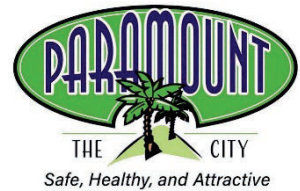


City of Paramount



16400 Colorado Avenue, Paramount, CA 90723 - (562) 220-2036 – www.paramountcity.gov

NOTICE OF PREPARATION

DATE: January 6, 2025

TO: Responsible Agencies, Trustee Agencies, and Interested Parties

FROM: City of Paramount Planning Department
John King, Interim Planning Director
16400 Colorado Avenue
Paramount, CA 90723

SUBJECT: Notice of Preparation of a Draft Program Environmental Impact Report (PEIR) for the City of Paramount Clearwater Specific Plan Pursuant to Title 14, California Code of Regulations, California Environmental Quality Act (CEQA) Guidelines, Sections 15082(a), 15103, and 15375.

PROJECT APPLICANT: City of Paramount

NOTICE IS HEREBY GIVEN that the City of Paramount (City), as Lead Agency, has determined, in accordance with California Environmental Quality Act (CEQA) Guidelines Section 15160 that an EIR is required for the proposed project to comply with CEQA. The City has further determined that in accordance with CEQA Guidelines Section 15168, the EIR should be a Program EIR (PEIR) since the project will be implemented in stages over time. Because the City determined an EIR is clearly required in accordance with CEQA Guidelines 15060(d), an initial study has not been prepared.

We are interested in your agency's views as to the appropriate scope and content of the PEIR's environmental information relevant to your agency's statutory responsibilities related to the project. Please include the name of a contact person for your agency in your response. For interested individuals, we would like to be informed of environmental topics or issues that you believe should be included in the PEIR. The proposed project, its location, and its probable environmental effects are described below. The City welcomes public input during the Notice of Preparation (NOP) review period. Pursuant to Public Resources Code Section 21092 and CEQA Guidelines Section 15082, your response must be sent not later than 30 days after your receipt of this notice. If no response is received by the end of the review period, the City will presume that you have no response.

NOTICE OF PREPARATION REVIEW PERIOD: January 7, 2025 to February 6, 2025

Please send your comments to:

Attn: John King, Interim Planning Director
City of Paramount Planning Department
16400 Colorado Avenue
Paramount, California 90723
(562) 220-2036
jking@paramountcity.com

SCOPING MEETING:

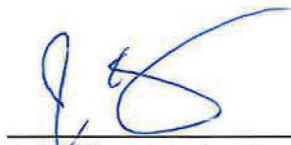
Pursuant to CEQA Guidelines Section 15082(c) (Notice of Preparation and Determination of Scope of EIR), the City will conduct a scoping meeting for the purpose of soliciting comments of adjacent cities, responsible agencies, trustee agencies, and interested parties requesting notice as to the appropriate scope and content of the Draft PEIR.

The purpose of the meeting is to present the project and environmental topics in a public setting and provide an opportunity for the City to hear from the community and interested agencies on what potential environmental issues are important to them. The meeting will include a brief presentation of the proposed project, the EIR process, and the topics to be analyzed in the EIR. Following the presentation, interested agencies, organizations, and members of the public will be encouraged to offer their views concerning what environmental issues should be included in the PEIR.

The Public Scoping Meeting will be held on the following date/time and location:

Thursday, January 16, 2025 at 5:30 PM
City of Paramount Council Chamber
City Hall
16400 Colorado Avenue
Paramount, California 90723

To allow for mailing, receipt, and 30-day review of this NOP, the comment period closes at 5 PM on February 6, 2025.



John King, Interim Planning Director

1/2/25
Date

PROJECT LOCATION:

Regionally, the project site is located in the City of Paramount in Los Angeles County. Paramount is situated in the southern portion of Los Angeles County, approximately 10.5 miles southwest of the City of Los Angeles (see Figure 1, Regional Context Map). Regional access to Paramount is provided by Interstate 105 (I-105), Interstate 605 (I-605), State Route 91 (SR-91), and Interstate 710 (I-710). Paramount is located in the Gateway Cities area and is bordered by the City of Downey and City of South Gate to the north, the City of Bellflower to the east, the City of Long Beach to the south, and the Cities of Compton and Lynwood and the unincorporated community of East Rancho Dominguez to the west (see Figure 2, Project Vicinity Map). Locally, the Clearwater Specific Plan area ("Planning Area") is located in the north-central portion of the City and is bound by Rosecrans Avenue on the north, Paramount Boulevard on the east, Somerset Boulevard on the south, and a Union Pacific Railroad, San Pedro Subdivision, rail line on the west (see Figure 3, Specific Plan Boundary Map).

EXISTING CONDITIONS:

The Planning Area encompasses approximately 71 acres and consists of a fully developed "superblock" within a fully urbanized area (see Figure 4, Planning Area Existing Uses Map). The Planning Area is characterized by private land ownership, with the Bianchi family being the largest landowner with a contiguous area that includes the Bianchi Theatres and Paramount Swap Meet and a majority of the northern half of the Planning Area, as well as a parcel in the southwest corner of the Planning Area that contains a retail/warehouse building and associated parking. The parking in this area is used as overflow parking for the Swap Meet. Communications Workers of America (CWA) Local 9400 owns a small parcel with a single building in the northern portion of the Planning Area along Rosecrans Avenue. A shopping center is located in the northeastern portion of the Planning Area. A triangular shaped Southern California Edison easement is located in the northeastern portion of the Planning Area adjacent to the shopping center at the corner of Rosecrans Avenue and Paramount Boulevard. The Paramount Adult School is located in the east-central portion of the Planning Area just north of the Swap Meet at the corner of All America City Way and Paramount Boulevard. The Our Lady of the Rosary Parish is located in the east-central portion of the Planning Area just south of the Swap Meet along Paramount Boulevard. The Somerset Business Park is located in the southeastern portion of the Planning Area at the corner of Paramount Boulevard and Somerset Boulevard and is comprised of multiple parcels combined to form a business park with multiple buildings; the buildings include multiple tenants, which are owned condominium style. One of the tenants is the Paramount Sheriff's Substation. There is an automobile storage and shipping yard owned by HoneyBee International located in the west-central portion of the Planning Area just south of the Swap Meet and west of the Our Lady of the Rosary Parish. There are multiple parcels located along the western edge of the Planning Area owned by the Port of Long Beach (formerly owned by Union Pacific Railroad) and containing the San Pedro Subdivision rail line. Finally, the Planning Area currently does not contain any housing other than church quarters.

The site has access to three major streets that act as boundaries of the Planning Area. The streets are Rosecrans Avenue to the north, Paramount Boulevard to the east, and Somerset Boulevard to the south. A Union Pacific rail line right-of-way acts as the western boundary of the Planning Area. Currently, it is estimated that there are approximately 2,946 passenger vehicle parking stalls located throughout the Planning Area, including 88 ADA spaces. Table 1 (Existing Land Use) lists the existing land uses within the Planning Area as of 2023, and indicates the use(s), number of acres, and square footage.

Table 1: Existing Land Use

Current Use	Land Use Equivalent	Acres	Square Footage
Movie Theater	Commercial	4.1	47,840
CWA Local 9400	Commercial	1.2	10,023
Strip Mall/Shopping Center	Commercial	2.5	40,843
Swap Meet and Drive-In (Concession Building)	Commercial	1.2	13,426
Swap Meet (Vendor Area)	Commercial	10	486,574
Swap Meet Parking	Commercial	23.1	0
Retail/Warehouse	Commercial	6.5	14,446
HoneyBee International	Industrial	6.6	86,714
Paramount Adult School	Quasi-Public	3.3	41,870
Our Lady of the Rosary	Quasi-Public	4.4	49,841
Somerset Business Park	Business Park/Office	6.3	140,386
Paramount Sheriff Substation	Public Facility	1.5	14,049
SCE Easement	Utility/Easement	0.3	0
Total		71.0	946,012
Note: Land Use Equivalent provides a common, general land use category based on the specific use.			

The surrounding area is characterized primarily by a mix of commercial, industrial, quasi-public, and institutional land uses as well as parks and recreation facilities. Immediately north of the Planning Area across Rosecrans Avenue is a railway right-of-way, which is currently being identified as the Southeast Gateway Line corridor, LA Metro's upcoming light rail transit line from Southeast Los Angeles County to Downtown Los Angeles. To the east of the Planning Area are Paramount Park and Paramount Park Community Center, the Paramount Park Middle School, Paramount High School (West) Campus, and residential neighborhoods. To the west of the Planning Area are warehouse, logistics, light industrial, and commercial uses developed under the Clearwater West Specific Plan. South of the Planning Area is a mix of industrial, commercial, and residential uses.

PROJECT CHARACTERISTICS:

The proposed Specific Plan identifies the long-term vision and objectives for private development and public improvements, including creation of a new street grid, within the Planning Area. The proposed Specific Plan includes the following components:

- Chapter 1: Introduction
- Chapter 2: Vision
- Chapter 3: Land Use Plan
- Chapter 4: Design and Development Standards
- Chapter 5: Mobility Plan
- Chapter 6: Infrastructure Plan
- Chapter 7: Implementation Plan

The proposed Specific Plan establishes land use, transportation, infrastructure, economic development, and urban design strategies to promote a vibrant, inclusive, and pedestrian-oriented neighborhood center. The Planning Area is envisioned as a dynamic live-work-play hub for residents and visitors. The proposed Specific Plan includes a mixed-use district that would provide retail, entertainment, housing, and open space amenities for local residents. The proposed

Specific Plan would also provide for an artisanal manufacturing and creative live/work district that includes industrial uses along with residential uses.

Private Realm Strategies

The proposed Specific Plan includes five land use zones: Mixed-Use Town Center, Town Residential, Flex District, Quasi-Public, and Neo-Industrial. The Specific Plan sets development maximums and height limits for the five development zones. Below is a description of the five proposed development zones. Figure 5 (Specific Plan Development Zones) depicts the proposed zoning districts.

- The purpose of the **Mixed-Use Town Center (MU-TC)** zoning district is to promote a concentration of transit-oriented development best practices within the Specific Plan area that responds to the adjacent light rail station. This zone would accommodate the highest density of development allowed within the Specific Plan area that would encourage vertical mixed-use prioritizing housing above ground-level commercial uses. It would serve as the gateway between the City of Paramount and regional transit access.
- The **Town Residential-65 (TR-65)** zoning district will emphasize development of housing with community serving ground-floor uses to create a pleasant, walkable neighborhood. It would promote multiple, medium-density, multi-unit residential housing projects that establish a traditional urban block pattern.
- The **Town Residential-40 (TR-40)** zoning district will promote the same uses as the TR-65 district but at a lower density. Envisioned to include townhome, garden apartment, and other “missing middle” housing typologies. Limited ground-floor commercial or community uses would be allowed, such as live/work spaces and small, local coffee shops, dry cleaners, etc.
- The **Flex District (FD)** zoning district is intended to be a complementary mix of residential, commercial, and neo industrial uses. It provides for diverse land uses that promote a 24/7 live, work, play district; flexible building standards; and emphasis on healthy, sustainable performance standards. It allows for the continued operation of existing commercial and office uses while allowing for the evolution of the area into a denser mix of uses.
- The **Quasi-Public (QP)** zoning district is already in the City General Plan. This zone is used to note continued use of the Paramount Adult School and Our Lady of the Rosary Church. If residential development is proposed, as accessory/infill or as demolition and new development, the TR-40 standards would apply.
- The **Neo Industrial (NI)** zoning district will provide a model for neo-industrial development that complements the scale and character of neighborhood residential areas while providing a buffer from existing nonresidential uses outside the Specific Plan area. This zone encourages forward-thinking approaches to land uses, ongoing operations, and building design to promote mixed-use, multi-story non-residential buildings.

The proposed Specific Plan update allows flexibility between a variety of residential, commercial, office, and neo (light) industrial uses across the entire Specific Plan Area. Overall, the Specific Plan is limited to a maximum of 2,000 housing units, which represents approximately 30 dwelling units per acre (du/ac) over the entire Specific Plan Area. Development of the Specific Plan Area is anticipated to be phased over a 20-year, or longer, period, through individual buildings/sites. Rather than creating a consistent 30 du/ac over the entire Specific Plan Area, individual buildings will be able to be developed through nondiscretionary approval if all the objective design and development standards are met. Each development zone includes the following key development standards informing building envelope size and density:

- Mixed-Use Town Center
 - 3.0 FAR

- 90 du/ac
 - Maximum height: 85 feet
- Town Residential - 65
 - 2.5 FAR
 - 65 du/ac
 - Maximum height: 65 feet
- Town Residential – 40
 - 2.0 FAR
 - 40 du/ac
 - Maximum height: 50 feet
- Flex District
 - 2.0 FAR
 - 40 du/ac
 - Maximum height: 50 feet
- Quasi-Public
 - 2.0 FAR
 - 40 du/ac
 - Maximum height: 50 feet
- Neo Industrial
 - No residential allowed
 - 1.5 FAR
 - Maximum height: 40 feet

Square footage for structured parking areas (i.e., at-grade, subterranean, and/or above grade) is excluded from FAR. The proposed Specific Plan also includes development and design standards which are established to:

- Encourage the development of mixed-use structures with ground-floor retail and entertainment uses with residential above.
- Enhance investment and development potential through higher-intensity development while respecting the area's physical form and eclectic, creative character
- Emphasize flexibility, creativity, and innovation to attract desired uses
- Differentiate between the smaller scale block-and-lot patterns of the western portion of the district and the larger scale block-and-lot patterns of the eastern portion to conserve opportunities for a variety of business types and maintain the sense of district authenticity
- Address parking needs while limiting the proliferation of surface lots and maintain parking regulations that allow for better site design and maximum site utility
- Identify standards and guidelines for onsite open space and encourage the retention and/or development of offsite open spaces that serve the Clearwater District
- Foster streetscape and landscape amenities that allow for small-scale, informal gathering, both within sites and along public rights-of-way, especially sidewalks, street corners
- Develop more accessible and street-side public open space. Buildings fronting public sidewalks, and specifically buildings fronting Rosecrans Avenue, should provide sidewalk-oriented entries and small-scale gathering opportunities
- Anticipate and facilitate emerging sidewalk and pedestrian activity, as well as ensure access to all transit modes through project designs, orientation, and spaces
- Add public gather spaces: courtyards, public/town square, and small parks.
- Encourage active and passive environmental design strategies that conserve natural resources

Public Realm Strategies

The proposed Specific Plan includes public realm improvement strategies which establish street standards and guidelines to ensure long-term provision of pedestrian-oriented sidewalks, landscape amenities, and active transportation infrastructure that encourages walking and biking, and maximization of curbside parking resources throughout Clearwater. Ensuring adequate sidewalks and basic streetscape facilities is a key Specific Plan objective.

Arterial Roadways. Improvements to the three arterial streets surrounding the project area to the north, east, and south, respectively, are likely to occur along with private redevelopment. Minimal changes to these boulevards are proposed while existing land use conditions remain in place. Based upon private redevelopment a range of improvements would be proposed:

- Update pedestrian facilities at intersections to increase safety such as new crosswalk legs, high-visibility crosswalks, and new alignment for crosswalk geometries
- Potential widening of sidewalks on private parcel areas through setbacks and/or dedications
- Updated signal timing
- New signalized intersections and/or mid-block crossings
- Dedicated bicycle crossings across Rosecrans Avenue
- New right-in, right-out vehicle entrances into the Planning Area

Internal Access and Mobility. Upon redevelopment, new circulation patterns within the Specific Plan area would be established to connect new developments to the local street network, which will replace current surface parking lot circulation routes (see Figure 6, Specific Plan Mobility Concept). The intent of the new circulation patterns would be a traditional urban block structure defined by pedestrian-oriented streets. These streets are envisioned as a creative space that merges the boundary between sidewalk and street to provide a common public space shared by pedestrians, cyclists and low-speed vehicles. Such streets, sometimes called “living streets,” are pedestrian-oriented travel ways. New streets would range in facility types including with or without bike lanes, sidewalk width, parkway width, center medians, curbside management, and number of travel lanes. All streets are proposed to include curb extensions and mid-block crossings and intersections, a minimum of eight-foot-wide sidewalks (excluding parkway), and planted parkways that are bioswales or flow-through planters. The maximum number of lanes would be three lanes (one travel lane in each direction and a center turn lane). Additionally, the streets would be designed to encourage slow speeds with features such as raised intersections and curbsless street design.

Bikeways. The proposed Specific Plan includes a multi-use path with a designated bikeway along the western edge of the Planning Area from Somerset Boulevard to Rosecrans Avenue adjacent to the Union Pacific railway line. This multi-use path would provide direct connections to the future Southeast Gateway Station via the planned bike path along the Southern California Edison corridor north of Rosecrans Avenue.

Paramount Swap Meet

The Paramount Swap Meet is currently open 7 days a week. Currently, the Paramount Swap Meet encompasses over 46 acres of the Planning Area (vendor area and parking). The swap meet includes a parking lot with 2,100 parking stalls, over 800 vendor spaces (approximately 500,000 square feet), and employs over 100 full and part-time employees.

Over time, the Paramount Swap Meet is anticipated to be reduced in size as the Planning Area develops. At full buildout, the Specific Plan intends for Swap Meet operations to occur within publicly-accessible open space (e.g., market plaza, parks, etc.) during certain hours and/or days

more akin to a daily farmers market (see Exhibit 3-7, Specific Plan Open Space Concept). Another approach is similar to Friday Food Truck night approach where “on-street” parking stalls within the new roads in the Planning Area would provide the vendor space during certain hours. At the time of full buildout, the proposed Specific Plan would provide for approximately 100,000 square feet of vendor space within the Planning Area, as well as hours of operation that are reduced from the condition today (i.e., less days of the week and/or less hours per day).

Parking for Swap Meet visitors is proposed to be accomplished through mixed-use parking structures throughout the Planning Area, which are associated with new developments. New developments would be required to provide parking for their new uses; there will also be shared parking agreements and/or incentives for developments to provide some additional parking that would serve Swap Meet visitors and/or other public visitors.

Development Capacity

Based on growth projections provided by the Southern California Association of Governments (SCAG), the proposed components of the Clearwater Specific Plan, and an analysis of existing underutilized sites that may redevelop, a development estimate has been forecast through a project horizon year of 2045. Based on a development model according to the proposed development zones, the City estimates that the Specific Plan would support the following development through 2045:

- Total new development of approximately 3 million square feet of residential, retail/restaurant, office, neo industrial, and community facilities
- 2,000 units at approximately 2.0 million square feet
 - 4,600 new residents based on average household size of 2.3 residents per unit
- Retain approximately 50,000-square foot movie theatre
- Retain existing Somerset Business Park
- Retain existing church and adult school; includes development of accessory residential units (approximately 60 townhomes)
- 30,000 square feet for adaptive reuse of light industrial/storage shed into a brewery type facility
- 150,000 square feet new retail/restaurant
- 800,000 square feet new neo industrial and/or office
- Approximately 4,000 off-street parking stalls; 1.3 million square feet structured and surface parking
- New Open Space:
 - 5.5 acres publicly accessible open space
 - 1.75 acres resident/tenant common space
 - 4.5 acres rooftop amenity and/or landscape space
 - 2.5 to 3 acres of ground stormwater/bioswale planting area
- New Streets:
 - Type 1: +/-90 feet right of way, 2 travel lanes, on-street parking, protected bicycle lanes
 - Type 2: +/-80 feet right of way, 2 travel lanes, center left turn lane, on-street parking,
 - Type 3: +/-70 feet right of way, 2 travel lanes, limited on-street parking, protected bicycle lanes
 - Type 4: +/-60 feet right of way, 2 travel lanes, limited on-street parking, wide sidewalks
 - Type 5: 2 lane street with wider lanes to accommodate truck traffic serving neo industrial uses

- Type 6: Woonerf, shared street typology used to access townhomes and provide service/emergency vehicle access to pedestrian areas

Table 2 (Existing and Projected Year 2045 Land Use Intensity) shows the anticipated growth within the Planning Area under the proposed Specific Plan. The majority of development would occur on surface parking lots currently used for the operation and parking of the Paramount Swap Meet. The areas with existing uses that could be demolished and redeveloped total approximately 40,000 square feet of retail and 10,000 square feet of office space at the corner of Rosecrans Avenue and Paramount Boulevard. As a result, proposed Specific Plan would result in a net increase in development within the Planning Area.

Table 2: Existing and Projected Year 2045 Land Use Intensity

Land Use Category	Existing Overall Intensity (SF)	2045 Overall Intensity (SF)	Difference (+/-)
Commercial	116,555	230,000	+113,445
Commercial (Swap Meet Stalls)*	486,574	100,000	-386,574
Neo Industrial (Light Manufacturing/R&D)	0	800,000	+800,000
Industrial/Logistics	86,714	0	-86,714
Public Facilities	14,049	14,049	0
Quasi-Public	101,734	101,734	0
Business Park (Office)	140,386	140,386	0
Utility/Easement	0	0	0
Total Nonresidential Building Area	946,012	1,386,169	+440,157
* 486,574 square feet for Swap Meet stalls does not include built (i.e., building) square footage. This represents the use of temporary facilities (i.e., tents) on surface parking lots.			

The development capacity forecast encompasses the entire Specific Plan area because no site-specific, individual development proposals would be approved as part of the proposed Specific Plan Update. Individual site-specific projects would be subject to its own review for compliance with CEQA, and would be evaluated in accordance with Section 151153 (Tiering) of the CEQA Guidelines to determine whether potential project impacts were addressed by this EIR. Table 3 (Existing and Projected Year 2045 Development Capacity Comparison) shows the anticipated net increases in development potential within the Planning Area under the proposed Specific Plan Update. The 2045 planning horizon for the Planning Area is estimated to result in increases of approximately 1 million square feet of non-residential space (excluding square footage for structured parking), 2,000 dwelling units, 4,643 residents, and 138 employees for the 2045 horizon year.

Table 3: Existing and Projected Year 2045 Development Capacity Comparison

Development Indicators	EXISTING CONDITIONS (2025)	FUTURE CONDITIONS (2045)	Difference (+/-)
Temporary Vendor Space SF	486,574	100,000	-386,574
Non-Residential Building SF	459,438	1,386,169	+ 926,731
Dwelling Units	0	2,000	+2,000
Population	0	4,643	+4,600
Employees	1,621	1,759	+ 138

General Plan Amendment

A General Plan amendment would be required to add news subzones (Mixed-Use Town Center, Town Residential – 65, Flex District, and Neo Industrial; potentially Town Residential – 40) to allow the proposed increase in development capacity (i.e., heights and allowed densities) and provide consistency with the Specific Plan. In addition to these map changes, the description for “Clearwater Mixed Use” land use designation would be revised to increase the maximum FAR for commercial and industrial development, consistent with the zone districts indicated in the Clearwater Specific Plan amendment. The Clearwater Mixed-Use land use designation would be further revised to remove discussion of allowed residential uses, as new multi-family residential uses will be allowed.

INTENDED USE OF THE PEIR:

The programmatic planning framework proposed in the Specific Plan Update would not result in the immediate construction of any new development nor entitlement of any new, specific project. All new development within the Planning Area would be subject to the City’s permitting, approval, and public participation processes. Elected and appointed officials along with City Staff would review subsequent project applications for consistency with the Specific Plan, and would prepare appropriate environmental documentation to comply with CEQA and other applicable environmental requirements.

Pursuant to Section 15168 of the State CEQA Guidelines, this EIR is a Program EIR as it relates to the Specific Plan Update. The goals, policies, land use designations, implementation programs, and other substantive components of the Specific Plan and implementing sections of the Zoning Ordinance comprise the “program” evaluated in this Program EIR. Subsequent activities undertaken by the City and project proponents to implement the Specific Plan would be examined and would consider this Program EIR to determine the appropriate level of environmental review required under CEQA. Subsequent implementation activities may include but are not limited to the items listed below.

- Rezoning of properties to achieve consistency with the Specific Plan.
- Transfer of development rights within development zones of the Specific Plan area, which do not result in a development of more than 2,000 units across the entire Planning Area.
- Updating and approval of development plans and planning documents, including evaluation of development proposals.
- Review and approval of general plan amendments, specific plans, and zone changes.
- Approval of tentative maps, variances, conditional use permits, and other land use permits and entitlements.
- Approval of development agreements.
- Approval of facility and service master plans and financing plans.
- Approval and funding of public improvement projects.
- Approval of resource management plans.
- Issuance of permits and other approvals needed for implementation of the General Plan.
- Issuance of permits and other approvals needed for public works and private development projects.

PEIR SCOPE:

The City has been determined that the proposed project would require preparation of a PEIR pursuant to CEQA. The PEIR would address the following issues:

Aesthetics: The PEIR will describe the aesthetic and urban implications of the proposed project.

Agriculture and Forestry: The PEIR will evaluate potential impacts (if any) related to land used or zoned for agriculture or forestry resources.

Air Quality: The PEIR will describe the potential short- and long-term impacts of the proposed project on local and regional air quality based on methodologies defined by the South Coast Air Quality Management District (SCAQMD).

Biological Resources: The PEIR will evaluate potential impacts on biological resources resulting from development of the proposed project including potential impacts to wetlands, interference with migratory birds, and consistency with biological resources policies and ordinances.

Cultural and Historic Resources: The PEIR will describe any potential impacts and mitigation needs associated with historic and cultural (archaeological) resources.

Energy: The PEIR will evaluate inefficient or unnecessary consumption of energy resources or conflicts that obstruct a State or local plan for renewable energy or energy efficiency.

Geology and Soils: The PEIR will describe the potential geotechnical implications of development of the proposed project including nearby fault lines.

Greenhouse Gas Emissions and Global Climate Change: The PEIR will describe the potential impacts on local greenhouse gas emissions and global climate change using the latest approach and methodologies recommended by State and regional agencies.

Hazards and Hazardous Materials: The PEIR will describe the potential for hazardous material use or hazardous waste investigation and clean-up activities anticipated from the proposed project and will describe any associated potential impacts.

Hydrology and Water Quality: The PEIR will evaluate potential impacts on hydrology and water quality resulting from the proposed project including the onsite stormwater drainage channel.

Land Use and Planning: The PEIR will describe the potential effects of the proposed project on existing and planned land use characteristics in the project vicinity.

Mineral Resources: The PEIR will evaluate whether the project will result in the loss of availability of a known mineral resource or a local mineral resource recovery area.

Noise: The PEIR will describe the potential onsite and offsite noise impacts resulting from implementation of the proposed project.

Population and Housing: The PEIR will describe potential impacts on the City's existing and future housing supply.

Public Services: The PEIR will describe the potential impacts on public services (police and fire protection, parks and recreation, and schools).

Transportation: The PEIR will describe the transportation and circulation implications of the proposed project, including its incremental contribution to daily and peak hour traffic on local and regional roadways. The evaluation will include roadway system impacts, transit implications,

effects on pedestrian and bicycle circulation related to general plan consistency. Vehicles Miles Travelled (VMT) will also be analyzed.

Tribal Cultural Resources: The PEIR will describe potential impacts to Native American resources.

Utilities and Service Systems: The PEIR will describe potential impacts associated with the proposed project including water supply, water, wastewater treatment, and solid waste and recycling.

Wildfire: The PEIR will describe potential increase in exposure/risk to wildfires.

Alternatives: Pursuant to CEQA Guidelines Section 15126.6, the Draft PEIR will identify and compare a reasonable range of alternatives to the Project.

REQUIRED APPROVALS:

As the Lead Agency, the City also intends this EIR to serve as the CEQA-required environmental documentation for consideration by other Responsible Agencies and Trustee Agencies that may have limited discretionary authority over future projects affected by the Specific Plan. Following certification of this Program EIR and adoption of the Specific Plan by the lead agency (City of Paramount), other agencies may use this Program EIR in the approval of subsequent implementation activities. These agencies may include but are not limited to those listed below.

Local Agencies

- City of Compton
- City of Lynwood
- City of Long Beach
- City of Bellflower
- City of South Gate
- City of Downey
- County of Los Angeles
- Gateway Cities Council of Governments

Regional and State Agencies

- Los Angeles County Local Agency Formation Commission (LAFCO)
- Los Angeles County Flood Control and Water Conservation District
- Los Angeles County Metropolitan Transportation Authority
- Los Angeles County Sanitation Districts
- Southern California Association of Governments (SCAG)
- California Department of Fish and Wildlife
- California Department of Conservation
- California Department of Housing and Community Development (HCD)
- California Department of Transportation (Caltrans)
- California Department of Toxic Substance Control
- Regional Water Quality Control Board, Los Angeles Region
- South Coast Air Quality Management District

Federal Agencies

- U.S. Fish and Wildlife Services

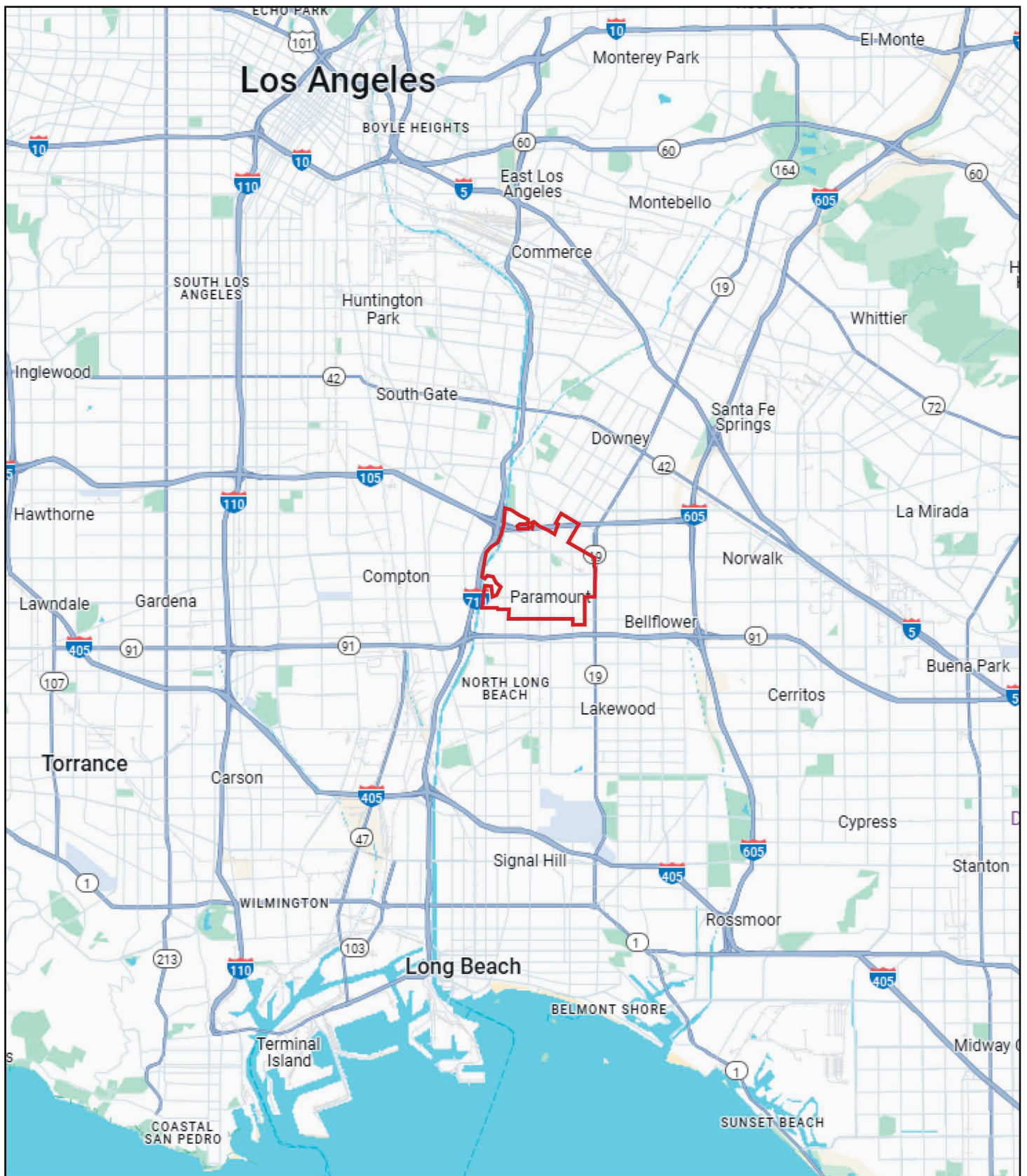
- U.S. Army Corps of Engineers

PUBLIC CIRCULATION AND REVIEW:

After the Draft PEIR has been completed, it will be available for review and comment during a 45-day public review period. Notice of the availability of the Draft PEIR will be released at a later date and will also be available on the City's website. Following that, a Final PEIR will be prepared that includes responses to all comments received during the public review period. Following the release of the Final PEIR, the Planning Commission will hold a public hearing on the PEIR and the proposed project.

Questions

Please contact John King, Interim Planning Director, at jking@paramountcity.com or (562) 220-2036 for information about the proposed project or if you have any questions regarding this notice.



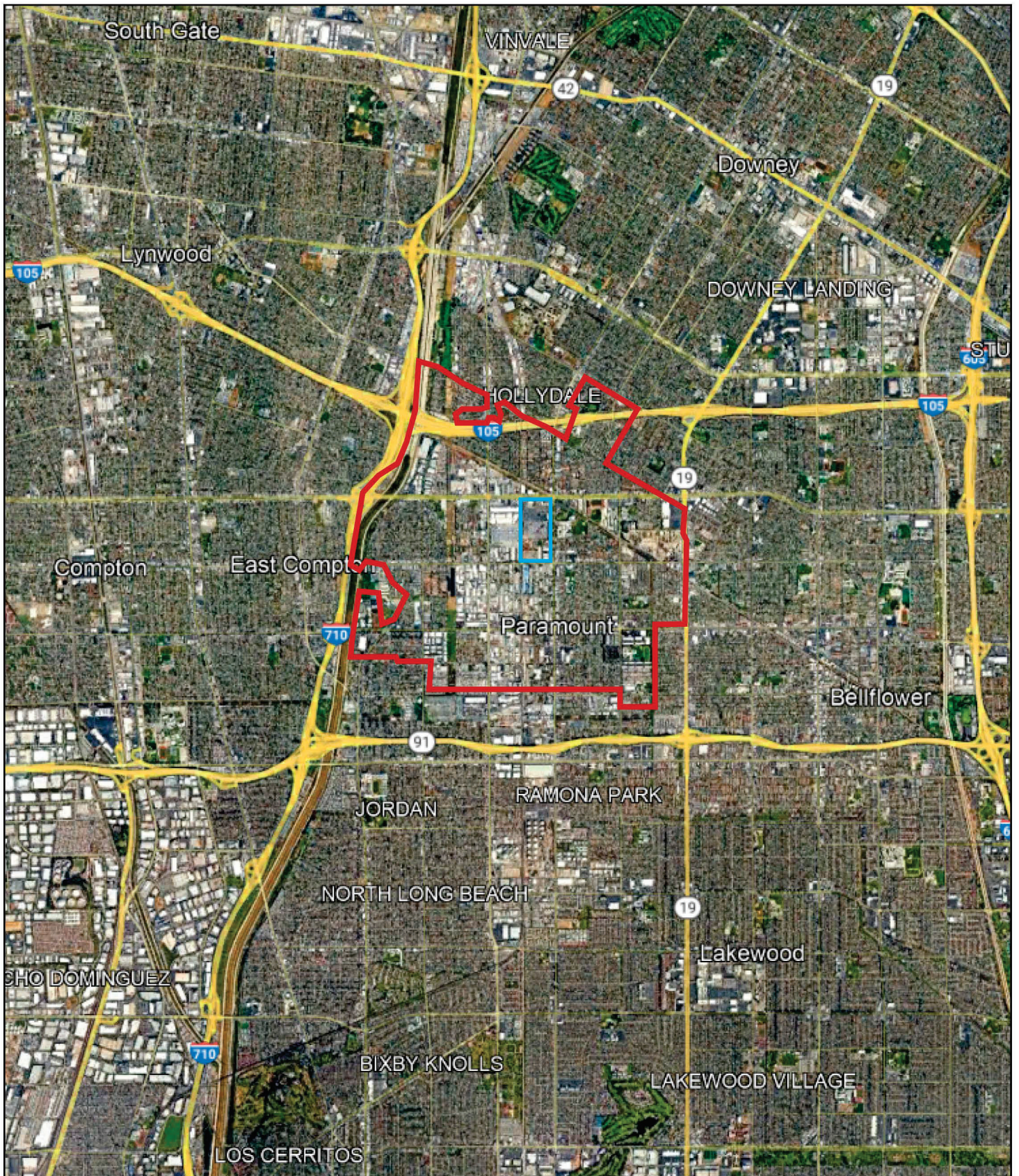
 - City of Paramount

Source: Google Maps
<http://www.migcom.com> • 951-787-9222

Figure 1 Regional Context Map

Clearwater Specific Plan
 Paramount, California





- City of Paramount Boundary



- Specific Plan Boundary

Source: Google Earth
<http://www.migcom.com> • 951-787-9222

Figure 2 Project Vicinity Map

Clearwater Specific Plan
 Paramount, California





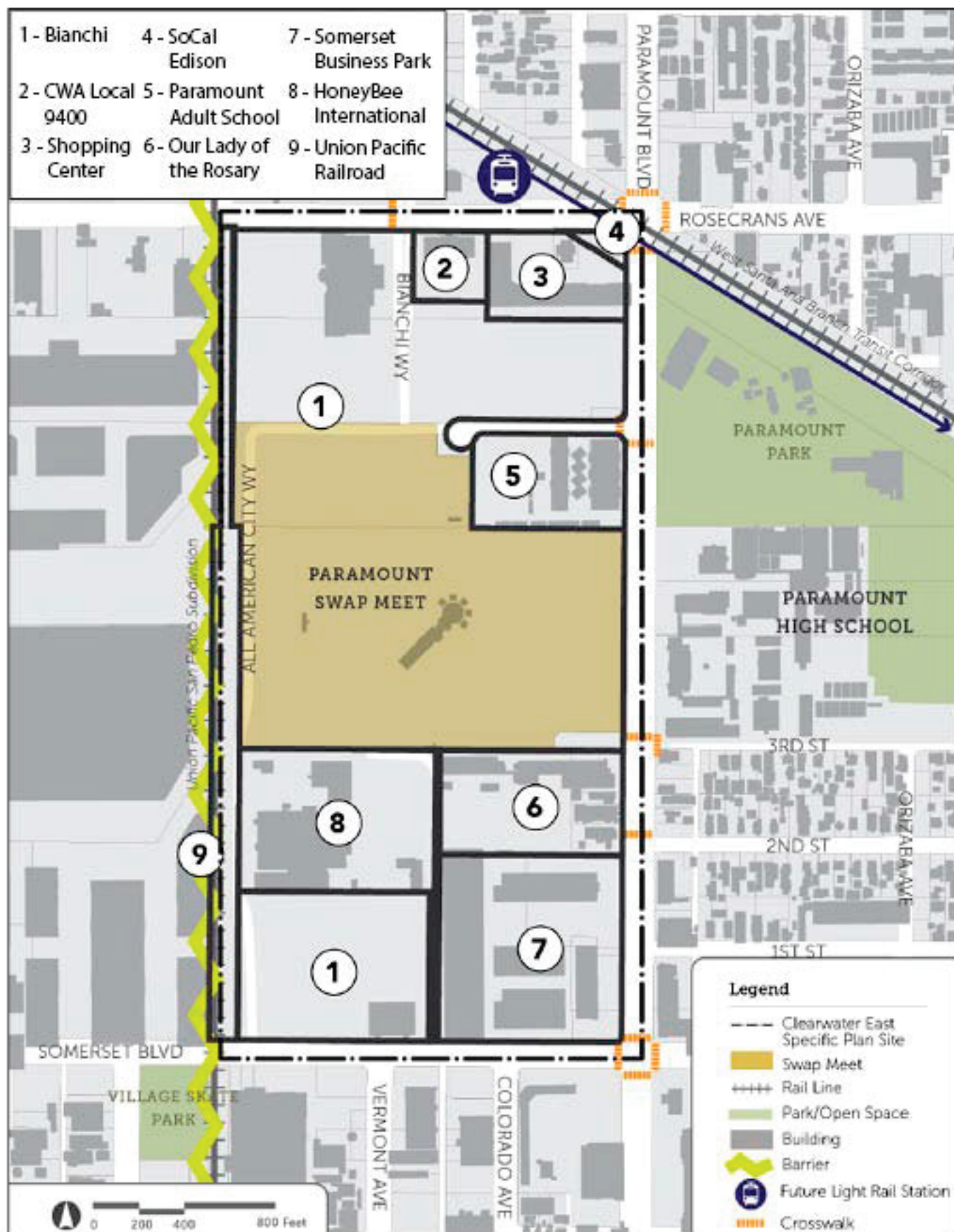
 - Specific Plan Boundary

Source: Google Earth
<http://www.migcom.com> • 951-787-9222

Figure 3 Specific Plan Boundary Map

Clearwater Specific Plan
 Paramount, California



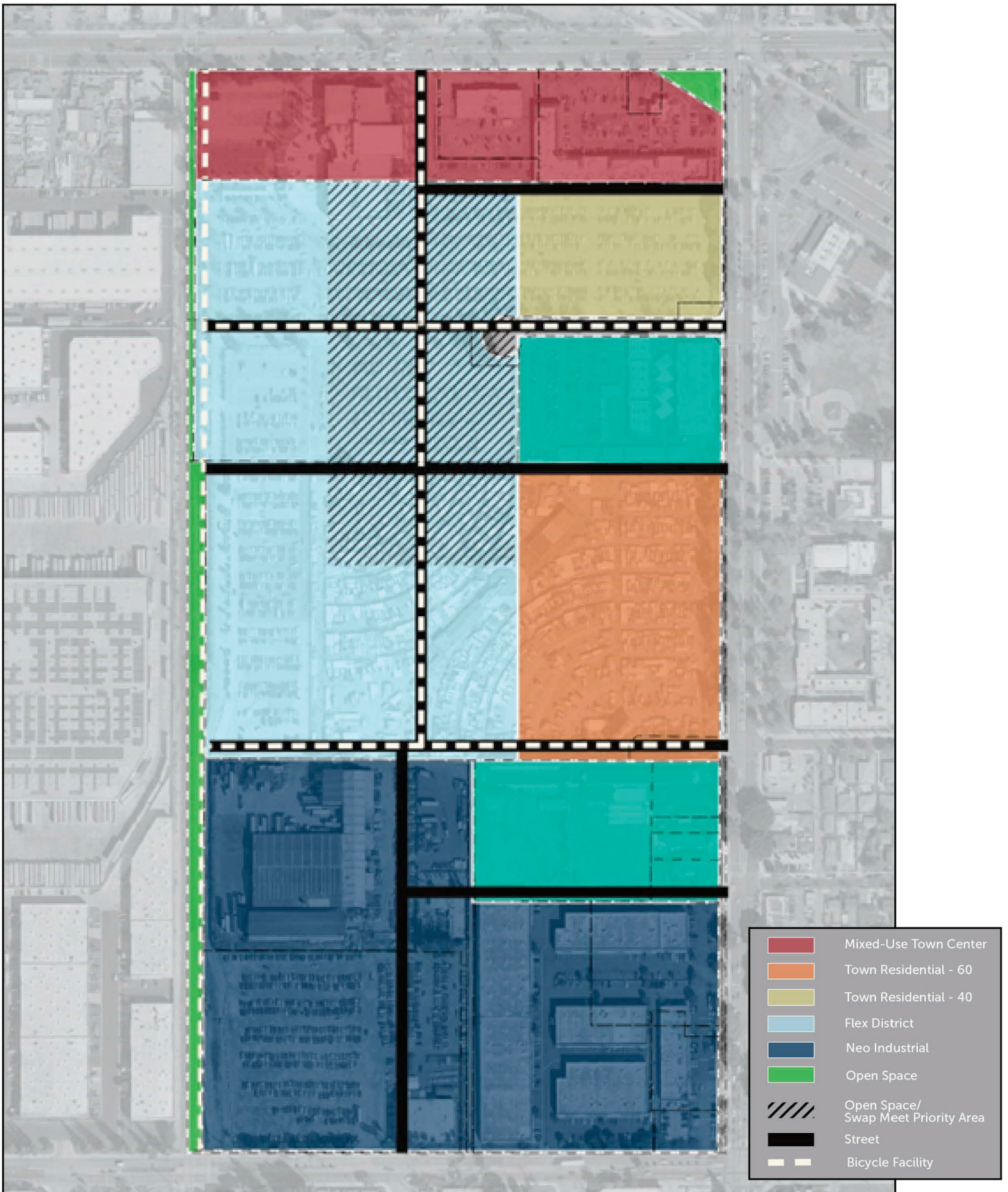


Source: Existing Conditions Report
<http://www.mig.com> • 951-787-9222

Figure 4 Planning Area Existing Uses Map

Clearwater Specific Plan
 Paramount, California



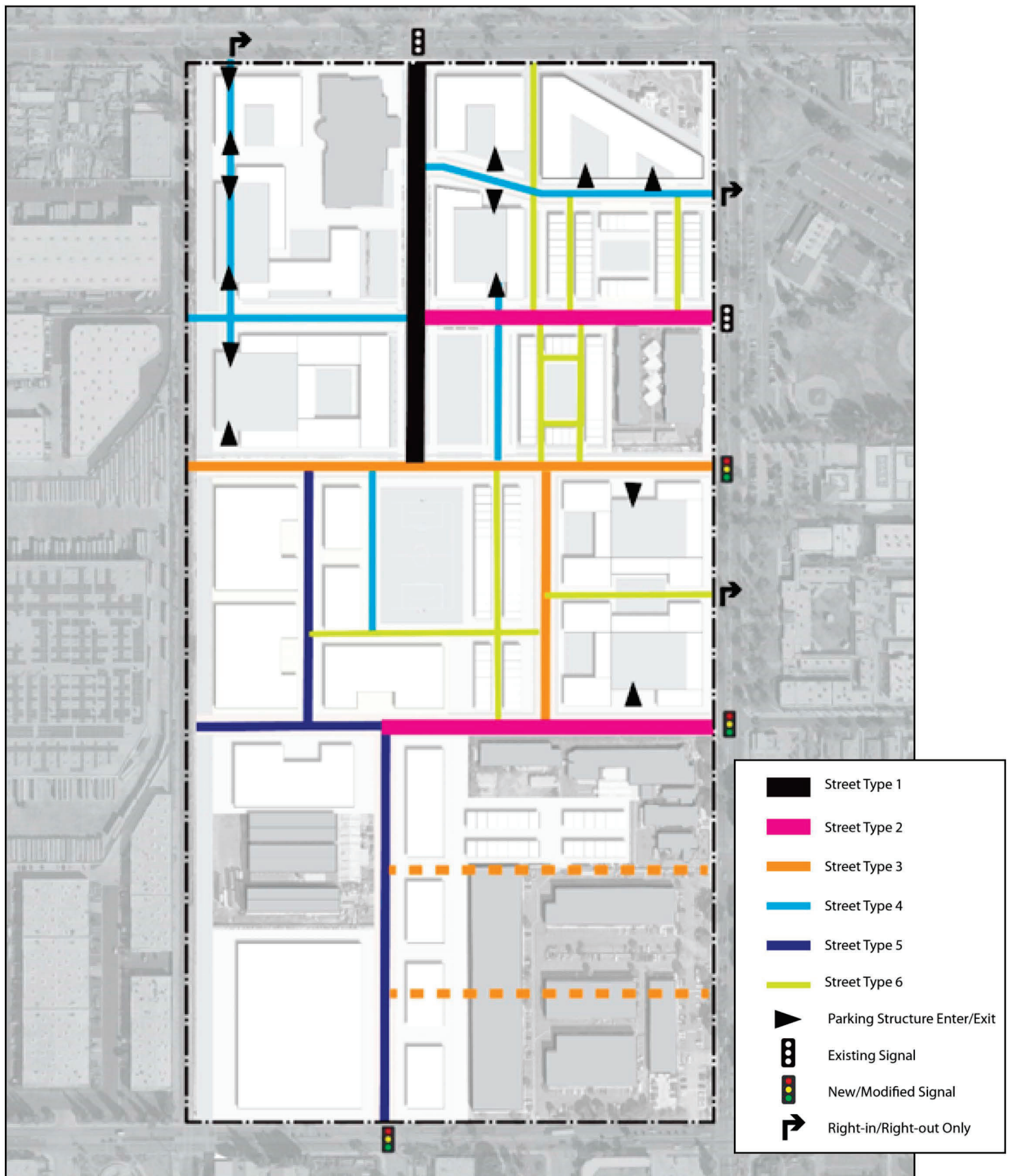


Source: City of Paramount
<http://www.migcom.com> • 951-787-9222

Figure 5 Specific Plan Development Zones



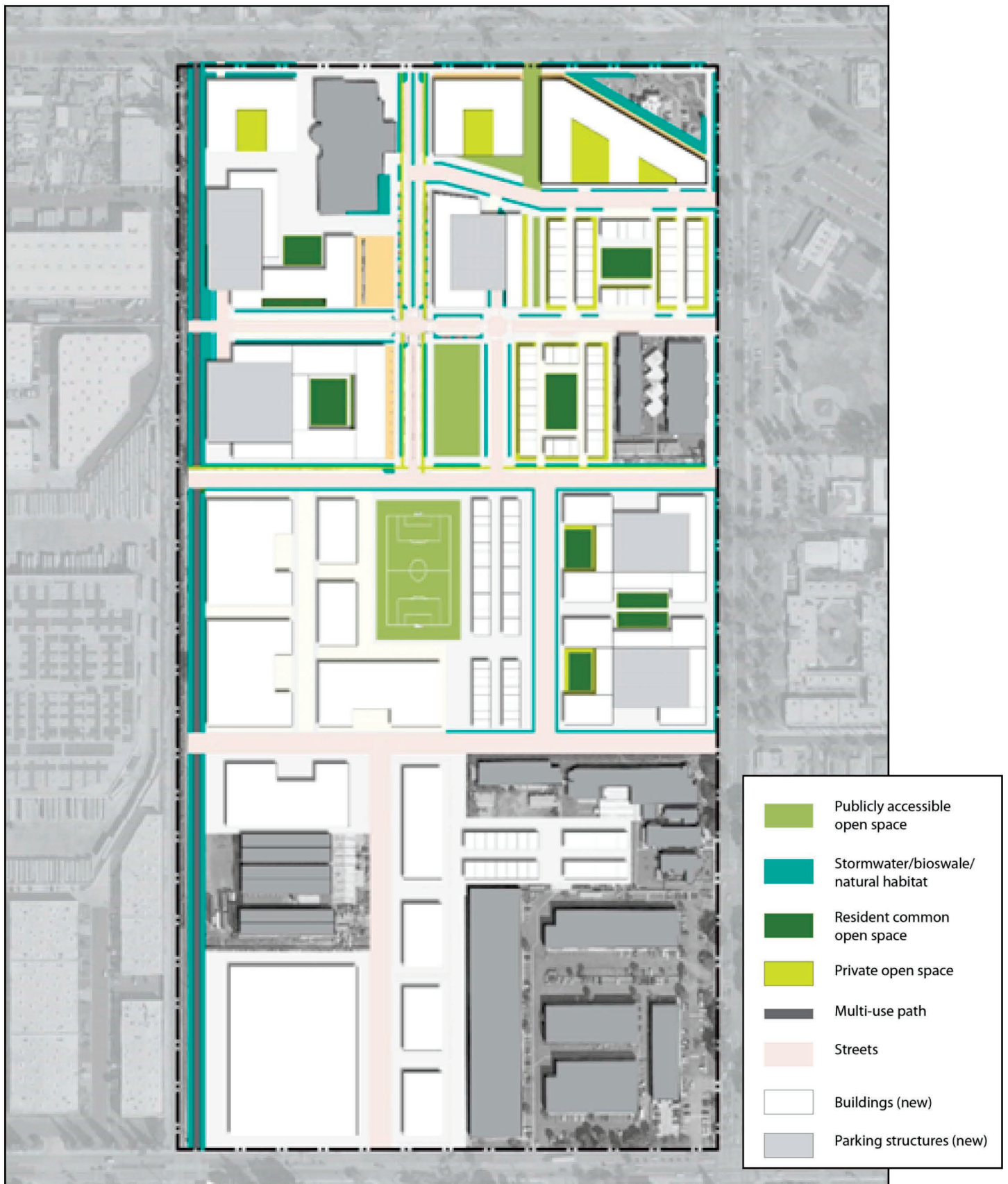
Clearwater Specific Plan
 Paramount, California



Source: City of Paramount
<http://www.migcom.com> • 951-787-9222

Figure 6 Specific Plan Mobility Concept

Clearwater Specific Plan
 Paramount, California



Source: City of Paramount
<http://www.migcom.com> • 951-787-9222

Figure 7 Specific Plan Open Space Concept

Clearwater Specific Plan
 Paramount, California

