standing as the mandatory elements.

## Overview of General Plan Policy

As part of this General Plan update, it is time to take an inventory of both the unfinished business as well as those new challenges that face the community in this new century. Some of the issues and challenges the City will face in the coming years are shared with neighboring cities while others are unique to Paramount. The City, as part of this General Plan's development, revisited the community's vision for its continued development into the 21<sup>st</sup> century.

The scope and content of a general plan prepared by a local government, as well as the process that must be followed in its adoption and amendment, is governed by California planning laws. In addition, the courts have further refined the interpretation of the legislature's intent over the past decades. The importance of the general plan is underscored in the government code that indicates the general plan "serves as the constitution of the local government for which it has been prepared." The State's General Plan Guidelines also states the following:

*"The general plan shall consist of a statement of development policies and shall include a diagram or diagrams and text setting forth objectives, principals, standards, and plan proposals. A development policy is a general plan statement that guides action. Development policies include goals, objectives, principals, plan proposals, and standards. Therefore, with regard to general plans, "policy" has both a specific and general meaning.*

The sections that follow describe the policies contained in each of the elements that comprise the City of Paramount General Plan.

## Land Use Policies

- *Land Use Element Policy 1.* The City of Paramount will continue to stimulate large-scale transition to industrial development in the central portion of the City between Paramount Boulevard and Garfield Avenue.
- *Land Use Element Policy 2.* The City of Paramount will continue to improve the character of individual neighborhoods through City policies designed to protect and preserve a high quality of life in Paramount.
- *Land Use Element Policy 3.* The City of Paramount will provide guidance for land use and development within specific geographic areas of the City in the form of Specific Plans and Area Plans.
- *Land Use Element Policy 4.* The City of Paramount will limit the intrusion of dissimilar uses as a means to minimize potential land use conflicts and incompatibility in the future.
- *Land Use Element Policy 5.* The City of Paramount, through continued comprehensive land use planning, will strive to preserve the overall mix of land uses and development in the City.
- *Land Use Element Policy 6.* The City of Paramount will strive to improve the unity and identity of individual neighborhoods as a means to protect and preserve a high quality of life in Paramount.
- *Land Use Element Policy 7.* The City of Paramount will continue to maintain and conserve its existing residential neighborhoods.
- *Land Use Element Policy 8.* The City of Paramount will continue to examine future potential opportunities for residential development.
- *Land Use Element Policy 9.* The City of Paramount will promote development that capitalizes on its location near the I-105 Freeway, the 710 Freeway, and the 91 Freeway.
- *Land Use Element Policy 10.* The City of Paramount will continue to promote the



development of larger, more efficient, commercial retail shopping centers as opposed to smaller “strip commercial” centers.

- *Land Use Element Policy 11.* The City of Paramount will continue to preserve and promote the improvement of the existing commercial areas, including those districts located along Paramount Boulevard and Alondra Boulevard.
- *Land Use Element Policy 12.* The City of Paramount will continue to actively pursue the goals and objectives of the Redevelopment Project Areas.
- *Land Use Element Policy 13.* The City of Paramount will continue to provide safe, convenient pedestrian linkages across and along streets containing commercial centers and uses.
- *Land Use Element Policy 14.* The City of Paramount will encourage the continued revitalization of its industrial districts to accommodate economic development and growth.
- *Land Use Element Policy 15.* The City of Paramount will promote the development of modern and attractive business parks that will enhance the community's economic well-being.
- *Land Use Element Policy 16.* The City of Paramount will continue to maintain, and where possible, expand its open space resources.
- *Land Use Element Policy 17.* The City of Paramount will develop new open space areas in utility rights-of-way, along the Los Angeles River, and as part of future park development.
- *Land Use Element Policy 18.* The City of Paramount will continue to promote the maintenance of existing properties.
- *Land Use Element Policy 19.* The City of Paramount will continue to work towards improving the appearance of the entryways leading into the City.
- *Land Use Element Policy 20.* The City of Paramount will continue to work towards the implementation of streetscape and sign standards.

- *Land Use Element Policy 21.* The City of Paramount will work with adjacent cities to improve the appearance of major entry points into the City.
- *Land Use Element Policy 22.* The City of Paramount will continue to promote quality design in the review of residential, commercial and industrial development.
- *Land Use Element Policy 23.* The City of Paramount will continue to employ a design theme in the review of future commercial development and in the rehabilitation of existing commercial uses.

## Transportation Policies

- *Transportation Element Policy 1.* The City of Paramount will increase the efficiency of the local street system by reducing the conflicts associated with through traffic.
- *Transportation Element Policy 2.* The City of Paramount will close selected local streets along major arterials to improve through circulation and to eliminate through traffic impacts on local streets.
- *Transportation Element Policy 3.* The City of Paramount will continue to develop and enhance the existing streets and intersections in the City.
- *Transportation Element Policy 4.* The City of Paramount will continue to develop and implement a designated system of truck routes as a means to keep industrial traffic out of residential neighborhoods.
- *Transportation Element Policy 5.* The City of Paramount will strive to ensure that new development implements its “fair-share” of improvements to offset the potential adverse impacts associated with the additional traffic that will be generated by the new development.
- *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 7.* The City of Paramount will design and locate increased off-



street parking in commercial areas to reduce conflicts with arterial traffic and improve viability of commercial districts.

- *Transportation Element Policy 8.* The City of Paramount will promote shared parking in its commercial areas, where feasible.
- *Transportation Element Policy 9.* The City of Paramount will continue to support the maintenance and expansion of the existing public transit system.
- *Transportation Element Policy 10.* The City of Paramount will encourage new and existing businesses to include those improvements that will promote the use of alternative forms of transit.
- *Transportation Element Policy 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 Policies

- *Resource Management Element Policy 1.* The City of Paramount will develop new areas of open space to the extent that opportunities present themselves for such development.
- *Resource Management Element Policy 2.* The City of Paramount will continue to make effective use of the open space lands that are available.
- *Resource Management Element Policy 3.* The City of Paramount will strive to maintain utility rights-of-way in open space uses that do not conflict with utility needs but provide attractive open space for the community, such as parks, trails, etc.
- *Resource Management Element Policy 4.* The City of Paramount will require new larger residential developments to provide sufficient open space (including pedestrian and bicycle linkages) to meet the local need.
- *Resource Management Element Policy 5.* The City of Paramount will pursue a landscape

program to improve the open space areas located next to the Los Angeles River.

- *Resource Management Element Policy 6.* The City of Paramount will require special design and landscaping treatments along major roadways and other scenic corridors.
- *Resource Management Element Policy 7.* The City of Paramount will maintain a recreation program that is responsive to the interests and needs of the City.
- *Resource Management Element Policy 8.* The City of Paramount will maintain existing park and recreation facilities in such a manner so as to protect the public's investment and facilitate their use.
- *Resource Management Element Policy 9.* The City of Paramount will maintain and improve the existing park facilities in the City for the benefit and enjoyment of the community.
- *Resource Management Element Policy 10.* The City of Paramount will continue to evaluate the feasibility of the expanded joint-use of the open space lands used for flood control and utility easements.
- *Resource Management Element Policy 11.* The City of Paramount will continue to investigate new opportunities for recreational activities and services.
- *Resource Management Element Policy 12.* The City of Paramount will maintain existing joint use agreements with the local school district so that school facilities may be used for community recreation.
- *Resource Management Element Policy 13.* The City of Paramount will continue to collect park fees from all new residential development.
- *Resource Management Element Policy 14.* The City of Paramount will negotiate agreements with the Southern California Edison Company, the Los Angeles Department of Water and Power, the Port of Los Angeles, the Union Pacific Railroad, the MTA, and the Los Angeles County Flood Control District for the establishment of trails, recreational use, and appropriate landscaping within their respective rights-of-way.



- *Resource Management Element Policy 15.* The City of Paramount will seek to establish a comprehensive bikeway and pedestrian trail system for the City.
- *Resource Management Element Policy 16.* The City of Paramount will seek to develop connections to park facilities and trails through the use of power line/rail line easements.
- *Resource Management Element Policy 17.* The City of Paramount will initiate a cultural arts and facilities program to enhance the City image.
- *Resource Management Element Policy 18.* The City of Paramount will continue with the development of the community art program.
- *Resource Management Element Policy 19.* The City of Paramount will identify and preserve those sites/buildings that are important to the community for the benefit of the future generations that will reside or work in the City.
- *Resource Management Element Policy 20.* The City of Paramount will prepare an inventory of private community and environmental organizations that may contribute to the improvement of the City's recreational facilities and general visual appearance.
- *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.

## Health & Safety Policies

- *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 establish 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.
- *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 may continue following a major earthquake.
- *Health and Safety Element Policy 10.* The City of Paramount will work to educate the community in how the effects of a major earthquake may 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.
- *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 citizens 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 citizens 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.

## Economic Development Policies

- **Economic Development Element Policy 1.** The City of Paramount will continue to promote commercial development that improves the image of the City for residents and businesses alike.
- **Economic Development Element Policy 2.** The City of Paramount will promote alternative parking strategies, including shared parking, in its commercial districts.
- **Economic Development Element Policy 3.** The City of Paramount will continue to promote and support revitalization of the commercial districts in the City. The City will continue to enhance the "Central Business District", promote the creation of smaller commercial neighborhood centers at key intersections, and discourage the further creation of strip commercial development.
- **Economic Development Element Policy 4.** The City of Paramount will encourage mixed use projects in key locations to provide additional market support and patronage of local businesses. This concept will be encouraged in

the future infill development of underutilized and blighted commercially zoned parcels. This development concept will also be effective in eliminating strip commercial land use and development patterns.

- **Economic Development Element Policy 5.** The City of Paramount will explore and, where feasible, promote the development of larger community-service and specialty centers.
- **Economic Development Element Policy 6.** The City of Paramount will continue to promote and support industry that provides jobs for the local labor force.
- **Economic Development Element Policy 7.** The City of Paramount will encourage the development of businesses that will serve and support the existing industry in Paramount.
- **Economic Development Element Policy 8.** The City of Paramount will strive to retain sufficient effective rail access to adequately serve those businesses that require such rail access.
- **Economic Development Element Policy 9.** The City of Paramount will strive to attract industries with high sales tax generation and high assessed valuation that will benefit the community.
- **Economic Development Element Policy 10.** The City of Paramount will protect existing industrial areas from intrusion of dissimilar uses through the implementation of the General Plan's land use policy.
- **Economic Development Element Policy 11.** This General Plan does not contemplate any change in use at this time for the refinery. Should the property owner desire to change the use, the proposal will be subject to a Specific Plan and any pertinent environmental review requirements.
- **Economic Development Element Policy 12.** The City of Paramount will continue to utilize redevelopment to consolidate and redevelop underutilized and blighted parcels and properties. The City will continue to promote economic development through the use of redevelopment.
- **Economic Development Element Policy 13.** The City of Paramount will promote quality design as a means to ensure compatibility among commercial, industrial, and residential uses.



- *Economic Development Element Policy 14.* The City of Paramount will continue to improve the infrastructure in those areas that are deficient in infrastructure.
- *Economic Development Element Policy 15.* The City of Paramount will ensure that future development, supported in whole or part through redevelopment, is fiscally sound and benefits the community.

## Public Facilities Policies

- *Public Facilities Element Policy 1.* The City of Paramount will work to maintain good water quality.
- *Public Facilities Element Policy 2.* The City of Paramount will provide water storage and delivery capacity to meet normal usage and fire requirements.
- *Public Facilities Element Policy 3.* The City of Paramount will continue to identify sources of industrial pollution and require any pertinent remediation to be undertaken in a timely manner.
- *Public Facilities Element Policy 4.* The City of Paramount will protect, conserve, and enhance water resources through implementation of the Water Master Plan.
- *Public Facilities Element Policy 5.* The City of Paramount will maintain economical and responsive solid waste collection and disposal services for its residents.
- *Public Facilities Element Policy 6.* The City of Paramount will require solid waste collection, disposal, and recycling techniques to be undertaken in such a manner so as to reduce noise and other adverse effects.
- *Public Facilities Element Policy 7.* The City of Paramount will continue to implement its recycling and waste reduction programs as a means to comply with the AB 939 requirements.

- *Public Facilities Element Policy 8.* The City of Paramount will provide adequate sewage service to ensure that waste disposal practices are in accordance with policies and procedures of the Sanitation Districts of Los Angeles County.
- *Public Facilities Element Policy 9.* The City of Paramount will work to eliminate problems of ponding on local streets.
- *Public Facilities Element Policy 10.* The City of Paramount will cooperate with the local school districts as a means to promote quality education for Paramount students.
- *Public Facilities Element Policy 11.* The City of Paramount will continue to cooperate with the Paramount Unified School District in the planning of future facilities.
- *Public Facilities Element Policy 12.* The City of Paramount will promote quality maintenance of local school facilities.
- *Public Facilities Element Policy 13.* The City of Paramount will continue joint use of school buildings and playgrounds for recreation.
- *Public Facilities Element Policy 14.* The City of Paramount will work closely with the school district in evaluating the impacts of new housing development on local schools.
- *Public Facilities Element Policy 15.* The City of Paramount will maintain competent and convenient health care and emergency medical services for Paramount residents and employees.





# Section 1 – Introduction

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Paramount General Plan



## Purpose & Authority

The Paramount General Plan serves as the blueprint for planning and development in the City. This General Plan indicates the community's vision for the future through policies and plans that are designed to shape Paramount's physical development. According to the State of California's planning laws, the General Plan will also serve as the City's constitution with respect to planning and development.<sup>1</sup>

State law requires every city and county to prepare and adopt a comprehensive general plan to serve as a guide for development.<sup>2</sup> Planning case law has placed the general plan atop the hierarchy of local government laws that regulate land use and development. Consequently, California requires consistency between the general plan and all other regulations and ordinances. The City's zoning, specific plans, redevelopment plans, and individual development proposals must all be consistent with the policies, plans, and standards contained in the Paramount General Plan.

The Paramount General Plan also acknowledges previous planning efforts that have been undertaken in Paramount, the established land use patterns in the City, and the adopted development policy. A number of key guiding principals are relevant to this General Plan and include the following:

- This General Plan will guide the City's development as the 21st century progresses which promises new opportunities as well as unforeseen challenges. The General Plan builds upon past revitalization efforts that have occurred over the past several decades.
- Paramount is recognized as a key employment and commercial center in the southeast portion of Los Angeles County. The City is strategically located near major freeways and other transport centers.
- Paramount has emerged as a desirable place to both live and work, and this General Plan builds upon ongoing efforts to accommodate the

<sup>1</sup> State of California Government Code. Section 65300.

<sup>2</sup> The Paramount General Plan has been prepared pursuant to California Government Code Section 65300, et. seq., which requires the City to adopt a comprehensive, long-range general plan to guide the physical development of the community.

growing number of families that have chosen Paramount as their home.

- The City intends to follow up on the earlier successes in the redevelopment and revitalization of the residential neighborhoods and commercial districts.

### Early Land Grant...

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

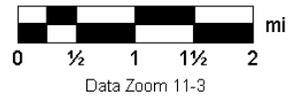
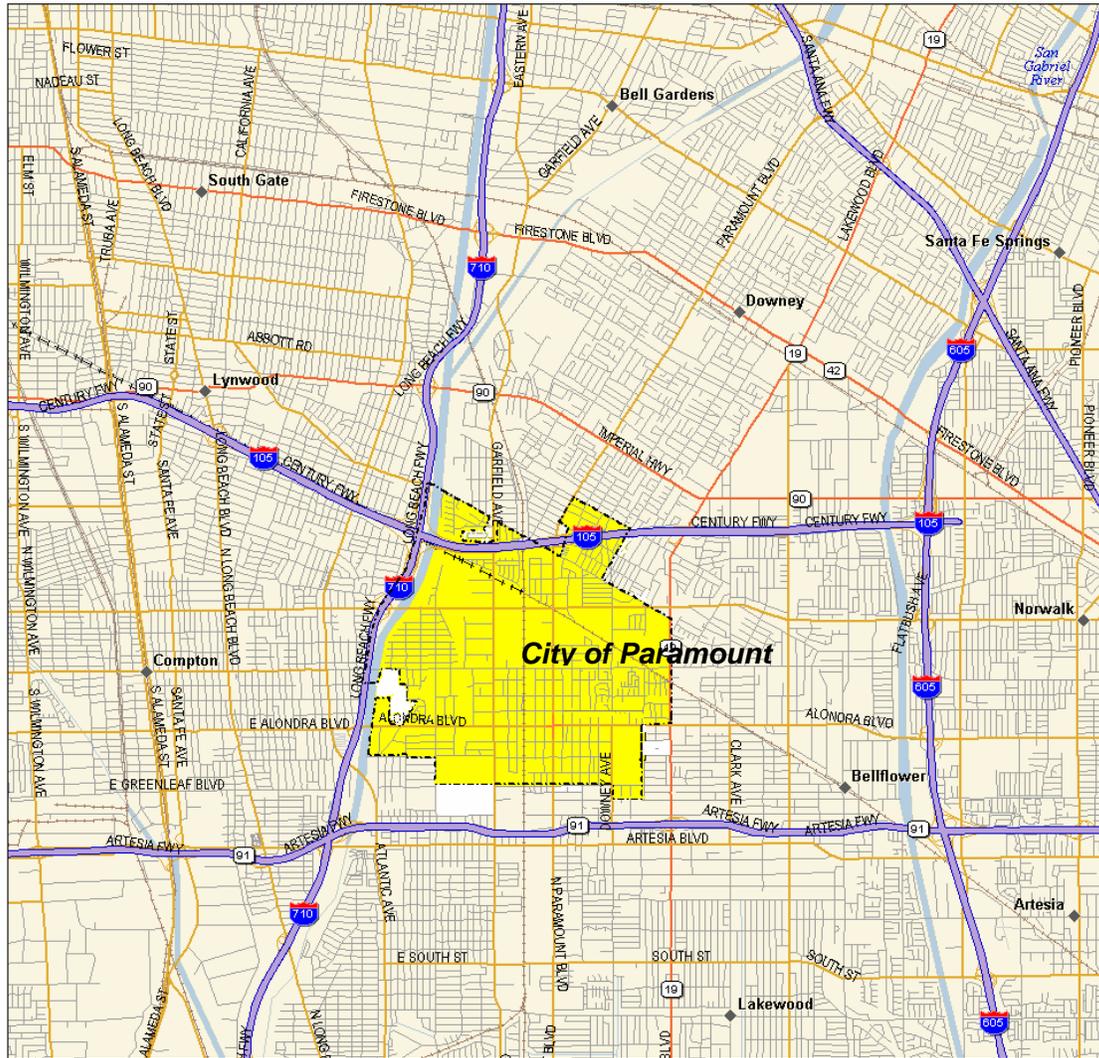
## Overview of the City

Paramount is located in the southeast portion of Los Angeles County, approximately 17 miles southeast of downtown Los Angeles. Paramount is bounded by South Gate and Downey on the north; Bellflower on the east; Long Beach on the south; and Compton, Lynwood, and unincorporated areas of Los Angeles County on the west. Exhibit 1-1 indicates the location of the City in a regional context. A map of the City is provided in Exhibit 1-2.

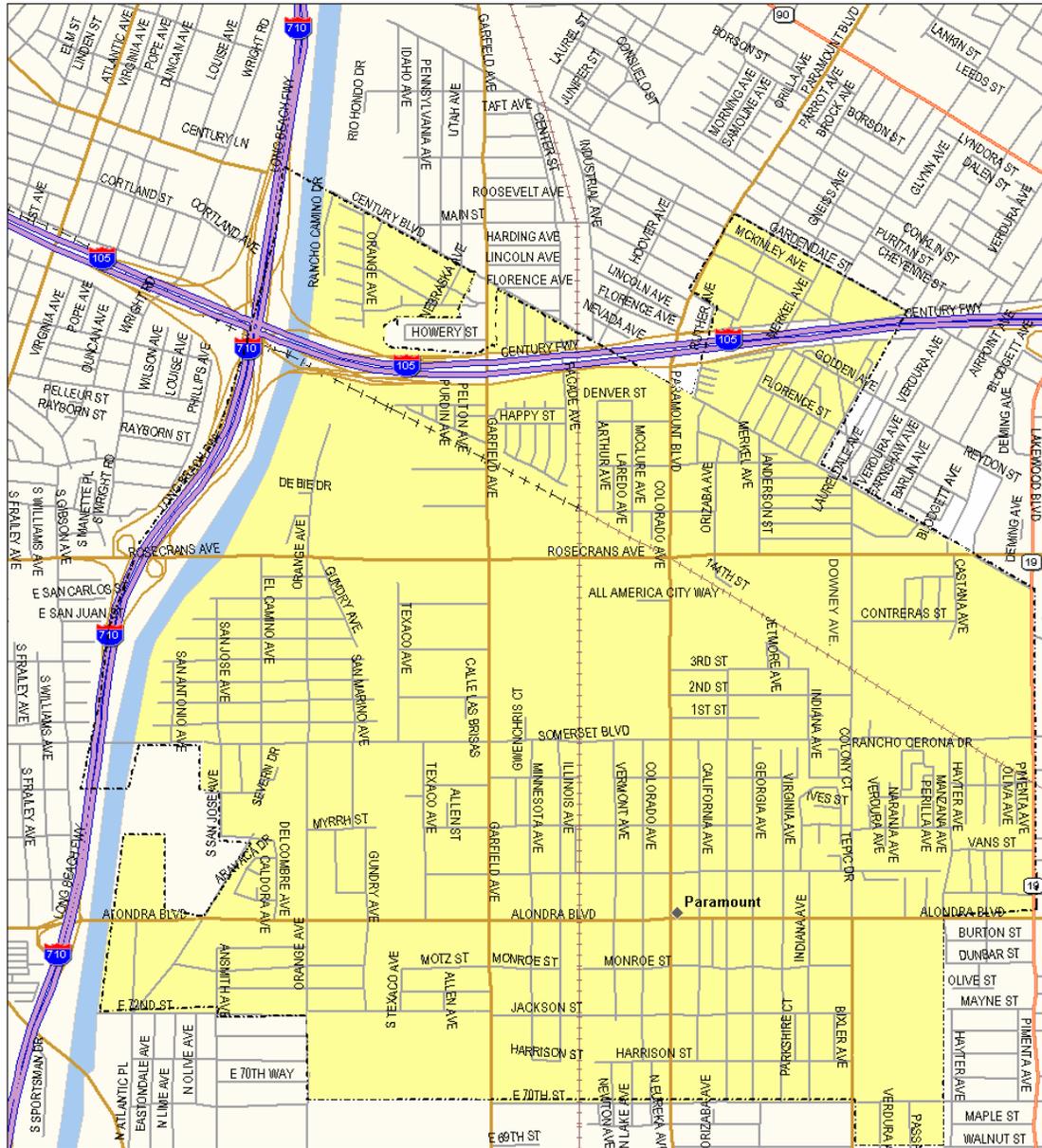
Paramount has a total land area of 3,072 acres, or 4.8 square miles. Approximately 52% of the City is developed with residential uses, industrial land uses account for 23% of the City's total land area, and commercial land uses account for 5%. The remaining 20% of the City's land area is devoted to streets, freeways, and other rights-of-way. According to the most recent 2000 census, Paramount's population was 56,596 persons.

Since the early 1980s, Paramount has been very proactive in improving the quality of life for persons living and working in Paramount. This effort was initiated by the publication of a Rand Corporation Study that explored the decline of the suburban areas of many of the nation's metropolitan areas.<sup>3</sup> In 1982, the Rand Corporation published a Department of Housing and Urban Development (HUD)-sponsored

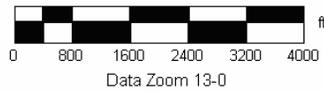
<sup>3</sup> The U. S. Department of Housing and Urban Development, prepared by the Rand Corporation. Troubled Suburbs: An Exploratory Study. June 1982.



**Exhibit 1-1**  
**Regional Location**  
City of Paramount General Plan



 **City of Paramount corporate boundaries**



**Exhibit 1-2**  
**City of Paramount**  
 City of Paramount General Plan



study on the condition of U.S. suburbs with populations over 10,000 people. Based on 16 socioeconomic and demographic “disaster” indicators, Paramount was listed as one of those urban areas in the United States as needing special attention. The Paramount City Council considered this study and subsequently initiated a “call to arms” in creating a comprehensive program that would improve the quality of life in the City.

The 1960 Census indicated the City’s population at that time was 27,249. The most recent 2000 Census identified 55,266 persons in the City. In the more than forty years between 1960 and 2000, the City’s population has more than doubled, increasing by 28,017 persons, or 102%. While there had been a major effort in Paramount in redeveloping the City’s commercial areas, much attention has been given in preventing the deterioration of the City’s existing housing stock through housing rehabilitation programs.

### First Settlement...

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

## Overview of this General Plan

The Paramount General Plan consists of an integrated and internally consistent set of policies and programs that address the seven issue areas that the state requires local general plans to consider: land use, circulation, housing, noise, safety, conservation, and open space.<sup>4</sup> In addition, the Paramount General Plan addresses other issues of concern to the community, including economic development, urban design, public services, and recreation. As a result, the Paramount General Plan consists of seven elements that comply with the requirements of California Government Code Section 65300, et. seq. (the City’s General Plan also includes the previously adopted Housing Element that brings the total number

of Elements to eight). The elements that comprise the General Plan include the following:

- The *Land Use Element* indicates the general distribution and intensity of land use and development contemplated within the land area governed by the General Plan. This Element complies with the State requirements for a land use element.
- The *Transportation Element* identifies the location and extent of existing and proposed streets and roadways, intersection improvements, public transit facilities, railroads, transportation terminals, and other transportation facilities. This Element complies with the State requirements for a circulation element.
- The *Resource Management Element* indicates the City’s policies with respect to the conservation and preservation of important natural and man-made resources. This Element complies with the State requirements for both a conservation element and an open space element. The scope of this Element has also been expanded to consider issues related to parks and recreation.
- The *Health and Safety Element* identifies the City’s policy relative to the reduction and mitigation of natural hazards as a means to improve the safety of its citizens. This Element complies with the State requirements for both a noise element and a safety element.
- The *Economic Development Element* indicates the City’s policies concerning the continued economic revitalization of the commercial and industrial districts in Paramount. This Element is an optional element in that it is not specifically required by State law.
- The *Public Facilities Element* identifies policies and programs with respect to those public facilities that serve the community. This Element is also an optional element. This Element was certified by the State Department of Housing and Community Development as complying with State law.
- The *Implementation Element* details the implementation strategies that will be effective in ensuring that the policies and plans contained in the Paramount General Plan become reality.

<sup>4</sup> State of California Government Code. Section 65302.



The *Housing Element* details plans and programs for the rehabilitation of existing housing, and the development of new housing to accommodate future demand. The Housing Element was adopted and certified by the State of California Department of Housing and Community Development (HCD) and is included as a separate document.

The Economic Development Element and the Public Facilities Element are both optional elements in that they are not State mandated Elements. These elements were included in the previously adopted General Plan and the relevant policies are carried forward in this General Plan. However, since they are included in this General Plan they have the same legal standing as the mandatory elements. Table 1-1 indicates the relationship of those elements that comprise the Paramount General Plan with those required by the State of California.

The individual elements that comprise the Paramount General Plan are organized in the following manner:

- The *Introduction to the Element* section provides an overview of the element's objectives and key issues germane to the element, and discusses its relationship to the other elements of the General Plan.
- The *Policies and Programs* describe the City's vision for those issues relevant for each element.
- The *Plan* section outlines the plan that will guide the implementation of the element's policies.

Each element is both internally consistent, and consistent with each other, so that the General Plan provides clear, consistent, and unified policy direction.

Table 1-1 Relationship of Paramount General Plan Elements and the State Mandated General Plan Elements							
Paramount General Plan Elements	State Mandated Elements						
	Land Use Element	Housing Element	Circulation Element	Open Space Element	Conservation Element	Safety Element	Noise Element
Land Use Element	•						
Transportation Element			•				
Housing Element		•					
Resource Management Element				•	•		
Health and Safety Element						•	•
Economic Development Element	•	•					
Public Facilities Element	•		•	•		•	
Implementation Element	•	•	•	•	•	•	•



Another important component of this General Plan includes the Environmental Impact Report or EIR. The EIR provides a comprehensive inventory of existing conditions, available resources, and constraints to development in Paramount. The EIR also contains the background information required for the General Plan and provides information for the City to use in the subsequent environmental review for individual development projects.

Over time, it will be necessary to periodically review, update, and revise the General Plan as the City and its resources are further developed. State law permits up to four amendments per year. In addition, the state recommends that the General Plan be reviewed on an annual basis and that the entire General Plan be more thoroughly reviewed every five years.

### Organization of the General Plan...

General plans prepared by local governments contain a set of chapters, or elements, that address a wide range of issues that are relevant to future land use planning and development. All general plans must include a land use element, circulation element, housing element, noise element, safety element, conservation element, and open space element. These "elements" may be reorganized or expanded, as long as the relevant issues are addressed.

## Overview of General Plan Policy

As part of this General Plan, it is time to take an inventory of both the unfinished business as well as those new challenges that face the community in this new century. Some of the issues and challenges the City will face in the coming years are shared with neighboring cities while others are unique to Paramount. The City, as part of this General Plan's implementation, will revisit the community's vision for its continued development into the 21<sup>st</sup> century.

The scope and content of a General Plan prepared by a local government, as well as the process that must be followed in its adoption and amendment, is governed by California planning laws.<sup>5</sup> In addition, the courts have further refined the interpretation of the legislature's intent over the past decades. The importance of the General Plan is underscored in the government code that indicates the General Plan "serves as the constitution of the local government for which it has been prepared." The state's General Plan Guidelines also states the following:

<sup>5</sup> California, State of. Government Code § 65302

*"The general plan shall consist of a statement of development policies and shall include a diagram or diagrams and text setting forth objectives, principals, standards, and plan proposals. A development policy is a general plan statement that guides action. Development policies include goals, objectives, principals, plan proposals, and standards. Therefore, with regard to general plans, "policy" has both a specific and general meaning."*

The aforementioned General Plan Guidelines prepared by the state provide some valuable guidance when formulating and reviewing policies by indicating the following:

- A policy is a specific statement that guides decision-making and indicates a clear commitment of the local legislative body. A policy is based on a general plan's goals and objectives as well as the analysis of data.
- A policy is effectuated by implementation measures. As a result, a realistic policy is one that is adopted by local legislators who are mindful of the General Plan's implementation.
- For a policy to be useful as a guide to the decision-makers, it must be clear and unambiguous.
- Policies need to be clear with respect to their intent. It is better to adopt no policy than to adopt a policy with no backbone.
- Solid policy is based on solid information. The analysis of data collected as part of a General Plan's development should provide local officials with a knowledge of trends, existing conditions, and projections they need to formulate a policy.

The above guidelines will be considered in the formulation of those policies identified in this General Plan. If projected community conditions are not in line with a General Plan's goals and objectives, local legislative bodies may adopt policies that will help bring about a more desirable future.





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## Section 2 – Land Use Element

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Paramount General Plan



## Introduction to the Land Use Element

The Paramount Land Use Element serves as a guide for land use and development within the City. This Element addresses a wide range of issues regarding existing and future land use and development in the City. This Element also indicates the location and extent of development permitted throughout the City. Finally, this Land Use Element indicates those areas where existing land uses and development will be maintained as well as those areas where new infill development and/or redevelopment will be encouraged. The primary objectives of this Land Use Element are to manage future growth, to improve the City's physical appearance, and to minimize potential land use conflicts. The scope and content of this Land Use Element is governed by State law (Section 65302(a) of the Government Code), that indicates the following:

- The Land Use Element must indicate the distribution, location, and extent of land uses for housing, business, industry, open space, recreation, and public facilities;
- The Land Use Element must indicate standards for population density and building intensity for each land use category covered by the plan; and,
- The Land Use Element must indicate appropriate land uses in those areas subject to development constraints, including flooding.

The policies included in this Land Use Element are consistent with the policies contained within the other General Plan elements. For example, the Housing Element contains policies for residential development that are also considered in this Land Use Element. The Transportation Element provides for the maintenance of the City's transportation network that will support the ultimate land uses and development contemplated under the implementation of this Land Use Element. The Health and Safety Element indicates those hazards that will need to be considered in the planning for future development in the City.

This Land Use Element specifically focuses on the physical development of the City. The key components of this Element include the Land Use Plan and Land Use Map that indicate the location and extent of permitted land uses and development in the City. In addition to considering land use, this Element also considers issues related to economic development and urban design.

Prior to incorporation, Paramount was largely a rural dairy community. Eventually, the dairies were discontinued and these farming activities were replaced by factories or homes often with little attention paid to the relationship among the various land uses and the ability of the local infrastructure (including streets) to accommodate this development. The City, through its previous and ongoing redevelopment programs, has successfully eliminated many of these earlier land use conflicts. This Land Use Element is a continuation of these earlier efforts.

This Land Use Element consists of the following sections:

- The *Introduction to the Land Use Element* provides an overview of the Element's scope and content.
- The *Land Use Policies* section identifies those City policies related to land use and development.
- The *Land Use Plan* indicates the location and extent of future development permitted in the City, as well as standards for development. The Land Use Plan also indicates those areas that may be targeted for redevelopment, as well as indicating those areas of the City where special urban design initiatives are warranted.

### End of the Ranchos...

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

## Land Use Policies

The policies included in this section will serve as the legislative framework for the Land Use Element. The policies included in this section indicate the City's vision with respect to land use and development. Specific programs that will implement the policies contained in the Section are identified in the Implementation Element. The policies in this Element include those that are applicable Citywide as well as



those that will apply to specific areas of the City. The following key land use objectives will be realized through the implementation of the policies contained in this Land Use Element.

- The creation of an orderly pattern of land use and development in the City;
- The provision of a variety of housing types as well as new housing opportunities;
- The development of a wide range of commercial activities;
- The creation of a strong employment and commercial base as a means to provide local jobs and to finance public improvements and services; and,
- The provision of adequate public services and facilities.

### The Clearwater Township...

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

## Citywide Land Use Policies

The policies contained in this section are applicable to the entire City. The policies are arranged according to the aforementioned key topic and issue areas.

### Issue – Land Use Compatibility

As indicated previously, a significant challenge has been to identify strategies to enable industrial activities and businesses to co-exist with the City's residential neighborhoods. Through past planning efforts, the City has successfully preserved and enhanced its residential neighborhoods, while at the same time, accommodated the rapidly-changing demands of industry and commerce. The underlying

policies will underscore the City's continued commitment of these efforts.

- *Land Use Element Policy 1.* The City of Paramount will continue to stimulate large-scale transition to industrial development in the central portion of the City between Paramount Boulevard and Garfield Avenue.
- *Land Use Element Policy 2.* The City of Paramount will continue to improve the character of individual neighborhoods through City policies designed to protect and preserve a high quality of life in Paramount.
- *Land Use Element Policy 3.* The City of Paramount will provide guidance for land use and development within specific geographic areas of the City in the form of Specific Plans and Area Plans.
- *Land Use Element Policy 4.* The City of Paramount will limit the intrusion of dissimilar uses as a means to minimize potential land use conflicts and incompatibility in the future.
- *Land Use Element Policy 5.* The City of Paramount, through continued comprehensive land use planning, will strive to preserve the overall mix of land uses and development in the City.

### Issue – Residential Development

The residential neighborhoods found in Paramount will continue to be a focus in the City's land use planning. The following policies emphasize the City's continued commitment to the people who have chosen Paramount as a place to live.

- *Land Use Element Policy 6.* The City of Paramount will strive to improve the unity and identity of individual neighborhoods as a means to protect and preserve a high quality of life in Paramount.
- *Land Use Element Policy 7.* The City of Paramount will continue to maintain and conserve its existing residential neighborhoods.
- *Land Use Element Policy 8.* The City of Paramount will continue to examine future potential opportunities for residential development.



### Commercial Growth in the 1920's...

The business community experienced rapid growth in the twenties. A Safeway grocery store moved to the City around 1925. During this period, the Martin Klippel building was constructed on the site of the old Mumper building on the southeast corner of Paramount and Jackson.

### Issue – Commercial Development

Paramount's central location within the greater Los Angeles metropolitan area, its ideal location in relation to the region's freeway network, and its continued commitment to commercial development will ensure the City's continued place in the forefront of the Southern California economy.

- *Land Use Element Policy 9.* The City of Paramount will promote development that capitalizes on its location near the I-105 Freeway, the 710 Freeway, and the 91 Freeway.
- *Land Use Element Policy 10.* The City of Paramount will continue to promote the development of larger, more efficient, commercial retail shopping centers as opposed to smaller "strip commercial" centers.
- *Land Use Element Policy 11.* The City of Paramount will continue to preserve and promote the improvement of the existing commercial areas, including those districts located along Paramount Boulevard and Alondra Boulevard.
- *Land Use Element Policy 12.* The City of Paramount will continue to actively pursue the goals and objectives of the Redevelopment Project Areas.
- *Land Use Element Policy 13.* The City of Paramount will continue to provide safe, convenient pedestrian linkages across and along streets containing commercial centers and uses.

### Issue – Industrial Development

As indicated previously, industry will continue to be an important land use in Paramount serving as a cornerstone in the City's continued vitality. The implementation of the policies listed below will assure the maintenance and preservation of the City's industrial base.

- *Land Use Element Policy 14.* The City of Paramount will encourage the continued revitalization of its industrial districts to accommodate economic development and growth.
- *Land Use Element Policy 15.* The City of Paramount will promote the development of modern and attractive business parks that will enhance the community's economic well-being.

### Issue – Open Space

The following policies underscore the City's commitment to maintaining its existing open space resources.

- *Land Use Element Policy 16.* The City of Paramount will continue to maintain, and where possible, expand its open space resources.
- *Land Use Element Policy 17.* The City of Paramount will develop new open space areas in utility rights-of-way, along the Los Angeles River, and as part of future park development.

### War Clouds Gather...

In the latter part of 1939, there was much talk of war. The Douglas Aircraft Company had built a plant on Lakewood Boulevard in Long Beach, the Vultee Plant in Downey was open and both were busy building airplanes. Hitler was marching across Europe. Holland had been invaded in July 1940. To raise money for their countrymen, the local Dutch people organized a Holland War-Relief Agency. A big benefit at the Iceland Skating Rink was held. The Hollandia Band gave a benefit performance for Netherlands refugees abroad.

### Issue - Urban Design

The City through code enforcement, property maintenance programs, and redevelopment, has successfully met the challenge of creating an attractive and livable community. These efforts will be continued with the implementation of the policies listed below.

- *Land Use Element Policy 18.* The City of Paramount will continue to promote the maintenance of existing properties.



- **Land Use Element Policy 19.** The City of Paramount will continue to work towards improving the appearance of the entryways leading into the City.
- **Land Use Element Policy 20.** The City of Paramount will continue to work towards the implementation of streetscape and sign standards.
- **Land Use Element Policy 21.** The City of Paramount will work with adjacent cities to improve the appearance of major entry points into the City.
- **Land Use Element Policy 22.** The City of Paramount will continue to promote quality design in the review of residential, commercial and industrial development.
- **Land Use Element Policy 23.** The City of Paramount will continue to employ a design theme in the review of future commercial development and in the rehabilitation of existing commercial uses.

- Clearwater North & Howe/Orizaba Area Plan;
- Clearwater West Area Plan;
- Somerset Ranch Planned Community, (includes Paramount Place Area Plan and the Downey/Somerset Area Plan)

### Early Effort at Incorporation...

In 1928, the Tri-City Incorporation League of Hynes-Clearwater and Hollydale formed to investigate the advisability of incorporation. A survey was made which showed that the tax rate would run from eighty cents to one dollar. Petitions to incorporate were carried under the banner of "Union City" to avoid any sectional rivalry. However, the Clearwater group pointed out that Clearwater was the original settlement and so appeared on all County, State, and Government maps and should thus keep the name. Hynes maintained it was better suited to give the impression of industrialism. Since neither side would give in, the matter was not pursued further. Hollydale later became disqualified because many of its people wanted to be annexed to South Gate. During the war years, further incorporation efforts were set aside.

### Unification...

As early as 1925, the Chamber of Commerce discussed a merger of two local communities (Hynes and Clearwater) for a one-name community to ensure a closer relationship between the cities. Straw ballots suggesting a name were printed in the Journal and the results were 102 votes for Clearwater, 101 votes for Hynes, 2 votes for Hynes-Clearwater, and one vote each for Clynes, Hynes Junction, and Toonerville.

### Area Plan Land Use Policies

There are six *Area Plans* that have been developed for key neighborhoods and districts in the City. These Area Plans are designed to establish more specific policies in selected areas of the City, including those areas targeted for special revitalization and redevelopment efforts. The Area Plans include the following:

- Central Business District Area Plan;
- Central Industrial District Area Plan;
- Clearwater East Area Plan;

### Central Business District Area Plan Policies

The Central Business District Planning Area encompasses the main commercial districts in the City and includes the southeastern section of the City along Paramount Boulevard and Alondra Boulevard (refer to Exhibit 2-2). Land uses in the northerly section of the Planning Area are characterized by smaller lots occupied by various commercial retail and service uses. Larger commercial centers are located in the southerly portion of the Planning Area along Paramount Boulevard and along Alondra Boulevard near the Civic Center. Considerable redevelopment efforts have been undertaken to redevelop this area as is evidenced by the new and attractive centers and the streetscape improvements and abundant landscaping. Architectural design standards for this area, which were adopted by the Planning Commission on February 9, 1984, have guided development and redevelopment for the area. The following policies are intended to carry out the Plan:

- **Central Business District Area Plan Policy 1.** All new development within this planning area shall be subject to the Central Business District architectural guidelines.
- **Central Business District Area Plan Policy 2.** Land uses shall be limited to commercial or office uses, except as otherwise indicated on the General Plan Land Use Map.



- *Central Business District Area Plan Policy 3.* The City or the Redevelopment Agency will participate in property acquisition and/or development costs of improvements where it is cost effective.
- *Central Business District Area Plan Policy 4.* Lot consolidation incentives will be made available on a case-by-case basis (if required) to facilitate lot consolidation or more integrated development.

### Unification, Finally...

The United States Post Office Department ordered the name of Hynes Post Office changed to Paramount, effective January 1, 1948. No mention was made at that time of the Clearwater Post office. Hynes had already achieved a first-class rating in 1946 with twice-a-day City delivery. Clearwater Post Office still had a second-class rating. However, August 1, 1948 when the Postmaster General ordered the consolidation of the Clearwater and Paramount Post Office under the single name of Paramount, the unification was complete. This was the final step needed to complete the consolidation of Hynes-Clearwater.

### Central Industrial District Area Plan Policies

This Planning Area is located in the south-central portion of the City and is generally bounded on the north by Somerset Boulevard, on the west by Garfield Avenue, on the east by Colorado Avenue, and on the south by 70<sup>th</sup> Street (refer to Exhibit 2-2). Land uses within this Planning Area, as the name implies, is largely industrial though the area also contains some residential and commercial uses. The Planning Area was once predominantly residential though, over time, it has converted to industrial uses with a corresponding decline in the residential uses. The policies applicable to this Planning Area are listed below.

- *Central Industrial District Area Plan Policy 1.* Existing parcels in excess of prescribed minimums may not be reduced, except through the dedication of required street rights-of-way.
- *Central Industrial District Area Plan Policy 2.* Incentives will be pursued in order to bring about desired parcel consolidation.
- *Central Industrial District Area Plan Policy 3.* Existing substandard non-conforming uses will be given first priority in programs designed to redevelop and/or recycle such uses.

- *Central Industrial District Area Plan Policy 4.* The continuation of non-conforming uses will not be allowed through expansion or lot consolidation.
- *Central Industrial District Area Plan Policy 5.* Selective roadway or alley vacations will be considered on a case-by-case basis as a means to expand useable industrial land area or to assist in meeting lot size requirements.
- *Central Industrial District Area Plan Policy 6.* The City will assist property owners/developers in achieving more efficient industrial use to the extent that City resources will permit such assistance to occur.
- *Central Industrial District Area Plan Policy 7.* The City's Code Enforcement resources will be encouraged to focus attention on properties that need to be upgraded and rehabilitated.

### Clearwater East Area Plan Policies

The Clearwater East Planning Area is located west of Paramount Boulevard and south of Rosecrans Avenue (refer to Exhibit 2-2). Since the previous General Plan was adopted, a number of changes have occurred within this area including a redesigned swap-meet, a new theater complex, and new commercial development along Rosecrans Avenue. Other uses within the Planning Area include public, office, commercial, and industrial uses. The following policies apply to this Planning Area:

- *Clearwater East Area Plan Policy 1.* Mixed uses are allowed only where designated in order to avoid overloading the commercial market and reducing shared parking potential with the swap meet.
- *Clearwater East Area Plan Policy 2.* Office use is acceptable in lieu of other types of commercial uses if market feasibility is demonstrated.
- *Clearwater East Area Plan Policy 3.* Frontage treatments involving architectural elevations, materials, color, texture, landscaping, and signs shall be the subject of the Site Plan review in accordance with City design guidelines.
- *Clearwater East Area Plan Policy 4.* The City, the Redevelopment Agency or the Parking Authority will share in property acquisition and/or



development costs of improvements where it is cost effective.

- *Clearwater East Area Plan Policy 5.* The "stacking" of vehicles entering the swap meet shall occur entirely on-site so Paramount Boulevard, Rosecrans Avenue, and Somerset Boulevard are not impacted.
- *Clearwater East Area Plan Policy 6.* The preferred method of land use regulation is the Planned Development with Performance Standards (PD-PS) zone, although conventional zone districts may be used if they are consistent with the intent of this Area Plan.

### Early Annexation Attempts...

Perhaps one of the major reasons for wanting to incorporate was the constant threat of seizure or annexation made by adjacent territories. The earliest annexation took place in 1925 in Hynes when Long Beach took over the McKinley Heights area. Long Beach later wanted ninety acres called the "Lakewood Crest" which contained the "shoe-string strip." An election was held and residents voted 3-1 to join Long Beach. Another Long Beach attempt was to annex 300 acres called "Increment 143." The Long Beach City Council passed the motion to hold an election for annexation, but due to the strenuous objections of Paramount citizens through their attorney Kee Maxwell, the Council reconsidered and later voted to abandon the annexation proceedings ending eight months of bitter conflict. With Bellflower and South Gate also taking bites out of the Paramount territory, it was not surprising then that some of the citizens in November of 1955 began to discuss incorporation.

### Clearwater North/Howe Orizaba Area Plan Policies

This Planning Area is located within the north-central portion of the City and is bisected into a west half and an east half by Paramount Boulevard (refer to Exhibit 2-2). Paramount Boulevard serves as the primary division between the Clearwater North and Howe/Orizaba Area Plans. The Clearwater North Specific Plan is further bounded by Century Boulevard, the Union Pacific Railroad, and the former Southern Pacific railroad right-of-way. The Howe/Orizaba Area Plan is bounded by Howe Street, Anderson Street, and selected lots fronting on Rosecrans Avenue. The majority of the Planning Area is slated for multiple-family development. Newer commercial developments have been constructed along the Paramount Boulevard frontage. The following policies are intended to carry out the plan:

- *Clearwater North/Howe Orizaba Area Plan Policy 1.* Office use is acceptable in lieu of commercial if market feasibility is demonstrated.
- *Clearwater North/Howe Orizaba Area Plan Policy 2.* Frontage treatments involving architectural elevations, materials, color, texture, landscaping, and signs shall be the subject of the Site Plan review in accordance with City design guidelines.
- *Clearwater North/Howe Orizaba Area Plan Policy 3.* The City, the Redevelopment Agency or the Parking Authority will share in property acquisition and/or development costs of improvements where it is cost effective.
- *Clearwater North/Howe Orizaba Area Plan Policy 4.* The preferred method of land use regulation is the Planned Development with Performance Standards (PD-PS) zone, although conventional zone districts may be used if they are consistent with specific plan use intent.

### Clearwater West Area Plan Policies

The Clearwater West Planning Area is located between Rosecrans Avenue on the north and Somerset Boulevard on the south (refer to Exhibit 2-2). This Planning Area consists of approximately 87 acres and is located adjacent to the Clearwater East and Central Industrial District Planning Areas. The following policies are specific to this Planning Area:

- *Clearwater West Area Plan Policy 1.* Non-residential traffic will be routed so as not to interfere with the Richfield, Exeter, Petrol neighborhood.
- *Clearwater West Area Plan Policy 2.* Office use is acceptable in lieu of light industrial development if the market feasibility is demonstrated, particularly as part of a business park development.
- *Clearwater West Area Plan Policy 3.* Frontage treatments involving architectural elevations, materials, color, texture, landscaping and signs will be the subject of Site Plan review in accordance with City design guidelines.
- *Clearwater West Area Plan Policy 4.* Appropriate use and design buffers will be established adjacent to the Richfield-Exeter-Petrol neighborhood.



- *Clearwater West Area Plan Policy 5.* Code enforcement efforts will be pursued where necessary to resolve existing industrial/residential conflicts.
- *Clearwater West Area Plan Policy 6.* The City and the Redevelopment Agency will share in property acquisition and/or development costs of improvements where it is cost effective.
- *Clearwater West Area Plan Policy 7.* Lot consolidation or integrated planning incentives will be considered on a case-by-case basis.

### Somerset Ranch Area Plan Policies

The Somerset Ranch Planning Area is located in the northeasterly portion of the City and is generally bounded by Lakewood Boulevard on the east and Downey Avenue on the west (refer to Exhibit 2-2). The area encompassed in the Somerset Ranch Area Plan covers an area of approximately 129 acres. The Planning Area is divided into northerly and southerly halves by a railroad right-of-way. The north half is occupied by the Paramount Petroleum Refinery while the southerly half is occupied by single-family residential and multiple-family development. The following policies are intended to carry out the plan:

- *Somerset Ranch Area Plan Policy 1.* Mixed uses are allowed throughout the Planning Area and may include combination of residential, cultural, commercial, hotel, industrial or office uses.
- *Somerset Ranch Area Plan Policy 2.* Landscape buffer zones and frontage treatments to integrate uses shall be subject to site plan review in accordance with City design guidelines.
- *Somerset Ranch Area Plan Policy 3.* The City or the Redevelopment Agency may share in property acquisition and/or development costs of improvements where it is cost effective.
- *Somerset Ranch Area Plan Policy 4.* Incentives for lot consolidation or integrated planning of parcels in separate ownership will be negotiated on a case by case basis.
- *Somerset Ranch Area Plan Policy 5.* Frontage treatments for Somerset Boulevard and Downey Avenue involving architectural elevations, materials, color, texture, landscaping, and signs

shall be the subject of the Site Plan review in accordance with City design projects.

- *Somerset Ranch Area Plan Policy 6.* Planned development with Performance Standards (PD-PS) zoning will normally be used to regulate land use and development standards in this area; although conventional zoning may be applied in some cases if the Area Plan objectives can still be satisfied.
- *Somerset Ranch Area Plan Policy 7.* The City and/or the Redevelopment Agency may assist in conceptual project design, if necessary, to facilitate a quality development project.
- *Somerset Ranch Area Plan Policy 8.* Comprehensive planning will take into consideration the segregation of residential/non-residential traffic and the character of adjacent arterial highways.

### Land Use Plan

Through the implementation of the Land Use Plan, the City of Paramount seeks to accomplish the following:

- The establishment and maintenance of an orderly pattern of development in the City;
- The establishment of a land use classification system as a means to implement the City's land use policy;
- The identification of permitted land uses, their general location, and distribution; and,
- The establishment of standards for population density and development intensity for both existing and future development.

#### Land Use Map Detail...

There is considerable debate regarding the level of detail required for a land use map. A 1984 Attorney General's opinion stated that "The California Government Code does not require a land use element diagram to be a parcel-specific map." The Attorney General went on to state, "...rather, a diagram indicating the general locations illustrating the policies of the General Plan is sufficient." Regardless of the level of detail, the courts have indicated that the map or diagram should be of sufficient detail to permit those individuals using the map to be able to reach a consensus regarding the land use designation for a given parcel or property.



## Land Use Map and Designations

The Land Use Map serves as the foundation for the Land Use Plan and indicates the location and extent of permitted development in the City. With the City of Paramount completely urbanized, the Land Use Map's focus is on the conservation, maintenance, and rehabilitation of existing development in the City. However, the Land Use Map is also sensitive to the potential opportunities for new infill development and redevelopment. The State of California planning law calls for conformity between the Land Use Map and the Zoning Map. This consistency provision is important, since the Zoning Ordinance serves as the primary implementation tool for the Land Use Element. For example, an area designated for commercial development on the Land Use Map must have a corresponding commercial zoning designation. In instances where there is a conflict and an inconsistency arises, the General Plan designation prevails. State law indicates that local governments have a "reasonable amount of time" to amend their zoning ordinance to ensure consistency.

This Land Use Element indicates the location and extent of development and land uses throughout the City. To accomplish this task, the Land Use Map indicates the location of the various categories of land uses. The land use categories or *designations* indicate the type of development that is permitted for specific areas of the City. State law requires that these land use designations include a description of standards for *development intensity* and *population density*. The reason for these standards is to ensure that development permitted under the various land use designations are clearly understood by the public, decision-makers, and prospective developers. The City of Paramount Land Use Element contains two residential land use categories and a single category each for commercial, industrial, public/quasi-public, and parkland uses. These land use designations are described in greater detail in the remainder of this section. The City of Paramount Land Use Plan is shown in Exhibits 2-1 and 2-2.

### Incorporation – 1957...

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

## Single Family Residential

Land uses within this designation are characterized by single-family detached residential development. For infill development, planned unit development on smaller residential lots (approximately 4,000 square feet of net land area), may be permitted. This land use designation is intended to provide for the maintenance and preservation of the existing single-family neighborhoods in the City and to permit new infill development. The maximum development intensity permitted under this land use designation is 8 dwelling units per acre.

## Multiple Family Residential

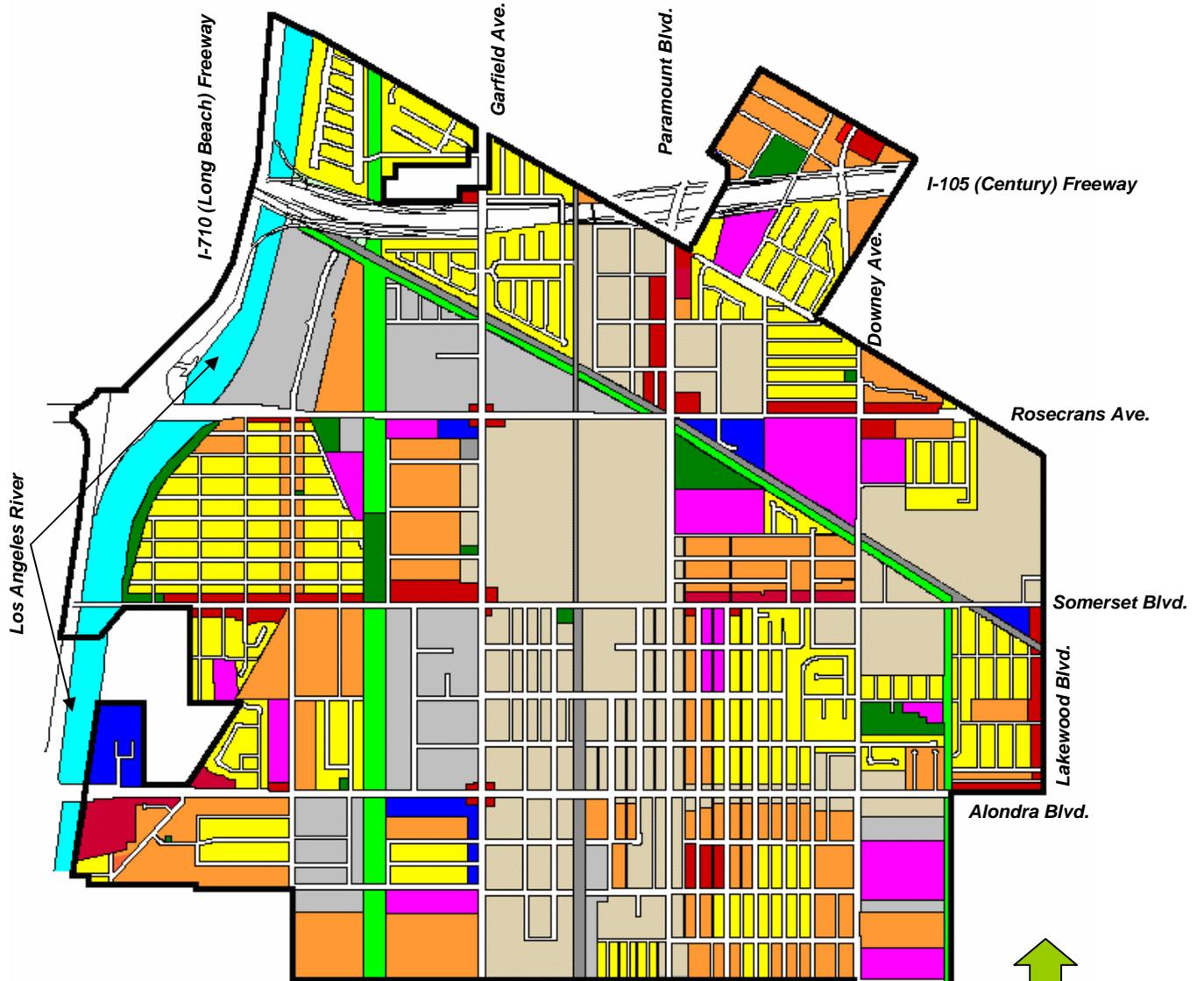
This land use designation provides for higher density residential development at intensities of up to 22 dwelling units per acre. Higher intensity development may be granted for qualified senior housing developments. *Proposition FF* limits residential development intensities to 22 units per acre.

### Population Density & Development Intensity...

State planning law requires that land uses identified on a land use map or diagram indicate standards for *development intensity* and *population density*. The purpose of the requirement is to aid in the understanding of the type and extent of development contemplated for each land use designation depicted on the land use map.

*Development intensity* may be described in different ways. In the Paramount General Plan, the residential development intensities are defined as the number of units per acre. For non-residential development, intensity standards rely on a floor area ratio, or FAR, which is simply the ratio of a building's floor area to the lot area on which the building is located.

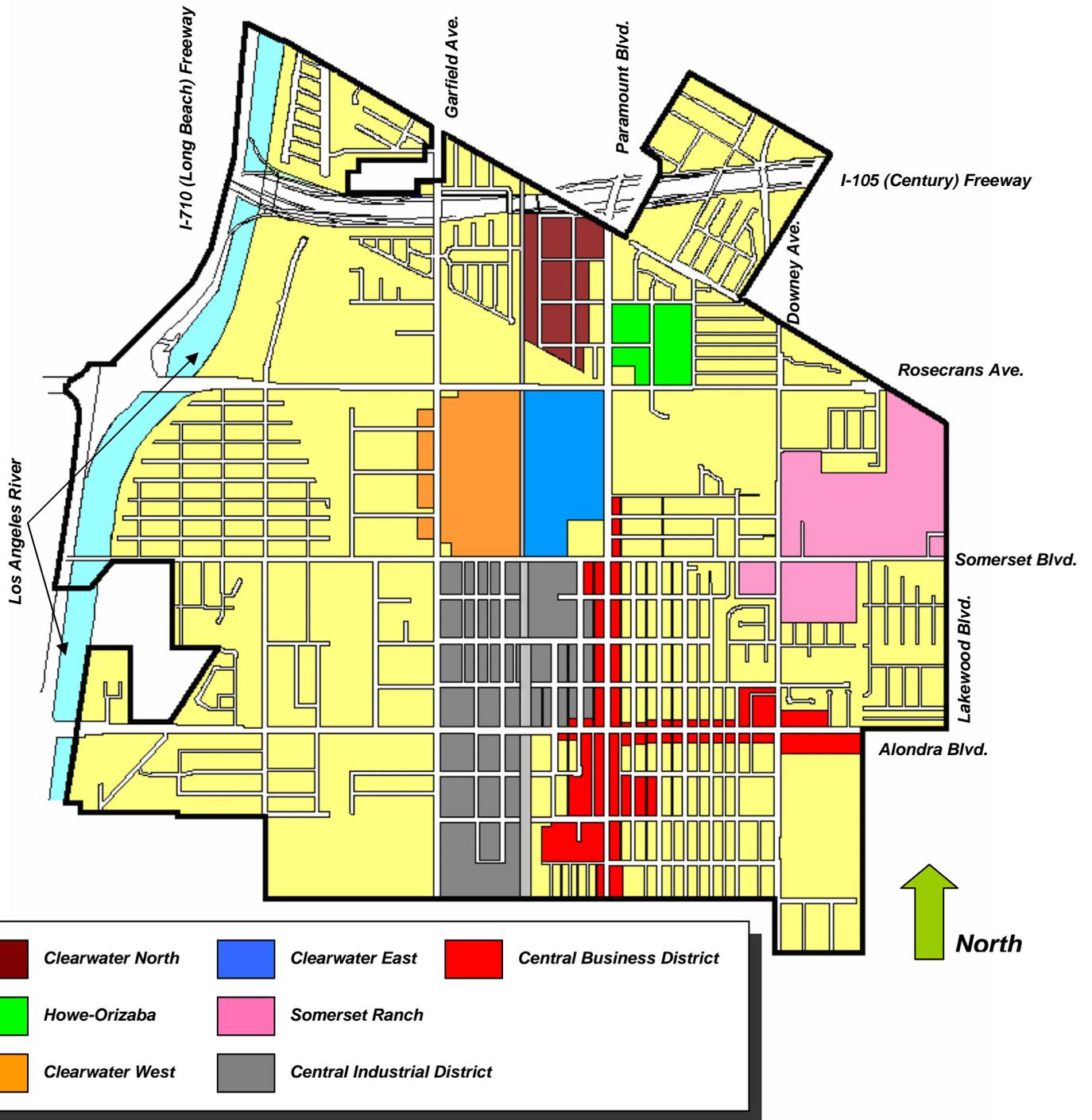
*Population density* is typically applied to residential land use designations to enable decision-makers to understand the potential population associated with the land use plan's implementation. Population density is typically derived by multiplying the number of housing units permitted under a particular land use designation by the average household size of the community.



	Single-Family Residential		Industrial		Utility/Easement		School
	Multiple-Family Residential		Area Plan		Los Angeles River		Park
	Commercial		Business Park		Railroad ROW		

**Exhibit 2-1**  
**Land Use Plan**  
 City of Paramount General Plan

Final – August 2007



**Exhibit 2-2**  
**Area Plans**  
City of Paramount General Plan



## Commercial

This land use designation applies to a wide range of land uses involved in retail sales and services. Development included in this land use designation may be characterized by smaller neighborhood commercial establishments, community shopping centers, office developments, and other service-related activities. The nature and extent of permitted uses included in this category are established through the City's Zoning Ordinance, the use of "Planned Development" standards, or through the use of specific plans. The development standards for this land use category rely on the floor area ratio or FAR. The maximum allowable FAR intensity is 2 to 1. Mixed use development that may include both commercial and residential uses are permitted within areas designated as *Commercial* with the approval of a Conditional Use Permit.

## Industrial

The Industrial land use classification includes those land uses involved in manufacturing, processing, and warehousing activities. The nature and extent of permitted uses included in the Industrial land use designation are governed by the City's Zoning Ordinance, the "Planned Development" standards, or through the use of specific plans. The development standards for this land use category also rely on the FAR with the maximum allowable intensity of 2 to 1.

## Business Park

The Business Park land use designation promotes planned development that integrates light industrial, limited retail commercial, and office uses into contemporary development designs. Commercial and office uses should be of a type that serve and reinforce the light manufacturing establishments that are part of the development. This designation must be implemented either by Planned Development with Performance Standards zoning or regulatory specific plans. The maximum allowable intensity is a FAR of 2 to 1.

### Work to be Done...

A master zoning plan was initiated following incorporation. A special census was taken by the City to get an accurate population figure. Each person added to the census rolls added the sum of \$8.08 to the city coffers and 5,044 more persons were found residing in Paramount, which had based its population figure at that time at 20,082.

## Public/Quasi-Public (P/QP)

This designation includes publicly owned lands and properties of quasi-public institutions containing existing or proposed support uses for local, community-wide or regional support facilities. Examples of land uses included in this designation include, but are not limited to, schools, parks, power line easements, flood control facilities, churches, and similar uses that are ancillary to quasi-public uses.

## Land Use Plan for Area Plans

There are a number of areas within the City that have received more detailed attention in the general planning process that are designated as *Area Plans*. As is evident from the preceding sections that deal with *Area Plan Policies*, these Area Plans are designed to establish more specific policies to selected areas of the City, including areas targeted for special revitalization and redevelopment opportunities. The locations of the individual Area Plans are indicated in Exhibit 2-2.

## Central Business District Area Plan

The Central Business District Area Plan is approximately 130 acres in size and is located adjacent to two other specific plan areas (Central Industrial District to the west and Clearwater East to the north). The Plan is designed to carry out the above objectives and work within the existing opportunities and constraints. The specific pattern of uses is intended to guide major development in the town center, civic center, and lumber yard areas; guide re-use in the Paramount Boulevard/Somerset Boulevard and Alondra Boulevard (east of Downey Avenue) areas; and guide rehabilitation and smaller scale redevelopment, as appropriate, throughout the remainder of the district.

## Central Industrial District Area Plan

This 235+ acre planning area is bounded on the north by Somerset Boulevard, on the west by Garfield Avenue, on the east by Colorado Avenue, and on the south by 70<sup>th</sup> Street. The land use designations remain primarily heavy industrial, with light industrial uses encouraged along the eastern edge of the planning area.



## Redevelopment...

The biggest and most ambitious plan yet for Paramount was the establishment of the City's Redevelopment Agency in 1973. The idea behind the program is to induce private industry to come into the community. When private investment occurs in a project area, the taxes from that industry revert back to the City. The City Council sits as the Redevelopment Agency and as such acquires certain powers to help private industry invest in the City. The redevelopment plan had far-reaching implications for the community. Once the hay and dairy business that once brought so much prosperity to Paramount left, the prophecy made in 1955 by a civic leader that "Paramount can become the most important industrial City in Southern California" was realized.

## Clearwater East Area Plan

The Clearwater East Area Plan encompasses approximately 72 acres of land. The Area Plan promotes office, commercial, and light industrial uses that are arranged around the edge of the Clearwater area adjacent to the arterial highways. Heavy industrial use is encouraged in the interior of the area adjacent to the rail line. Parking is behind perimeter uses to the maximum extent possible and is shared with the swap meet on weekends.

## Clearwater North/Howe Orizaba Area Plan

The Clearwater North and Howe/Orizaba Area Plans are located in the north-central area of Paramount, and occupy approximately 69 acres. Existing development in both Planning Areas is predominately low and medium density residential in areas to the east and west of Paramount Boulevard, with a mix of commercial, light industrial, and residential uses fronting on Paramount Boulevard. Adjacent uses to the Area Plan areas include the Clearwater East Area Plan to the south, and the City of South Gate to the North. The Clearwater North and Howe/Orizaba Area Plans are designed to encourage the development of high quality residential projects, which are both aesthetically pleasing in design and functionally compatible with existing neighborhoods. Two land use designations are assigned to the Clearwater North and Howe/Orizaba Area Plans: Multiple Family (MF) and Commercial.

## Clearwater West Area Plan

This Area Plan is designed to provide a strategy for carrying out the City's policy objectives as they apply to the Planning Area. The lots on the northwest and northeast corners of the Somerset/Garfield intersection and the southwest and southeast corners of the Rosecrans/Garfield intersection are preserved for commercial uses. Lot consolidation is encouraged in this area to provide more efficient land use. Industrial parks are recommended with industrial buildings ranging in size from 10,000 to 20,000 square feet. These structures should be constructed to facilitate wholesalers and distributors, as this is the sector with the largest forecasted industrial potential in Los Angeles County. Design standards will be encouraged to provide development that is aesthetically acceptable.

## Somerset Ranch Area Plan

The Somerset Ranch Area Plan is designated as Mixed-Use Complex -MC. The purpose of this designation is to allow the most creative and cost effective responses possible to a more detailed market analysis and related development strategy. The development plan may include any proportion of retail, residential, industrial, and office uses that can be accommodated in response to market opportunities. In general, residential uses will occupy the westerly portion of the Planning Area with more intensive non-residential uses encouraged along the Somerset, Lakewood, and Century Boulevards frontages. The Area Plan also includes an industrial park and City yard south of Somerset Boulevard and key intersections are designated for limited general commercial development. Finally, the Area Plan acknowledges the Paramount Petroleum Refinery that is the largest single landholding within the land area governed by the Area Plan.





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## Section 3 – Transportation Element

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Paramount General Plan



## Introduction to the Transportation Element

The Transportation Element of the Paramount General Plan is one of seven State-mandated Elements, and is intended to guide the ongoing development of the City's circulation system. Future development in the City and in the surrounding communities will place additional demand on the City's roadways in the coming years.

The purpose of the Transportation Element is to provide a safe and efficient circulation system for the City and to promote the safe and efficient movement of goods and traffic within the City. According to California Government Code Section 65302(b), this Element must identify "the general location and extent of existing and proposed major thoroughfares, transportation routes, terminals, and other public utilities and facilities, all correlated with the Land Use Element of the Plan."

This Element portrays the roadway system needed to serve traffic generated by the various uses permitted under the Land Use Element. Traffic forecasts in the Transportation Element are also used to determine future traffic noise levels within the Health and Safety Element. The Health and Safety Element also indicates emergency evacuation routes and minimum road widths to accommodate emergency vehicles. Finally, this Transportation Element is responsive to regional transportation plans, such as the Congestion Management Program, which focuses on the development of a regional transportation system to accommodate the future traffic demands within the greater metropolitan area. Changes within the City and surrounding communities have necessitated a re-evaluation of the existing General Plan. Since the previous General Plan update, the I-105 Freeway has been constructed as well as the grade separation on Alondra Boulevard. This Transportation Element consists of the following sections:

- The *Introduction to the Element* provides an overview of the Element's scope and content.
- The *Transportation Policies* section indicates those City policies related to land use along with those programs that will be effective in implementing these policies.
- The *Transportation Plan* includes the classification of roadways in the City and establishes standards for their improvement.

### Stagecoaches to Trains...

In 1867, all of California was still in the stagecoach era. The roads were few and far between. Roads were ungraded and in some places little more than trails. The only means of local travel, other than horseback, was the Banning Stage Line from Wilmington to Los Angeles. The Los Angeles and San Pedro Railroad was completed in 1869 and ran from Wilmington to 9th and Alameda Street in Los Angeles. Later it became the Southern Pacific Railroad.

## Transportation Policies

The City of Paramount seeks to accomplish the following objectives through implementation of the policies contained in this Transportation Element:

- The maintenance and improvement of the roadway system in the City to accommodate future traffic;
- The use of innovative circulation strategies designed to create a transportation system that is sensitive to the City's aims for continued economic development;
- The development of a roadway and circulation network that promotes pedestrian activity in selected areas of the City; and,
- The efficient use of alternative forms of transportation that serve the City.

To accomplish the aforementioned objectives, the City of Paramount has adopted the following policies to guide the planning and design of future transportation facilities in the City.

### Issue – Circulation and Traffic

The following policies underscore the City's recognition that the maintenance of a comprehensive circulation system is critical to the City's economic well-being:

- *Transportation Element Policy 1.* The City of Paramount will increase the efficiency of the local street system by reducing the conflicts associated with through traffic.
- *Transportation Element Policy 2.* The City of Paramount will close selected local streets along



major arterials to improve through circulation and to eliminate through traffic impacts on local streets.

- *Transportation Element Policy 3.* The City of Paramount will continue to develop and enhance the existing streets and intersections in the City.
- *Transportation Element Policy 4.* The City of Paramount will continue to develop and implement a designated system of truck routes as a means to keep industrial traffic out of residential neighborhoods.
- *Transportation Element Policy 5.* The City of Paramount will strive to ensure that new development implements its “fair-share” of improvements to offset the potential adverse impacts associated with the additional traffic that will be generated by the new development.
- *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.

### Arrival of the Horseless Carriage...

Hynes-Clearwater became a thriving community. The horseless carriage had brought a large source of income. Garages and gas stations sprang up like mushrooms. In 1905 motorists were fined for violating the speed limit of twelve miles an hour.

### Issue - Parking

All new development will be required to provide adequate parking in accordance with zoning ordinance regulations. New commercial and industrial development must provide all parking on-site, and loading areas must not interfere with these parking areas.

- *Transportation Element Policy 7.* The City of Paramount will design and locate increased off-street parking in commercial areas to reduce conflicts with arterial traffic and improve viability of commercial districts.
- *Transportation Element Policy 8.* The City of Paramount will promote shared parking in its commercial areas, where feasible.

### Early Gas Stations...

Some of the early gas stations and garages in the area were Smith & Crook’s Clearwater Garage that served Economy gas at six gallons for a dollar. Wolf’s Super Service, located at Ocean and Washington, was one of the first open-all-night stations.

### Issue - Alternative Forms of Transportation

The following policies underscore the City’s commitment to providing and/or encouraging other forms of transportation. Alternative modes of transportation will reduce the community’s dependence on private vehicles as a means to travel to work and school. The use of alternative forms of transportation will also reduce traffic congestion during those periods when traffic is the heaviest.

- *Transportation Element Policy 9.* The City of Paramount will continue to support the maintenance and expansion of the existing public transit system.
- *Transportation Element Policy 10.* The City of Paramount will encourage new and existing businesses to include those improvements that will promote the use of alternative forms of transit.
- *Transportation Element Policy 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.)

### Transportation Plan

The Transportation Plan for the City of Paramount supports the land use and development objectives outlined in the Community Development Element. The Transportation Plan is shown in Exhibit 3-1 and is discussed in this section.

### Roadway Classifications & Standards

The roadway classification system described herein is used to identify the function of each roadway in the City. The classification system provides a logical framework for the design and operation of roadways



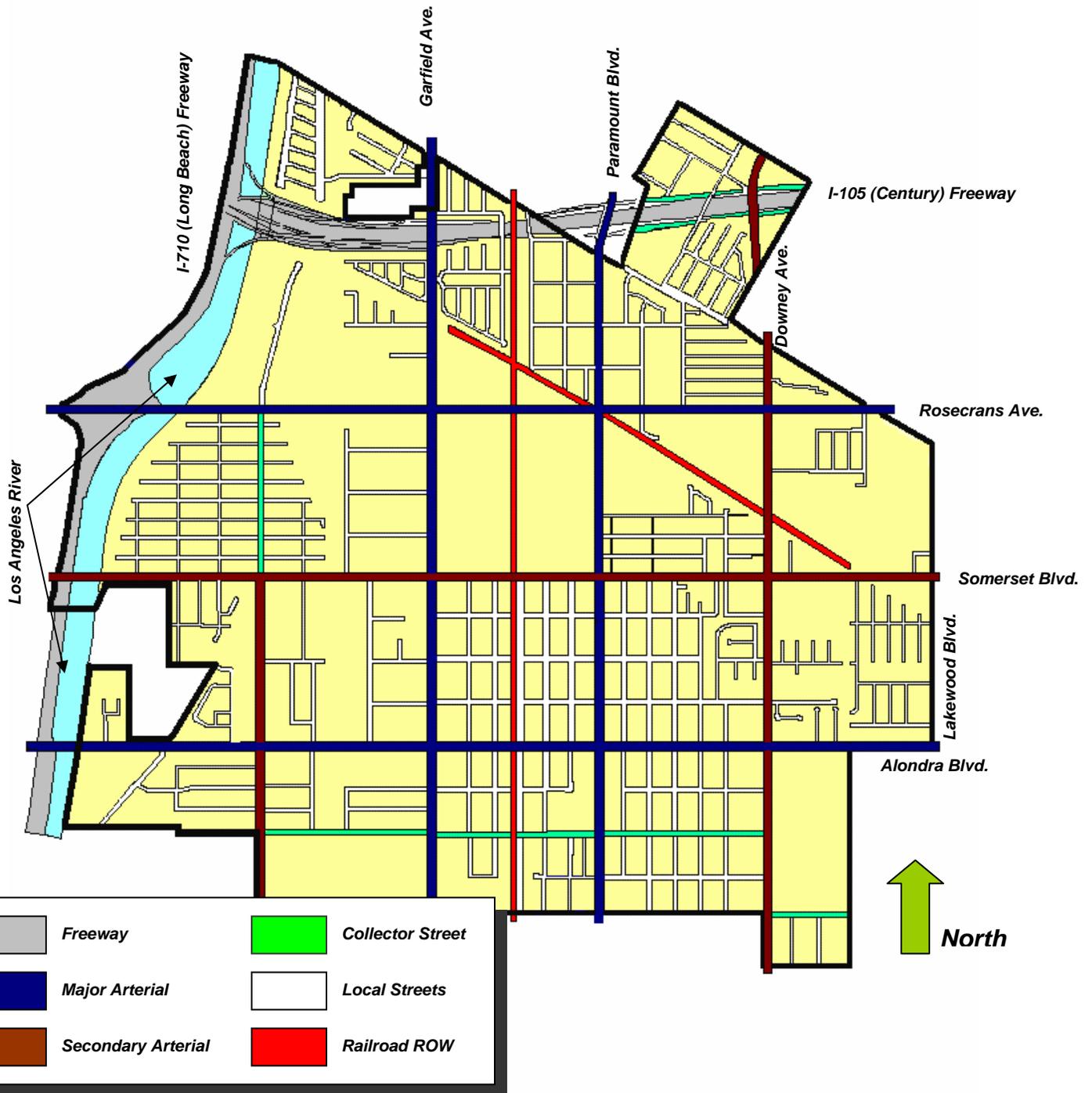
servicing Paramount. The roadway system in Paramount has been defined using a classification system that describes a hierarchy of roadway types. The categories of roadways included in this classification system differentiate the size, function, and capacity of each type of roadway. Streets in the City are also classified according to their primary function, consisting of four types of roadways. The roadways are described below and are shown in Exhibit 3-1.

- Major Arterials.** The main function of a Major Arterial is to provide regional, subregional, and intra-city travel service. Through-traffic comprises the bulk of traffic volumes on major arterial roadways. These streets typically provide three traffic lanes in each direction, and the lanes may be separated by either a median strip or a two-way, left-turn lane. The roadway cross-section includes up to 84 feet of paving within a 100-foot right-of-way. Lanes are 12 feet wide, and the center median or turn lane is 16 feet wide.
- Secondary Arterials.** Secondary Streets serve a similar function as Major Arterials, except the design capacity of the former is not as great as the latter. Secondary Arterials typically consist of four travel lanes that are undivided. This roadway classification has a typical right-of-way width of 80-feet with 64 feet of paving. Two roadway configurations are used. A Secondary Arterial may contain two, 12-foot wide traffic lanes in each direction separated by a 16-foot wide, two-way left-turn lane. Alternatively, the center left-turn lane may be replaced by 8-foot wide curb parking lanes on each side of the street.

- Collector Streets.** A Collector Street provides circulation in a defined geographic area of the City and connects this area to secondary streets, arterials, and freeways. Collector streets generally have a right-of-way width of 60 feet and a pavement width of 40 feet. The majority of the traffic use collector streets to move to roadways carrying intra-city or through-traffic. Collector streets typically consist of two travel lanes.
- Local Streets.** Local streets are subordinate to the basic circulation network described above, yet constitute the majority of the City's streets. These streets provide access to individual parcels and only provide circulation within a neighborhood block. Local streets in Paramount are generally 40 to 50 feet wide, with a pavement width between 24 to 30 feet. Most streets have been improved with curbs, gutters, and sidewalks. The City standard for local streets is 60 feet (with a curb-to-curb pavement width of 36 feet, two lanes, and on-street parking on both sides).

The functional designation of a roadway does not necessarily indicate the existing conditions (i.e., traffic volume, width, and available right-of-way). Instead, the classification indicates the *intended* use and *ultimate design* of the roadway to accommodate the anticipated travel demand. The cross-section serves as a benchmark in the planning of future roadway improvements. Table 3-1 summarizes the standards generally applicable to each roadway classification.

Table 3-1 Roadway Classification Standards				
	Major Arterial	Secondary Arterials	Collector Roads	Local Streets
Travel Lanes	4	4 lanes	2 lanes	2 lanes
Parking Lanes	0-2	0-2 lanes	0-2 lanes	0-2 lanes
Volumes ADT	20,000- greater	10,000 or greater	Up to 10,000	2,000 or less
ROW width	100 ft.	80 ft.	60 ft.	40-50 ft.
Pavement Width	84 ft.	64 ft.	40 ft.	24-30 ft.
Note: ADT refers to average daily traffic volumes. ROW refers to right-of-way				



**Exhibit 3-1**  
**Transportation Plan**  
 City of Paramount General Plan



## Level of Service

Evaluating the ability of the circulation system to serve existing and projected traffic demands requires the establishment of suitable "performance criteria." Performance criteria has a policy component, which establishes a desired "Level of Service," and a technical component, which provides a more quantified measure. A qualitative measure, *Level of Service*, or *LOS*, is often used in describing the operating condition of a roadway segment or intersection. The LOS is a sliding scale (A through F), where LOS A represents optimal traffic conditions, while LOS F equates to significant congestion and is generally considered to represent an unacceptable condition. A more quantitative measure used to define an intersection's level of service employs a ratio between an intersection's design capacity (as measured in traffic volumes) and the existing and/or projected traffic volumes. This method, referred to as the *Intersection Capacity Utilization*, or *ICU*, is correlated to LOS definitions in Table 3-2 and the concept is illustrated Exhibit 3-2.

LOS	ICU Ratio	Definition
A	0.00-0.60	Free flow traffic conditions
B	0.61-0.70	Stable flow, some restrictions
C	0.71-0.80	Satisfactory operating speeds
D	0.81-0.90	Unstable conditions beginning - considered to be the maximum acceptable operating condition
E	0.91-1.00	Significant delays - considered to represent the threshold of unacceptable traffic condition
F	1.01-	Severe congestion - considered to represent the threshold of unacceptable traffic condition

Any new development or redevelopment in the city should have a Traffic Impact Analysis (TIA) conducted if the project is expected to generate more than 500 new trips per day. The TIA should be conducted in accordance with the procedures in the Los Angeles County Congestion Management Program (CMP) Guidelines for Traffic Impact Analysis, except that the impact shall be considered significant if the project

related increase in the volume to capacity (v/c) ratio for intersections equals or exceeds the thresholds shown in Table 3-3. When a new project results in a significant impact, improvements to the intersection (referred to as mitigation) will be required so as to restore or reduce the v/c ratio to the operating levels of service (as measured using the v/c ratio) that existed prior to the project's implementation.

Level of Service	Volume/Capacity (V/C)	Incremental Increase
C	0.71-0.80	0.04 or more
D	0.81-0.90	0.20 or more
E/F	0.90-more	0.10 or more

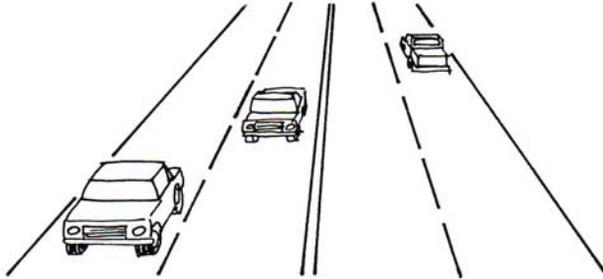
## Early Railroads...

The Southern Pacific was the only railroad in the area until 1901 when Henry E. Huntington, a prominent businessman, organized the Pacific Electric Railway. Huntington oversaw the construction of a suburban electric railway system connecting Los Angeles with the principal outlying towns in the County. The first line to be constructed was from Los Angeles to Long Beach through Compton along Wilmington Avenue. The formal opening of the single track line took place July 4, 1902. Two-car trains left Sixth and Main Streets in downtown Los Angeles at 15-minute intervals and arrived at Long Beach an hour later.

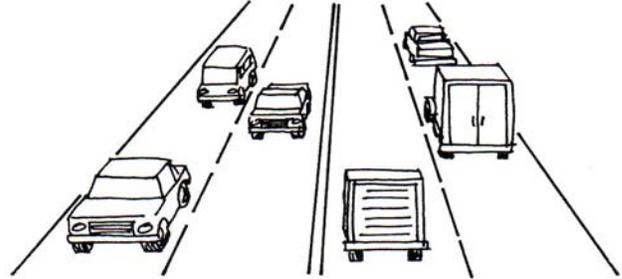
## Regional Transportation Plans

The City of Paramount is subject to the Los Angeles County *Congestion Management Plan*, or *CMP*, which is a state-mandated program with the passage of Assembly Bill 471. The requirements of the CMP became effective with voter approval of Proposition 111 in June of 1990. The CMP was created for the following purposes:

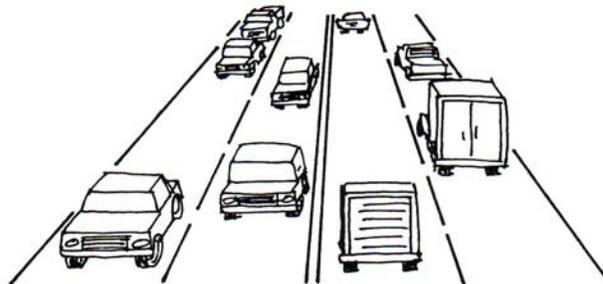
- To link land use, transportation, and air quality decisions;
- To develop a partnership among transportation decision-makers in devising appropriate transportation solutions that include all modes of travel; and,



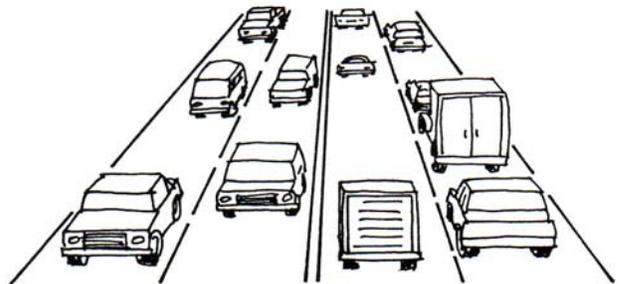
**Level of Service A**  
Free flow in which there is little or no restriction on speed or maneuverability.



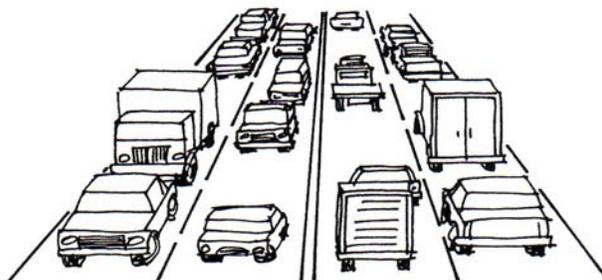
**Level of Service B**  
Stable flow though operating speed is beginning to be restricted by other traffic.



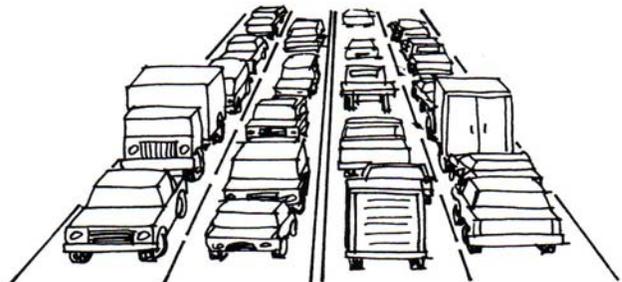
**Level of Service C**  
Stable flow though drivers are becoming restricted in their freedom to select speed, change lanes or pass.



**Level of Service D**  
Tolerable average operating speeds are maintained but are subject to considerable sudden variation.



**Level of Service E**  
Speeds and flow rates fluctuate and there is little independence on speed selection or ability to maneuver.



**Level of Service F**  
Speeds and flow rates are below those attained in Level E and may, for short periods, drop to zero.

**Exhibit 3-2**  
**Roadway Level of Service Standards**  
City of Paramount General Plan



- To propose transportation projects that are eligible to compete for State gas tax funds.

The Century Freeway and the Long Beach Freeway ramps located in the City are CMP-designated facilities in the City of Paramount.

### Regional Transportation Planning...

The development of a regional transportation plan for Southern California is mandated by Section 65809 of the Government Code, which requires that regions address traffic congestion issues in conjunction with the consideration of transportation facilities, land use, and air quality. The first Congestion Management Plan (CMP) for Los Angeles County was adopted in 1993. The CMP is updated every five years.

### Truck Routes & Railroads

Truck routes are designed to provide access to areas of the City that utilize truck service (principally commercial and industrial areas) and to provide through-truck traffic with efficient routes, which avoid residential areas and congested streets as much as possible. Trucks making local deliveries are allowed to divert from these routes to businesses. Streets used for truck routes are designed to support the weight of the heavier vehicles and have intersections with sufficient room for turning movements.

Exhibit 3-3 depicts the truck routes designated by the City. As shown therein, designated truck routes include: Rosecrans Avenue, Somerset Boulevard, Alondra Boulevard, Garfield Avenue, Orange Avenue (south of Somerset Boulevard), and Paramount Boulevard (north of Rosecrans Avenue). In addition, State law allows trucks to use State Highways (i.e., South Lakewood Boulevard just east of the City limits) as truck routes, unless Caltrans has approved local ordinances prohibiting such use. Under current State regulations, trucks carrying hazardous materials or wastes are allowed to use normal truck routes.

Exhibit 3-3 also shows the location of railroad lines within the City of Paramount. The Union Pacific

Railroad bisects the City of Paramount in a north/south direction between Paramount Boulevard and Garfield Avenue. It is currently utilized by industrial land uses in the City of Paramount and typically carries three local freight trains in each direction daily to the container loading areas at the ports of Long Beach and Los Angeles. Trains operating along the Alameda Corridor now transport freight from the Port of Los Angeles to the rail yards located south of Downtown Los Angeles. The railroad rights of ways within the City that are currently operational, largely serve local businesses.

### Early Speed Limits...

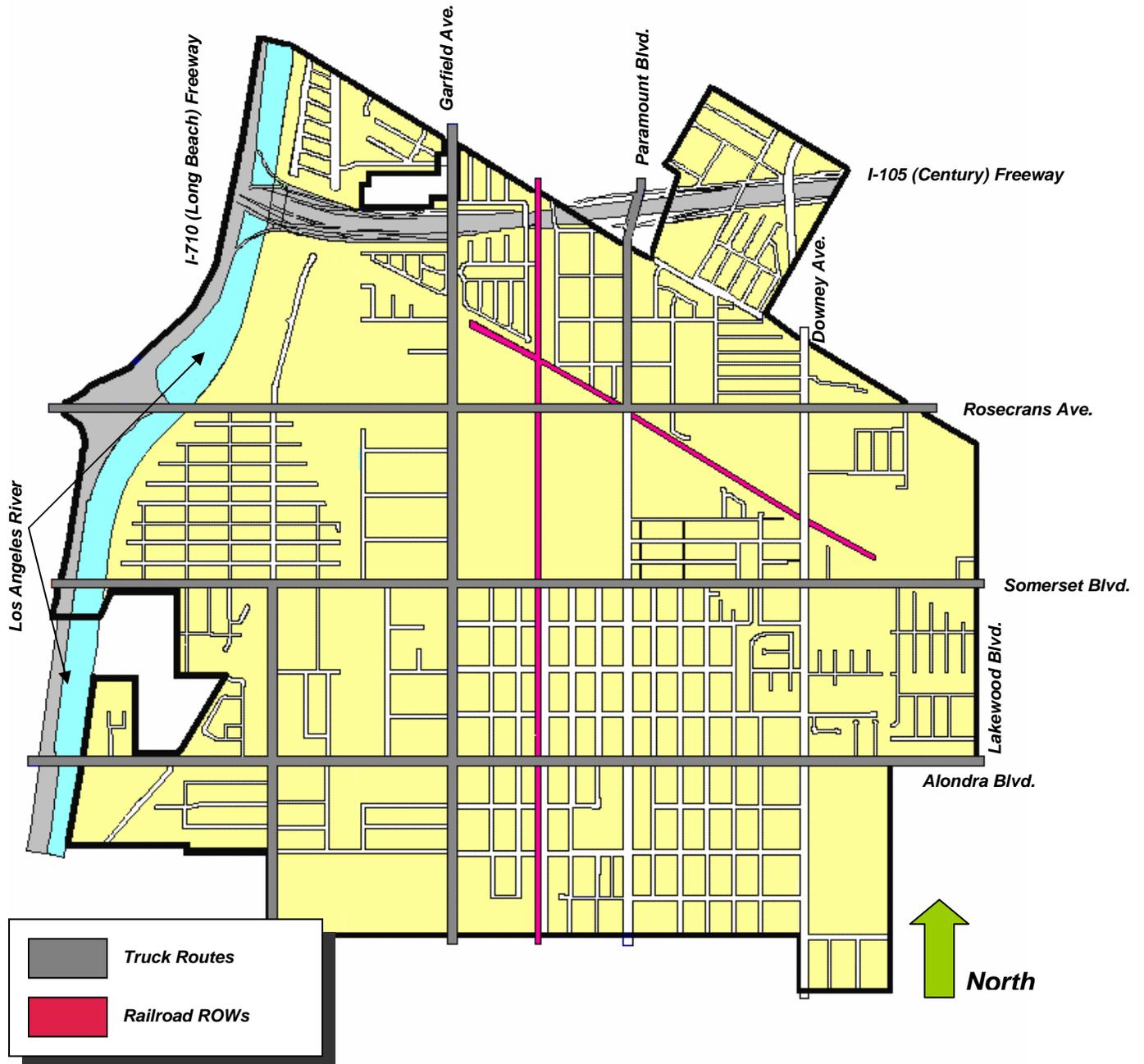
Police officers tested the speed of cars suspected of going faster than the City speed ordinances permitting, usually twelve to fifteen miles per hour, by following the machines on their bicycles with watches in their hands timing the car between two selected points. At other times, the officers stood at each end of the measured distance and timed the cars as they covered this space.

In 1925, about fifty cars driven by members of the Automobile Club of Southern California participated in a club run to Riverside. They followed a trail made by sprinkling confetti from the lead car. Racing was prohibited and the run was a two-day tour.

### Roadway Improvement Strategy

Exhibit 3-1 depicts the existing circulation system in the City of Paramount. As shown therein, the street network consists of 4-lane divided roadways, 4-lane undivided roadways, and 2-lane undivided roadways.

Rosecrans Avenue, Alondra Boulevard, Garfield Avenue, Paramount Boulevard, Downey Avenue, (south of Rosecrans Avenue) and portions of Somerset Boulevard are 4-lane divided roadways. The 4-lane undivided roadways include Orange Avenue (south of Alondra Boulevard) and Downey Avenue (north of Rosecrans Avenue). The 2-lane undivided roadway is Orange Avenue (north of Somerset Boulevard) and other local streets.



**Exhibit 3-3**  
**Truck Routes and Railroads**  
City of Paramount General Plan



The improvements outlined below represent traditional types of traffic engineering improvements, which are geared toward increasing street and intersection capacity to meet increasing traffic demands.

- Somerset Boulevard west of Orange Avenue should be widened to four lanes as currently master planned.
- Since the critical intersections will provide acceptable levels of service during peak hours following build-out per the General Plan Update, no upgrades to master planned streets are required.
- Any new development or redevelopment along Rosecrans Avenue should provide adequate off-street parking and minimize the number of access points to maximize the carrying capacity of Rosecrans Avenue.
- Detailed planning efforts for any new development or redevelopment should incorporate space at appropriate locations for future transit needs.

### Early Road Conditions...

The good citizens of the town were unhappy with road conditions most of the time. As one resident pointed out, "our street was a streak of sand with a ten-foot strip oiled once in a while, and if one was walking on it, about the only oil you would see was what you stepped in." They claimed Bellflower was getting the lions share of the road maintenance money. The Board of Supervisors were constantly being urged to take action. An editorial in the Journal complained, "the only time the Supervisors come around is just before election."

### Transportation Demand Management

Traffic and congestion may be reduced by altering "travel behavior." For example, a business may alter shift changes so they occur during off-peak periods resulting in a reduction in peak hour traffic. A prime example of changes in travel behavior was the cooperative efforts that were made by local businesses during the Los Angeles Olympics. These types of measures are referred to as *transportation demand management* (TDM) measures. TDM measures include a variety of low-capital investment strategies that focus on reducing traffic congestion through changes in travel behavior as opposed to road widening, intersection improvements, etc. The

TDM concept is an attempt to make more efficient use of the highways and transit systems already in place thus reducing the need for new capital investment in transit-related infrastructure.

In recent years, the public sector has lacked the resources to fund new transportation infrastructure at a rate sufficient to keep pace with the mobility needs of metropolitan growth centers. Moreover, steeply rising costs and intense competition for available resources make it imperative that better and more efficient uses for existing investments in the transportation infrastructure be found before additional new facilities are built. The spectrum of TDM measures include techniques to make better use of the existing road space, to reduce auto usage in congested areas or time periods, and to increase transit rider-ship through improved transit service and efficiency. For example, employers that are located in the City may provide their employees with the option of modified work schedules (i.e. traveling to/from work during off-peak hours), staggered work hours, bus pass vouchers, or ridesharing programs.

### Early Traffic Requirements...

Headlight certificates were necessary stating that proper lenses were installed before 1925 license plates could be issued. The state motor vehicle department printed in the newspaper the names of people who had "lost" their licenses during the month and the reason thereof: while driving intoxicated, reckless driving or speeding. An excerpt from an old traffic law read: "any vehicle going through town after sundown shall have one person walking in front and one person walking behind, each carrying a lantern."





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## **Section 4 – Resource Management Element**

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**Paramount General Plan**



## Introduction to the Resource Management Element

The City of Paramount Resource Management Element complies with the State's requirements for an open space element and a conservation element. Resources (both natural and man-made) considered in this Element include mineral resources, areas of historic or cultural value, scenic areas, water quality, and air quality. This Element focuses on those remaining natural resources in Paramount that must be considered in future planning and development in the City. This Element also identifies those programs that will aid in preventing their loss or wasteful exploitation. Finally, open space and recreation-related issues are addressed in this Element.

As indicated previously, this Element meets the State's requirements for an open space element and a conservation element. This Resource Management Element complies with regulations in Sections 65302(d) and 65302(e) of the California Government Code and the State Mining and Reclamation Act (SMARA). The Element identifies significant resources within the City and identifies policies for their conservation, management, and preservation. The Element, through the policies contained herein, will assist in the long-range preservation and conservation of the City's remaining open space resources.

### Clearwater Lake...

The site of Clearwater Lake is located in an area occupied by the Paramount Swap Meet complex. The name Clearwater was suggested by Ralph Hoyt, one of the early directors of the Clearwater colony. The name came to him while he was watching water flowing from an artesian well at the old Bixby dairy located nearby.

The Resource Management Element focuses on four key issue areas: cultural resources (historic and archaeological), ecological resources (plant and animal life), natural resources (air, water, and minerals), and open space resources used for recreation. These latter issues are also considered in this Element because areas reserved for open space are valuable resources for both outdoor recreation and scenic enjoyment. The Resource Management Element is organized into the following sections:

- The *Introduction to the Element* section indicates the Element's policy focus and provides an overview of the existing conditions relative to natural and manmade resources.

- The *Resource Management Policies* section indicates those policies related to conservation, parks, open space, and historic resources, along with supporting programs. This section outlines those strategies and measures that will be effective in the implementation of the Element's policies.
- The *Resource Management Plan* establishes the conservation plan of the City and identifies the implementing programs and standards for park maintenance and development.

### Early Community Focal Point...

One of the more important landmarks in the City was the Literary Hall that was located on the corner of Center and Paramount Boulevard. The Hall was constructed in 1894 and was the host of many dances and other community events. The Hall also served as a meeting hall for many community events and activities.

## Resource Management Policies

The policies included in this section will serve as the foundation for the Resource Management Element. The policies included in this section indicate the City's vision with respect to the important amenities and resources that contributes to the City's desirability as a place to live and work. The following key land use objectives will be realized through the implementation of the policies contained in this Element:

- The maintenance of the existing open space resources in the City;
- The continuation of past efforts in the City's beautification by promoting the "greening" of Paramount through abundant landscaping;
- The maintenance and improvement of the City's existing system of parks and recreational facilities; and,
- The maintenance and preservation of important natural and cultural resources for the enjoyment and use of future generations.



## Issue – Open Space

Paramount is fully developed and open space areas within the City are limited to the existing City parks along with a number of utility easements. The following policies underscore the City’s commitment towards maintaining open space for recreation and resource conservation.

- *Resource Management Element Policy 1.* The City of Paramount will develop new areas of open space to the extent that opportunities present themselves for such development.
- *Resource Management Element Policy 2.* The City of Paramount will continue to make effective use of the open space lands that are available.
- *Resource Management Element Policy 3.* The City of Paramount will strive to maintain utility rights-of-way in open space uses that do not conflict with utility needs but provide attractive open space for the community, such as parks, trails, etc.
- *Resource Management Element Policy 4.* The City of Paramount will require new larger residential developments to provide sufficient open space (including pedestrian and bicycle linkages) to meet the local need.

## Issue – Landscaping & City Beautification

Since the last General Plan update, many new developments have been constructed in the City, and these new developments have contributed to a “greening” of the City. Broad attractive parkways and abundant landscaping within individual developments have resulted. These efforts will be continued with the implementation of the underlying policies.

- *Resource Management Element Policy 5.* The City of Paramount will pursue a landscape program to improve the open space areas located next to the Los Angeles River.
- *Resource Management Element Policy 6.* The City of Paramount will require special design and landscaping treatments along major roadways and other scenic corridors.

## Issue - Parks and Recreation

The City has stressed the need for more parkland and recreational facilities as a means to provide amenities for those living and working in the City. The following policies promote the continued maintenance and expansion of recreational facilities in order to provide an outlet for future generations that will choose to live or work in the City.

- *Resource Management Element Policy 7.* The City of Paramount will maintain a recreation program that is responsive to the interests and needs of the City.
- *Resource Management Element Policy 8.* The City of Paramount will maintain existing park and recreation facilities in such a manner so as to protect the public’s investment and facilitate their use.
- *Resource Management Element Policy 9.* The City of Paramount will maintain and improve the existing park facilities in the City for the benefit and enjoyment of the community.

### The First Library...

The first library in the community was established by the local woman’s group and the PTA. The library opened in 1913 with a total collection of 121 books that were housed in a single room. The Clearwater Branch Library’s first librarian was Cora B. Thomas. In its first month of operation, 60 books were loaned out to local residents.

## Issue – Joint Use

Given the City’s shortage of parkland, the potential joint-use of school sites and other public lands for recreation is one option. The following policies support these efforts.

- *Resource Management Element Policy 10.* The City Paramount will continue to evaluate the feasibility of the expanded joint-use of the open space lands used for flood control and utility easements.
- *Resource Management Element Policy 11.* The City of Paramount will continue to investigate new opportunities for recreational activities and services.



- *Resource Management Element Policy 12.* The City of Paramount will maintain existing joint use agreements with the local school district so that school facilities may be used for community recreation.
- *Resource Management Element Policy 13.* The City of Paramount will continue to collect park fees from all new residential development.
- *Resource Management Element Policy 14.* The City of Paramount will negotiate agreements with the Southern California Edison Company, the Los Angeles Department of Water and Power, the Port of Los Angeles, the Union Pacific Railroad, the MTA, and the Los Angeles County Flood Control District for the establishment of trails, recreational use, and appropriate landscaping within their respective rights-of-way.
- *Resource Management Element Policy 15.* The City of Paramount will seek to establish a comprehensive bikeway and pedestrian trail system for the City.
- *Resource Management Element Policy 16.* The City of Paramount will seek to develop connections to park facilities and trails through the use of power line/rail line easements.

### Issue – Cultural Resources

The City has a rich and varied history that predates its incorporation by many decades. These historic resources underscore the area's contribution to the development of Southern California. The following policies will ensure that the City's contribution to the region's history will be preserved for future generations.

- *Resource Management Element Policy 17.* The City of Paramount will initiate a cultural arts and facilities program to enhance the City image.
- *Resource Management Element Policy 18.* The City of Paramount will continue with the development of the community art program.
- *Resource Management Element Policy 19.* The City of Paramount will identify and preserve those sites/buildings that are important to the community for the benefit of the future generations that will reside or work in the City.

- *Resource Management Element Policy 20.* The City of Paramount will prepare an inventory of private community and environmental organizations that may contribute to the improvement of the City's recreational facilities and general visual appearance.

### Issue – Natural Resources

The City and the surrounding area were developed many decades prior to incorporation. As a result, the City's early development and the exploitation of natural resources were not guided or governed by local decision-making. The following policies focus on those remaining "natural resources" that will continue to be critical to the City's economic well-being and the health of its residents.

- *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 President Comes to Town...

President Roosevelt visited Clearwater in 1942 by special train. Most residents in town came out to watch the train even though his presence was supposed to be a secret due to the wartime conditions.

### Resource Management Plan

The City has taken very positive steps to develop parks since incorporation, when Paramount Park was the only park in the City area. The present ratio is 1 acre per thousand residents in City park land and another acre per thousand residents in joint use of school sites. The following park facilities serve local residents:

- *All-American Park* is located at 13330 Orizaba Avenue. Facilities include a playground, picnic and barbeque area, multi-purpose field, restrooms, and water features. This park is classified as a neighborhood park.



- *Carosmith Park* is located at 16101 Ansmith Avenue. Facilities include a sand lot and picnic and barbeque area. This park is classified as a mini park.
- *Garfield Park* is located at the northwest corner of Petrol Street and Garfield Avenue. Facilities include a sand lot, playground, and picnic and barbeque area. This park is classified as a mini park.
- *Paramount Park* is located at 14400 Paramount Boulevard. Facilities at this park include a little league baseball ball field, a 50 meter pool, a jacuzzi, gymnasium, a basketball/volleyball court, a picnic area, and a multi-purpose field. This park is classified as a community park.
- *Pequeno Park* is located at 13931 Downey Avenue. Facilities include a sand lot and playground area. This park is classified as a mini park.
- *Progress Park* is located at 15500 Downey Avenue. Improvements at this park include two little league ball fields, a multi-purpose field, restrooms, a preschool play area, and basketball courts. This park is classified as a community park.
- *Sen. Ralph C. Dills Park* is located at 6500 San Juan Street. Facilities at this park include playgrounds, picnic areas, a walking and jogging path, basketball courts, and restrooms. This park is classified as a community park.
- *Spane Park* is located at 14400 Gundry Avenue. Facilities at this park include a lake, a gymnasium, a little league baseball field, an amphitheater, basketball courts picnic areas, and restrooms. This park is classified as a community park.
- *Village Park* is located at 7718 Somerset Boulevard. Facilities at this park include a skate park, playground, lighted basketball court, picnic areas, and restrooms. This park is classified as a neighborhood park.
- *Meadows Park* is located at the northwest corner of Alondra Boulevard and Gundry Avenue. This park is classified as a neighborhood park.

- *Orange Avenue Pool* is located on the northeast corner of Orange Avenue and San Miguel Street.

The City also maintains and operates three baseball fields that include the following.

- *Alondra Ballfield* is located at 16200 Downey Avenue and includes lighted and unlighted baseball diamonds and restroom facilities.
- *Clearwater Ballfield* is located at 14708 Paramount Boulevard and includes a lighted baseball diamond.
- *Roosevelt Ballfield* is located at 13451 Merkel Avenue and includes lighted softball diamonds.

In addition to the above parks and fields, the City maintains the following specialized facilities:

- The *Firehouse Activity Center* is located at 15538 Colorado Avenue. The center includes meeting rooms and kitchen facilities. Various instructional courses are taught at this center.
- The *Progress Park Community Center* is located at Progress Park and includes meeting rooms where a pre-school is operated and education and social services are provided.
- The *Clearwater Building* is located next to City Hall and contains community meeting rooms.
- The *Progress Park Plaza* is also located at Progress Park and includes a kitchen and community meeting rooms.
- The *Paramount Community Center* is located at Paramount Park and includes five meeting rooms. In addition to classes and community meetings, the center provides daily elderly nutrition classes.

The following park improvements and/or activities will be implemented over the course of this General Plan.

- The City shall establish and maintain a five-year park enhancement plan for ongoing budgeting of funds for park and recreation facility capital improvements, operations, and maintenance.
- The City will continue to collect any applicable park fee.



- The City will continue to negotiate agreements with the Southern California Edison Company, the Los Angeles Department of Water and Power, the Pacific Electric Railway Company and the Los Angeles County Flood Control District for the establishment of fitness parks, trails, linkages, and other recreational uses; and appropriate landscaping within their respective rights-of-way.
- The City will strive to establish a bikeway and pedestrian trail linkage at the following locations: 1. between Spane Park, and the Richfield, Exeter, Petrol Neighborhood; 2. between Paramount Park, Paramount High School and Clearwater Intermediate School; and 3. between the Somerset Ranch area and the County Trail.
- The City will inventory private community and environmental organizations that may contribute towards the improvement of the City's recreational facilities and general visual appearance.

### Cultural Resources

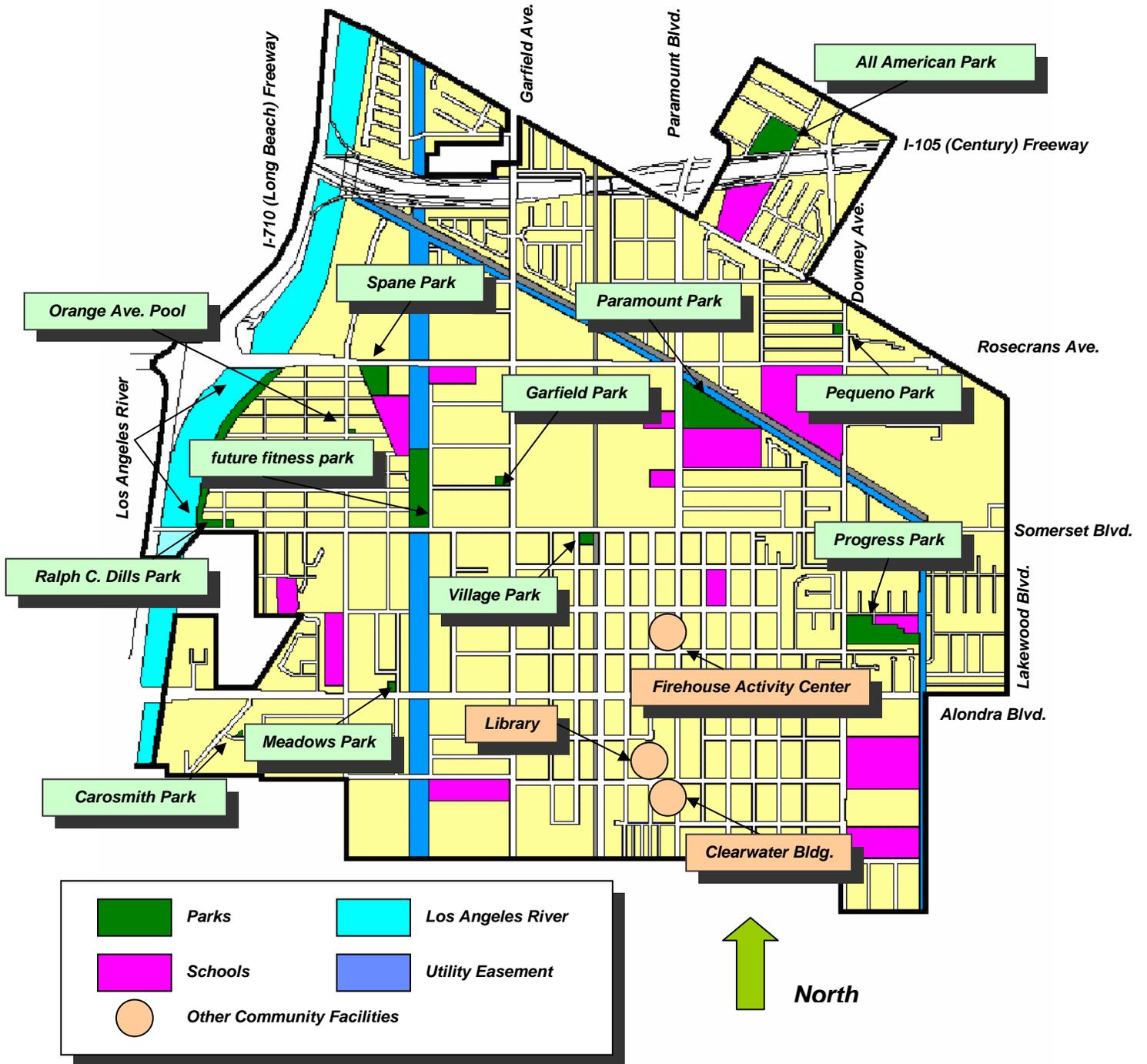
Through this General Plan, tid-bits of the City's history are notes in the colored text boxes.

- *The Hay Tree.* Prior to incorporation, the area was comprised of two smaller communities called Hynes and Clearwater. The towns were home to a number of dairies, which in their heyday had 25,000 cows. By the early 1930's, in fact, Hynes boasted the largest hay market in the world, handling 135,837 tons in 1932. Each morning under the "Hay tree" (still to be found at Paramount Boulevard and near Harrison Street),

the day's price of hay was set and then quoted around the world.

- *Iceland (Zamboni) Ice Skating Rink.* This landmark is an ice skating rink opened by Frank Zamboni in 1940. The privately owned and operated facility has been a training ground for professional skaters throughout the years including Sonia Henie and Dorothy Hamill. Mr. Zamboni is also well-known for inventing the Zamboni Ice-Resurfacing machine, which is used in ice rinks around the world. The machines are still manufactured in Paramount. Iceland is located at the corner of Jackson Street and California Avenue.
- *Paramount Library.* The City library is located at 16254 Colorado Avenue just north of the civic center. The local library is operated by the County of Los Angeles Public Library. The library provides basic services including reference service, public access Internet computers and children's programs. The Paramount Library also has a literacy center for adults and a homework center for children.





**Exhibit 4-1**  
**Resource Management Plan**  
 City of Paramount General Plan



# **Section 5 – Health and Safety Element**

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**Paramount General Plan**



## Introduction to the Health & Safety Element

This Health and Safety Element establishes City policy relative to the reduction and mitigation of natural and manmade hazards that must be considered in future planning and decision-making. The public's health and safety has been an important component of the City's General Plan due to the City's location in a seismically active region. This Element's scope has been expanded to include flooding, fire, hazardous materials, public safety, emergency preparedness and response, and noise.

This Health and Safety Element meets the State's requirements for a safety element and noise element. The Health and Safety Element is concerned with identifying natural and manmade hazards and ways to reduce the risk of property damage, injury or loss of life associated with living in an urban environment. State law requires every safety element to consider the following:

- The identification, mapping, and appraisal of seismic hazards that should be of concern to planning and future development, including areas subject to liquefaction, ground-shaking, surface rupture or seismic sea waves (Government Code Section 65302(f));
- An appraisal of mudslides, landslides, and slope stability that might occur as a result of a seismic disturbance (Government Code Section 65302(f)); and,
- The identification of potential for fires and other natural and manmade disasters and measures designed to reduce the loss of life, injury, and damage to property (Government Code Section 65302(i)).

This Element contains a plan that identifies evacuation routes and the locations of emergency shelters. The Element also emphasizes the importance of emergency preparation in reducing the impacts of natural and manmade disasters. Effective disaster response requires the cooperation of many governmental agencies. A primary goal of the City is to continue working with other agencies, both to prevent accidents (as much as this is possible) and to minimize risk.

As indicated previously, this Element also addresses those issues mandated by the State for consideration in noise elements. The State recognizes that noise

may have a significant impact on a community's well-being, and therefore requires all jurisdictions to prepare a noise element to identify ways to minimize exposure to excessive noise levels.

### Early Safety Element Requirements...

The seismic safety element was one of the first mandatory general plan elements. Since 1970, changes in planning law required those issues previously considered in seismic safety elements to be incorporated into "safety elements," the scopes of which were broadened to consider other safety-related issues of concern. Seismic hazards, though, continue to be a central theme of the Health and Safety Element of the Paramount General Plan. Since the last update, the City has experienced the damaging effect of the 1991 Northridge earthquake. This earthquake revealed that there was a much more extensive fault system underlying the Los Angeles Basin compared to what was previously thought. It is probable that an earthquake of even greater intensity will occur sometime during the "life" of this General Plan.

The State guidelines are also very specific as to the content of noise elements. Government Code Section 65302(f) indicates that the noise element should be prepared according to guidelines established by the State Department of Health Services. At a minimum, the Government Code requires that the Element analyze and project noise levels for the following:

- Highways and freeways;
- Primary arterials and major local streets;
- Passenger and freight on-line railroad operations and ground rapid transit systems;
- Commercial, general aviation, heliport, helistop, and military airport operations; aircraft overflights, jet engine test stands, and all other ground facilities and maintenance functions related to airport operations;
- Local industrial plants, including, but not limited to, railroad classification yards; and,
- Other ground stationary sources identified by local agencies as contributing to the community noise environment.

The State General Plan guidelines further indicate that noise exposure information should be used to develop the Land Use Element to achieve noise-compatible land use patterns (Section 65302(f)). Because land use patterns in Paramount generally are well-established, this Element focuses on



resolving existing noise concerns. The policies related to noise issues stress the importance of protecting residents from excessive noise. Complementary policies, and programs that address noise impacts, are also found in the other elements.

## Health and Safety Element Policies

The Health and Safety Element is organized according to the following sections, reflecting the format of the other Elements included in the Paramount General Plan:

- The *Introduction to the Element* section provides an overview of objectives with respect to health and safety, summarizes key issues, and discusses this Element's relationship to the other General Plan elements.
- The *Health and Safety Policies* section states the City's vision with respect to emergency preparedness and response, as well as environmental health.
- The *Health and Safety Plan* indicates standards and plans related to emergency preparedness, response, and environmental health.

The policies included in this section will serve as the foundation for the Health and Safety Element. The following key health and safety objectives will be realized through the implementation of the policies contained in this Element:

- The City's continued commitment to identifying emergency response strategies that will improve the community's overall safety;
- The continuation of efforts to prepare for, and respond to emergencies arising from a major earthquake;
- The continued support of the Fire Department and fire prevention programs;
- The ongoing support of law enforcement efforts and crime prevention programs; and,
- The reduction of noise in the community.

## Fire Protection in Early Paramount...

One of the endeavors of the public-spirited citizens was the establishment of a fire-protection district in 1925. A 350-gallon pumping engine was purchased and placed in a rented garage on Ocean Avenue in Hynes and a volunteer fire department was formed. There was only one fire hydrant in the district at that time. Water was obtained from irrigation ditches, deep-well pumps, and wherever else it could be found. As this was most unsatisfactory, the people elected to form a water district. In 1927 the Clearwater-Hynes County Water District was formed which later became the Paramount County Water District.

## Issue – Emergency Preparedness

The following policies underscore the City's continued commitment to identifying strategies that will improve the community's overall safety. The policies included in this section promote education and prevention as a means to address a number of safety-related issues.

- *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 establish 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.



## Issue - Seismic Safety

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 may continue following a major earthquake.
- *Health and Safety Element Policy 10.* The City of Paramount will work to educate the community in how the effects of a major earthquake may 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.

## Creation of the Fire Department...

A regular fire station was erected later at 345 North Ocean in Clearwater. A fireman's ball was held to supply the station with cooking utensils, dishes and a radio. The sign over the door read "Los Angeles County Fire Department, Engine No. 31." Captain T. F. Mitchell was in charge and he had two assistants. In 1949, the Paramount Fire Protection District merged with nine other county districts to form the Los Angeles County Consolidated Fire Protection District. Another larger fire station was constructed on Colorado Street in 1952.

## Issue – Fire Protection

The City has maintained a contract with the Los Angeles County Fire Department since incorporation. The Department currently operates one station on Somerset Boulevard in the City, and the fire protection rating overall is very good. The City, through the following policies, remains committed to the Fire Department's on-going prevention and inspection programs, and the continued maintenance of the high standards related to emergency response.

- *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.
- *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.

## Issue – Law Enforcement

The City has also utilized the services of the Los Angeles County Sheriff's Department since incorporation. The Sheriff's Department maintains a station on Paramount Boulevard. In addition, the Sheriff's Department is able to draw on its extensive resources from nearby communities, should the need arise. As indicated in the following policies, the City remains committed to the support of those services provided by the Sheriff's Department.

- *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 citizens 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 citizens 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.

## Long Beach Earthquake...

The Long Beach earthquake on Friday, March 10, 1933, did considerable damage to Hynes-Clearwater. The town was practically closed Saturday and Sunday following the quake, but on Monday people commenced to stir about to remove the wreckage. Some made impromptu camps on lawns and vacant lots. The Red Cross set up a tent on Paramount Boulevard.

## Issue – Noise Control

Noise levels may be significantly reduced by employing relatively simple design measures, such as the use of sound walls, extra insulation, double-paned windows, etc. The following policies underscore the City's continued efforts to control noise exposure through land use planning and building design.

- *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.

**Flooding in the City**

Flooding was one of the big problems facing the Hynes-Clearwater territory. In 1884 the San Gabriel River went out of its bounds. Its tributary became the Rio Hondo. Thousands of acres of farmland were inundated. Bridges and roads were washed out. Some people were stranded for ten days at a time. The Los Angeles river, too, changed its channel many times. One of the most destructive storms in the history of California occurred in February of 1927.

## Health and Safety Plan

The graphic depiction of the City of Paramount's official policy relative to emergency preparedness is presented on Exhibit 5-1 that includes an identification of critical facilities and potential evacuation centers as well as evacuation routes. The areas of the City that may be impacted by natural hazards is indicated in the environmental impact report (EIR) prepared for the General Plan. The information contained in the EIR includes the existing seismic hazards, soil constraints, and flood hazards that impact the community. These hazards are identified to alert the City to the naturally-occurring hazards that are to be mitigated in order to reduce the risk to life and property in the City.

The City seeks to control noise levels within those areas of Paramount that include noise sensitive receptors. These areas are shown in Exhibit 5-2.

Appropriate measures should be implemented as a means to reduce the effects of noise exposure in these areas.

## Noise and Land Use Compatibility

The State Office of Noise Control has prepared *Guidelines for the Preparation and Content of Noise Elements of General Plans*. These guidelines serve as a guide for compatibility of noise-sensitive land uses. Residential uses should not be located in areas exceeding 70 dB CNEL. Schools, libraries, hospitals, and nursing homes are treated as noise-sensitive land uses, requiring mitigation when such development occurs in areas where the ambient noise levels exceed 60 dB CNEL. These guidelines are shown in Table 5-1.

Land Use	Maximum Desirable Noise Level	Maximum Acceptable Noise Level
Low Density Residential	55 dBA	65 dBA
Medium Density Residential	60 dBA	65 dBA
High Density Residential	65 dBA	70 dBA
Schools	60 dBA	70 dBA
Office & Commercial	65 dBA	75 dBA
Industrial	70 dBA	75 dBA

## Noise Control Regulations

A number of other federal, state, and local agencies have adopted standards and recommended noise criteria to protect people in both the working and home environments. A summary of major existing noise regulations are provided below:

- The Federal Highway Works Administration (FHWA) has established noise exposure standards for different land uses. These standards apply to the planning and design of federally-funded highway projects, and are expressed in terms of both Equivalent Noise Level (Leq) and L<sub>10</sub>.
- The Department of Housing and Urban Development (HUD) has adopted environmental



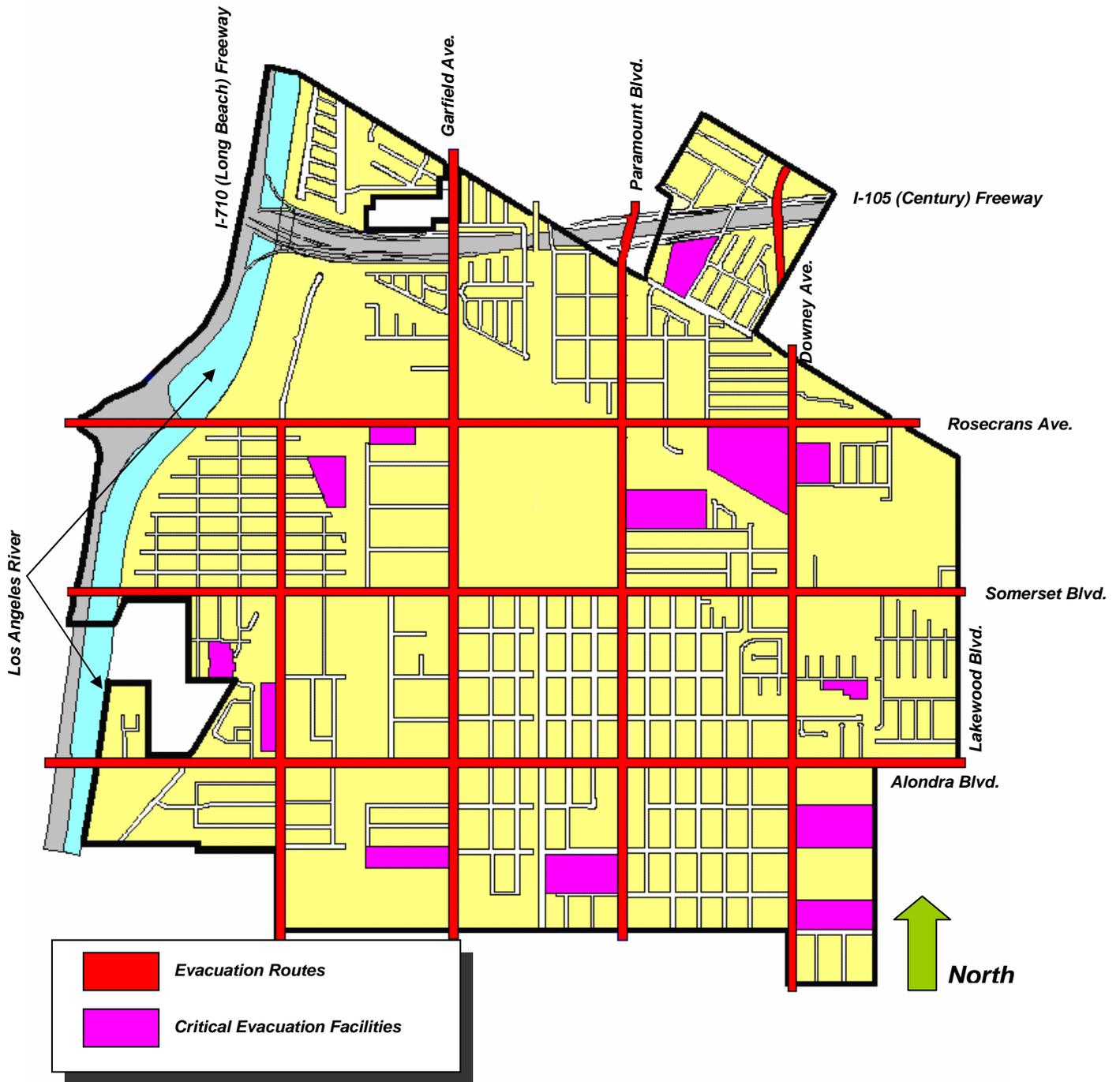
criteria and standards for determining project acceptability and necessary mitigation measures to ensure that projects assisted by HUD provide a suitable living environment. Standards include maximum levels of 65 dB Ldn for residential areas.

- The Noise Control Act of 1972 authorized the Environmental Protection Agency (EPA) to publish descriptive data on the effects of noise and establish levels of sound "requisite to protect the public welfare with an adequate margin of safety." These levels are separated into health (hearing loss levels), and welfare (annoyance levels), with an adequate margin of safety.
- The California Motor Vehicle Code establishes noise standards for those areas not regulated by the federal government. State standards regulate the noise levels of motor vehicles and motorboats; establish noise impact boundaries around airports; regulate freeway noise affecting classrooms, sound transmission control, and occupational noise control; and identify noise insulation standards. The California Motor Vehicle Code sets operational noise limits

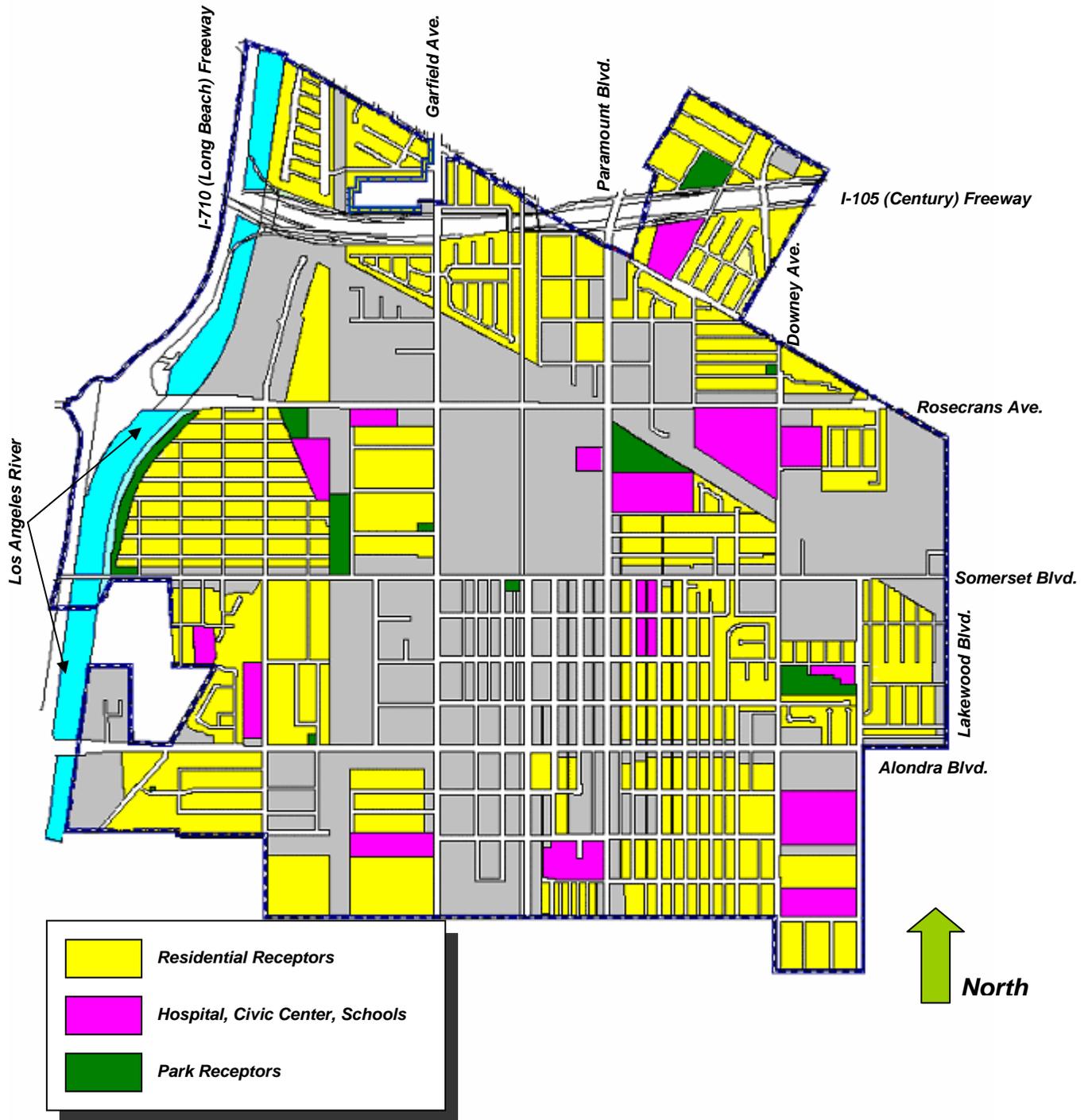
according to the type of vehicle and date of manufacture.

- Sound Transmission Control Standards contained in the California Administrative Code, Title 24, Building Standards, Chapter 2.35, outline noise insulation performance standards to protect persons within new hotels, motels, apartment houses, and dwellings other than detached single-family dwellings. These standards require an interior noise level of 45 dB CNEL or less for residential projects. For residential buildings or structures within the 60 dB CNEL of an airport, or vehicular or industrial noise source, an acoustical analysis must be conducted to show compliance with the standards.
- The California Occupational Noise Control Standards contained in the California Code of Regulations, Title 8, Industrial Relations, Chapter 4, outline permissible noise exposure at a workplace. Employees should not be exposed to noise levels of 90 dBA for more than eight hours in any workday.





**Exhibit 5-1**  
**Health and Safety Plan –Critical Facility & Evacuation Routes**  
City of Paramount General Plan



**Exhibit 5-2**  
**Noise Exposure-Noise Sensitive Land Uses**  
City of Paramount General Plan



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# **Economic Development Element**

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## **Paramount General Plan**



## Introduction to the Economic Development Element

The City of Paramount Economic Development Element is not required by the State of California planning laws. However, this General Plan builds upon the City's strong tradition of economic development that is underscored by the City's past and current revitalization and redevelopment efforts. Even though this Element is not required, once adopted, it will have the same standing as the other mandatory elements.

This Element addresses a range of issues germane to the economic well-being of Paramount and is most closely linked to the Land Use Element that indicates the location and extent of permitted land uses and development throughout the City. For example, the Land Use Element describes the nature of existing commercial development and indicates those areas where future commercial uses may also be considered. This Element considers both commercial and industrial development as well as opportunities for economic development and revitalization through redevelopment.

### Early Business in Paramount...

In 1888, in South Clearwater there was one store, a post office, and a blacksmith shop. The blacksmith was named George Wheat. One of the first grocery stores in South Clearwater was operated by A. S. Sargent. This store occupied a building located on the east side of Ocean Avenue near Jackson Street. Joe Schilling opened a market in the store in 1909. J. M. Brennen was another grocer in town and began operations in what was known as the G. F. Mumper Store.

Provided below are a number of constraints with respect to commercial development that this General Plan and the Economic Development Element seek to address:

- Paramount captures far less than it's "fair share" of retail sales in certain categories of goods and services in comparison to the other cities in the surrounding region. This is further complicated by the large size of the Southern California market area and stiff competition among the markets. Those sectors where there are notable deficiencies include apparel, general merchandise, home furnishings, auto sales, and quality restaurants. As a result, local residents shop for these goods and services in neighboring communities, resulting in a significant loss in

local revenue derived from local taxable sales. New and/or expanded commercial centers could recapture a portion of this sales tax "leakage."

- The surrounding market area includes a number of regional shopping centers and more are planned in neighboring cities. In recent years however, a theater complex has come to the City along with a Wal-Mart and Home Depot.
- Satisfactory sites for new shopping centers (both neighborhood centers and larger community centers) with access to a major roadway and good visibility will likely involve the redevelopment of existing developed parcels.
- Limited parking in commercial strips often results in congestion, reduces commercial productivity, and affects arterial highway capacity. Conversely, too much parking represents a significant underutilization of land. The City must strive to find a balance between too much and too little parking. More stringent parking requirements are desirable for the smaller neighborhood centers while the larger centers can often benefit from shared parking.
- Redevelopment has been used to upgrade the Central Business District and will continue to be an important resource to the City in future efforts to improve the commercial base of the community.
- The Century Freeway has been completed since the last General Plan update and this Freeway will reduce congestion on arterials and improve access to potential commercial facilities in Paramount. There may be opportunities in the future to capitalize from the freeway's location. However, near term freeway-oriented development will be difficult due to the developed nature of the land along the freeway corridor.

### First Dairy Enterprise...

Early in 1889, H. R. Epperson, a public-spirited man of considerable means came up from Long Beach and purchased the tract of land lying between Ocean Ave. and the Union Pacific Railroad, Jackson, and 70th St. which became known as the Eureka Tract. The first creamery on the Clearwater territory was operated in an old dairy building on Washington St. near the Clearwater depot.



The following potential constraints may affect future industrial development and/or expansion in the City:

- The continuation of residential land uses within areas zoned for industrial development limits industrial potential for the entire area. However, the City does not want to eliminate these non-conforming properties due to the difficulties associated with providing replacement housing.
- Few large, vacant sites remain that are suitable for major industrial development or expansion. The majority of any future industrial development will involve the infill development of existing properties that are currently developed.
- Some existing industries have resulted in environmental problems that include noise, heavy traffic, and air pollution. This General Plan supports ongoing efforts to ensure that the existing and potential land use conflicts are remedied.
- Industrial development encourages truck traffic, which is noisy, causes damage to local streets, and contributes to congestion. For this reason, the City has carefully evaluated the effects of truck traffic to ensure that impacts are mitigated. Some of the remedies include off-peak hour truck deliveries, street improvement programs, traffic mitigation fees, and the use of clean fuels.
- Older industries in the City historically generated toxic by-products that affected the environment. Through the City's development review process, these industries must now store, handle, and dispose of any hazardous waste in a manner that meets all government requirements. The City has also been very proactive in cooperating with regional agencies responsible for improving air and water quality.
- Business and commercial enterprises are actively seeking locations in Paramount due to the City's proximity to major transportation and port facilities and its central location in the second largest urban area in the nation. For this reason, the Land Use Element largely maintains the location, distribution, and extent of industrial land use and development throughout the City.
- State and Federal regulations, combined with the City's existing ordinances, provide good protection of neighboring uses from any potential undesirable effect associated with industrial development. The City supports these programs

through the policies contained in the General Plan.

This Economic Development Element consists of the following sections:

- The *Introduction to the Element* provides an overview of the Element's scope and content.
- The *Economic Development Policies* indicates those City policies related to land use along with those programs that will be effective in implementing these policies.
- The *Economic Development Plan* indicates the location and extent of future redevelopment target areas in the City.

### Early Ranching in the Area...

Manuela Nieto de Cota lived on Rancho Los Cerritos with her twelve children. One daughter, Rafaela de Cota married the Yankee merchant John Temple. He later bought out the interest of the other heirs in Rancho Los Cerritos. He raised cattle and shipped his hide and tallow on ships bound for Boston. It is interesting to note that San Pedro shipped more raw leather than any other port in the United States before it became a famous harbor.

## Economic Development Policies

The policies included in this section will serve as the framework for the City's ongoing revitalization and economic development in the coming years. Specific programs that will implement the policies contained herein are identified in the Implementation Element. The policies that are considered in the Element are designed to address the following key policies:

- Commercial Development;
- Industrial Development; and,
- Redevelopment.

## Issue - Commercial Development

Commercial development depends on a market area that has a sufficient resident or retail service base. Commercial sites also require good access, visibility, sufficient parking, internal pedestrian circulation, and amenities that will attract patrons. The following



policies are designed to promote a commercial-friendly environment:

- *Economic Development Element Policy 1.* The City of Paramount will continue to promote commercial development that improves the image of the City for residents and businesses alike.
- *Economic Development Element Policy 2.* The City of Paramount will promote alternative parking strategies, including shared parking, in its commercial districts.
- *Economic Development Element Policy 3.* The City of Paramount will continue to promote and support revitalization of the commercial districts in the City. The City will continue to enhance the “Central Business District”, promote the creation of smaller commercial neighborhood centers at key intersections, and discourage the further creation of strip commercial development.
- *Economic Development Element Policy 4.* The City of Paramount will encourage mixed use projects in key locations to provide additional market support and patronage of local businesses. This concept will be encouraged in the future infill development of underutilized and blighted commercially zoned parcels. This development concept will also be effective in eliminating strip commercial land use and development patterns.
- *Economic Development Element Policy 5.* The City of Paramount will explore and, where feasible, promote the development of larger community-service and specialty centers.

### Early Economic Development...

In 1927, the Community Ice Company was located in what is now Paramount, just east of the tracks on Jackson Street. The company had a capacity of making twenty tons of ice in twenty-four hours. The town of Hynes was destined to become an important shipping center for beets, cauliflower, and tomatoes as a result of a contract signed by the Community Ice Co. for the icing of refrigerator cars in which the vegetables were shipped to market. Because the vegetables had to be packed in crates, a box-making plant was established, which became a subsidiary of the Community Ice Company. Another landmark in the City is Iceland, an ice skating rink opened by Frank Zamboni in 1940. Mr. Zamboni is also well-known for inventing the Zamboni Ice-Resurfacing machine, which is used in ice rinks around the world. The machines are still manufactured in Paramount.

## Issue – Industrial Development

Industrial and manufacturing uses continue to play an important role in the local economy. As the Southern California region changes from a manufacturing economy to one of transport and distribution, a surprisingly large segment of the local manufacturing economy remains devoted to labor intensive manufacturing activities. In the coming years, there will be market pressure to permit more distribution and trucking uses into the City. The following policies promote and support the maintenance and improvement of the local manufacturing base:

- *Economic Development Element Policy 6.* The City of Paramount will continue to promote and support industry that provides jobs for the local labor force.
- *Economic Development Element Policy 7.* The City of Paramount will encourage the development of businesses that will serve and support the existing industry in Paramount.
- *Economic Development Element Policy 8.* The City of Paramount will strive to retain sufficient effective rail access to adequately serve those businesses that require such rail access.
- *Economic Development Element Policy 9.* The City of Paramount will strive to attract industries with high sales tax generation and high assessed valuation that will benefit the community.
- *Economic Development Element Policy 10.* The City of Paramount will protect existing industrial areas from intrusion of dissimilar uses through the implementation of the General Plan’s land use policy.
- *Economic Development Element Policy 11.* This General Plan does not contemplate any change in use at this time for the refinery. Should the property owner desire to change the use, the proposal will be subject to a Specific Plan and any pertinent environmental review requirements.



## Issue - Redevelopment

Redevelopment will continue to play a major role in the upgrading of the City's commercial and industrial areas. These efforts, which have spanned several decades, have been effective in transforming the City's commercial districts into attractive and prosperous areas. The following policies underscore the City's continued commitment to redevelopment and revitalization:

- *Economic Development Element Policy 12.* The City of Paramount will continue to utilize redevelopment to consolidate and redevelop underutilized and blighted parcels and properties. The City will continue to promote economic development through the use of redevelopment.
- *Economic Development Element Policy 13.* The City of Paramount will promote quality design as a means to ensure compatibility among commercial, industrial, and residential uses.
- *Economic Development Element Policy 14.* The City of Paramount will continue to improve the infrastructure in those areas that are deficient in infrastructure.
- *Economic Development Element Policy 15.* The City of Paramount will ensure that future development, supported in whole or part through redevelopment, is fiscally sound and benefits the community.

## Economic Development Plan

This Section of the Economic Development Element focuses on land use and development policy as it applies to the City's economic well-being. While this section treats commercial uses and industrial development in a mutually exclusive fashion, it is important to note that the distinctions between such uses are becoming more blurred through time. Nevertheless, when considering commercial and industrial uses, the following guiding principals shall apply:

- The City is desirous of retaining and attracting those businesses that are revenue generating and provide jobs at livable wages.
- Office parks, warehousing, and industries that are regional in nature must be prepared to mitigate the potential affects (including traffic, air

quality, and noise) associated with their operation.

- Industries in the City will continue to be required to adhere to all environmental protocols governing clean water, air quality, groundwater, and soils. While the City's ability and resources are limited (the City is pre-empted by Federal, State, and regional regulations) Paramount will do its part to ensure that these resources are protected through its local review procedures.
- The City will protect its existing commercial and retail base through the implementation of its land use policy. The retention of these businesses is critical in maintaining an important source for local jobs and revenue.

## Commercial Development

Most larger urban areas have a central business district (CBD), where retail trade is combined with business and professional services, entertainment, etc. No definitive CBD is present in the City though the commercial uses found along Paramount Boulevard, south of Alondra Boulevard, represent an emerging local CBD. This is especially true in the vicinity of the civic center area that includes the City Hall, the medical center, and a library. Over time, this area has taken on certain characteristics commonly seen in the more traditional "downtown" areas.

The majority of the older businesses in the City were found in the strip commercial development that lined the City's arterial roadways. Over the past decades, the City has successfully employed various types of infill development, such as high density residential, as a means to break up the underutilized commercial strips. Larger shopping centers where a number of establishments can benefit from shared parking and other amenities are now commonplace in Paramount. These centers have abundant landscaping, uniform architectural themes, public art, and other amenities. Future efforts on the part of the City will be to focus on upgrading the few remaining neighborhood and community shopping centers. The City is also home to a number of special commercial areas that provide unique commercial activities not typically found in other centers. These include the Paramount Swap Meet, the Pond, Iceland, the Bianchi entertainment center, and other centers such as the Home Depot and Wal-Mart. Finally, the land use plan calls for the creation of neighborhood commercial nodes at key intersections in the City.



Commercial centers are commonly classified by size and service area. For planning purposes, commercial uses may be placed into one of the following categories:

- **Convenience/Neighborhood Centers** . The smallest type of center which may include a small grocery, liquor store, drugstore, laundry, etc., usually serving a population of 1,000-10,000 people that live nearby (within 1/4 to 1/2 mile of the center). While these centers are small, they generate substantial amounts of traffic given their relatively small size. In addition, sufficient measures are required to ensure that adjacent uses that are sensitive to light, noise, and traffic are protected. Finally, sufficient parking and access is critical since either variable may affect local circulation. Future centers of this type should be located near key intersections.
- **Community Center**. This type of center is a moderately sized center that has at least one anchor tenant that most often consists of a supermarket or drug store. These centers should be located near an arterial roadway so as to minimize traffic impacts on nearby local streets. Typically, loading areas are located to the rear of the structures next to residential areas. As a result, buffering is required to mitigate adverse spillover light and noise impacts.
- **Central Business District**. The City does not presently have any traditional regional shopping or “downtown. The “Town Center,” located in the vicinity of the Civic Center, as well as adjacent commercial properties, are providing a “downtown” function that may be expanded and enhanced in coming years. Other commercial centers in the City that serve a larger market area (including the entire City as well as neighboring communities) include the Bianchi entertainment complex, the Swap Meet, the Home Depot, and the Wal-Mart.

The *Commercial* land use designation included in the Land Use Element applies to a wide range of land uses involved in retail sales and services. Development included in this land use designation may be characterized by smaller neighborhood commercial establishments, community shopping centers, office developments, and other service-related activities. The nature and extent of permitted uses included in this category are established through the City’s Zoning Ordinance, the use of “Planned Development” standards, or through the use of specific plans.

## Industrial Development

Paramount offers a positive environment for industrial firms. Some of the advantages the City offers are good highway access, close proximity to suppliers, competitive land costs, access to markets, and reasonable development standards. Approximately 707 acres of land in the City is designated as *Industrial*. The majority of this land is located in the north central and south central portion of the City.

The Land Use Element includes an *Industrial* land use designation and a *Business Park* land use designation. The Industrial land use classification applies to those land uses involved in manufacturing, processing, and warehousing activities. The nature and extent of permitted uses included in the Industrial land use designation are governed by the City’s Zoning Ordinance, the “Planned Development” standards, or through the use of specific plans. The Business Park land use designation promotes planned development that integrates light industrial, limited retail commercial, and office uses into a contemporary development setting. However, local standards indicate that commercial and office uses should be of a type that serves and reinforces the light manufacturing establishments that are part of the development.

### Early Banks...

The first money-lending institution was the First National Bank of Hynes. The Bank of America bought out the Hynes Bank in 1937 and constructed a new bank building on a site located on the southwest corner of Paramount and Alondra in 1958, the former site of the old Literary Hall. One of the bank officers who came in 1939 observed, “you could toss a stone in any direction and hit a cow.” Other earlier banks were the Citizens State Bank of Hynes-Clearwater and the Azores Bank.

## Area Plans

There are a number of areas within the City where additional direction above and beyond the Citywide land use and development policy is desired. These areas have been included in *Area Plans* which are designed to provide more specific development guidance within the geographic areas they govern.

- **Central Business District Area Plan**. The Central Business District Area Plan promotes the implementation of specific objectives for the Central Business District. This Area Plan



consists of approximately 130 acres in size and is located adjacent to two other specific plan areas (Central Industrial District to the west and Clearwater East to the north). The City has adopted design guidelines for this District and well as specific development policies. The majority of the parcels within the Area Plan are designed for commercial development that included retail, services, restaurants, and entertainment.

- **Central Industrial District Area Plan.** This 235+ acre planning area is bounded on the north by Somerset Boulevard, on the west by Garfield Avenue, on the east by Colorado Avenue, and on the south by 70<sup>th</sup> Street. This Area Plan promotes the retention of the area's existing industrial character. Less intensive uses are encouraged in those areas located near non-industrial uses.
- **Clearwater East Area Plan.** The Clearwater East Area Plan encompasses approximately 72 acres of land. The Area Plan promotes the development of office, commercial, and light industrial uses in areas located adjacent to the arterial highways and more intensive industrial uses adjacent to the rail line connections. This area includes the Paramount Swap Meet and the entertainment complex located south of Rosecrans Avenue and west of Paramount Boulevard.
- **Clearwater North/Howe Orizaba Area Plans.** The Clearwater North and Howe/Orizaba Area Plans are located in the north-central area of Paramount, and are applicable to approximately 70 acres. The majority of the land area governed by these Area Plans are designated for residential uses though some commercial is permitted along major roadways.
- **Clearwater West Area Plan.** The Clearwater West Area Plan promotes commercial and industrial uses within the area governed by the

Area Plan. The parcels located on the corners of the Somerset/Garfield and Rosecreans/Garfield intersections are designated to promote the development of commercial activity centers (or nodes).

- **Somerset Ranch Area Plan.** The Somerset Ranch Area Plan is designated as Mixed-Use - MC. This Area Plan applies to the area occupied by the Paramount Petroleum Refinery and the Wal-Mart center. The ultimate development plan may include any proportion of retail, residential, industrial, and office uses that can be accommodated in response to market opportunities.

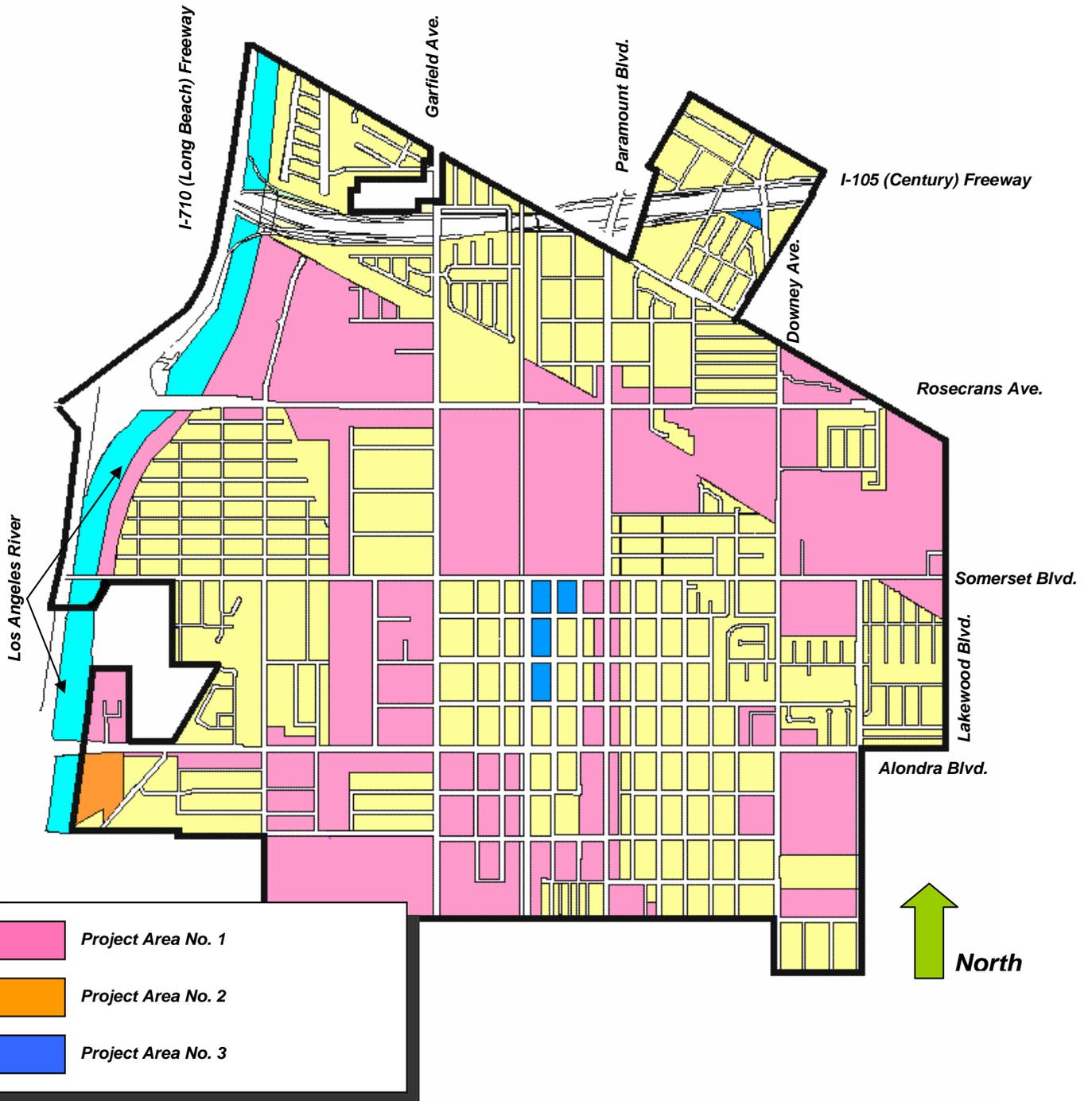
**Early Agricultural Center...**

The hay and dairy business flourished and brought prosperity to the area. The hay and dairy business became one of the largest in the state and the largest industry in Los Angeles County. The Hynes hay market became a world leader and the largest receiving point for hay in the world. The price of Hynes' hay was quoted daily around the world. According to government figures from the time, Hynes receipts in 1932 were 135,837 tons annually, second was Kansas City with 111,943, and St. Paul and Minneapolis third with 40,958 tons.

## Redevelopment

As indicated earlier in this Element, the use of redevelopment has contributed to the City's success in eliminating obsolete and blighted properties in the City. Redevelopment is recognized in this General Plan as being one of the more important tools available to the City in the realization of land use and development objectives. Exhibit 6-1 indicates the location and extent of the redevelopment project areas that are governed by this General Plan.





**Exhibit 6-1**  
**Redevelopment Project Areas**  
City of Paramount General Plan

Final – August 2007



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# Public Facilities Element

## Paramount General Plan

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## Introduction to the Public Facilities Element

The Public Facilities Element examines needs for public facilities in Paramount, identifies the existing status of these facilities, and proposes ways in which the facilities may be improved to better relate to the Community's needs. Facilities and services considered in this Element include water, sewage and flood control facilities, schools, libraries and health care facilities.

## Public Facilities Policies

Planning for public facilities has not always been well coordinated and the potential exists for improving location and distribution of facilities to better serve the community. Public facilities and services in Paramount are provided by a number of agencies and special districts that include those identified below:

### Issue - Water

The City is served by the City of Paramount Water Department. Paramount has formulated and adopted a very effective water master plan and will continue these efforts through the following policies.

- *Public Facilities Element Policy 1.* The City of Paramount will work to maintain good water quality.
- *Public Facilities Element Policy 2.* The City of Paramount will provide water storage and delivery capacity to meet normal usage and fire requirements.
- *Public Facilities Element Policy 3.* The City of Paramount will continue to identify sources of industrial pollution and require any pertinent remediation to be undertaken in a timely manner.
- *Public Facilities Element Policy 4.* The City of Paramount will protect, conserve, and enhance water resources through implementation of the Water Master Plan.

### Issue - Waste Disposal

There are no active landfill facilities within Paramount. The City presently contracts primarily with a private company for the collection of solid waste in the City.

The City is very proactive in meeting its waste diversion requirements as mandated by the State of California. Much of this diversion is realized through the operation of the Paramount Recycling Facility. The following policies are relevant to solid waste collection.

- *Public Facilities Element Policy 5.* The City of Paramount will maintain economical and responsive solid waste collection and disposal services for its residents.
- *Public Facilities Element Policy 6.* The City of Paramount will require solid waste collection, disposal, and recycling techniques to be undertaken in such a manner so as to reduce noise and other adverse effects.
- *Public Facilities Element Policy 7.* The City of Paramount will continue to implement its recycling and waste reduction programs as a means to comply with the AB 939 requirements.

### Issue – Waste Water

The City's sewage lines discharge into the Los Angeles County Sanitation District Number 2 Trunk Facilities and flow to Los Angeles County Sanitation District Treatment Facilities. Wastewater from Paramount is treated at the District's Joint Water Pollution Control Plant. Currently, the treatment plant is not experiencing any capacity problems. The following policies address waste-water treatment and sewage issues.

- *Public Facilities Element Policy 8.* The City of Paramount will provide adequate sewage service to ensure that waste disposal practices are in accordance with policies and procedures of the Sanitation Districts of Los Angeles County.

### Issue - Flood Control District

The U. S. Army Corps of Engineers recently completed a system of levee improvements to mitigate potential flooding impacts. To further assist in these flood control efforts, the City is including the following policies in its General Plan.

- *Public Facilities Element Policy 9.* The City of Paramount will work to eliminate problems of ponding on local streets.



## Issue – Educational Facilities

The Paramount School District, unified in 1953, encompasses approximately seven square miles and serves almost all of the City of Paramount. The following policies underscore the City's continued cooperation with the local School District.

- *Public Facilities Element Policy 10.* The City of Paramount will cooperate with the local school districts as a means to promote quality education for Paramount students.
- *Public Facilities Element Policy 11.* The City of Paramount will continue to cooperate with the Paramount Unified School District in the planning of future facilities.
- *Public Facilities Element Policy 12.* The City of Paramount will promote quality maintenance of local school facilities.
- *Public Facilities Element Policy 13.* The City of Paramount will continue joint use of school buildings and playgrounds for recreation.
- *Public Facilities Element Policy 14.* The City of Paramount will work closely with the school districts in evaluating the impacts of new housing development on local schools.

## Issue – Health Care Facilities

Health facilities in Paramount include a 184-bed private hospital located near City Hall, a convalescent center, and a County Health Department Subcenter. The following policies are related to the City's desire to maintain the existing healthcare network in the community.

- *Public Facilities Element Policy 15.* The City of Paramount will maintain competent and convenient health care and emergency medical services for Paramount residents and employees.

## Public Facilities Plan

Sewer facilities in the City of Paramount are City-owned. Maintenance of these facilities is the responsibility of the Department of County Engineers -Facilities Sanitation Division. According to the County Engineers and the City, there are no major problems currently in Paramount's existing sewer system. Flood control and storm drainage in Paramount are the basic responsibility of the Los Angeles County Flood Control District. The City works closely with the district in making local drainage plans and improvements.

The Los Angeles County Sanitation District operates and maintains the City's sewage collection system. Effluent in the City is collected and treated by the County's joint outfall system, which services many communities throughout Los Angeles County. Effluent collected in Paramount may be conveyed to any of the county's several treatment plants. Existing system treatment capacity stands at 385 million gallons of sewage per day while the existing treatment demand is 374 million gallons of sewage per day. Many sites in the City, including those that will undergo redevelopment, are paved or otherwise covered with impervious surfaces that could lead to the presence of debris, leaves, soils, oil/grease, and other pollutants within the hardscape areas. Future development will be required to implement storm water pollution control measures and to obtain storm water runoff permits pursuant to the National Pollution Discharge Elimination System (NPDES) requirements. Pursuant to current storm water runoff requirements, all storm water onsite must be impounded on-site. Treatment of storm flows will be required during demolition and construction phases as a means to reduce or eliminate the particulate matter washed into the storm drain system and in accordance with NPDES requirements.

The City of Paramount contracts with Cal-Met for trash collection services. Cal-Met hauls waste to the Puente Hills Landfill, located at 2800 Workman Mill Road in Whittier.





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# Implementation Element

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## Paramount General Plan



## Introduction to the Implementation Element

This component of the City of Paramount General Plan will serve as a guide for the implementation of the General Plan's goals and policies. The State's General Plan Guidelines state the following with respect to a General Plan's implementation:

*"The public can clearly see a City's commitment to its General Plan by the manner in which local officials implement the plan's goals and policies. The most successful plans are those that were written from the start with a concern for realistic and properly timed implementation measures. Adopting infeasible planning policies or implementation measures can prove to be a waste of time and a costly error. To avoid this, [the] planners who implement the Plan should be involved in its preparation. In addition, the General Plan should identify, where appropriate, the local agencies responsible for carrying out implementation actions."*

In the late 1960s and early 1970s, many elected officials, planning professionals, legal observers, and citizens were concerned that if long-range comprehensive planning were to be useful and effective, a more direct linkage between the General Plan and the day-to-day operation was imperative. This point of view clearly acknowledged that the day-to-day decision-making at the local level should not be made on an ad hoc, disjointed, or arbitrary basis, but rather should follow a logical process that is consistent with the General Plan.

These arguments formed the basis for a newly emerging philosophy that held that governments engaging in land use planning must base their official regulatory land use and development controls on, or make them consistent with, such planning. This philosophy came to be known as the *consistency doctrine*. The consistency doctrine was reinforced by a key court of appeal decision in 1965 (*O'Loane v. O'Rourke* [1965] 231 Cal.App 2d 774, 782) and by enacting laws passed in 1970 and 1971. This philosophy was further institutionalized through statutes requiring consistency of certain local actions with the adopted General Plan.

The implementing programs identified herein will also be effective in mitigating the environmental impacts of future development supported or otherwise permitted by the City of Paramount General Plan. This is underscored in the Environmental Impact Report

(EIR) prepared for the General Plan. Specific General Plan policies that will be effective in mitigating the environmental impacts of future development are clearly identified for each of the issues considered in the EIR. This approach is also consistent with the State's General Plan Guidelines that state the following:

...this reinforces the requirements of CEQA that call for employing mitigation measures to reduce or eliminate the significant environmental effects identified in the plan's environmental document. The mitigation measures must be reflected in the general plan's implementation program.

## Land Use Programs

There are a number of programs that will be effective in implementing City policy relative to land use and development. These programs are summarized in this section.

- **Building Code Review Program.** The City will periodically review, and if necessary, update the Uniform Building Code (UBC) to reflect current technology and regulations. Procedures for the periodic review of the UBC will be identified by the Building Official. This review will be undertaken by designated individuals to identify appropriate changes to the UBC that should be considered. Amendments to the City's Building Code will then be made, as appropriate.
- **Code Enforcement.** Code enforcement is an integral part of the City's efforts to improve the appearance of substandard structures, properties, and signage. Community code enforcement efforts (funding and staffing) will continue to be the primary means to ensure that properties are well-maintained.
- **Design Guidelines and Review Program.** The purpose of the design review process is to ensure that building design, architecture, and site layouts are compatible with surrounding development.
- **Environmental Review.** The City will continue to evaluate the environmental impacts of new development and provide mitigation measures prior to development approval, as required by the California Environmental Quality Act (CEQA). Environmental review will be provided for major projects, as well as those that will have the potential to adversely impact the environment.



Land use and development are among the issue areas that will be addressed in the environmental analysis. In compliance with CEQA, the City will also assign responsibilities for the verification of the implementation of mitigation measures that may be recommended as part of the environmental review process.

- *Redevelopment.* The City will continue to encourage future redevelopment of industrial and commercial projects in suitable locations to strengthen the City's tax and employment base. The existing redevelopment plans applicable to the City's three project areas will continue to be implemented. The City may investigate the feasibility of establishing new redevelopment projects in the future.
- *Zoning Ordinance.* The City will continue to review the Zoning Ordinance and Map to ensure that the development standards are consistent with those identified in the Land Use Element. The City will initiate appropriate changes to the Zoning Map to ensure conformity between the General Plan and Zoning Map.

## Transportation Programs

There are a number of key transportation-related programs the City will continue to implement or undertake as part of the implementation of this General Plan. These existing and proposed programs are identified below.

- *Caltrans Coordination.* The City will coordinate efforts with Caltrans to upgrade area freeways. The purpose of this undertaking is to ensure that the City is fully apprised of roadway and facility improvement efforts in the early stages of planning and design. The City will continue to work with Caltrans and the Metropolitan Transportation Authority (MTA), as appropriate, and will request to be on all notification lists for future projects that may impact the City.
- *Capital Improvement Planning.* The City's Capital Improvement Program (CIP) is a five-year plan that indicates the timing of major capital expenditures. Individual projects are reviewed and ranked on an annual basis, and may include streetscape upgrades, installation of traffic signals, slurry seal for streets, sidewalk repair, and sewer line upgrades. The City will continue to update, review, and implement its CIP to consider transportation-related improvements.

- *Enforcement of Truck Parking.* The City will continue to cooperate with the Los Angeles County Sheriff's Department in the enforcement of traffic laws including those prohibiting trucks from using non-designated truck routes and illegal on-street parking.
- *Environmental Review.* The City will continue to evaluate the environmental impacts of new development and provide mitigation measures prior to development approval, as required by the California Environmental Quality Act (CEQA). The environmental review will be provided for major projects and those that will have a potential to adversely impact the environment. Among those issues that may be addressed in the environmental analysis are traffic, parking, and circulation. In compliance with CEQA, the City will also assign responsibilities for the verification of the implementation of mitigation measures. The City's environmental review procedures are currently in place.
- *Mitigation Fee/Use Fee Study.* The City will explore strategies to ensure that the public does not bear an undue burden associated with new development. The City will determine a reasonable and fair method of assessing new development for the cost of providing any additional infrastructure required by the development.
- *Residential Parking Program.* The City will review existing parking standards and regulations applicable to the residential neighborhoods. This program will consider the feasibility of additional on-street parking restrictions and a permit parking program as a means to eliminate the "storage" of extra vehicles on City streets.
- *Public Transit Review Program.* The City will evaluate the need to modify routes, schedules, and fares of local transit service to achieve circulation goals and policies (e.g., coordinate the local transit system with the regional transit system). The City will also continue to work with the MTA and other transit service agencies in adjacent communities to identify the most beneficial route and stops in the City. The City will provide development plans to service providers for review for those projects that may affect public transit services.
- *Signalization.* The City will strive to provide optimum signalization on major thoroughfares to maximize circulation efficiency, such as



participation in a regional signalization program. City staff will outline both the need and strategy for improved signalization. Coordination with Caltrans and MTA in this regard will be undertaken.

- **Truck Route Planning.** The City will work with other cities, public agencies, and stakeholders to establish a system of truck route plans for the sub-region.
- **Transit Centers.** Transit centers consisting of bus turnouts and loading areas, weatherproof shelters, information centers, emergency phones, and in some areas park-n'-ride facilities, may be implemented as part of new development.

## Resource Management Programs

The following programs will be effective in implementing the Resource Management policies contained in the General Plan.

- **Air Quality Planning.** The City of Paramount will continue to participate in the regional planning efforts being undertaken by the South Coast Air Quality Management District (SCAQMD) and the Southern California Association of Governments (SCAG) to develop and implement strategies to improve regional air quality. The City of Paramount will continue to work with the SCAQMD and SCAG and the surrounding cities in improving air quality.
- **Cultural Awareness.** A cornerstone of this program will be the identification of a site/location that may be used for the storage and collection of artifacts, photographs, books, and displays. The City will cooperate with local organizations (such as the local historical society, Chamber of Commerce, etc.) and individuals to acquire resource materials concerning local history and culture including books, photographs, artifacts, furniture, etc. The City will continue to support cultural resource conservation and preservation efforts in Paramount.
- **Cultural Resource Management.** Should archaeological or paleontological resources be encountered during excavation and grading activities, all work would cease until appropriate salvage measures are established. Appendix K of the California Environmental Quality Act (CEQA) Guidelines will be followed for excavation monitoring and salvage work that may

be necessary. Salvage and preservation efforts will be undertaken pursuant to Appendix K requirements outlined in CEQA.

- **Design Guidelines and Review.** The City will continue to implement its current design review procedures. The purpose of the design review process is to ensure that building design, architecture, and site layouts are compatible with surrounding development. The design review process is an important component of development review. This process may be used to consider a potential development's impact on the architectural integrity of historically significant structures and sites.
- **Energy Conservation.** The City will continue to enforce the energy conservation standards in Title 24 of the California Administrative Code, the Uniform Building Code, and other state laws on energy conservation design, insulation, and appliances. Energy needs will be evaluated and conservation measures incorporated into new development in accordance with Appendix F of the State of California Environmental Quality Act (CEQA) Guidelines. Other measures that would reduce energy consumption during construction and subsequent operation of new development will be encouraged. The City will continue to work with Southern California Edison and the Southern California Gas Company to promote energy conservation.
- **Environmental Review.** The City will continue to evaluate the environmental impacts of new development and identify applicable mitigation measures prior to development approval, as required by the California Environmental Quality Act (CEQA). Environmental review will be provided for those projects that will have a potential to adversely impact the environment. Issue areas that will be addressed in the environmental analysis related to resource issues include: air quality, water and hydrology, plant life, animal life, natural resources, energy, aesthetics, recreation, and cultural resources. In compliance with CEQA, the City will also assign responsibilities for the verification of the implementation of mitigation measures.
- **Park Development & Renovation Program.** The City will evaluate strategies to renovate and protect existing public open space from encroachment or conversion to other uses. Any new development will comply with the guidelines set forth by the American Disabilities Act (ADA). Potential improvements will be programmed into



the City's Capital Improvements Program (CIP). This program will also evaluate the feasibility of new park development in the City.

- *Park Watch/Adopt a Park.* The City will consider the establishment of an adopt-a-park program in conjunction with a "park watch" program. Individual neighborhoods will be encouraged to become involved with the operation, maintenance, and safety of their parks through an expanded Neighborhood Watch Program. Under an "adopt-a-park" program, individuals, organizations, and businesses can "adopt" a local City park. As part of the "adoption" process, individuals, organizations, and businesses may agree to assist in park maintenance, the financing of improvements, security, etc.
- *Storm Water Pollution Prevention.* This program is designed to prevent contaminants from entering the storm drain system. A key element of this program is the National Pollution Discharge Elimination System (NPDES) requirements, which are administered through a Countywide permit. These requirements call for measures to be imposed during construction activities, handouts for residential uses, and best management practices (BMPs) for non-residential uses. The City will also continue to implement projects to maintain storm water quality, such as street sweeping, catch basin grills, signs, etc.
- *Water Conservation Ordinance.* The City will continue to implement its Water Conservation Ordinance. In addition, the City will review the ordinance to ensure that it promotes the use of xeriscape landscaping, water-conserving materials, and devices that reflect current technology. The City will review, and as appropriate, develop water conservation programs for public facilities (Civic Center, parks, maintenance yards, etc.). Water conservation measures and activities will continue.

## Health & Safety Programs

The following programs will either be continued or implemented as part of this General Plan:

- *Building Code Review.* The City will periodically review, and if necessary, modify the Uniform Building Code (UBC) to reflect current technology and regulations. Procedures for the periodic review of the UBC will be identified by the Community Development Director. Review will

be undertaken by designated individuals to identify appropriate changes that should be considered. Following this review, amendments to the City's Building Code will be made, as required.

- *Code Enforcement* A significant cause of damage, injury, and loss of life to fire involves unsafe structures with poor or obsolete wiring or construction materials. The Building Code contains regulations regarding construction techniques and materials that may be effective in eliminating or reducing the spread of fire. Code enforcement will also ensure that the City's noise control ordinance is adhered to. For this reason, ongoing code enforcement efforts are an important implementation program within the Safety Element.
- *Disaster Response Database.* In the event of a major earthquake or other major disaster, persons living or working in the City may need to be self-sufficient for up to 72 hours before the results of any major relief efforts are realized. Under this program, a database will be created to identify medical professionals, heavy equipment operators, and volunteers trained in first aid and search-and-rescue. The database would identify other volunteers that would staff emergency collection centers, distribution centers, and otherwise assist in the recovery efforts. This information, and the appropriate procedures, would then be incorporated into the City's Emergency Preparedness Plan.
- *Fire Prevention.* The City will continue to work with the Fire Department to promote fire prevention and fire safety programs. The City will also encourage periodic inspections of existing structures by the Fire Department for compliance with fire safety standards and practices. All new development plans must be submitted to the Fire Department for review and comment during the plan check process. This review must be completed for the development process to continue. New development must conform to any applicable standards and regulations.
- *Hazardous Materials Control.* The City will continue to cooperate with County, State, and Federal agencies involved in the regulation of hazardous materials' storage, use, and disposal. The City will work with the Fire Department in requiring hazardous materials users and generators to identify safety procedures for responding to accidental spills and emergencies. The Fire Department will also work with local law enforcement officials in regulating the transport of



hazardous materials through the City. The City will continue to promote the safe disposal of "hazardous and toxic substances" used in private households through the support of "Hazardous Materials Collections" conducted at specific locations and times within the City.

- *Police & Fire Services Review.* The City will regularly review the adequacy of law enforcement services, fire protection, and emergency services in the City. This review effort will be a component of the annual budget review of the contract with the Departments, and the City will work with the County Sheriff's Department and the Fire Department to correct any identified deficiencies. Local law enforcement officials and Fire Department representatives will also continue their review of any proposed development plans. Annual reports concerning each Department will be submitted to the City Council for consideration.
- *Environmental Review.* The City will continue to evaluate the environmental impacts of new development and provide mitigation measures prior to development approval, as required by the California Environmental Quality Act (CEQA). The environmental review will be provided for major projects and those that will have a potential to adversely impact the environment. Issue

areas related to public safety that may be addressed in the environmental analysis include: earth and geology, risk of upset, public services, and flood risk. In compliance with CEQA, the City will also assign responsibilities for the verification of the implementation of mitigation measures. The City's environmental review procedures are in place.

- *Emergency Preparedness Plan.* The City currently maintains a Multi-Hazard Functional Plan that outlines responsibilities and procedures the City will follow in the event of an emergency or Citywide disaster. Specific emergency functions and operations, available resources (fire stations, emergency shelters, hospitals and clinics, resource persons, etc.), and mutual aid agreements are described in the Plan. The City will regularly update its Multi-Hazard Functional Plan for Emergency Operations.
- *Fire Safety Development Review Program.* Certain design standards have been established by the City of Paramount and the Fire Department to ensure that site planning and building design consider public safety and fire prevention. These standards include requirements governing emergency access, roadway widths, clearance around structures, location of fire hydrants, etc.

