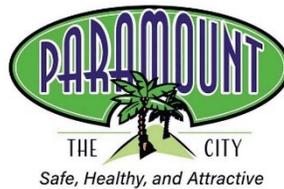


Clearwater Specific Plan

Final Environmental Impact Report (SCH# 2025010201)

Lead Agency:

City of Paramount
Planning and Building Department
16400 Colorado Avenue
Paramount, California 90723



Consultant to the City:

MIG, Inc.
6809 Indiana Avenue, Suite 203
Riverside, California 92506
www.migcom.com



February 19, 2026

- This document is designed for double-sided printing -

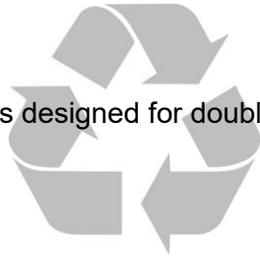


TABLE OF CONTENTS

1 INTRODUCTION.....	1-1
2 RESPONSE TO COMMENTS.....	2-1
3 ERRATA.....	3-1
4 PUBLIC CIRCULATION	4-1

Tables

Table 1-1 Existing and Projected Year 2045 Land Use Intensity	1-4
Table 1-2 Existing and Projected Year 2045 Development Capacity Comparison	1-5
Table 2-1 DEIR Comment Letters	2-1

APPENDICES

A. DEIR Comment Letters

This Page Intentionally Left Blank.

1.0 INTRODUCTION

This Final Environmental Impact Report (FEIR) has been prepared to comply with Sections 15132, 15088 and 15089 of the State California Environmental Quality Act (CEQA) Guidelines (Guidelines). The City of Paramount (City) has prepared the Final EIR pursuant to the CEQA Guidelines. This Final EIR consists of the following volumes:

- (1) The Draft EIR, which was circulated for a 47-day public agency and public review and comment period commencing on October 30, 2025, and ending on December 16, 2025. A Notice of Availability was sent to neighboring cities, other government agencies and non-governmental interested parties. The City's notification list for the DEIR is provided in Section 4.0 (Public Circulation) of this FEIR.
- (2) This Final EIR document, which includes all written comments received on the Draft EIR during the 47-day public review period, written responses to these comments by the City, errata revisions to the Draft EIR, and the public circulation record. None of the revisions to the Draft EIR included in this document identifies a substantial increase in the severity of a significant impact or a new significant impact.

Certification of this Final EIR by the Paramount City Council must occur prior to approval of the Specific Plan.

Availability of EIR Materials

All materials related to preparation of the EIR are available on the City of Paramount website: <https://www.paramountcity.gov/government/departments/planning-department/environmental-documents/> and at the following physical location:

City of Paramount Planning and Building Department
Planning and Building Director
16400 Colorado Avenue
Paramount, California 90723

Summary Project Description

Provided below is a summary project description identifying key project characteristics. The full project description can be found in Chapter 3 of the Draft EIR. The Clearwater 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 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 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 Specific Plan includes a mixed-use district that would provide retail, entertainment, housing, and open space amenities for local residents. The Specific Plan would also provide for an artisanal manufacturing and creative live/work district that includes industrial uses along with residential uses.

Table 1-1 (Existing and Projected Year 2045 Land Use Intensity) shows the anticipated growth within the Planning Area under the 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, the Specific Plan would result in a net increase in development within the Planning Area.

**Table 1-1
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
Source: City of Paramount, <i>Clearwater Specific Plan: Existing Conditions Report</i> , October 2024. (see Appendix C)			
* 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.			

Table 1-2 (Existing and Projected Year 2045 Development Capacity Comparison) shows the anticipated net increases in development potential within the Planning Area under the Specific Plan. 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 1-2
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	+4,643
Employees	1,621	1,759	+ 138

This Page Intentionally Left Blank.

2.0 RESPONSE TO COMMENTS

The Draft EIR (DEIR) was circulated for a 47-day public review and comment period beginning October 30, 2025 and ending on December 16, 2025. In compliance with CEQA, a Notice of Availability was sent to government agencies, neighboring cities, and non-governmental interested parties (CEQA Guidelines § 15087). The City's local agency notification list, showing who received notice of the DEIR, is provided in Section 4.0 - Public Circulation - of this Final EIR. Three comment letters were received from public agencies. The correspondences listed in Table 2-1 (DEIR Comments) were submitted to the City of Paramount concerning the DEIR. A copy of each comment letter, followed by the City's written responses to those comments, is provided on the following pages.

**Table 2-1
DEIR Comments**

ID	Agency/Organization/Individual	Date
A	State of California Public Utilities Commission (PUC)	December 16, 2025
B	South Coast Air Quality Management District (SCAQMD)	December 16, 2025
C	California Department of Transportation (Caltrans)	December 17, 2025
D	State Clearinghouse (SCH)	November 3, 2025

COMMENT LETTER A – CALIFORNIA PUBLIC UTILITIES COMMISSION

STATE OF CALIFORNIA

GAVIN NEWSOM, Governor

PUBLIC UTILITIES COMMISSION

320 WEST 4TH STREET, SUITE 500, LOS ANGELES, CA 90013



December 16, 2025

ENVR 20251200004

John King
Planning and Building Director
City of Paramount
16400 Colorado Avenue
Paramount, CA 90723

Re: Clearwater Specific Plan SCH [2025010201](#) – Draft Environmental Impact Report (DEIR)

Dear John King,

The California Public Utilities Commission (Commission/CPUC) has jurisdiction over rail crossings (crossings) in California. The CPUC ensures that crossings are safely designed, constructed, and maintained. The Commission's Rail Crossings Engineering Branch (RCEB) is in receipt of the *Draft Environmental Impact Report (DEIR)* for the Clearwater Specific Plan Project. The City of Paramount (City) is the lead agency.

A-1

The project site is a 71-acre area 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 the Union Pacific Railroad (UPRR) San Pedro Subdivision rail line on the west. The Clearwater Specific Plan establishes land use, transportation, infrastructure, economic development, and urban design strategies to promote a vibrant, inclusive, and pedestrian-oriented neighborhood center. The Specific Plan includes a mixed-use district that would provide retail, entertainment, housing, and open space amenities for residents. The Specific Plan would also provide for an artisanal manufacturing and creative live/work district that includes industrial uses along with residential uses.

A-2

The UPRR San Pedro Subdivision borders the west side of the site, preventing site access. The site can be accessed from the south, off Somerset Boulevard; from the north, off Rosecrans Avenue; and from the east, off Paramount Boulevard. There are two crossings of the UPRR San Pedro Subdivision; [Somerset Boulevard](#) (DOT# 811085U, CPUC# 003A-11.80) and [Rosecrans Avenue](#) (DOT# 811086B, CPUC# 003A-11.30). The Somerset Boulevard crossing consists of a 4-lane paved asphalt roadway with automatic railroad warning devices. The Rosecrans Avenue crossing consists of a 5-lane paved asphalt roadway with automatic railroad warning devices.

A-3

There is also a crossing of the UPRR Paramount Industrial Lead at the intersection of [Rosecrans Avenue at Paramount Boulevard](#) (DOT# 747939K, CPUC# 001BBL-496.19). The Rosecrans Avenue at Paramount Boulevard crossing consists of a 4-legged intersection with Rosecrans Avenue oriented east-west consisting of four through lanes, two left turn lanes and two right turn lanes. Paramount Boulevard is oriented north-south and consists of two through lanes and two left turn lanes. The Rosecrans Avenue at Paramount Boulevard crossing is traffic signal controlled with wayside horns and passive railroad warning devices. In addition, the Los Angeles County Metropolitan Transportation Authority (LACMTA) is constructing the Southeast Gateway Line, a new Light Rail Transit (LRT) service line, along the UPRR Paramount Industrial Lead that includes an LRT Station off the northwest quadrant of the Rosecrans Avenue and Paramount Boulevard intersection.

A-4

John King
ENVR 20251200004
December 16, 2025

The City should investigate the impact of increased vehicle and pedestrian traffic through these three crossings and any necessary supplemental measures to mitigate this increase, such as but not limited to modification and/or installation of active railroad warning devices and installation of additional street lighting at the crossings. Additionally, new signalized intersections controlling access to the site should be designed to prevent vehicle queuing at the crossings by a combination of interconnection and preemption and traffic signal coordination with existing signalized intersections. Mitigations should also be provided along the west side of the site to deter trespassing on and across the UPRR right-of-way. These mitigation measures can be accomplished through a capital project funded by the City or a condition of approval for the site development and should also bring the crossings up to current standards and in compliance with ADA requirements.

A-5

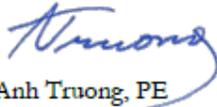
Any proposed crossing modifications will require authorization from the CPUC through a [General Order 88-B request](#) and must also conform to the goals of the CPUC's Environmental and Social Justice Action Plan. This includes improving safety and access to transportation, improving local air quality and public health, and expanding outreach and public participation opportunities in disadvantaged communities. For more information, please visit <https://www.cpuc.ca.gov/esjactionplan>.

A-6

RCEB staff is available to discuss any potential safety impacts or concerns at the crossings and address any questions from the City.

If you have any questions, please contact Jose Pereyra at (213) 479-0181, or jose.pereyra@cpuc.ca.gov.

Sincerely,



Anh Truong, PE
Senior Utilities Engineer (Supervisor)
Rail Crossings Engineering Branch
Rail Safety Division

cc: State Clearinghouse, state.clearinghouse@opr.ca.gov
June Susilo, LACMTA, susiloj@metro.net
Edward Boghosiane, LACMTA, boghossiane@metro.net
Kenneth Tom, UPRR, ktom@up.com
Cameron Hile, MIG, Inc., cameronh@migcom.com

ID	Response to Comment Letter A – California Public Utilities Commission
A-1	The City acknowledges the Commission’s jurisdiction over rail crossings in the State and its role in ensuring that crossings are safely designed, constructed, and maintained. The City also acknowledges that the Commission is in receipt of the DEIR for the project.
A-2	The City acknowledges this comment. This comment accurately reflects the project description as described in the DEIR.
A-3	The City acknowledges this comment and the description of railroad crossing facilities in the project vicinity.
A-4	The City acknowledges this comment and the description of railroad crossing facilities in the project vicinity.
A-5	<p>In response to this comment, the City has updated the Mobility Plan and Concept section of Chapter 5 (Public Realm: Streets and Open Space) of the Specific Plan to ensure safe and efficient movement across both the Southeast Gateway Line and the adjacent Union Pacific Railroad (UPRR) railway. Figure 5-1 (Mobility Plan Concept) was updated to identify the three railroad crossings in the project vicinity for Rail Safety Crossing Improvements. An objective was also added to minimize conflicts between trains, vehicles, pedestrians, and bicyclists by coordinating street and crossing design with the Southeast Gateway Line and UPRR railway operations. Further, a policy recommendation was included to require safety and operational improvements at rail crossings associated with the Southeast Gateway Line and freight rail lines operated by UPRR, including traffic signal interconnection, railroad preemption, and coordinated signal timing, as necessary, to prevent vehicle queuing across tracks and address development-related increases in travel demand.</p> <p>The Mobility Plan and Concept section of the Specific Plan Chapter 5 was also updated with rail crossing safety measures, including: intersection and crossing design; traffic signal coordination; pedestrian and bicycle safety; queue management; and compliance with standards. Rail crossing and adjacent intersection improvements will be implemented to address increased vehicle, pedestrian, and bicycle activity near the Southeast Gateway Line station and freight rail lines operated by UPRR. Improvements may include traffic signal interconnection, railroad preemption, signal timing coordination, queue management, and enhanced pedestrian and bicycle crossings. These improvements will be funded and constructed by new development in proportion to its impacts, in coordination with the City, rail operators, and the California Public Utilities Commission. Implementation will be phased to align with development intensity, with interim measures completed prior to initial occupancy and full improvements completed as later development phases are built or when project-level traffic and rail crossing analyses identify the need to maintain safe and efficient operations. Funding and delivery may occur through conditions of approval,</p>

ID	Response to Comment Letter A – California Public Utilities Commission
	<p>development agreements, impact fees, or other mechanisms to mitigate development-related impacts.</p> <p>Lastly, Mitigation Measure TRAN-2 of the DEIR has been modified to require future development proposals within the Planning Area forecast to generate more than 50 peak hour trips to prepare a traffic study that evaluates and addresses any deficiencies related to the potential impacts of increased pedestrian and vehicle activity, including vehicle queuing, at the three railroad crossings in the project vicinity (see Final EIR Section 3.0 – Errata). With implementation of DEIR Mitigation Measure TRAN-2, potential impacts to railroad crossings in the vicinity of the project would be less than significant. The revisions necessitated by this comment do not represent a substantial increase in the severity of an identified significant impact or the identification of a new significant impact, mitigation, or alternative considerably different from those already considered in the DEIR.</p>
A-6	<p>The City acknowledges that any proposed crossing modification would require authorization from the CPUC through a General Order 88-B request. The City also acknowledges that any proposed crossing modification must also conform to the goals of the CPUC’s Environmental and Social Justice Action Plan.</p>

COMMENT LETTER B – SOUTH COAST AIR QUALITY MANAGEMENT DISTRICT



SENT VIA E-MAIL:

December 16, 2025

jking@paramountcity.com

John King, Planning and Building Director
City of Paramount, Planning Department
16400 Colorado Avenue
Paramount, CA 90723

**Draft Environmental Impact Report (EIR) for the Proposed
Clearwater Specific Plan Project (Proposed Project)
(SCH No.: 2025010201)**

South Coast Air Quality Management District (South Coast AQMD) staff appreciates the opportunity to comment on the above-mentioned document. The City of Paramount is the California Environmental Quality Act (CEQA) Lead Agency for the Proposed Project. To provide context, South Coast AQMD staff have provided a brief summary of the project information and prepared the following comments, organized by topic of concern.

Summary of Project Information in the Draft EIR

Based on the Draft EIR, the Proposed Project establishes a long-range land use framework and set of development objectives to guide future private development and public realm improvements. The plan provides flexibility to accommodate a range of residential, commercial, office, and neo-industrial (light industrial) uses across five distinct land use designations¹:

- Mixed-use Town Center: encourages residential uses integrated with ground-floor commercial uses.
- Town Residential: promote multiple, medium-density, multi-unit residential housing projects
- Flex District: allows the continuation of existing commercial and office uses while evolving the area into a denser mix of uses.
- Quasi-Public: continued use of the Paramount Adult School and Our Lady of the Rosary Church.
- Neo Industrial: accommodates multi-story, non-residential structures.

Implementation of the Proposed Project is expected to occur incrementally over an approximately 20-year horizon or longer, extending through 2045.²

¹ Draft EIR, p. 3-11.

² *Ibid.*, p. 3-12.

B-1

John King, Planning and Building Director

December 16, 2025

South Coast AQMD Comments*Recommended Air Quality Mitigation Measures for Future Project-Specific Developments during Construction and Operation*Completion of CEQA Air Quality Impacts Analysis During Construction and Operation Activities

Section 4.3 (Air Quality) of the Draft EIR evaluates only the projected 2045 regional operational emissions of the Proposed Project³ and does not quantify localized significance thresholds (LSTs) emissions for operation. The Draft EIR also omits analysis of construction-related emissions, both regional and localized. While the Draft EIR states that the “*Proposed Project would not directly result in construction of any development or infrastructure however, future development supported by the Specific Plan would result in short-term construction-related criteria pollutant emissions that have the potential to have an adverse effect on air quality,*”⁴ the Lead Agency does not provide mitigation measures that require future project-specific developments under the Proposed Project to conduct a complete construction and operational air quality analysis. As a result, the Draft EIR does not ensure that regional and localized air quality impacts will be adequately evaluated for future implementing projects.

B-2

To address this deficiency, the Lead Agency is recommended to include a mitigation measure requiring that all future project-specific developments, at a minimum, quantify maximum daily on-site construction emissions and operational emissions using the California Emissions Estimator Model⁵ (CalEEMod) and compare the results to the South Coast AQMD air quality significance thresholds⁶ and LSTs⁷ and determine the level of significance.

Notably, the LST analysis may be performed using the South Coast AQMD LST screening tables or through refined dispersion modeling, as appropriate. Incorporating this mitigation will ensure that future implementing projects undergo a comprehensive, project-specific assessment of potential air quality impacts at both the regional and localized scales, thereby strengthening compliance with CEQA air quality analysis requirements.

Health Risk Assessment during Operation

Chapter 3.0 (Project Description) of the Draft EIR identifies the Proposed Project’s full development potential through 2045, including 2,000 residential units, open space, approximately 800,000 square feet (sf) of new neo-industrial and/or office uses, and retaining some of the existing use areas.⁸ However, the Draft EIR does not clearly specify whether the 800,000 sf of neo-industrial space could accommodate land uses with high emission profiles, such as warehouses, logistics, distribution facilities, manufacturing, or any other type of industrial uses that have equipment require air permits from the South Coast AQMD.

B-3

³ *Ibid.* p. 4.3-30.⁴ *Ibid.* p. 4.3-28.⁵ CalEEMod free of charge available at <https://www.caleemod.com/>⁶ South Coast AQMD air quality significance thresholds available at <https://www.aqmd.gov/docs/default-source/ceqa/handbook/south-coast-aqmd-air-quality-significance-thresholds.pdf>⁷ South Coast AQMD Localized Significance Thresholds available at <https://www.aqmd.gov/home/rules-compliance/ceqa/air-quality-analysis-handbook/localized-significance-thresholds>⁸ *Ibid.* p. 3-15.

In addition to evaluating operational criteria pollutant and greenhouse gas emissions, a project should address potential adverse health risk impacts associated with increased emissions of toxic air contaminants (TACs) from all relevant operational sources. These include, but are not limited to, anticipated future permitted stationary and portable equipment, project-related mobile sources, and any other TAC-generating activities. A comprehensive evaluation, qualitative and/or quantitative, as appropriate, is needed to demonstrate whether a project could result in potentially substantial TAC-related health risk impacts.

B-4

If future industrial uses may be located in proximity to sensitive receptors, the Lead Agency is recommended, at a minimum, to incorporate a mitigation measure requiring subsequent, project-level development applications to prepare a site-specific Health Risk Assessment (HRA). The HRA should estimate potential cancer risk and chronic and acute hazard impacts on nearby sensitive receptors and workers. The HRA should specifically evaluate emissions, such as those coming from diesel truck activity (including truck trip distribution, on-site circulation, loading and unloading operations, and associated proximity to sensitive receptors), as well as diesel-powered stationary and portable equipment associated with neo-industrial uses.

B-5

The Draft EIR does not currently include mitigation requiring project-specific HRAs during the operational phase. Requiring such assessments is essential to accurately determine whether TAC emissions from future development would exceed the South Coast AQMD Air Quality Significance Thresholds for TACs⁹ and to ensure that potential cancer risk and other health impacts on off-site sensitive receptors and on-site workers are adequately disclosed and mitigated. Therefore, the Lead Agency is recommended to revise the Draft EIR to include a mitigation measure requiring all applicable future developments under the Proposed Project to conduct and disclose project-specific HRA. This mitigation language should be incorporated into the Final EIR to ensure that future potential TAC-related health risk impacts are adequately evaluated and disclosed.

Recommended Revision to the Air Quality Mitigation Measures for NOx and PM Emissions from Construction

Section 4.2 (Air Quality) of the Draft EIR proposes the mitigation measure AQ-1 with the use of Tier IV Final equipment to help reduce the emissions from construction.¹⁰ However, given the long-range buildout horizon of the Proposed Project, extending 20 years or longer, Tier IV Final engine standards may no longer represent the cleanest available technology at the time future individual development phases commence construction. According to the California Air Resources Board CARB's Strategies for Reducing Emissions from Off-Road Construction Equipment, CARB is evaluating the implementation of next-generation Tier 5 standards beginning as early as 2027–2028,¹¹ and as described in CARB Potential Amendments to the Off-Road New Diesel Engine Emission Standards: Tier 5 Criteria Pollutants and CO₂ Standards, Tier 5

B-6

⁹ South Coast AQMD Air Quality Significance Thresholds available at <https://www.aqmd.gov/docs/default-source/ceqa/handbook/south-coast-aqmd-air-quality-significance-thresholds.pdf>

¹⁰ *Ibid.* p. 4.3-31.

¹¹ CARB Strategies for Reducing Emissions from Off-road Construction Equipment Presentation available at <https://www.aqmd.gov/docs/default-source/clean-air-plans/air-quality-management-plans/2022-air-quality-management-plan/combined-construction-carb-amp-aqmp-presentations-01-27-21.pdf>

John King, Planning and Building Director

December 16, 2025

requirements are anticipated to take effect in 2029.¹² In addition, the Governor's September 2020 Executive Order directs CARB to develop regulations that achieve a full transition to zero-emission (ZE) off-road equipment by 2035.¹³

Given the scale and duration of the Proposed Project, it is essential that construction-period emissions, particularly NOx and PM10, remain below applicable regional significance thresholds for each future development component. To support this objective, the use of electric and ZE equipment should be prioritized where feasible over conventional diesel-fueled engines. Such measures reduce criteria pollutant emissions and demonstrate a proactive commitment to minimizing the project's environmental footprint. The abatement of NOx can also be pursued by enforcing greener constructions, such as limiting the usage of older engines in favor of adopting the latest available technologies, or even incorporating exhaust retrofits, such as cutting-edge exhaust aftertreatment techniques. In addition, several other resources to assist the Lead Agency with identifying additional potential mitigation measures for the Proposed Project are included in the South Coast AQMD's CEQA Air Quality Handbook¹⁴ for both operational and construction emissions.

B-6

Additional Recommended Air Quality and Greenhouse Gases Mitigation Measures and Project Design Considerations

CEQA requires that all feasible mitigation measures that go beyond what is required by law be utilized to minimize or eliminate any significant adverse air quality impacts. To further reduce the Proposed Project's air quality impacts, South Coast AQMD recommends incorporating the following mitigation measures and project design considerations into the Final EIR.

Mitigation Measures to Reduce Operational Air Quality Impacts from Mobile Sources

1. Require zero-emission (ZE) or near-zero emission (NZE) on-road haul trucks, such as heavy-duty trucks with natural gas engines that meet the CARB's adopted optional NOx emissions standard at 0.02 grams per brake horsepower-hour (g/bhp-hr), if and when feasible.

Note: Given CARB's clean truck rules and regulations aiming to accelerate the utilization and market penetration of ZE and NZE trucks, such as the Advanced Clean Trucks Rule and the Heavy-duty Low NOx Omnibus Regulation, ZE and NZE trucks will become increasingly more available for use.

2. Require a phase-in schedule to incentivize the use of cleaner operating trucks to reduce any significant adverse air quality impacts.

Note: South Coast AQMD staff are available to discuss the availability of current and upcoming truck technologies and incentive programs with the Lead Agency.

B-7

¹² CARB Potential Amendments to the Off-Road New Diesel Engine Emission Standards: Tier 5 Criteria Pollutants and CO2 Standards available at <https://ww2.arb.ca.gov/our-work/programs/tier5>

¹³ Executive Order N-79-20 available at <https://www.gov.ca.gov/wp-content/uploads/2020/09/9.23.20-EO-N-79-20-Climate.pdf>

¹⁴ South Coast AQMD CEQA's Air Quality Handbook available at [https://www.aqmd.gov/home/rules-compliance/ceqa/air-quality-analysis-handbook/ceqa-air-quality-handbook-\(1993\)](https://www.aqmd.gov/home/rules-compliance/ceqa/air-quality-analysis-handbook/ceqa-air-quality-handbook-(1993))

3. Limit the daily number of trucks allowed at the Proposed Project to levels analyzed in the Final EIR. If higher daily truck volumes are anticipated to visit the site, the Lead Agency should commit to re-evaluating the Proposed Project through CEQA prior to allowing this higher activity level.
4. Provide electric vehicle (EV) charging stations or, at a minimum, provide electrical infrastructure, and electrical panels should be appropriately sized. Electrical hookups should be provided for truckers to plug in any onboard auxiliary equipment.

B-7

Mitigation Measures to Reduce Operational Air Quality Impacts from Other Area Sources

1. Maximize the use of solar energy by installing solar energy arrays.
2. Use light-colored paving and roofing materials.
3. Utilize only Energy Star heating, cooling, and lighting devices and appliances.

B-8

Design Considerations for Reducing Air Quality and Health Risk Impacts

1. Clearly mark truck routes with trailblazer signs so that trucks will not travel next to or near sensitive land uses (e.g., residences, schools, daycare centers, etc.).
2. Design the Proposed Project such that truck entrances and exits are not facing sensitive receptors, and trucks will not travel past sensitive land uses to enter or leave the Proposed Project site.
3. Design the Proposed Project such that any truck check-in point is inside the Proposed Project site to ensure no trucks are queuing outside.
4. Design the Proposed Project to ensure that truck traffic inside the Proposed Project site is as far away as feasible from sensitive receptors.
5. Restrict overnight truck parking in sensitive land uses by providing overnight truck parking inside the Proposed Project site.

B-9

Lastly, the South Coast AQMD also suggests that the Lead Agency conduct a review of the following references and incorporate additional mitigation measures as applicable to the Proposed Project in the Final EIR:

1. State of California – Department of Justice: Warehouse Projects: Best Practices and Mitigation Measures to Comply with the California Environmental Quality Act¹⁵
2. South Coast AQMD 2022 Air Quality Management Plan,¹⁶ specifically:

B-10

¹⁵ State of California – Department of Justice, Warehouse Projects: Best Practices and Mitigation Measures to Comply with the California Environmental Quality Act available at <https://oag.ca.gov/system/files/media/warehouse-best-practices.pdf>

¹⁶ South Coast AQMD, 2022 Air Quality Management Plan (AQMP) available at <http://www.aqmd.gov/home/air-quality/clean-air-plans/air-quality-mgt-plan>

- a) Appendix IV-A – South Coast AQMD’s Stationary and Mobile Source Control Measures
 - b) Appendix IV-B – CARB’s Strategy for South Coast
 - c) Appendix IV-C – SCAG’s Regional Transportation Strategy and Control Measure
3. United States Environmental Protection Agency (U.S. EPA): Mobile Source Pollution - Environmental Justice and Transportation.¹⁷

B-10

Health Risk Reduction Strategies

Many strategies are available to reduce exposures, including, but not limited to, building filtration systems with MERV 13 or better, or in some cases, MERV 15 or better is recommended; building design, orientation, location; vegetation barriers or landscaping screening, etc. Enhanced filtration units are capable of reducing exposures. However, enhanced filtration systems have limitations. For example, in a study that the South Coast AQMD conducted to investigate filters,¹⁸ a cost burden is expected to be within the range of \$120 to \$240 per year to replace each filter panel. The initial start-up cost could substantially increase if an HVAC system needs to be installed and if standalone filter units are required. Installation costs may vary and include costs for conducting site assessments and obtaining permits and approvals before filters can be installed. Other costs may include filter life monitoring, annual maintenance, and training for conducting maintenance and reporting. In addition, because the filters would not have any effectiveness unless the HVAC system is running, there may be increased energy consumption that the Lead Agency should evaluate in the Draft EIR. It is typically assumed that the filters operate 100 percent of the time while residents are indoors, and the environmental analysis does not generally account for the times when the residents have their windows or doors open or are in common space areas of the project. These filters have no ability to filter out any toxic gases. Furthermore, when used filters are replaced, replacement has the potential to result in emissions from the transportation of used filters to disposal sites and generate solid waste that the Lead Agency should evaluate in the Draft EIR. Therefore, the presumed effectiveness and feasibility of any filtration units should be carefully evaluated in more detail prior to assuming that they will sufficiently alleviate exposures to diesel particulate matter emissions.

B-11

South Coast AQMD Air Permits and Role as a Responsible Agency

If implementation of the Proposed Project would require the use of new stationary and portable sources, including but not limited to emergency generators, fire water pumps, boilers, etc., one or more air permits from South Coast AQMD will be required. The Final EIR should include a discussion about the potentially applicable South Coast AQMD rules that may be applicable to the Proposed Project. Those rules may include, for example, Rule 201 – Permit to Construct,¹⁹ Rule

B-12

¹⁷ United States Environmental Protection Agency (U.S. EPA), Mobile Source Pollution - Environmental Justice and Transportation available at <https://www.epa.gov/mobile-source-pollution/environmental-justice-and-transportation>

¹⁸ This study evaluated filters rated MERV 13 or better. Accessed at: <http://www.aqmd.gov/docs/default-source/ceqa/handbook/aqmdpilotstudyfinalreport.pdf>. Also see 2012 Peer Review Journal article by South Coast AQMD: <https://onlinelibrary.wiley.com/doi/10.1111/ina.12013>.

¹⁹ South Coast AQMD, Rule 201 is available at: <https://www.aqmd.gov/docs/default-source/rule-book/reg-ii/rule-201.pdf>

203 – Permit to Operate,²⁰ Rule 401 – Visible Emissions,²¹ Rule 402 – Nuisance,²² Rule 403 – Fugitive Dust,²³ Rule 1110.2 – Emissions from Gaseous and Liquid Fueled Engines,²⁴ Rule 1113 – Architectural Coatings,²⁵ Rule 1166 – Volatile Organic Compound Emissions from Decontamination of Soil,²⁶ Rule 1179 – Publicly Owned Treatment Works Operations,²⁷ Regulation XIII – New Source Review,²⁸ Rule 1401 – New Source Review of Toxic Air Contaminants,²⁹ Rule 1466 – Control of Particulate Emissions from Soils with Toxic Air Contaminants,³⁰ Rule 1470 – Requirements for Stationary Diesel-Fueled Internal Combustion and Other Compression Ignition Engines,³¹ etc.

B-12

It is important to note that if air permits from the South Coast AQMD are required, South Coast AQMD's role under CEQA will become the Responsible Agency of the Proposed Project. Per CEQA Guidelines Section 15086, the Lead Agency is required to consult with South Coast AQMD. CEQA Guidelines Section 15096 sets forth specific procedures for a Responsible Agency, including making a decision on the adequacy of the CEQA document for use as part of the process for conducting a review of the Proposed Project and issuing discretionary approvals. Also, as set forth in CEQA Guidelines Section 15096(h), the Responsible Agency is required to make Findings in accordance with CEQA Guidelines Section 15091 for each significant effect of the project and issue a Statement of Overriding Considerations in accordance with CEQA Guidelines Section 15093, if necessary. Lastly, as set forth in CEQA Guidelines Section 15096(i), the Responsible Agency may file a Notice of Determination.

B-13

CEQA Guidelines Section 15096 sets forth specific procedures for a Responsible Agency, including making a decision on the adequacy of the CEQA document for use as part of the process for conducting a review of the Proposed Project and issuing discretionary approvals. Moreover, it is important to note that if a Responsible Agency determines that a CEQA document is not adequate to rely upon for its discretionary approvals, the Responsible Agency must take further actions listed in CEQA Guideline Section 15096(e), which could have the effect of delaying the implementation of the Proposed Project. In its role as CEQA Responsible Agency, the South Coast AQMD is obligated to ensure that the CEQA document prepared for this Proposed Project contains a sufficient project description and analysis to be relied upon in order to issue any discretionary approvals that may be needed for air permits.

For these reasons, the final CEQA document should be revised to include a discussion about any and all new stationary and portable equipment requiring South Coast AQMD air permits, provide the evaluation of their air quality and greenhouse gas impacts, and identify South Coast AQMD as a Responsible Agency for the Proposed Project as this information will be relied upon as the basis for the permit conditions and emission limits for the air permit(s). Please contact South Coast

²⁰ South Coast AQMD, Rule 203 is available at: <https://www.aqmd.gov/docs/default-source/rule-book/reg-ii/rule-203.pdf>

²¹ South Coast AQMD, Rule 401 is available at: <https://www.aqmd.gov/docs/default-source/rule-book/rule-iv/rule-401.pdf>

²² South Coast AQMD, Rule 402 is available at: <https://www.aqmd.gov/docs/default-source/rule-book/rule-iv/rule-402.pdf>

²³ South Coast AQMD, Rule 403 is available at: <https://www.aqmd.gov/docs/default-source/rule-book/rule-iv/rule-403>

²⁴ South Coast AQMD, Rule 1110.2 is available at: https://www.aqmd.gov/docs/default-source/rule-book/reg-xi/r1110_2.pdf

²⁵ South Coast AQMD, Rule 1113 is available at <https://www.aqmd.gov/docs/default-source/rule-book/reg-xi/r1113.pdf>

²⁶ South Coast AQMD, Rule 1166 is available at: <https://www.aqmd.gov/docs/default-source/rule-book/reg-xi/rule-1166.pdf>

²⁷ South Coast AQMD, Rule 1179 is available at: <https://www.aqmd.gov/docs/default-source/rule-book/reg-xi/rule-1179.pdf>

²⁸ South Coast AQMD, Regulation XIII is available at: <https://www.aqmd.gov/home/rules-compliance/rules/scaqmd-rule-book/regulation-xiii>

²⁹ South Coast AQMD, Rule 1401 is available at: <https://www.aqmd.gov/docs/default-source/rule-book/reg-xiv/rule-1401.pdf>

³⁰ South Coast AQMD, Rule 1466 is available at: <https://www.aqmd.gov/docs/default-source/rule-book/reg-xiv/rule-1466.pdf>

³¹ South Coast AQMD, Rule 1470 is available at: <https://www.aqmd.gov/docs/default-source/rule-book/reg-xiv/rule-1470.pdf>

John King, Planning and Building Director

December 16, 2025

AQMD’s Engineering and Permitting staff at (909) 396-3385 for questions regarding what types of equipment would require air permits. For more general information on permits, please visit South Coast AQMD’s webpage at <https://www.aqmd.gov/home/permits>.

Conclusion

As set forth in Public Resources Code Section 21092.5(a) and CEQA Guidelines Section 15088(a-b), the Lead Agency shall evaluate comments from public agencies on environmental issues and prepare a written response at least 10 days prior to certifying the Final EIR. As such, please provide South Coast AQMD written responses to all comments contained herein at least 10 days prior to the certification of the Final EIR. In addition, as provided by CEQA Guidelines Section 15088(c), if the Lead Agency’s position is at variance with recommendations provided in this comment letter, detailed reasons supported by substantial evidence in the record to explain why specific comments and suggestions are not accepted must be provided.

B-14

Thank you for the opportunity to provide comments. South Coast AQMD staff are available to work with the Lead Agency to address any air quality questions that may arise from this comment letter. Please contact Danica Nguyen, Air Quality Specialist, at dnguyen1@aqmd.gov should you have any questions.

Sincerely,
Sam Wang
Sam Wang
Program Supervisor, CEQA IGR
Planning, Rule Development & Implementation

SW:DN
LAC251105-07
Control Number

ID	Response to Comment Letter B – South Coast Air Quality Management District
B-1	<p>The City acknowledges this comment. This comment provides an accurate summary of the project. This comment does not raise any specific questions or comments about the DEIR.</p>
B-2	<p>The SCAQMD accurately states that the DEIR did not quantify operational LST emissions. However, the SCAQMD incorrectly states that the EIR does not provide an analysis of regional and localized construction emissions and does not require construction air quality analysis as mitigation. The SCAQMD recommends adding mitigation requiring future projects to quantify construction and operational emissions using CalEEMod and compare the results against SCAQMD significance thresholds and Localized Significance Thresholds (LSTs).</p> <p>The City notes that the DEIR contains a qualitative analysis of regional and localized construction air quality impacts (see Impact AQ-2 and Impact AQ-3 in Section 4.3 of the DEIR). As discussed in the DEIR, the analysis was conducted qualitatively because construction emissions could occur intermittently over an approximately 20-year growth period, and specific details regarding the timing and characteristics of a site-specific projects in the Specific Plan that would be necessary for a quantitative emissions analysis are not known at this time. The DEIR found that construction emissions have the potential to exceed SCAQMD thresholds and includes Mitigation Measure AQ-1, which requires a project-level construction assessment for new development proposed under implementation of the Specific Plan, and the implementation of mitigation if emissions are shown to be above SCAQMD thresholds. In response to this comment, and to clarify the requirements of the mitigation measure, MIG has added into the mitigation measure that the thresholds include LSTs (see Final EIR Section 3.0 – Errata). The revisions necessitated by this comment do not represent a substantial increase in the severity of an identified significant impact or the identification of a new significant impact, mitigation, or alternative considerably different from those already considered in the DEIR. Mitigation for a project-specific operational LST analysis would not be required, as the DEIR found operational emissions had a less than significant impact on exposing sensitive receptors to substantial pollutant concentration, as discussed in Impact AQ-3 of Section 4.3 of the DEIR.</p>
B-3	<p>This comment includes an accurate summary of anticipated development under the Specific Plan. This comment states that the DEIR did not describe the types of land uses that could be included in the 800,000 square feet of neo-industrial building space. However, as described in Section 4.3 of the DEIR the neo-industrial building space is designated for research and development or light industrial uses. The neo-industrial zone is not intended or designed for large warehouse and distribution center centers with high emissions profiles, which is supported by the design standards for the neo-industrial zone included in the Specific Plan that states that no more than four truck loading bays per building shall be allowed. This design limitation will serve to preclude the development of larger warehouses.</p> <p>The neo-industrial zone may include light industrial uses that may or may not require air permits from the SCAQMD; however since specific uses and activities related to future development are unknown, those sources would be speculative at this time. Please see Response B-13 for further discussion on air permits. To provide additional</p>

ID	Response to Comment Letter B – South Coast Air Quality Management District
	<p>information, the DEIR has been edited to clarify what land uses are anticipated in the neo-industrial zone (see Final EIR Section 3.0 – Errata). The changes to the DEIR are for informational purposes and do not represent a substantial increase in the severity of an identified significant impact or the identification of a new significant impact, mitigation, or alternative considerably different from those already considered in the DEIR.</p>
<p>B-4</p>	<p>The SCAQMD states that operational emissions of toxic air contaminants (TACs) from sources such as future permitted stationary and portable equipment should be evaluated, along with their associated health impacts. It is noted that the DEIR considers operational TACs in its analysis. Section 4.3.1 of the DEIR defines TACs and describes the sources of TACs within the Planning Area and its vicinity. Additionally, Section 4.3.4 discusses how the Specific Plan would generate long-term operational TAC emissions which new and existing receptors could be exposed to, and how characteristics of the Specific Plan would reduce residential exposure to air pollution.</p> <p>In regard to TAC emissions from potential future permitted equipment, since information on site-specific use that may develop in the future is unknown, identifying potential future stationary and portable equipment would be speculative at this time, and therefore it is not possible to provide TAC emission calculations for those sources. In regard to TAC emissions from mobile sources, the Specific Plan is not projected to have extensive truck-related activities. Trucking and freight-related land uses are specifically prohibited in all land use districts within the Planning Area (see Clearwater Specific Plan page 46). Additionally, the Specific Plan states its objective to have a campus-like design, and to emphasize pedestrian and bicycle infrastructure in the neo-industrial zone. The Specific Plan also contains Building Form Characteristics that support these objectives (see page 42). Furthermore, the Specific Plan describes the neo-industrial area as including mixed-use, multi-story non-residential uses, and limits the number of truck loading bays per building to four. As described in the Specific Plan, the neo-industrial zone is not projected to include the type and scale of industrial activity that would result in substantial TAC emissions from mobile sources. Section 4.3 of the DEIR has been edited to include additional land use descriptions and analysis of operational TAC emissions (see Final EIR Section 3.0 – Errata). The changes to Section 4.3 of the DEIR are for informational purposes and do not represent a substantial increase in the severity of an identified significant impact or the identification of a new significant impact, mitigation, or alternative considerably different from those already considered in the DEIR.</p>
<p>B-5</p>	<p>The SCAQMD recommends that the project includes mitigation that requires project-level development applications to prepare site-specific operational health risk assessments (HRAs) if future industrial uses may be located in close proximity to residential receptors. The Specific Plan would not include operational sources of TAC emissions that are projected to result in significant exposure. As discussed in Response B-4, trucking and freight-related land uses are specifically prohibited in all land use districts within the Planning Area. The neo-industrial zone’s campus-like design, focus on bicycle and pedestrian connectivity, and limit to four truck loading bays per building additionally shows that it is not the intent to have large distribution centers, or similar high-emitting industrial uses, in the neo-industrial zone. Section 4.3 of the DEIR has been edited to include these land use descriptions in the analysis of the exposure of sensitive receptors to substantial pollutant concentration (see Final</p>

ID	Response to Comment Letter B – South Coast Air Quality Management District
	<p>EIR Section 3.0 – Errata). The revisions necessitated by this comment do not represent a substantial increase in the severity of an identified significant impact or the identification of a new significant impact, mitigation, or alternative considerably different from those already considered in the Public Review DEIR. As discussed under Impact AQ-3 of the DEIR, operational pollution exposure to sensitive receptors would be less than significant, and would not require mitigation, such as a project-specific health risk assessments, for future development.</p>
<p>B-6</p>	<p>The SCAQMD recommends editing Mitigation Measure AQ-1 to propose the use of Tier 5 emissions standards for project-level mitigation. SCAQMD also recommends prioritizing electric and zero emission equipment where feasible and abating NOx emissions through limiting the use of older engines, incorporating exhaust retrofits, and other mitigation included in SCAQMD’s CEQA Air Quality Handbook. DEIR Mitigation Measure AQ-1 requires that project-specific air quality and toxic air contaminant analyses performed for future development shall implement mitigation to reduce emissions below SCAMQD thresholds or to the maximum extent feasible, and provides a list of potential mitigation. Additionally, Mitigation Measure AQ-1 states that mitigation is not limited to the options listed. Project-specific development may require Tier 5 emission standards, zero emission equipment, retrofits, or other mitigation to reduce construction emissions below SCAQMD thresholds. In response to this comment, Tier 5 emission standards were added to the list of potential mitigation (see Final EIR Section 3.0 – Errata). The changes to Mitigation Measure AQ-1 do not represent a substantial increase in the severity of an identified significant impact or the identification of a new significant impact, mitigation, or alternative considerably different from those already considered in the DEIR.</p>
<p>B-7</p>	<p>The SCAQMD recommends four specific mitigation measures to incorporate into the EIR to reduce operational air quality impacts from mobile sources:</p> <ul style="list-style-type: none"> • The SCAQMD recommends the City require ZE or NZE on-road haul trucks “if and when feasible”. It is not clear, as written, “if and when” the SCAQMD’s recommendation would be feasible. The suggestion to require ZE or NZE trucks “if and when feasible” reflects the uncertainty regarding the timeline for availability of those technologies. Additionally, the Specific Plan prohibits trucking and freight-related land uses in all zones of the Planning Area. While trucks would be operating within the Planning Area, the type of freight operations which would require higher levels of trucking activity and produce higher levels of truck emissions are not anticipated to occur. The Specific Plan also encourages buildings in the neo-industrial zone to use electric vehicles and small vehicles for its first-last mile deliveries. Further, goods movement is a complex process that may involve multiple stops. Trucks may be owned, operated, contracted, etc. as needed depending on operating characteristics, and neither the City nor individual developers can regulate mobile emissions, which is within the purview of regulatory agencies such as the U.S. EPA, CARB, and the SCAQMD. Those agencies can, and have, adopted regulations intended to reduce emissions from mobile sources, including trucks. The comment notes that with CARB’s clean truck rules and regulations such as the Advanced Clean Trucks Rule, ZE and NZE trucks will become increasingly more available for use. However, the U.S. EPA recently rescinded the waiver necessary to implement this regulation, which adds uncertainty to the implementation and adoption of ZE truck technologies that further renders a commitment to ZE truck fleets infeasible at this time.

ID	Response to Comment Letter B – South Coast Air Quality Management District
	<ul style="list-style-type: none"> • The SCAQMD recommends the City require a phase-in schedule to incentivize the use of cleaner operating trucks. The suggested measure is uncertain because, as discussed above, it is unclear when the technology will be readily available and there is uncertainty regarding the State’s ability to mandate the deployment of ZE trucks. • The SCAQMD recommends the City limit the daily number of trucks allowed in the Planning Area to levels estimated and analyzed in the EIR and commit to re-evaluating the project through CEQA prior to allowing higher activity levels. Mobile emissions were quantified in the Air Quality Analysis using estimates provide by the transportation analysis prepared by Ganddini Group which were, in turn in, based on the ITE trip generation rates for the various land uses envisioned in the Specific Plan the DEIR made good faith, reasonable assumptions about future development, including with respect to truck trips, and there is no evidence at this time to indicate the development under the Specific Plan will exceed the truck activity levels or emissions estimates presented in the DEIR. In addition, when site-specific development are submitted for City review they will be subject to the requirements of Mitigation Measure AIR 1 which will require the preparation of a site specific air quality analysis. If a development proposal exceeds SCAQMD thresholds additional mitigation would be required as specified in AIR-1. Therefore, the specific impacts of a project would mitigated. No changes to the DEIR are necessitated by this comment. • The SCAQMD recommends providing EV charging stations or providing electrical infrastructure to support electric vehicle technologies, including electrical hook ups for truck auxiliary engines. As described above, the project is not anticipated to have extensive trucking uses. However, it is noted that development under the Specific Plan would provide EV charging and EV-ready parking consistent with the requirements of the California Green Building (CalGreen) Code. This includes electrical infrastructure for medium- and heavy-duty EV charging readiness consistent with the Section 5.106.5.5.1 of the 2025 CalGreen Code, or the requirements of the CalGreen Code version that is in effect at the time of building permit approval. No changes to the DEIR are necessitated by this comment.
<p>B-8</p>	<p>The SCAQMD recommends three specific mitigation measures to incorporate into the EIR to reduce operational air quality impacts from other area sources:</p> <ul style="list-style-type: none"> • The SCAQMD recommends the project maximize solar energy by installing solar arrays. As discussed in Section 4.8 of the DEIR, Mitigation Measure GHG-4 requires that all projects occurring within the TR5, MU-TC, FD, and NI zones in the Planning Area shall implement the following sustainability recommendation included in the Specific Plan regarding solar energy: Solar panels shall cover a minimum percentage of the roof area, unless 100% of building energy needs are met using renewable energy. The minimum percentage of covered roof area is 30% for buildings within the MU-TC zone, 40% for building within the TR5 zone, and 50% for buildings within the FC and NI zones. As such, the project already includes mitigation that is commensurate with this SCAQMD recommendation. No changes to the DEIR are necessitated by this comment. • The SCAQMD recommends using light-colored paving and roofing materials. The Specific Plan lists cobblestone and concrete, a light-colored paving

ID	Response to Comment Letter B – South Coast Air Quality Management District
	<p>material, in its allowable materials for right-of-way areas, and prohibits asphalt for right-of-way areas (see Table 5-1 of the Specific Plan). Furthermore, the 2025 Building Energy Efficiency Standards already include requirements commensurate with this measure. For example, the prescriptive requirements for building envelopes establishes minimum aged solar reflectance and minimum solar reflectance index values for non-residential buildings (Section 140.3(a)). Furthermore, Mitigation Measure GHG-1 requires all building envelope and systems components covered by Title 24 to be designed to have a total energy design rating that is at least 5% less than the standard building design for the project’s location (Climate Zone 8), unless the City has adopted local requirements that are more stringent than the Energy Code. Thus, existing building code requirements already require measures commensurate with the SCAQMD’s recommendation. No changes to the DEIR are necessitated by this comment.</p> <ul style="list-style-type: none"> • The SCAQMD recommends the City require the project to use only Energy Star heating, cooling, and lighting devices and appliances. Mitigation Measure GHG-2 requires developer-installed refrigerators, dishwashers, clothes washers and dryers, and room air conditioners shall be Energy Star certified products. Thus, the DEIR already includes a measure commensurate with the SCAQMD’s suggestion. No changes to the DEIR are necessitated by this comment. <p>As described above, the project already contains design features and mitigation measures commensurate with the SCAQMD’s recommendations.</p>
B-9	<p>The SCAQMD recommends five specific project design considerations to incorporate into the EIR to reduce emissions of air quality pollutants and potential health risk impacts. As a point of clarification, the DEIR concludes that exposure to sensitive receptors from operational emissions would be less than significant. Thus, since the EIR already concludes that potential operational local air quality and health risk impacts would be less than significant, additional operational mitigation is not required to address this impact. Nonetheless, the City has reviewed the SCAQMD’s suggested design features.</p> <p>Somerset Boulevard, Rosecrans Avenue, and Paramount Boulevard north of Rosecrans Avenue are City-designated truck routes. Given the existing conditions in the vicinity of the Planning Area, trucks will not unnecessarily drive next to sensitive receptors. The Specific Plan also contains project design features that reduces conflict between trucks and sensitive land uses. Neo-industrial access streets for delivery and service vehicles are buffered from on-site residential uses within the Planning Area (see Street Type 5 in Exhibit 4.17-3 of the DEIR). Additionally, the Specific Plan prohibits trucking and fulfillment center uses, which have higher levels of truck travel compared to land uses allowed in the neo-industrial zone such as research and development or light manufacturing. The Specific Plan may allow last-mile delivery hubs, but requires that buildings are limited to four truck bays, that truck bays face away from public streets, and that trucks must not have more than three axles, and recommends that the last mile delivery hubs are limited to electric and bicycle deliveries. Due to the Specific Plan’s allowed and anticipated land uses, no outside queuing is expected. Lastly, the neo-industrial zone contains surface parking lots, and overnight parking at sensitive land uses is not expected to occur. No</p>

ID	Response to Comment Letter B – South Coast Air Quality Management District
	changes to the DEIR are necessitated by this comment.
B-10	<p>The SCAQMD suggests the City review more than 500 pages of material that are generally referenced and to incorporate mitigation measures “as applicable”. This comment does not identify any specific measure or measures that the SCAQMD recommends for incorporation into the EIR, nor does it suggest why measures included in the more than 500 pages are specifically relevant or related to the project and/or the DEIR’s air quality and GHG impact analyses. Nonetheless, the City has reviewed the documents referenced by the SCAQMD and determined that the majority of measures identified in the referenced materials are already reflected in the project:</p> <ul style="list-style-type: none"> • Warehouse Projects: Best Practices and Mitigation Measures to Comply with the California Environmental Quality Act. Many of the best practices identified in this document are commensurate with the requirements of existing regulations and/or the mitigation measures already into the DEIR. For example, Section V. Air Quality and Greenhouse Gas Emissions Analysis and Mitigation, contains a measure to use paints that have volatile organic compound levels of less than 10 grams per liter, which is already required by Mitigation Measure AQ-2. Section V also contains measures such as designing buildings to LEED green building standards and installing solar that are consistent with recommended sustainability requirements in the Specific Plan, including that buildings within the flex district and neo-industrial district that are LEED certified and have solar panel coverage of 50% of the roof area or 100% of building energy needs. Section V’s measures to reduce travel demand would also be commensurate with project design features that support high density and mixed use development in a transit priority area and include bicycle and pedestrian infrastructure. Most other measures identified in the best practices document are either not applicable to the project or not considered feasible for the project. It is noted that while the Specific Plan may allow some light industrial warehouses with a Conditional Use Permit in the flex district or neo-industrial zones, the Specific Plan does not propose any specific warehouse developments, and specifically prohibits trucking and freight-related land uses, which many of the measures in the referenced document are designed for. Therefore, no changes to the DEIR are necessitated by this comment. • SCAQMD 2022 AQMP: The three appendices referenced contain approximately 230 measures, which almost entirely would be implemented by the SCAQMD, CARB, and SCAG. The few measures that could be implemented in the project include travel demand measures in Appendix IV-C that would correspond to project design features that support transit and active transportation. As described in Section 4.8 of the DEIR, the project places high density, mixed-use development adjacent to a planned light rail station and adds bicycle and pedestrian infrastructure throughout the Planning Area. The travel demand measures would also be consistent with Mitigation Measure TRAN-1 (see Section 4.17 and Section 4.3 of the DEIR), which would require development proposals under the Specific Plan to prepare a project-specific VMT screening/analysis, and has the potential to reduce VMT

ID	Response to Comment Letter B – South Coast Air Quality Management District
	<p>and associated mobile source emissions.</p> <ul style="list-style-type: none"> U.S EPA Mobile Source Pollution – Environmental Justice and Transportation: The comment references an EPA webpage that no longer exists. The link provided in the footnote reference connects to a “Page Not Found” notice, and after review, an EPA webpage describing environmental justice and transportation could not be located. No changes to the DEIR are necessitated by this comment. <p>The comment for review of additional resources is noted. It does not identify any specific measures that the SCAQMD suggests should be implemented into the EIR or suggest that the DEIR’s analysis is deficient.</p>
B-11	<p>The SCAQMD discusses strategies to reduce pollution exposure, including building filtration systems with MERV 13 or better, building design, orientation, location, and vegetation barriers or landscaping screening. The SCAQMD also discusses building filtration costs, effectiveness, and the potential for emissions during the transport of used filters to disposal sites. New residential units developed under the Specific Plan would comply with the California Building Code. The California Building Code standards require that attached multifamily dwelling units and common use areas have air filters with an efficiency greater than or equal to MERV 13, which is consistent with SCAQMD’s recommendation. This would not be a project-specific design feature or mitigation requirement. The 2025 Building Energy Efficiency Standards also contains requirements for the installation of balanced and supply ventilation systems, including that indoor air quality filters are required to be accessible for service from within occupiable spaces, basements, garages, balconies, mechanical closets or accessible rooftops, or, if located behind access panels, access doors, or grilles, no more than ten feet above a walking surface inside the space. These requirements provide easier access to filters. All HVAC systems would be monitored, serviced, and filters replaced consistent with manufacturer recommendations, to ensure continued functioning. The potential impacts from operation of future HVAC systems were analyzed in the DEIR, including emissions from truck trips necessary to service the systems (which are expected to be negligible), as truck trips for deliveries and similar activities are incorporated into the trip generation used in CalEEMod, and were found to be less than significant. No changes to the DEIR are necessitated by this comment.</p>
B-12	<p>The SCAQMD states that permits from the SCAQMD may be required, and recommends the EIR include a discussion of applicable SCAQMD rules that may be applicable to the project and provides a list of potentially relevant rules for the City to consider adding to the EIR. As a point of clarification, the DEIR (“SCAQMD Rules and Regulations” discussion in Section 4.3.2) does include a discussion of SCAQMD rules that may be applicable to the proposed project, including rules referenced by the SCAQMD in their comment such as rules 401, 402, 403, and 1113. In response to this comment, SCAQMD’s list of rules have been reviewed, and rules that were not originally included have been added to the DEIR, such as Rule 201, Rule 203, and Rule 1110.2 (see FEIR Section 3.0 – Errata). The changes to the DEIR are for informational purposes and do not represent a substantial increase in the severity of an identified significant impact or the identification of a new significant impact, mitigation, or alternative considerably different from those already considered in the DEIR. See Response B-13 for further discussion of SCAQMD permit requirements.</p>

ID	Response to Comment Letter B – South Coast Air Quality Management District
B-13	<p>In this comment, the SCAQMD refers to CEQA procedures for a Responsible Agency, including making a decision on the adequacy of the project EIR for use in the issuance of potential future discretionary SCAQMD air permits, and expresses concern that the DEIR's project description and analyses may be inadequate to be relied on for the purpose of issuing permits that the project may need. The project is a planning document that guides future development, and does not propose any specific stationary or portable equipment. Since potential future stationary sources and portable equipment would be speculative, it is not possible to provide emissions calculations and discussion for such sources at this time. While the SCAQMD would be a Responsible Agency because future projects could require a permit from the SCAQMD, the adoption of the Specific Plan would not require specific approval from the SCAQMD at this time. As future implementing projects are proposed, those projects would be evaluated under CEQA. If a future project requires an SCAQMD permit, the SCAQMD would be notified through a permit application. No changes to the DEIR are necessitated by this comment.</p>
B-14	<p>The SCAQMD provides conclusionary remarks and discusses CEQA requirements for responding to comments. As required by CEQA and the State CEQA Guidelines, the City has evaluated the SCAQMD's comments and will provide written responses to the SCAQMD at least ten days prior to the certification of the Final EIR for the proposed Specific Plan. No changes to the DEIR are necessitated by this comment.</p>

COMMENT LETTER C – CALIFORNIA DEPARTMENT OF TRANSPORTATION (CALTRANS)

CALIFORNIA STATE TRANSPORTATION AGENCY

GAVIN NEWSOM, GOVERNOR

California Department of Transportation

DISTRICT 7
100 SOUTH MAIN STREET, SUITE 100 | LOS ANGELES, CA 90012
PHONE (213) 897-0362 | FAX () 897-0360 TTY 711
www.dot.ca.gov



December 17, 2025

John King, Planning and Building Director
Planning Department
City of Paramount
16400 Colorado Avenue
Paramount, California 90723

RE: Clearwater Specific Plan
SCH # 2025010201
Vic. LA-710/PM 14.97, LA-105/PM R14.11
GTS # LA-2025-04948-DEIR

Dear John King:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the above-referenced environmental document. 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 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 Specific Plan includes a mixed-use district that would provide retail, entertainment, housing, and open space amenities for local residents. The Specific Plan would also provide for an artisanal manufacturing and creative live/work district that includes industrial uses along with residential uses. 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.

C-1

The mission of Caltrans is to provide a safe and reliable transportation network that serves all people and respects the environment. Senate Bill 743 (2013) has codified into CEQA law and mandated that CEQA review of transportation impacts of proposed development be modified by using Vehicle Miles Traveled (VMT) as the primary metric in identifying transportation impacts for all future development projects. As a reminder, all environmental documents should include Vehicle Miles Traveled. You may reference the Governor's Office of Planning and Research (OPR) for more information:

C-2

<https://opr.ca.gov/ceqa/#guidelines-updates>

The proposed Specific Plan aims to improve Clearwater's public spaces with street standards and guidelines. It focuses on pedestrian-friendly sidewalks, landscaping, active transportation infrastructure to encourage walking and biking, and optimizing curbside

C-3

"Provide a safe and reliable transportation network that serves all people and respects the environment"

John King
December 17, 2025
Page 2

parking. A key goal is to address the current shortage of adequate sidewalks and streetscape facilities. C-3

The Specific Plan proposes a multi-use path with a bikeway along the western edge from Somerset Boulevard to Rosecrans Avenue, next to the Union Pacific railway. This path would connect directly to the future Southeast Gateway Station at Paramount/Rosecrans through the planned bike path along the Southern California Edison corridor north of Rosecrans Avenue. C-4

The Specific Plan promotes high-density and mixed-use development in a transit priority area, consistent with Connect SoCal. It focuses on development within 0.5 miles of the planned light rail station and existing bus stops, such as LA Metro 125. The area is serviced by LA Metro Bus Lines 125 (Rosecrans Ave), 265 (Paramount Blvd), and 127 (Somerset Blvd), along with Long Beach Transit Route 71 (Rosecrans Ave). The Specific Plan would support the local public transit system and ongoing efforts to improve connections with other regional transit facilities and services (Metro bus service, Long Beach Transit, Green Line, etc.). C-5

The proposed Specific Plan is within a transit priority area and aligns with transit-oriented development goals. Thus, it meets the "Proximity to Transit Based Screening Criteria" per County Guidelines used by the City of Paramount, and with Mitigation Measure TRAN-1, it will have an insignificant VMT impact. C-6

TRAN-1: Prior to completion of the planned Southeast Gateway Line Paramount/Rosecrans station, all development proposals within the Clearwater Specific Plan Planning Area shall be required to prepare a project-specific VMT screening/analysis, in accordance with the County of Los Angeles Vehicle Miles Traveled Guidelines. If the development proposal does not screen out from further VMT review, a more detailed VMT analysis would be required in accordance with the requirements of the County VMT Guideline, including, if necessary, additional measures to reduce VMT to meet County VMT thresholds. After completion of the planned Southeast Gateway Line Paramount/Rosecrans station, only development proposals involving APN 6241-016-023 or 6241-016-907 shall be required to prepare a project-specific VMT screening/analysis. C-7

As noted in Caltrans' comment letter dated February 4, 2025, safety impact analysis were requested for several key intersections near State facilities. However, based on the environmental documents provided to date, it appears that detailed safety evaluations, such as queuing analyses, have not been performed for the intersections listed in the letter. These include: C-8

- I-710/Rosecrans Avenue
- I-710/Alondra Blvd.
- I-105/Garfield Avenue
- I-105/Paramount Blvd.

"Provide a safe and reliable transportation network that serves all people and respects the environment"

2.0 Response to Comments

John King
December 17, 2025
Page 3

Given the scale of the City of Paramount Clearwater Specific Plan and its potential impacts on circulation and land use, Caltrans recommends a safety analysis such as queuing analysis with existing signal timing be prepared at above intersections providing access to the State Highway System. These locations may see increased volumes and turning movements under buildout conditions, raising the risk of spillback onto freeway off-ramps. When impacts are identified, this analysis would determine mitigation measures such as signal timing adjustments, intersection modifications, Transportation System Management (TSM), or additional TDM strategies consistent with Caltrans' *Transportation Demand Management Toolbox*:

C-9

<https://transportationplanning.onramp.dot.ca.gov/downloads/transportationplanning/files/regionalplanning/Final%20Draft%202023%20LDR%20TDM%20Toolbox%20071923.pdf>

Please be reminded that any improvement performed within the State Right-of-way will require an Encroachment Permit from Caltrans. Any modifications to State facilities must meet all mandatory design standard and specifications.

C-10

Any transportation of heavy construction equipment and/or materials that require the use of oversized transport vehicles on State highways will need a Caltrans transportation permit. Any large-size truck trips be limited to off-peak commute periods for the construction phase and operation phase. Construction truck loads should be covered with a tarpaulin cover.

C-11

Storm water run-off is a sensitive issue for Los Angeles County. Please be mindful that projects should be designed to discharge clean run-off water.

C-12

If you have any questions, please feel free to contact Mr. Alan Lin, the project coordinator, at (213) 269-1124 and refer to GTS # LA-2025-04948-DEIR.

Sincerely,

Miya Edmonson

MIYA EDMONSON
LDR/CEQA Branch Chief

email: State Clearinghouse

"Provide a safe and reliable transportation network that serves all people and respects the environment"

ID	Response to Comment Letter C – Caltrans
C-1	The City acknowledges this comment. This comment accurately reflects the project description as described in the DEIR..
C-2	The City acknowledges this comment and Caltrans’ mission to provide a safe and reliable transportation network that serves all people and respects the environment. The City also acknowledges that SB 743 has codified into CEQA law and mandated that CEQA review of transportation impacts of proposed development be modified by using VMT as the primary metric in identifying transportation impacts. Lastly, the City acknowledges that all environmental documents should include VMT.
C-3	The City acknowledges this comment. This comment accurately reflects the project description as described in the DEIR.
C-4	The City acknowledges this comment. This comment accurately reflects the project description as described in the DEIR.
C-5	The City acknowledges this comment. This comment accurately reflects the project description as described in the DEIR.
C-6	The City acknowledges this comment. This comment accurately reflects the analysis of potential VMT impacts described in the DEIR.
C-7	The City acknowledges this comment. This comment accurately reflects the language of Mitigation Measure TRAN-1 as described in the DEIR.
C-8	The City acknowledges receipt of the comment letter from Caltrans dated February 4, 2025 and the request for safety impact analyses at key intersections near State facilities. Please see Response to Comment C-9 below for a discussion of safety impact analyses. Revisions to Mitigation Measure TRAN-2 necessitated by Comment C-9 below are for informational purposes and do not represent a substantial increase in the severity of an identified significant impact or the identification of a new significant impact, mitigation, or alternative considerably different from those already considered in the Public Review DEIR.
C-9	The proposed Specific Plan is a program-level document intended to guide future development and would not entitle any actual development at this time. Therefore, approval of the proposed Specific Plan alone would not result in additional off-site traffic generation with the potential to cause traffic safety impacts at the noted intersections. Notwithstanding the above, DEIR Mitigation Measure TRAN-2 currently requires future development proposals that are forecast to generate more than 50 peak hour trips to prepare a traffic study. To ensure future development does not cause traffic safety impacts to the State facilities noted, Mitigation Measure TRAN-2 has been revised to require future development proposals forecast to generate more than 50 peak hour trips to prepare a traffic study that includes a freeway exit-ramp queuing analysis at the following intersections: I-710 at Rosecrans Avenue interchange, I-710 at Alondra Boulevard interchange, I-105 at Garfield Avenue interchange, and I-105 at Paramount Boulevard interchange (see Final EIR Section 3.0 – Errata). The addition of this language to Mitigation Measure TRAN-2 would ensure that future development projects implemented under the

2.0 Response to Comments

ID	Response to Comment Letter C – Caltrans
	proposed Specific Plan would not have significant impacts on circulation and land use and that spillback onto freeway ramps would not occur as a result of increased traffic volumes and turning movements under buildout conditions. Further, the revisions to Mitigation Measure TRAN-2 necessitated by this comment do not represent a substantial increase in the severity of an identified significant impact or the identification of a new significant impact, mitigation, or alternative considerably different from those already considered in the Public Review DEIR.
C-10	The City acknowledges any improvement performed within the State right-of-way would require an Encroachment Permit from Caltrans, and any modifications to State facilities must meet all mandatory design standards and specifications.
C-11	The City acknowledges that any transportation of heavy construction equipment and/or materials that require the use of oversized transport vehicles on State highways will need a Caltrans transportation permit. The City also acknowledges that any large-size truck trips be limited to off-peak commute periods for the construction phase and operation phase, and that construction truck loads should be covered with a tarpaulin cover.
C-12	The City acknowledges that storm water runoff is a sensitive issue for Los Angeles County. All future projects under the proposed Specific Plan would be designed to discharge clean runoff water and would comply with all federal, State, and local statutes and regulations pertaining to stormwater runoff and discharge. No changes to the DEIR are necessitated by this comment.

COMMENT LETTER D – CALIFORNIA STATE CLEARINGHOUSE (SCH)



Cameron Hile <cameronh@migcom.com>

SCH Number 2025010201

3 messages

Marilyn Wesley <MARILYN.WESLEY@lci.ca.gov>
To: Cameron Hile <cameronh@migcom.com>

Mon, Nov 3, 2025 at 2:40 PM

Thank you for using CEQA Submit.

Under **Public Resources Code (PRC) Section 21091(c)(3)** and **Guidelines Section 15105(e)**, the **State Clearinghouse (SCH)** is authorized to distribute CEQA documents within three working days after receipt, provided the submission is deemed complete. Additionally, the State agency review period does not begin until SCH distributes the CEQA document to the relevant agencies (**Pub. Resources Code, § 21093(c)(2)**).

Project Publication and Review Details

YOUR PROJECT HAS BEEN PUBLISHED and is now available for review. Please take note of the **State and Local review start and end dates**.

Viewing Your Project and Attachments

To access your project and any associated files on CEQAnet via CEQA Submit:

1. Click **"Navigation"**
2. Select **"Published Document"**

To view your submission, use the following link.
<https://ceqasubmit.lci.ca.gov/Document/Index/311031/2>

For additional information, visit the **State Clearinghouse (SCH) website**: FAQs.

Notice of Closing Letters

SCH does not provide a formal acknowledgment of the close of the review period for CEQA environmental documents.

- **State agency comments** will be available on CEQAnet during and after the review period.

To view comments submitted by State agencies:

1. Visit the **CEQAnet Advanced Search**: CEQAnet Search

D-1

2.0 Response to Comments

2. Enter the **SCH#** in the search field.
3. Select the relevant document.
4. Under the **"Attachments"** section, look for files labeled **"State Comment Letters"** ([Comments from State Reviewing Agencies]).
5. If no comments appear, it means none have been received.

For additional information regarding a specific project, please contact the **lead agency** directly.

Requesting Updates to Published/Posted Documents

Please note that SCH **does not remove attachments** from published projects unless they contain confidential information that cannot be displayed publicly.

To request updates to a published document:

- Send your request, along with any revised attachments, to state.clearinghouse@lci.ca.gov.
- Include a brief memo on **lead agency letterhead** outlining the corrections or modifications made.

For any further inquiries, please contact SCH at state.clearinghouse@lci.ca.gov.

Thank you,

Marilyn Wesley

CEQA Program Analyst, State Clearinghouse

Governor's Office of Land Use and Climate Innovation

1400 10th Street | Sacramento, CA 95814

Email: Marilyn.Wesley@lci.ca.gov



****Note: No reply, response, or information provided constitutes legal advice.**

Confidentiality Notice: The information contained in this email and any attachments is for the exclusive use of the intended recipient(s) and may contain confidential and privileged information. It is the property of the California Governor's Office of Land Use and Climate Innovation. Unauthorized use, disclosure, or copying of this communication or any part thereof is strictly prohibited and may be unlawful. If you are not the intended recipient, please notify the sender immediately by return email and destroy all copies of the original message and any attachments.

D-1

ID	Response to Comment Letter D – California State Clearinghouse
D-1	The City acknowledges the State Clearinghouse’s receipt of the NOA and DEIR.

This Page Intentionally Left Blank.

3.0 ERRATA

This section identifies revisions to the Clearwater Specific Plan Draft EIR (DEIR) to incorporate clarifications, corrections, or additions prepared in response to comments on the DEIR. These changes include minor errors or editorial corrections identified through subsequent review. Additions are shown in underline. Deletions are shown in ~~strikethrough~~. Commentary Notes are shown in *Italic type* where needed.

None of the revisions below represents a substantial increase in the severity of an identified significant impact or the identification of a new significant impact, mitigation, or alternative considerably different from those already considered in the DEIR.

Draft EIR Section 4.3 – Air Quality

Page 4.3-4 is revised as shown below.

A description of the air pollutants associated with the proposed ~~GPU~~ Specific Plan and its vicinity is provided below.

Pages 4.3-19 through 4.3-21 is revised as shown below.

The SCAQMD adopts rules that establish permissible air pollutant emissions and governs a variety of business, processes, operations, and products to implement the AQMP and the various federal and State air quality requirements. In general, rules that ~~would~~ may be applicable to the ~~GPU~~ proposed Specific Plan ~~could~~ include:

- **Rule 201 (Permit to Construct)** sets forth the requirement that a person shall not build, erect, install, alter or replace any equipment or agricultural permit unit, the use of which may cause the issuance of air contaminants or the use of which may eliminate, reduce or control the issuance of air contaminants without first obtaining written authorization for such construction from the Executive Officer
- **Rule 203 (Permit to Operate)** sets forth the requirement that the use or operation of any equipment or agricultural permit unit, the use of which may cause the issuance of air contaminants, or the use of which may reduce or control the issuance of air contaminants, must receive a written permit to operate from the Executive Officer.
- **Rule 401 (Visible Emissions)** prohibits discharge into the atmosphere from any single source of emission for any contaminant for a period or periods aggregating more than three minutes in any one hour that is as dark or darker in shade than that designated as No. 1 on the Ringelmann Chart, as published by the U.S. Bureau of Mines.
- **Rule 402 (Nuisance)** prohibits discharges of air contaminants or other material which cause injury, detriment, nuisance, or annoyance to any considerable number of persons or the public, or which cause, or have a natural tendency to cause, injury or damage to business or property.

- **Rule 403 (Fugitive Dust)** prohibits emissions of fugitive dust from any grading activity, storage pile, or other disturbed surface area if it crosses the project property line or if emissions caused by vehicle movement cause substantial impairment of visibility (defined as exceeding 20 percent capacity in the air). Rule 403 requires the implementation of Best Available Control Measures and includes additional provisions for projects disturbing more than five acres and those disturbing more than fifty acres.
- **Rule 445 (Wood Burning Devices)** prohibits installation of woodburning devices such as fireplaces and wood-burning stoves in new development unless the development is located at an elevation above 3,000 feet or if existing infrastructure for natural gas service is not available within 150-feet of the development.
- **Rule 481 (Spray Coating Operations)** imposes equipment and operational restrictions during construction for all spray painting and spray coating operations.
- **Rule 1108 (Cutback Asphalt)** prohibits the sale or use of any cutback asphalt containing more than 0.5 percent by volume organic compounds which evaporate at 260°C (500°F) or lower.
- **Rule 1110.2 (Emissions from Gaseous- and Liquid Fueled Engines)** establishes NO_x, VOC, and CO emission standards (non-emergency) stationary engines that have more than 50 horsepower and are fired on gaseous or liquid fuels. For most engines covered by Rule 1110.2, the equipment must meet the following pollutant concentration limits: 11 ppm for NO_x, 30 ppm by VOC, and 250 ppm for CO.
- **Rule 1113 (Architectural Coatings)** establishes maximum concentrations of VOCs in paints and other applications and establishes the thresholds for low-VOC coatings.
- **Rule 1166 (Volatile Organic Compound Emissions from Decontamination of Soil)** sets requirements to control VOC emissions from excavation, grading, handling, and treating VOC-contaminated soil.
- **Rule 1143 (Consumer Paint Thinners and Multi-Purpose Solvents)** prohibits the supply, sale, manufacture, blend, package or repackage of any consumer paint thinner or multi-purpose solvent for use in the District unless consumer paint thinners or other multi-purpose solvents comply with applicable VOC content limits.
- **Rule 1301 (New Source Review)** sets forth pre-construction review requirements for new, modified, or relocated facilities, to ensure that the operation of such facilities does not interfere with progress in attainment of the national ambient air quality standards, and that future economic growth within the SCAQMD is not unnecessarily restricted.
- **Rule 1303 (New Source Review Requirements)** establishes that any new or modified source that results in an emission increase of any nonattainment air contaminant, any ozone depleting compound, or ammonia, must use Best Available Control Technology (BACT). Rule 1303 further specifies that the Air District will deny the Permit to Construct for any new or modified source that results in a net emission increase of any nonattainment air contaminant at a facility unless modeling and emission offset requirements are met.
- **Rule 1304 (New Source Review Exemptions)** establishes provisions that exempt a facility's emissions from Rule 1303(b)(2). Specifically, Rule 1304(d) provides that any new

facility that has a potential to emit less than four tons per year of each of VOCs, NO_x, SO_x, and PM₁₀, and 29 tons per year of CO is exempt from Rule 1303(b)(2). Any emission increases that are in excess of those amounts is required to offset the total amount of emissions increase pursuant to Rule 1303(b)(2).

- **Rule 1401 (New Source Review of Toxic Air Contaminants)** establishes limits for maximum individual cancer risk (MICR), cancer burden, and noncancer acute and chronic hazard index (HI) from new permit units, relocations, or modifications to existing permit units which emit toxic air contaminants. This rule establishes allowable risks for sources requiring new permits pursuant to Rules 201 or 203.
- **Rule 1403 (Asbestos Emissions from Demolition/Renovation Activities)** specifies work practice requirements to limit asbestos emissions from building demolitions and renovation activities, including the removal and associated disturbance of asbestos-containing materials. The requirements for demolition and renovation activities include asbestos surveying, notification, asbestos containing materials removal procedures and time schedules, asbestos containing materials handling and clean-up procedures, and storage, disposal, and land filling requirements for asbestos containing waste materials.
- **Rule 1466 (Control Of Particulate Emissions from Soils with Toxic Air Contaminants)** sets requirements to minimize fugitive dust emissions from soil that contains toxic air contaminants and that has been identified as a contaminant of concern.
- **Rule 1470 (Requirements for Stationary Diesel-Fueled Internal Combustion And Other Compression Ignition Engines)** sets requirements on stationary compression ignition engines greater than 50 brake horsepower designed to control particulate matter emissions.
- **Rule 2202 (On-Road Motor Vehicle Mitigation Options)** provides employers with options to reduce mobile source emissions generated from employee commutes. The rule applies to any employer who employs 250 or more employees on a full or part-time basis at a worksite for a consecutive six-month period.

Page 4.3-32 is revised as shown below.

Mitigation Measures

- AQ-1: Require a Project-level Construction Assessment for New Development Proposed Under Implementation of the Clearwater Specific Plan.** The City shall require applicants to submit a quantitative project-level construction criteria air pollutant and toxic air contaminant emissions analysis for future development proposed under implementation of the Clearwater Specific Plan. The estimated construction criteria air pollutant and toxic air contaminant emissions shall be compared against the thresholds of significance maintained by the South Coast Air Quality Management District (SCAQMD), including Localized Significance Thresholds (LSTs), and, if emissions are shown to be above SCAQMD thresholds, the City shall require the implementation of mitigation to reduce emissions below SCAMQD thresholds or to the maximum extent feasible. Mitigation measures to reduce emissions could include, but are not limited to:
- Requiring equipment to use alternative fuel sources (e.g., electric-powered and liquefied or compressed natural gas), meet cleaner emission standards

(e.g., U.S. EPA Tier IV Final or Tier 5 emissions standards for equipment greater than 50-horsepower), and/or utilizing added exhaust devices (e.g., Level 3 Diesel Particulate Filter);

- Limiting the idling time of diesel-powered construction equipment to two minutes;
- Requiring that all construction equipment, diesel trucks, and generators be equipped with Best Available Control Technology for emission reductions of NOx and PM per SCAQMD BACT Guidelines;
- Requiring all contractors use equipment that meets CARB’s most recent certification standard for off-road heavy-duty diesel engines; and
- Application of super-compliant paints to interior and/or exterior surfaces (e.g., paints that meet SCAQMD Rule 1113 “super-compliant” requirements).

Page 4.3-36 is revised as shown below.

Exacerbation of Additional Information on Existing Sources of Pollutants. Per the recent ruling by the California Supreme Court in *California Building Industry Association v. Bay Area Air Quality Management District*, 62 Cal.4th 369 (2015), projects are not required to analyze how existing conditions might impact a project’s future users or residents. As such, this analysis does not focus on potential, future receptor exposure to existing emissions from existing sources of pollutants in and near the Planning Area. Rather, it focuses on the incremental increase in pollutant concentrations and associated impacts (including adverse health impacts) that could occur if existing operations were to change as a result of the Specific Plan.

The proposed Specific Plan generally focuses on redeveloping nonresidential uses and adding new residential development in the Planning Area. As shown in Table 3-2 and Table 3-3 of the Project Description, full buildout of the proposed Specific Plan would increase the amount of residential and non-residential building space in the Planning Area, with most of potential non-residential building space coming from 800,000 square feet of neo-industrial (light industrial and research and development) space.^{viii} However, policies in the General Plan (see Section 4.3.2) would reduce residential exposure to air pollution (e.g., EJ-1.1, EJ-2.1, EJ-2.2).

Furthermore, potential TAC emissions from trucking activities would be limited by characteristics of the Specific Plan. The Specific Plan prohibits trucking and freight-related land uses in all land use districts within the Planning Area. The Specific Plan may allow last-mile delivery hubs, but requires that trucks must have no more than three axles, and recommends that the last mile delivery hubs are limited to electric and bicycle deliveries. The Specific Plan describes the neo-industrial area as including mixed-use, multi-story non-residential uses, and limits the number of truck loading bays per building to four. The Specific Plan states its objective to have a campus-like design, and to emphasize pedestrian and bicycle infrastructure in the neo-industrial zone, which is supported by its Building Form Characteristics.

^{viii} The proposed Specific Plan describes the neo-industrial zone as a nonresidential area that promotes a diverse mix of artisanal manufacturing, breweries, emerging technology jobs, and locally serving businesses (see page 30), and that in the neo-industrial zone, medium to large commercial buildings accommodate a range of neo-industrial, retail, and office uses such as research & development, flex uses, and vertically integrated manufacturing and retail spaces (see page 42). The design standard for the neo-industrial zone recommended in the Specific Plan states that no more than four truck loading bays per building shall be allowed (see Chapter 4).

Additionally, the proposed Specific Plan includes growth in the form of mixed-use development. These forms of development generally does not include major sources of operational criteria air pollutant emissions (e.g., stationary sources associated with industrial developments) due to land-use conflicts with residential dwelling units on top of / in the immediate proximity of the non-residential land uses associated with the mixed-use development. The Specific Plan would also increase residential growth that is not in a mixed-use zone (e.g., townhomes in a Town Residential zone). These residences do not directly neighbor the Specific Plan’s neo-industrial zone, creating distance for potential pollutants to disperse. This impact would be less than significant.

Draft EIR Section 4.17 – Transportation

Page 4.17-26 is revised as shown below in response to comments submitted by the California PUC and Caltrans.

Mitigation Measures

TRAN-2: Future development proposals within the Planning Area forecast to generate more than 50 peak hour trips ~~within the Planning Area~~ shall prepare a traffic study that evaluates and addresses any deficiencies related to the following items, including potential cumulative impacts and, if necessary, additional mitigation:

- The need for installation of a traffic signal or turning restrictions at unsignalized access points.
- Left turn lane storage lengths.
- Potential impacts of increased pedestrian and vehicle activity, including vehicle queuing, on the following Union Pacific Railroad Crossings:
 - The intersection of Rosecrans Avenue and Paramount Boulevard
 - Rosecrans Avenue between Paramount Boulevard and Garfield Avenue
 - Somerset Boulevard between Paramount Boulevard and Garfield Avenue
- Any additional site access or safety concerns deemed necessary by the City of Paramount Director of Public Works.

Future development proposals within the Planning Area forecast to generate more than 50 peak hour trips at the following freeway ramps shall prepare a queuing analysis for each ramp in accordance with guidance from the California Department of Transportation Local Development Review Safety Review Practitioner’s Guide (February 2024, or current equivalent): I-710 at Rosecrans Avenue interchange, I-710 at Alondra Boulevard interchange, I-105 at Garfield Avenue interchange, and I-105 at Paramount Boulevard interchange.

This Page Intentionally Left Blank.

4.0 PUBLIC CIRCULATION

Availability and Distribution

A Notice of Preparation (NOP) for the Draft EIR (DEIR) was distributed on January 6, 2025 to government agencies, neighboring cities, and non-governmental interested parties on the standard notification list maintained by the City of Paramount Planning Department. The NOP was circulated for a 30-day public review period from January 7, 2025 to February 6, 2025. The NOP was electronically filed with the State Clearinghouse, was posted to the Los Angeles County Clerk-Recorder's Office, and was available on the City's website during the entire NOP public review period. A Scoping Meeting was held at the City on January 16, 2025 for public agencies and members of the public to ask questions about the EIR and provide input as to important issues that should be addressed in the EIR.

A Notice of Availability (NOA) for the Draft EIR was posted to the Los Angeles County Clerk-Recorder's Office and published in the Paramount Journal on October 28, 2025. The NOA was also sent to the same agencies and other entities that received the NOP. The NOA was circulated for a 47-day public agency and public review and comment period commencing on October 30, 2025 and ending on December 16, 2025. A Notice of Completion (NOC) was also submitted electronically to the State Clearinghouse along with the NOA for distribution to State agencies. The NOA and DEIR materials were also made available on the City's website during the entire DEIR review period.

Notification was also submitted to local Native American Tribal Governments in accordance with CEQA statutes and guidelines, as well as Assembly Bill (AB) 52 and Senate Bill (SB) 18. Provided below is the list of entities that received the NOP, NOA, and the DEIR. Following this list are the City's distribution/ consultation list, the NOP, the NOA, the State Clearinghouse NOC, the Paramount Journal NOA posting, and the record of tribal consultation.

NOP, NOA, and DEIR Recipients

State of California (through LCI)

State Clearinghouse
Department of Transportation District 7
Department of Housing and Community Development
Native American Heritage Commission
Department of Toxic Substances Control
Department of Fish and Wildlife, SouthCoast Region 5
Office of Historic Preservation
Regional Water Quality Control Board #4
San Gabriel and Lower L.A. Rivers and Mountains Conservancy
Department of Water Resources

Los Angeles County

Los Angeles County Registrar-Recorder/County Clerk – Norwalk
Los Angeles County Department of Public Works
County of Los Angeles Department of Regional Planning

4.0 – Public Circulation

Los Angeles County Fire Protection District
Metropolitan Water District of Southern California
Los Angeles County Sanitation Districts
Los Angeles County Department of Public Health

Regional

Central Basin Municipal Water District Division I
Southern California Association of Governments
Gateway Cities Council of Governments
South Coast Air Quality Management District

Local Cities

City of Downey Community Development Department
City of Long Beach Development Services Department
City of Compton Community Development Department
City of Lynwood Community Development Department
City of Bellflower Planning and Building Services Department
City of South Gate Community Development Department

Transportation

Los Angeles County Metropolitan Transportation Authority (LACMTA)

Education

Paramount Unified School District

Utilities/Services

Southern California Edison Company
Southern California Gas Company

Organizations/Private Entities

Fair Housing Foundation
Kingdom Causes Bellflower
Su Casa
Paramount Care Foundation

Native American Tribes

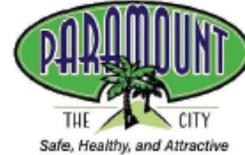
Gabrieleno/Tongva San Gabriel Band of Mission Indians
Soboba Band of Luiseño Indians
Gabrielino Band of Mission Indians – Kizh Nation
Gabrielino/Tongva Nation
Gabrielino-Tongva Tribe
Santa Rosa Band of Cahuilla Indians
Gabrielino Tongva Indians of California Tribal Council

City Distribution/Consultation List

Organization	Name and Title
Paramount Unified School District	Dr. Joshua Lightle, Superintendent
Los Angeles County Sanitation Districts	Board of Directors
South Coast Air Quality Management District, Intergovernn	Attn: Sam Wang, Program Supervisor
Southern California Association of Governments	
L.A. County Dept. of Public Works	Attn: Environmental Programs
Los Angeles County Fire Protection District	
City of Downey	Irma Huitron, Director of Community Development
City of Long Beach	Christopher Koontz, Development Services Department Director
City of Compton	Cecil Flournoy, Director of Community Development
City of Bellflower	Elizabeth Oba, Director of Planning and Building Services
City of Lynwood	Gabriel Linares, Director of Community Development
City of South Gate	Meredith Elguira, Community Development Director
Los Angeles County Metropolitan Transportation Authority	Development Review Team
Los Angeles County Department of Public Health	Barbara Ferrer, PhD, Director
Department of Transportation	District 7
Southern California Gas Company	Andy Carrasco, Local Government and Community Affairs
County of Los Angeles, Department of Regional Planning	Amy Bodek, Director of Regional Planning
Metropolitan Water District of Southern California	Brandon Goshi, Interim Group Manager, Water Resources Management
Southern California Edison Company	Land Use/Environmental Coordinator
Central Basin Municipal Water District	Alejandro Rojas, General Manager
Fair Housing Foundation	Stella Verdeja, Executive Director
Kingdom Causes Bellflower	Andrew San Nicolas, Executive Director
Gateway Cities Council of Governments	Hector De La Torre, Executive Director
Su Casa	Alberto Uribe, Executive Director
Paramount Care Foundation	Mike McKown, Project Hope Director
MUSA	

Notice of Preparation

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
iking@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.

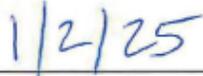
The Public Scoping Meeting will be held on the following date/time and location:

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



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 curbless 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

- o 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

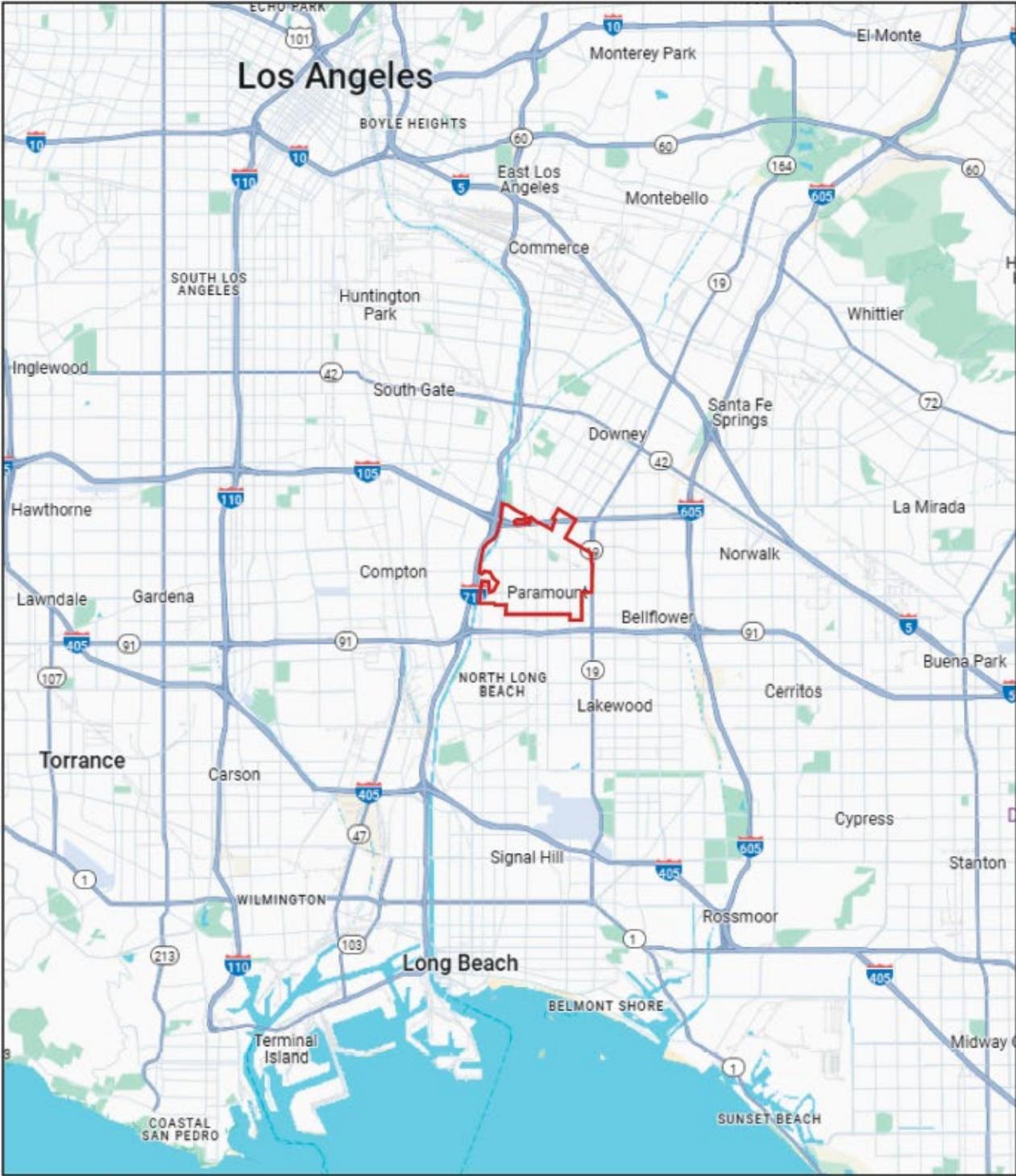
- U.S. Army Corps of Engineers

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.



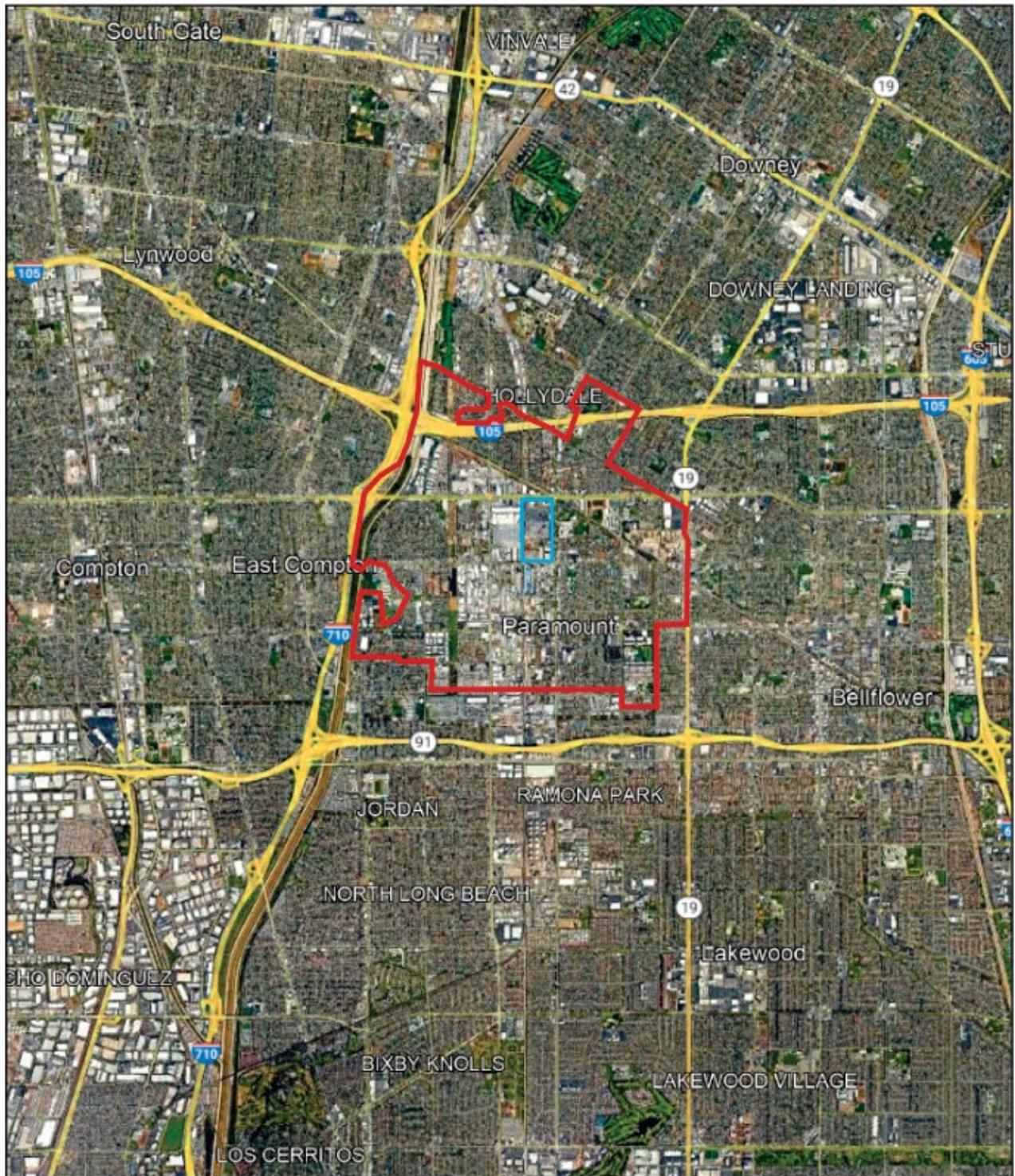
 - City of Paramount

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



Figure 1 Regional Context Map

Clearwater Specific Plan
Paramount, California



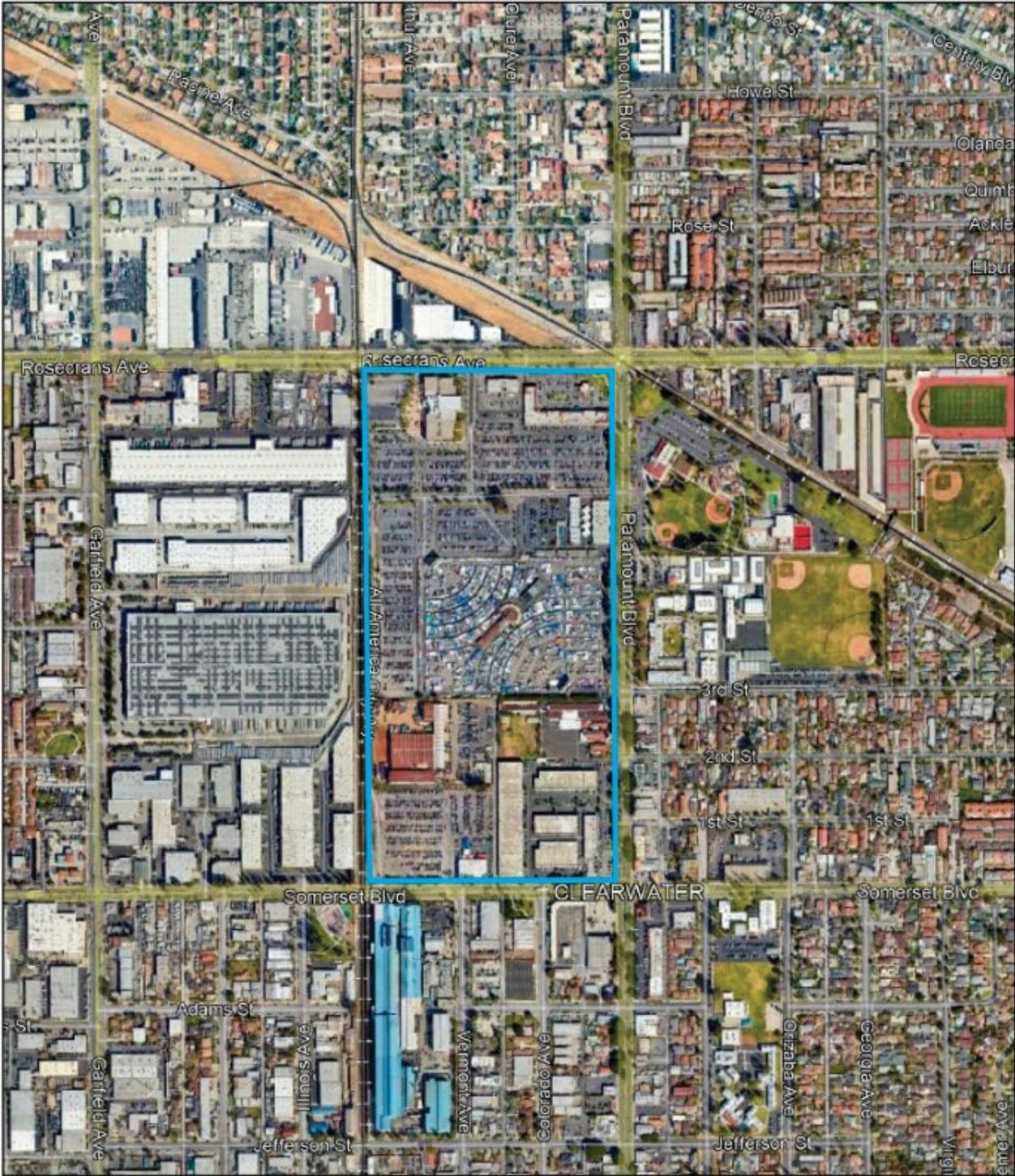
 - City of Paramount Boundary  - Specific Plan Boundary

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

Figure 2 Project Vicinity Map

Clearwater Specific Plan
Paramount, California





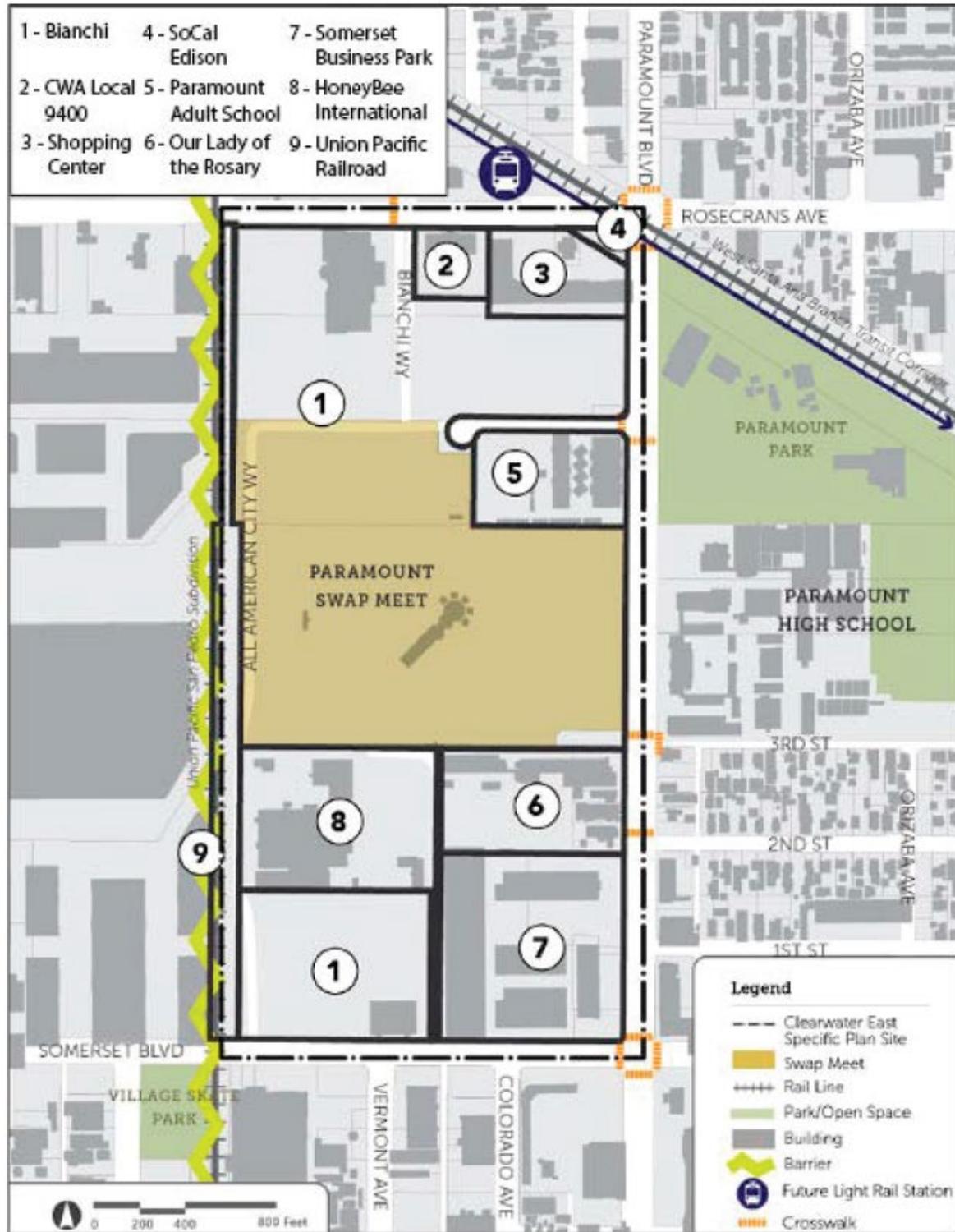
— - Specific Plan Boundary

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

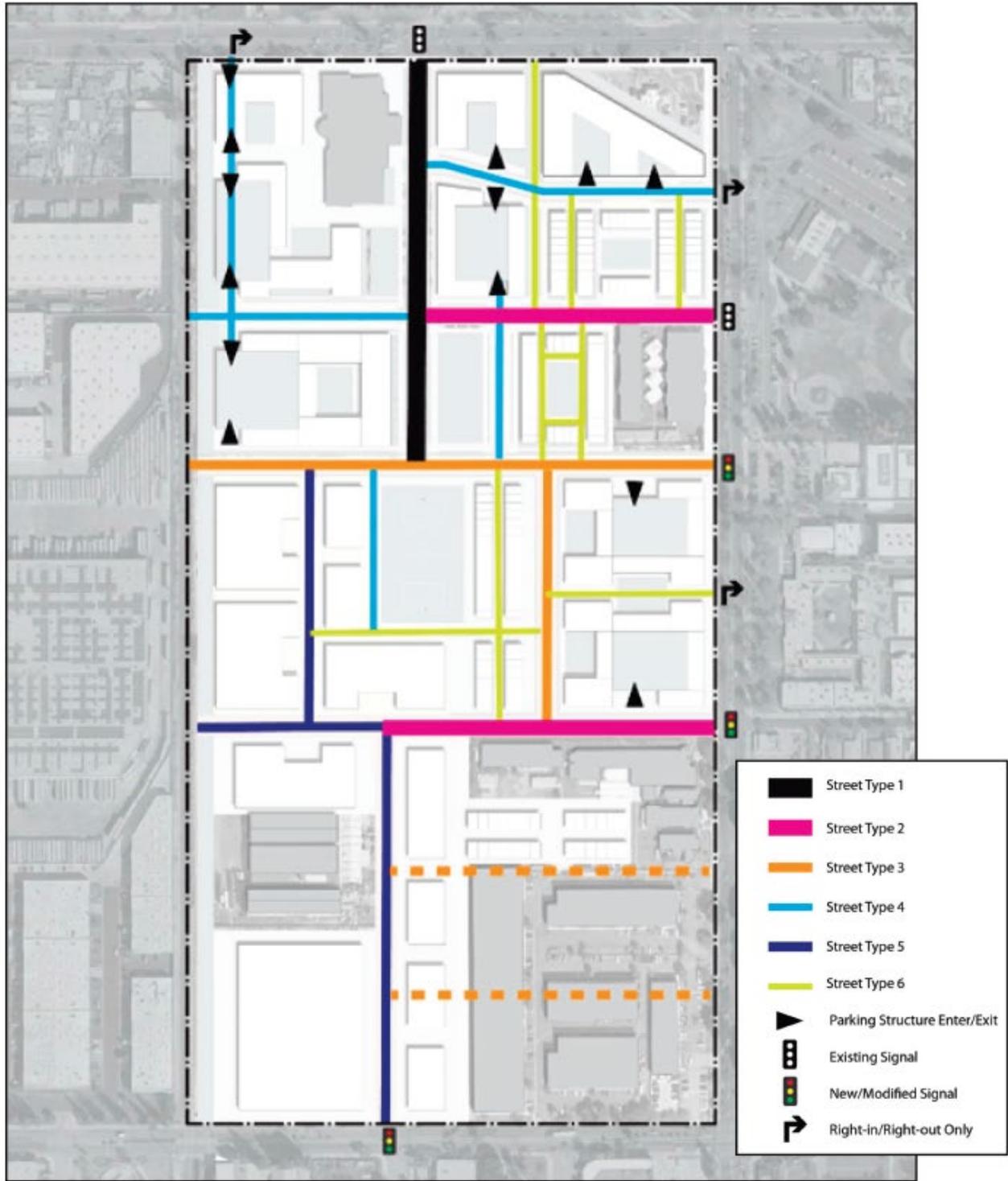


Source: City of Paramount
<http://www.migcom.com> • 951-787-9222

Figure 5 Specific Plan Development Zones

Clearwater Specific Plan
Paramount, California



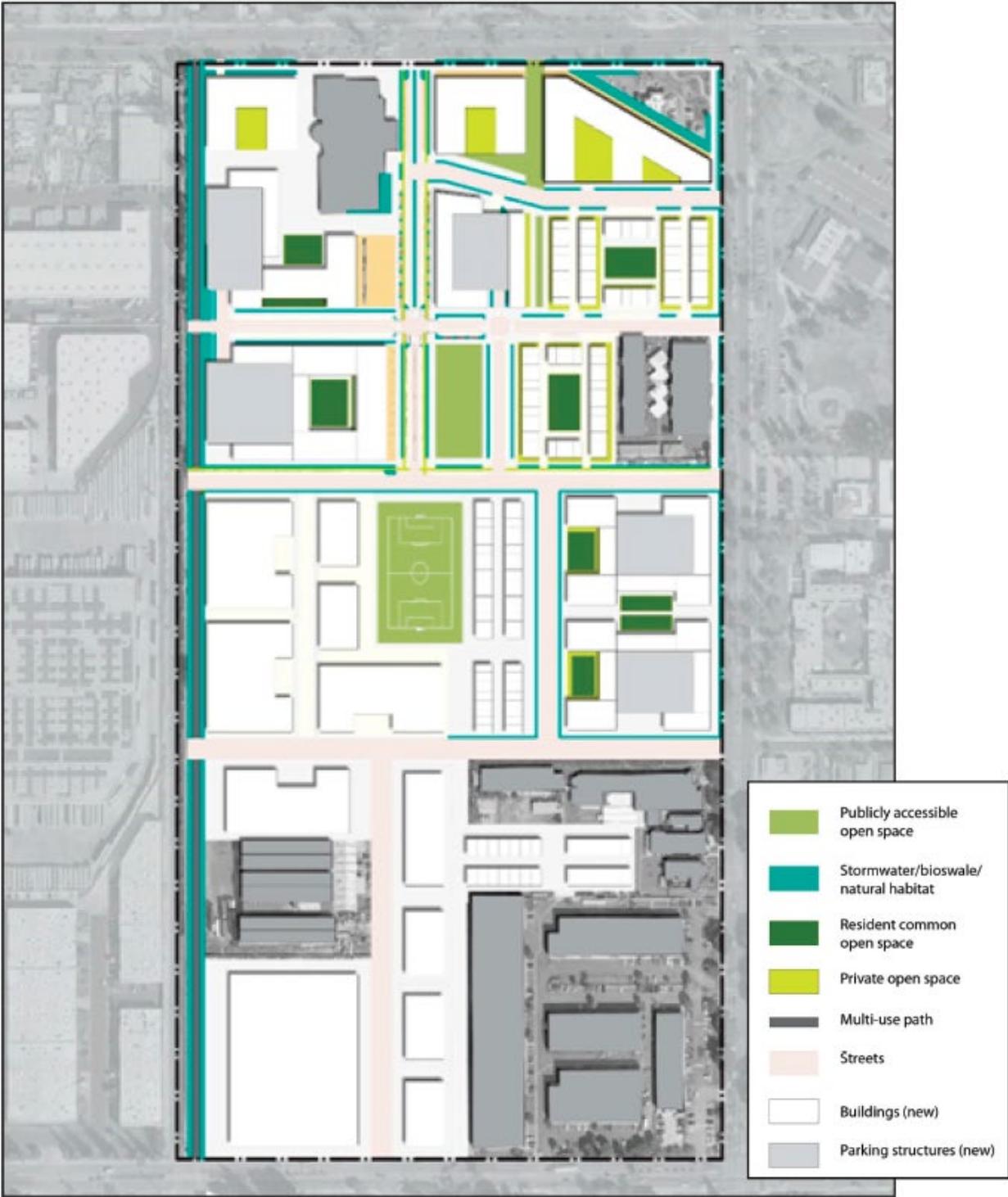


Source: City of Paramount
<http://www.migcom.com> - 951-787-9222

Figure 6 Specific Plan Mobility Concept

Clearwater Specific Plan
 Paramount, California





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

Figure 7 Specific Plan Open Space Concept



Clearwater Specific Plan
Paramount, California

Notice of Availability



NOTICE OF AVAILABILITY/COMPLETION CITY OF PARAMOUNT CLEARWATER SPECIFIC PLAN DRAFT PROGRAM ENVIRONMENTAL IMPACT REPORT

Date:	October 27, 2025
SCH#:	2025010201
Project Title:	Clearwater Specific Plan
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).
Lead Agency:	City of Paramount Planning Department
Contact Person:	John King, Planning and Building Director 16400 Colorado Avenue Paramount, California 90723 (562) 220-2049 iking@paramountcity.com
Review Period:	October 30, 2025 – December 16, 2025
Public Hearing:	A public hearing to solicit public comments on the DEIR will be held before the Paramount Planning Commission at 6:00 p.m. on January 7, 2026. The hearing will be held in the Council Chambers of the City Hall, located at 16400 Colorado Avenue, Paramount. Notices will be sent out prior to the hearing.

EXISTING LAND USE

The Specific Plan area has a General Plan land use designation of Clearwater East (AP-CE). The Clearwater East Land Use Plan was designed to produce a quality multiple use district and provide a positive interaction between land use types. Specific land use recommendations for this designation include housing, light industrial, office/business park, commercial, and public/quasi-public uses.

The Planning Area is characterized by private land ownership, with Modern Development Company 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 (see Figure 4, Existing Land Use Map). 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 Boulevard.

A strip mall-type shopping center is located in the northeastern portion of the Planning Area. A triangular shaped Los Angeles Department of Water and Power (LADWP) property 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 together to form a business park with multiple buildings; the buildings include multiple tenants, which are owned condominium-style. One of the tenants is a Paramount Sheriff's Substation.

A recently vacated property formerly occupied by an automobile storage and shipping company (HoneyBee International) is 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 along All America City Way.

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, with the exception of small apartments for clergy at Our Lady of Rosary Parish, the Planning Area does not include any housing within its boundaries.

Table 1 (Existing Planning Area Land Use) lists the existing land uses within the Planning Area, and indicates the use(s), number of acres, and square footage.

**Table 1
Existing (2024) Planning Area Land Use**

Current Use	Land Use Equivalent	Acres	Square Footage
Movie Theater	Commercial	4.1	47,840
CWA Local 9400	Quasi-Public	1.2	10,023
Strip Mall/Shopping Center	Commercial	2.5	40,843
Swap Meet/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
Former 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
<small>Source: City of Paramount, <i>Clearwater Specific Plan: Existing Conditions Report</i>, October 2024. (see Appendix C) Note: Land Use Equivalent provides a common, general land use category based on the specific use.</small>			

The Specific Plan area is bound by three major streets: Rosecrans Avenue to the north, Paramount Boulevard to the east, and Somerset Boulevard to the south. A Port of Long Beach rail line right-of-way acts as the western boundary of the Specific Plan area and All America City Way provides access to and from the western portion of the Planning Area via Somerset Boulevard to the south. Currently, it is estimated that there are approximately 2,946 passenger vehicle parking stalls located throughout the Planning Area, including 88 Americans with Disabilities Act (ADA)-compliant spaces.

The area surrounding the Specific Plan 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 has been identified as the Southeast Gateway Line corridor, LA Metro’s new light rail transit line connecting Southeast LA County to 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 Clearwater 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 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 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 Specific Plan includes a mixed-use district that would provide retail, entertainment, housing, and open space amenities for local residents. The 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 Specific Plan includes five land use zones: Town Mixed-Use, 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 (TR)** 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 **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 Specific Plan allows flexibility between a variety of residential, commercial, office, and neo (light) industrial uses across the entire Specific Plan Area. Overall, the Specific Plan generally meets 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**
 - 3.5 FAR
 - 90 du/ac
 - Maximum height: 90 feet
- **Town Residential - 65**
 - 3.0 FAR
 - 65 du/ac
 - Maximum height: 80 feet
- **Flex District**
 - 2.5 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 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 and street corners
- Develop more accessible and street-side public open space. Buildings fronting public sidewalks, and specifically buildings fronting Paramount Boulevard and 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 gathering spaces: courtyards, public/town square, and small parks
- Encourage active and passive environmental design strategies that conserve natural resources

Specific Plan 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 update 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 theater
- 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 Update. 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

Source: City of Paramount, *Clearwater Specific Plan: Existing Conditions Report*, October 2024. (see Appendix C)
 * 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 Specific Plan. Individual site-specific projects would be subject to their 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	+4,643
Employees	1,621	1,759	+ 138

Public Realm Strategies

The 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. Addressing the lack of 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
- New right-in, right-out vehicle entrances into the Planning Area

Internal Access and Mobility Plan

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. 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 curbless street design. As shown in Figure 6, the proposed Specific Plan includes the following six different street types for the internal roadways within the Planning Area:

- Street Type 1 includes an approximately 90-foot right-of-way with a raised center median, travel lane, parking lane, bike lane, and sidewalk in both directions.
- Street Type 2 includes an approximately 80-foot right-of-way with a travel lane, parking lane, and sidewalk in both directions with a two-way left turn median.
- Street Type 3 includes an approximately 70-foot right-of-way with a painted median, travel lane, parking lane, bike lane, and sidewalk in both directions.
- Street Type 4 includes an approximately 60- to 65-foot right-of-way with a painted median, travel lane, parking lane, and sidewalk in both directions.
- Street Type 5 includes an approximately 50 foot-right-of-way with two concepts. One concept has a painted median with a travel lane in both directions and a sidewalk on one side of the roadway. The other concept has a travel lane and a sidewalk in each direction with off-street parking on one side of the roadway.
- Street Type 6 includes a varied right-of-way with a travel lane in both directions and an option center open space between travel lanes.

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 Boulevard.

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 Plan Area develops. At full build-out, 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 Figure 7, Specific Plan Open Space Concept). 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.

Project Objectives

Section 15124(b) of the State CEQA Guidelines requires “[a] statement of objectives sought by the proposed project. The statement of objectives should include the underlying purpose of the project.”

The City’s objectives for the proposed Specific Plan update are as follows:

1. Create a transit-oriented development (TOD) mixed-use town center that provides a range of housing, commercial, and open space uses.
2. Facilitate Plan Area as an artisanal manufacturing center and business incubator district for local residents with an appropriate mix of industrial, office, and employment-supporting uses that will reflect market conditions.
3. Encourage ridership for the future Southeast Gateway Light Rail station for residents of the City of Paramount and Specific Plan Area, as well as visitors to the City and Plan Area.
4. Promote development of a mix of land uses that support economic development growth and affordable housing.
5. Encourage physical development of buildings and open space that provides a transition between existing uses that represent past development patterns and future development that will follow best practices for TOD.
6. Orient new development and promote internal circulation design to create pedestrian-oriented streets that promote the use of active transportation as a mode for user trips.
7. Encourage community participation, architectural style, urban design, and placemaking to represent the history and culture of the City of Paramount and its existing residents.
8. Prioritize the implementation of green infrastructure approaches to new infrastructure and utilities that promotes resilience and adaptation to climate change.
9. Implement infrastructure development that prioritizes sustainability for both natural systems and long-term economic development, operations, and maintenance.

General Plan Amendment

A General Plan amendment would be required to add new zones (Mixed-Use Town Center, Town Residential, Flex District, and Neo Industrial) to allow the proposed increase in development capacity (i.e., heights and allowed densities) and provide consistency with the Specific Plan.

Draft Program Environmental Impact Report: The Draft Program Environmental Impact Report (DEIR) evaluates the anticipated buildout of the Specific Plan Area, which is comprised of roughly 71 acres, excluding street rights-of-way. The DEIR assesses the anticipated development that could occur within the Specific Plan Area if every parcel is developed at the densities and intensities expected under the Specific Plan. Anticipated growth accommodated by the Plan within the Specific Plan Area includes new and expanded businesses, governmental and educational uses, residential development, and mixed-use development. Growth is projected for Specific Plan Area. It is noted that the total growth estimates anticipate buildout of the entire Specific Plan Area. Actual future development would depend on future real estate market conditions, new state and federal laws and regulations, property owner preferences, site-specific constraints, technological advancements, and other factors. The 2045 planning horizon for the Specific Plan Area is estimated to result in increases of approximately 2,000 additional dwelling units, approximately 4,643 additional residents, approximately 926,731 additional square feet of non-residential uses, and approximately 138 additional jobs.

Significant Environmental Impacts: The DEIR determined that, even with implementation of all feasible and recommended mitigation, the following impacts would remain significant and unavoidable: Air Quality, Greenhouse Gas Emissions, Noise (Offsite Noise and Vibration), and Transportation (Vehicle Miles Traveled).

Alternatives to the Proposed Project: In accordance with CEQA Guidelines Section 15126.6(d), alternatives to the project were considered; however, it was determined that none of the alternatives would eliminate or reduce any of the significant impacts of the Specific Plan to less than significant levels.

Hazardous Materials: As described in the DEIR, there are sites within the Specific Plan Area that are on the lists of sites enumerated under Government Code Section 65962.5. This disclosure is provided to address the requirement of Section 15087(c)(6) of the CEQA Guidelines.

Document Availability: The Draft Program EIR and related documents are available for review at the following locations:

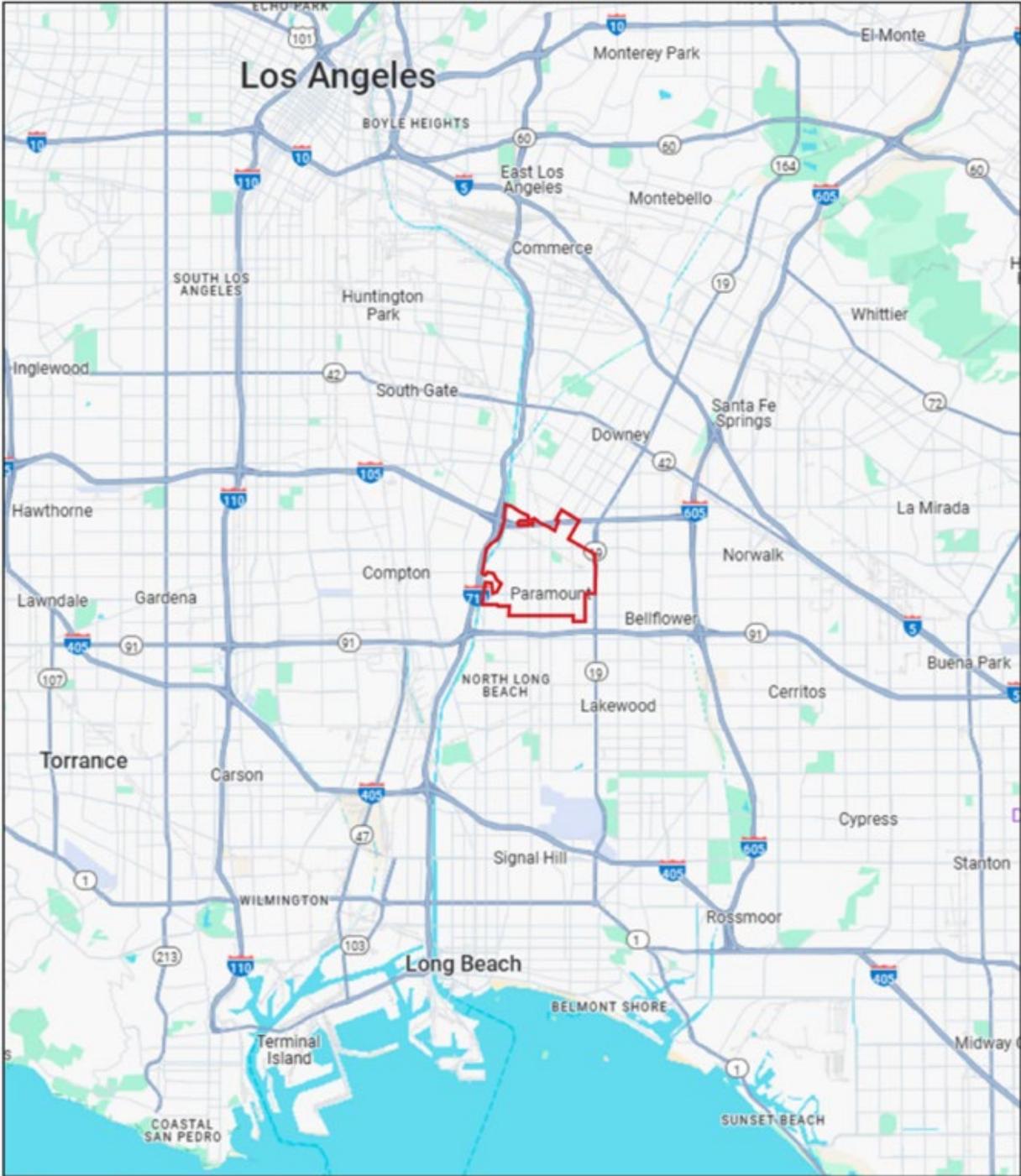
- Paramount City Hall, City Clerk's Office – 16400 Colorado Avenue, Paramount, California, 90723
- Paramount City Hall, Planning Department – 16400 Colorado Avenue, Paramount, California, 90723
- Paramount Library, 16254 Colorado Avenue, Paramount, California 90723
- City of Paramount Website: www.paramountcity.gov/government/departments/planning-department/environmental-documents/

Public Review Period: As mandated by State Law, the minimum public review period for this DEIR is at least 45 days. The DEIR will be available for public review and comment beginning **Thursday, October 30, 2025 and ending Tuesday, December 16, 2025 at 5:00 p.m.**

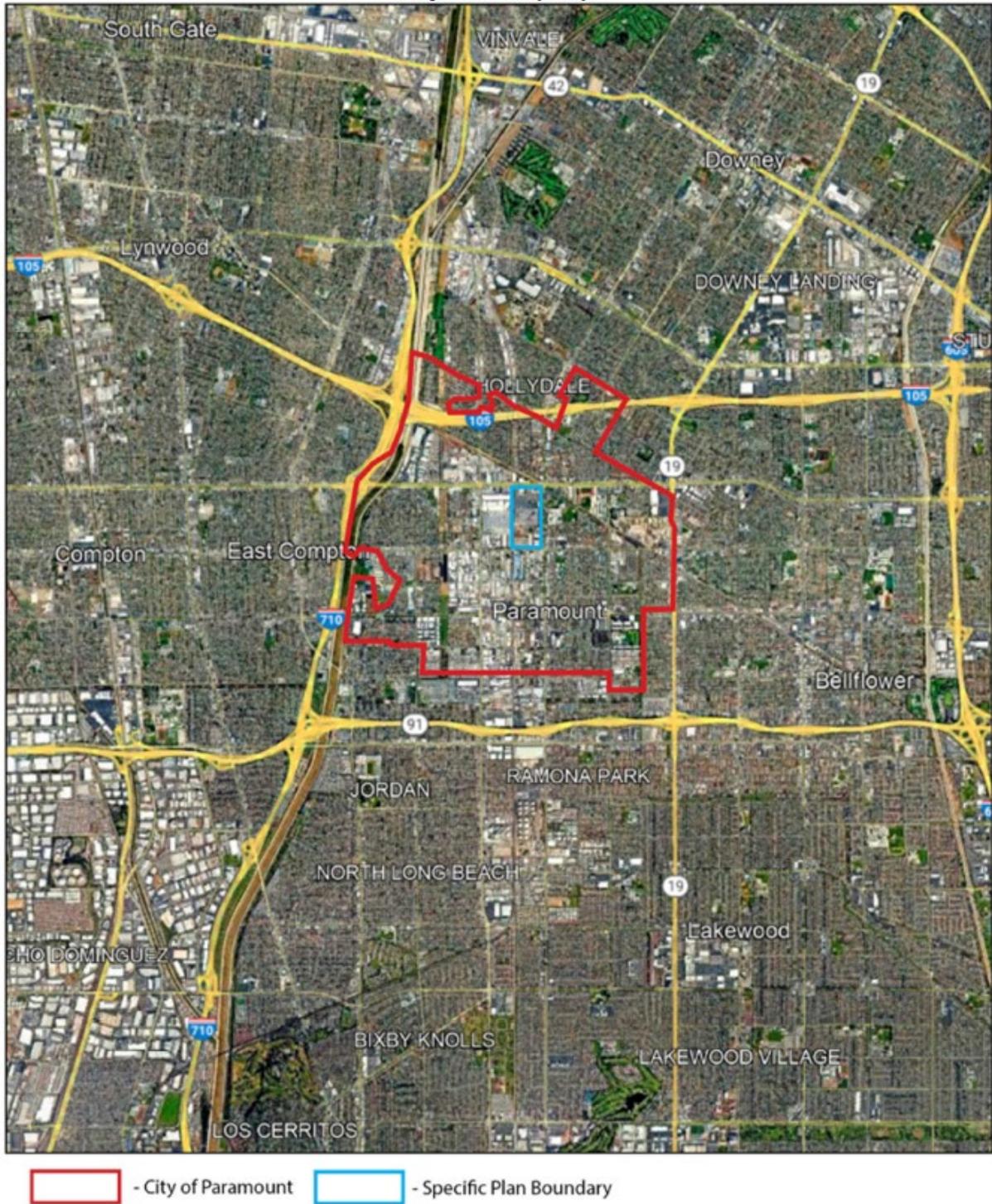
Where to Send Comments: Members of the public and interested agencies and individuals are invited to provide written comments on the Draft EIR. All written comments must be provided to the City at the following address during the 45-day public review period. Written comments will be accepted by mail or by e-mail and must be submitted no later than 5:00 p.m. on December 16, 2025.

John King, Planning and Building Director
City of Paramount Planning Department
16400 Colorado Avenue
Paramount, California 90723
JKing@paramountcity.gov
(562) 220-2036

**Exhibit 1
Regional Context Map**



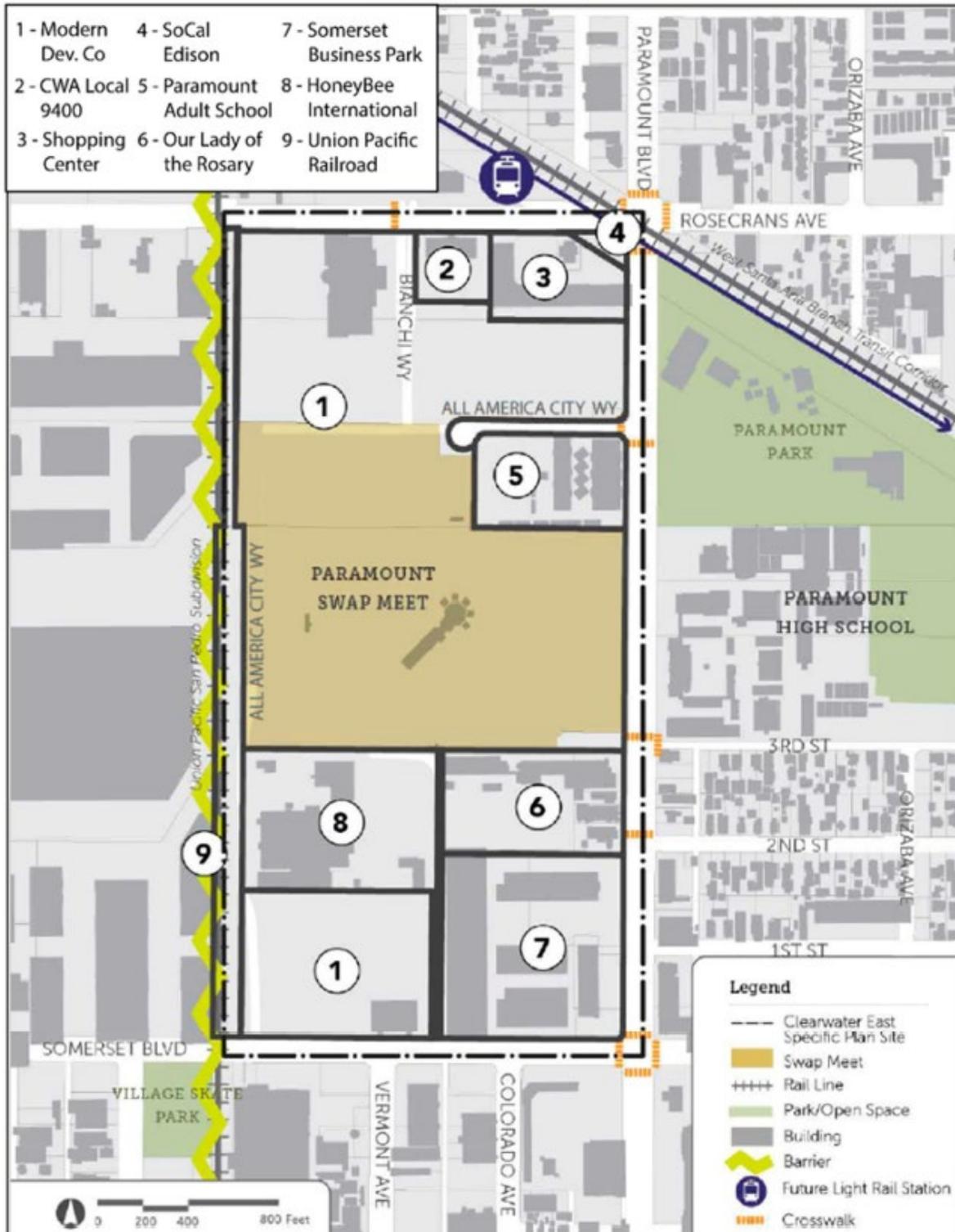
**Exhibit 2
Project Vicinity Map**



**Exhibit 3
Specific Plan Boundary Map**



**Exhibit 4
Existing Land Use Map**



**Exhibit 5
Specific Plan Development Zones**

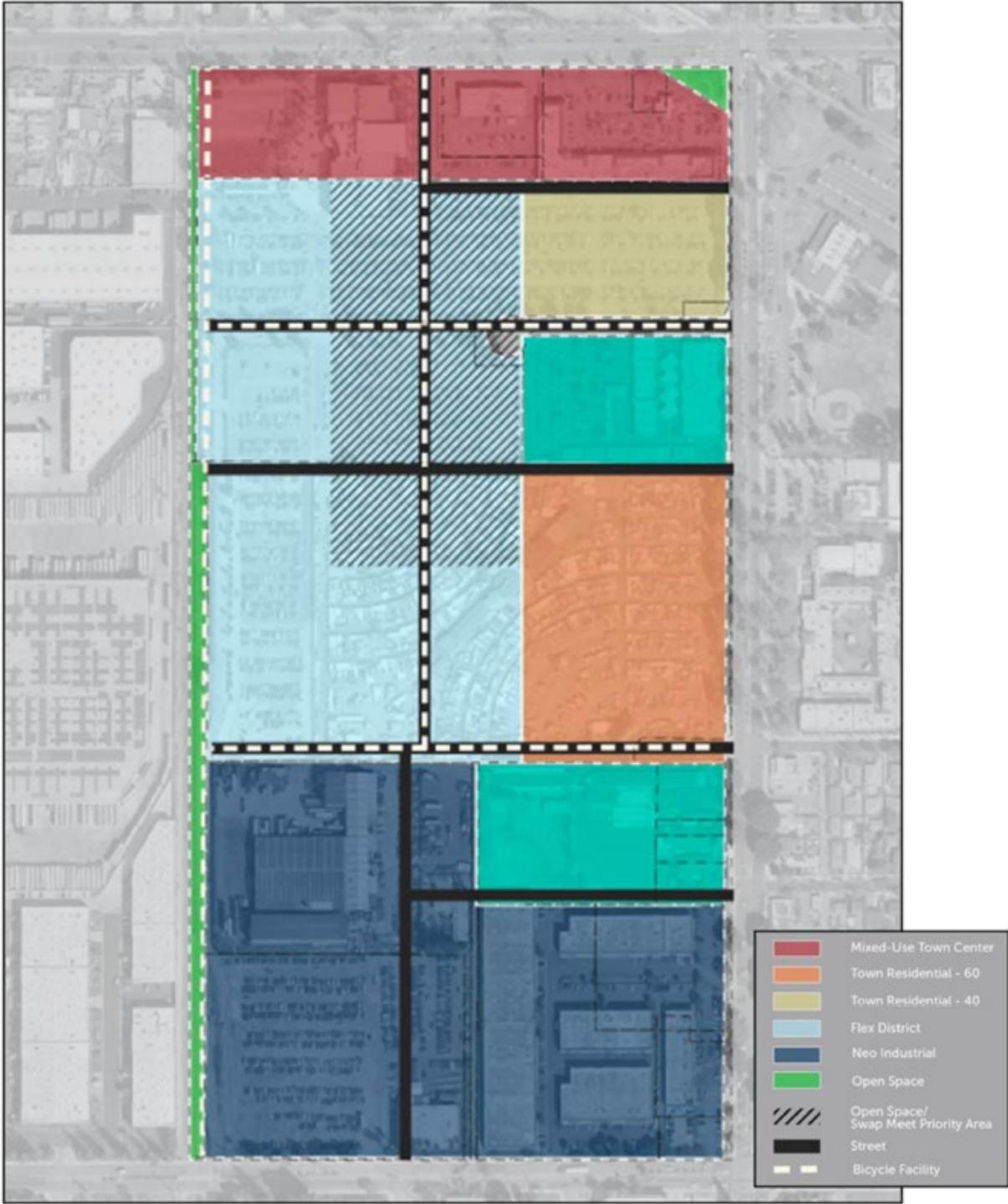


Exhibit 6
Specific Plan Mobility Concept

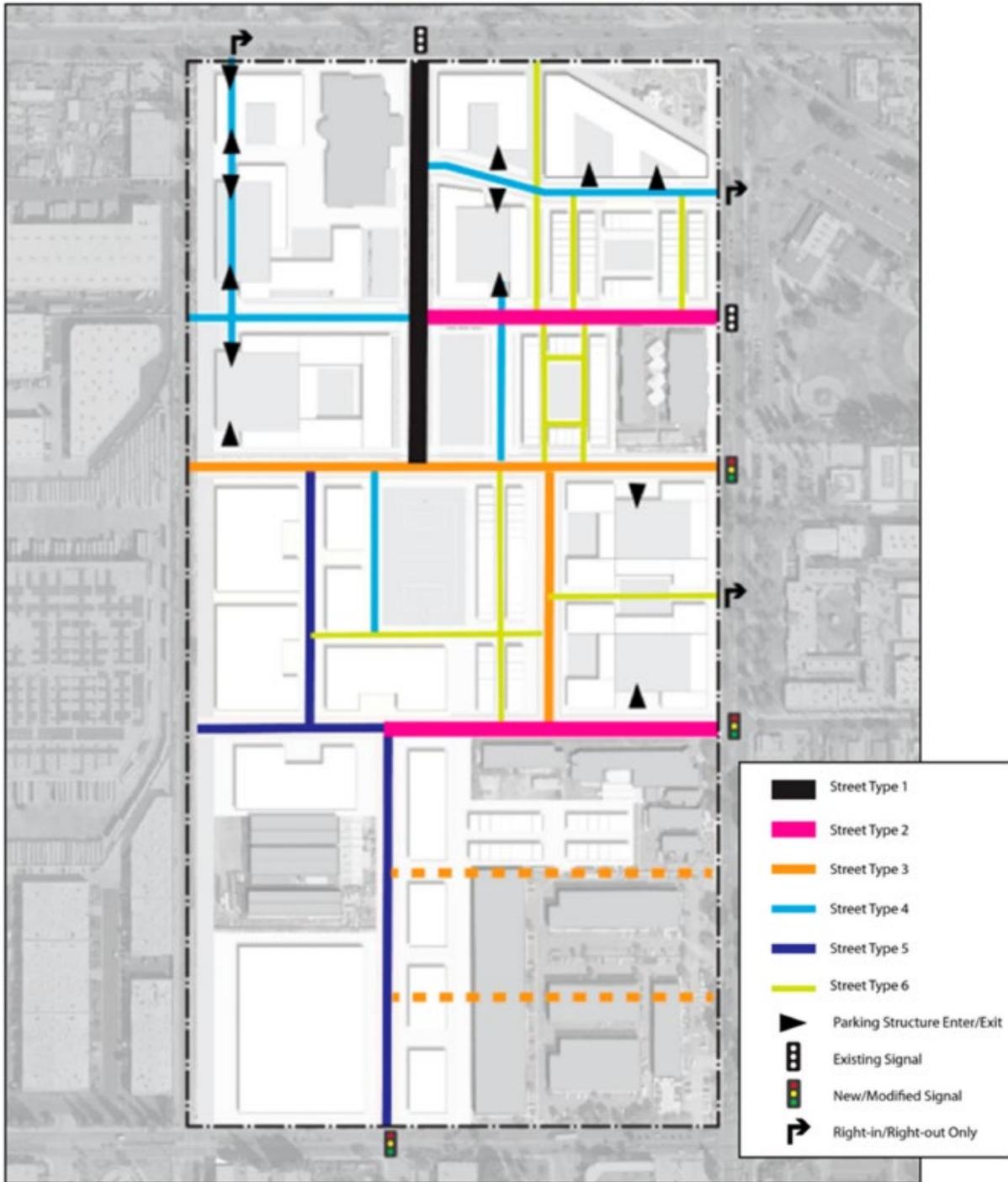
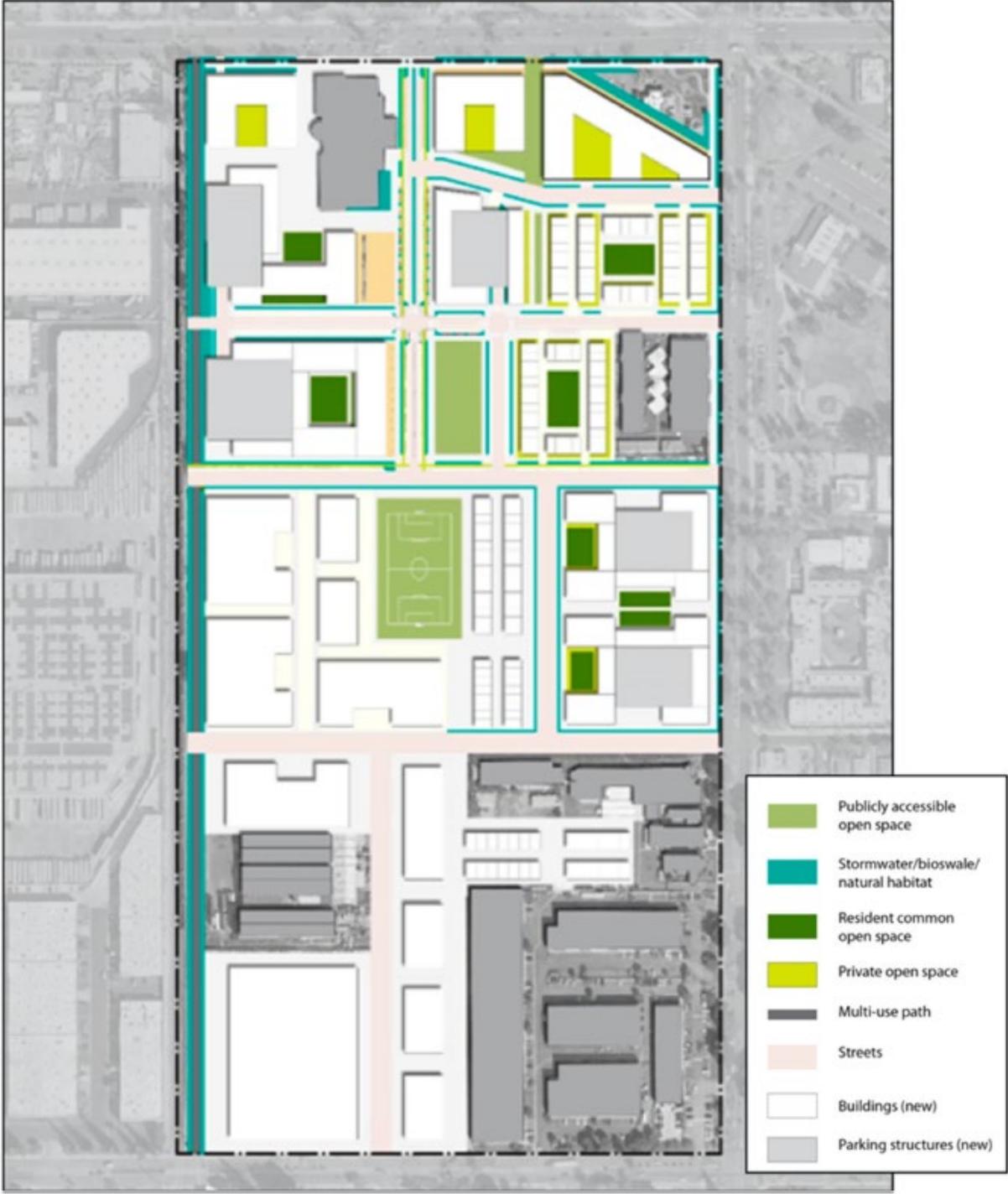


Exhibit 7
Specific Plan Open Space Concept



Notice of Completion

Appendix C

Notice of Completion & Environmental Document Transmittal

Mail to: State Clearinghouse, P.O. Box 3044, Sacramento, CA 95812-3044 (916) 445-0613
 For Hand Delivery/Street Address: 1400 Tenth Street, Sacramento, CA 95814

SCH # 2025010201

Project Title: Clearwater Specific Plan
Lead Agency: City of Paramount
Mailing Address: 16400 Colorado Avenue
City: Paramount **Zip:** 90723 **County:** Los Angeles
Contact Person: John King, Planning and Building Director
Phone: 562-220-2049

Project Location: County: Los Angeles City/Nearest Community: Paramount
Cross Streets: Paramount Boulevard and Rosecrans Avenue **Zip Code:** 90723
Longitude/Latitude (degrees, minutes and seconds): 33 ° 54 ' 0.71 " N / 118 ° 09 ' 43.92 " W **Total Acres:** 71
Assessor's Parcel No.: Multiple **Section:** 00 **Twp.:** 3S **Range:** 12W **Base:** SBPM
Within 2 Miles: State Hwy #: I-805, I-105, I-710 & SR-91 **Waterways:** Los Angeles River
Airports: None **Railways:** LA Metro Southwest Gateway **Schools:** Multiple

Document Type:

CEQA: NOP Draft EIR **NEPA:** NOI **Other:** Joint Document
 Early Cons Supplement/Subsequent EIR EA Final Document
 Neg Dec (Prior SCH No.) Draft EIS Other: _____
 Mit Neg Dec **Other:** _____ FONSI

Local Action Type:

General Plan Update Specific Plan Rezone Annexation
 General Plan Amendment Master Plan Prezone Redevelopment
 General Plan Element Planned Unit Development Use Permit Coastal Permit
 Community Plan Site Plan Land Division (Subdivision, etc.) Other: _____

Development Type:

Residential: Units 2,000 Acres 71
 Office: Sq.ft. _____ Acres _____ Employees _____ Transportation: Type _____
 Commercial: Sq.ft. 926,731 Acres 71 Employees +138 Mining: Mineral _____
 Industrial: Sq.ft. _____ Acres _____ Employees _____ Power: Type _____ MW
 Educational: _____ Waste Treatment: Type _____ MGD
 Recreational: _____ Hazardous Waste: Type _____
 Water Facilities: Type _____ MGD Other: _____

Project Issues Discussed in Document:

<input checked="" type="checkbox"/> Aesthetic/Visual	<input type="checkbox"/> Fiscal	<input checked="" type="checkbox"/> Recreation/Parks	<input checked="" type="checkbox"/> Vegetation
<input checked="" type="checkbox"/> Agricultural Land	<input checked="" type="checkbox"/> Flood Plain/Flooding	<input checked="" type="checkbox"/> Schools/Universities	<input checked="" type="checkbox"/> Water Quality
<input checked="" type="checkbox"/> Air Quality	<input checked="" type="checkbox"/> Forest Land/Fire Hazard	<input checked="" type="checkbox"/> Septic Systems	<input checked="" type="checkbox"/> Water Supply/Groundwater
<input checked="" type="checkbox"/> Archeological/Historical	<input checked="" type="checkbox"/> Geologic/Seismic	<input checked="" type="checkbox"/> Sewer Capacity	<input checked="" type="checkbox"/> Wetland/Riparian
<input checked="" type="checkbox"/> Biological Resources	<input checked="" type="checkbox"/> Minerals	<input checked="" type="checkbox"/> Soil Erosion/Compaction/Grading	<input checked="" type="checkbox"/> Growth Inducement
<input type="checkbox"/> Coastal Zone	<input checked="" type="checkbox"/> Noise	<input checked="" type="checkbox"/> Solid Waste	<input checked="" type="checkbox"/> Land Use
<input checked="" type="checkbox"/> Drainage/Absorption	<input checked="" type="checkbox"/> Population/Housing Balance	<input checked="" type="checkbox"/> Toxic/Hazardous	<input checked="" type="checkbox"/> Cumulative Effects
<input type="checkbox"/> Economic/Jobs	<input checked="" type="checkbox"/> Public Services/Facilities	<input checked="" type="checkbox"/> Traffic/Circulation	<input type="checkbox"/> Other: _____

Present Land Use/Zoning/General Plan Designation:

CESP Clearwater East Specific Plan / Clearwater East (AP-CE)

Project Description: (please use a separate page if necessary)

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 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 Specific Plan includes a mixed-use district that would provide retail, entertainment, housing, and open space amenities for local residents. The Specific Plan would also provide for an artisanal manufacturing and creative live/work district that includes industrial uses along with residential uses. 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.

Note: The State Clearinghouse will assign identification numbers for all new projects. If a SCH number already exists for a project (e.g. Notice of Preparation or previous draft document) please fill in.

Revised 2010

Reviewing Agencies Checklist

Lead Agencies may recommend State Clearinghouse distribution by marking agencies below with an "X".
If you have already sent your document to the agency please denote that with an "S".

- | | |
|---|---|
| <input type="checkbox"/> Air Resources Board | <input checked="" type="checkbox"/> Office of Historic Preservation |
| <input type="checkbox"/> Boating & Waterways, Department of | <input type="checkbox"/> Office of Public School Construction |
| <input type="checkbox"/> California Emergency Management Agency | <input type="checkbox"/> Parks & Recreation, Department of |
| <input type="checkbox"/> California Highway Patrol | <input type="checkbox"/> Pesticide Regulation, Department of |
| <input checked="" type="checkbox"/> Caltrans District # <u>7</u> | <input type="checkbox"/> Public Utilities Commission |
| <input type="checkbox"/> Caltrans Division of Aeronautics | <input checked="" type="checkbox"/> Regional WQCB # <u>4</u> |
| <input type="checkbox"/> Caltrans Planning | <input type="checkbox"/> Resources Agency |
| <input type="checkbox"/> Central Valley Flood Protection Board | <input type="checkbox"/> Resources Recycling and Recovery, Department of |
| <input type="checkbox"/> Coachella Valley Mtns. Conservancy | <input type="checkbox"/> S.F. Bay Conservation & Development Comm. |
| <input type="checkbox"/> Coastal Commission | <input checked="" type="checkbox"/> San Gabriel & Lower L.A. Rivers & Mtns. Conservancy |
| <input type="checkbox"/> Colorado River Board | <input type="checkbox"/> San Joaquin River Conservancy |
| <input type="checkbox"/> Conservation, Department of | <input type="checkbox"/> Santa Monica Mtns. Conservancy |
| <input type="checkbox"/> Corrections, Department of | <input type="checkbox"/> State Lands Commission |
| <input type="checkbox"/> Delta Protection Commission | <input type="checkbox"/> SWRCB: Clean Water Grants |
| <input type="checkbox"/> Education, Department of | <input type="checkbox"/> SWRCB: Water Quality |
| <input type="checkbox"/> Energy Commission | <input type="checkbox"/> SWRCB: Water Rights |
| <input checked="" type="checkbox"/> Fish & Game Region # <u>5</u> | <input type="checkbox"/> Tahoe Regional Planning Agency |
| <input type="checkbox"/> Food & Agriculture, Department of | <input checked="" type="checkbox"/> Toxic Substances Control, Department of |
| <input type="checkbox"/> Forestry and Fire Protection, Department of | <input checked="" type="checkbox"/> Water Resources, Department of |
| <input type="checkbox"/> General Services, Department of | <input type="checkbox"/> Other: _____ |
| <input type="checkbox"/> Health Services, Department of | <input type="checkbox"/> Other: _____ |
| <input checked="" type="checkbox"/> Housing & Community Development | |
| <input checked="" type="checkbox"/> Native American Heritage Commission | |

Local Public Review Period (to be filled in by lead agency)

Starting Date October 30, 2025 Ending Date December 16, 2025

Lead Agency (Complete if applicable):

Consulting Firm: <u>MIG, Inc.</u>	Applicant: <u>City of Paramount</u>
Address: <u>6809 Indiana Avenue, Suite 203</u>	Address: <u>16400 Colorado Avenue</u>
City/State/Zip: <u>Riverside, CA 92506</u>	City/State/Zip: <u>Paramount, CA 90723</u>
Contact: <u>Cameron Hile, Project Manager</u>	Phone: <u>562-220-2049</u>
Phone: <u>951-787-9222</u>	

Signature of Lead Agency Representative: *Cameron Hile* Date: 10-29-2025

Authority cited: Section 21083, Public Resources Code. Reference: Section 21161, Public Resources Code.

Paramount Journal Posting

NOTICE OF AVAILABILITY/COMPLETION OF A DRAFT PROGRAM ENVIRONMENTAL IMPACT REPORT

PROJECT TITLE Clearwater Specific Plan
SCH# 2025010201

LEAD AGENCY City of Paramount, Los Angeles County

PROJECT LOCATION The City of Paramount (“City”) is located in southern Los Angeles County, approximately 10 miles south of downtown Los Angeles, 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. 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.

PROJECT DESCRIPTION The 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 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 Specific Plan includes a mixed-use district that would provide retail, entertainment, housing, and open space amenities for local residents. The Specific Plan would also provide for an artisanal manufacturing and creative live/work district that includes industrial uses along with residential uses. 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.

PURPOSE OF THIS NOTICE This notice is to announce the availability of the Draft Program EIR (PEIR) for the Clearwater Specific Plan. In accordance with Section 15087 of the State CEQA Guidelines, the City has prepared this Notice of Availability (NOA) to provide the Governor’s Office of Land Use and Climate Innovation (LCI), responsible and trustee agencies, and other interested parties with sufficient information describing the project and its potential environmental effects. The environmental analysis determined that, even with implementation of all feasible mitigation, the following impacts would remain significant and unavoidable: Air Quality, Greenhouse Gas Emissions, Noise (offsite), and Transportation (vehicle miles traveled).

AVAILABILITY OF THE PEIR The Draft PEIR and related documents are available for review at the following locations:

- Paramount City Hall, City Clerk’s Office – 16400 Colorado Avenue, Paramount, California, 90723
- Paramount City Hall, Planning Department – 16400 Colorado Avenue, Paramount, California, 90723
- Paramount Library, 16254 Colorado Avenue, Paramount, California 90723
- City of Paramount Website: www.paramount-city.gov/government/departments/planning-department/environmental-documents/

PUBLIC REVIEW AND COMMENT As mandated by State Law, the minimum public review period for this DEIR is 45 days. The DEIR will be available for public review and comment beginning **Thursday October 30, 2025 and ending Tuesday December 16, 2025 at 5:00 p.m.** Members of the public and interested agencies and individuals are invited to provide written comments on the Draft EIR. All written comments must be provided to the City during the 45-day public review period. Written comments will be accepted by mail or by e-mail and must be submitted no later than **5:00 p.m. on December 16, 2025.** Please submit written comments to John King, Planning and Building Director, at 16400 Colorado Avenue, Paramount, CA 90723, or via email at: jking@paramountcity.gov. A public hearing to solicit public comments on the DEIR will be held before the Paramount Planning Commission at 6:00 p.m. on January 7, 2026 in the Council Chambers of the City Hall, located at 16400 Colorado Avenue, Paramount.

Paramount Journal 10/30/2025-157882

Record of Tribal Consultation



STATE OF CALIFORNIA

Gavin Newsom, Governor

NATIVE AMERICAN HERITAGE COMMISSION

January 14, 2025

John King
City of Paramount
16400 Colorado Avenue
Paramount CA 90723

CHAIRPERSON
Reginald Pagaling
Chumash

VICE-CHAIRPERSON
Buffy McQuillen
Yakayo Pomo, Yuki,
Namlaki

SECRETARY
Sara Dutschke
Miwok

PARLIAMENTARIAN
Wayne Nelson
Luiseno

COMMISSIONER
Isaac Bojorquez
Ohlone-Costanoan

COMMISSIONER
Stanley Rodriguez
Kumeyaay

COMMISSIONER
Laurena Bolden
Serrano

COMMISSIONER
Reid Milanovich
Cahuilla

COMMISSIONER
Bennae Calac
Pauma-Yuima Band of
Luiseno Indians

ACTING EXECUTIVE
SECRETARY
Steven Quinn

NAHC HEADQUARTERS
1550 Harbor Boulevard
Suite 100
West Sacramento,
California 95691
(916) 373-3710
nahc@nahc.ca.gov
NAHC.ca.gov

Re: 2025010201 Clearwater Specific Plan Project, Riverside County

Dear Mr. King:

The Native American Heritage Commission (NAHC) has received the Notice of Preparation (NOP), Draft Environmental Impact Report (DEIR) or Early Consultation for the project referenced above. The California Environmental Quality Act (CEQA) (Pub. Resources Code §21000 et seq.), specifically Public Resources Code §21084.1, states that a project that may cause a substantial adverse change in the significance of a historical resource, is a project that may have a significant effect on the environment. (Pub. Resources Code § 21084.1; Cal. Code Regs., tit.14, § 15064.5 (b) (CEQA Guidelines § 15064.5 (b)). If there is substantial evidence, in light of the whole record before a lead agency, that a project may have a significant effect on the environment, an Environmental Impact Report (EIR) shall be prepared. (Pub. Resources Code §21080 (d); Cal. Code Regs., tit. 14, § 5064 subd.(a)(1) (CEQA Guidelines § 15064 (a)(1)). In order to determine whether a project will cause a substantial adverse change in the significance of a historical resource, a lead agency will need to determine whether there are historical resources within the area of potential effect (APE).

CEQA was amended significantly in 2014. Assembly Bill 52 (Gatto, Chapter 532, Statutes of 2014) (AB 52) amended CEQA to create a separate category of cultural resources, "tribal cultural resources" (Pub. Resources Code §21074) and provides that a project with an effect that may cause a substantial adverse change in the significance of a tribal cultural resource is a project that may have a significant effect on the environment. (Pub. Resources Code §21084.2). Public agencies shall, when feasible, avoid damaging effects to any tribal cultural resource. (Pub. Resources Code §21084.3 (a)). **AB 52 applies to any project for which a notice of preparation, a notice of negative declaration, or a mitigated negative declaration is filed on or after July 1, 2015.** If your project involves the adoption of or amendment to a general plan or a specific plan, or the designation or proposed designation of open space, on or after March 1, 2005, it may also be subject to Senate Bill 18 (Burton, Chapter 905, Statutes of 2004) (SB 18). **Both SB 18 and AB 52 have tribal consultation requirements.** If your project is also subject to the federal National Environmental Policy Act (42 U.S.C. § 4321 et seq.) (NEPA), the tribal consultation requirements of Section 106 of the National Historic Preservation Act of 1966 (154 U.S.C. 300101, 36 C.F.R. §800 et seq.) may also apply.

The NAHC recommends consultation with California Native American tribes that are traditionally and culturally affiliated with the geographic area of your proposed project as early as possible in order to avoid inadvertent discoveries of Native American human remains and best protect tribal cultural resources. Below is a brief summary of portions of AB 52 and SB 18 as well as the NAHC's recommendations for conducting cultural resources assessments.

Consult your legal counsel about compliance with AB 52 and SB 18 as well as compliance with any other applicable laws.

AB 52

AB 52 has added to CEQA the additional requirements listed below, along with many other requirements:

- 1. Fourteen Day Period to Provide Notice of Completion of an Application/Decision to Undertake a Project:** Within fourteen (14) days of determining that an application for a project is complete or of a decision by a public agency to undertake a project, a lead agency shall provide formal notification to a designated contact of, or tribal representative of, traditionally and culturally affiliated California Native American tribes that have requested notice, to be accomplished by at least one written notice that includes:

 - a. A brief description of the project.
 - b. The lead agency contact information.
 - c. Notification that the California Native American tribe has 30 days to request consultation. (Pub. Resources Code §21080.3.1 (d)).
 - d. A "California Native American tribe" is defined as a Native American tribe located in California that is on the contact list maintained by the NAHC for the purposes of Chapter 905 of Statutes of 2004 (SB 18). (Pub. Resources Code §21073).

- 2. Begin Consultation Within 30 Days of Receiving a Tribe's Request for Consultation and Before Releasing a Negative Declaration, Mitigated Negative Declaration, or Environmental Impact Report:** A lead agency shall begin the consultation process within 30 days of receiving a request for consultation from a California Native American tribe that is traditionally and culturally affiliated with the geographic area of the proposed project. (Pub. Resources Code §21080.3.1, subs. (d) and (e)) and prior to the release of a negative declaration, mitigated negative declaration or Environmental Impact Report. (Pub. Resources Code §21080.3.1(b)).

 - a. For purposes of AB 52, "consultation shall have the same meaning as provided in Gov. Code §65352.4 (SB 18). (Pub. Resources Code §21080.3.1 (b)).

- 3. Mandatory Topics of Consultation If Requested by a Tribe:** The following topics of consultation, if a tribe requests to discuss them, are mandatory topics of consultation:

 - a. Alternatives to the project.
 - b. Recommended mitigation measures.
 - c. Significant effects. (Pub. Resources Code §21080.3.2 (a)).

- 4. Discretionary Topics of Consultation:** The following topics are discretionary topics of consultation:

 - a. Type of environmental review necessary.
 - b. Significance of the tribal cultural resources.
 - c. Significance of the project's impacts on tribal cultural resources.
 - d. If necessary, project alternatives or appropriate measures for preservation or mitigation that the tribe may recommend to the lead agency. (Pub. Resources Code §21080.3.2 (a)).

- 5. Confidentiality of Information Submitted by a Tribe During the Environmental Review Process:** With some exceptions, any information, including but not limited to, the location, description, and use of tribal cultural resources submitted by a California Native American tribe during the environmental review process shall not be included in the environmental document or otherwise disclosed by the lead agency or any other public agency to the public, consistent with Government Code §6254 (r) and §6254.10. Any information submitted by a California Native American tribe during the consultation or environmental review process shall be published in a confidential appendix to the environmental document unless the tribe that provided the information consents, in writing, to the disclosure of some or all of the information to the public. (Pub. Resources Code §21082.3 (c)(1)).

- 6. Discussion of Impacts to Tribal Cultural Resources in the Environmental Document:** If a project may have a significant impact on a tribal cultural resource, the lead agency's environmental document shall discuss both of the following:

 - a. Whether the proposed project has a significant impact on an identified tribal cultural resource.
 - b. Whether feasible alternatives or mitigation measures, including those measures that may be agreed to pursuant to Public Resources Code §21082.3, subdivision (a), avoid or substantially lessen the impact on the identified tribal cultural resource. (Pub. Resources Code §21082.3 (b)).

7. Conclusion of Consultation: Consultation with a tribe shall be considered concluded when either of the following occurs:

- a. The parties agree to measures to mitigate or avoid a significant effect, if a significant effect exists, on a tribal cultural resource; or
- b. A party, acting in good faith and after reasonable effort, concludes that mutual agreement cannot be reached. (Pub. Resources Code §21080.3.2 (b)).

8. Recommending Mitigation Measures Agreed Upon in Consultation in the Environmental Document: Any mitigation measures agreed upon in the consultation conducted pursuant to Public Resources Code §21080.3.2 shall be recommended for inclusion in the environmental document and in an adopted mitigation monitoring and reporting program, if determined to avoid or lessen the impact pursuant to Public Resources Code §21082.3, subdivision (b), paragraph 2, and shall be fully enforceable. (Pub. Resources Code §21082.3 (a)).

9. Required Consideration of Feasible Mitigation: If mitigation measures recommended by the staff of the lead agency as a result of the consultation process are not included in the environmental document or if there are no agreed upon mitigation measures at the conclusion of consultation, or if consultation does not occur, and if substantial evidence demonstrates that a project will cause a significant effect to a tribal cultural resource, the lead agency shall consider feasible mitigation pursuant to Public Resources Code §21084.3 (b). (Pub. Resources Code §21082.3 (e)).

10. Examples of Mitigation Measures That, if Feasible, May Be Considered to Avoid or Minimize Significant Adverse Impacts to Tribal Cultural Resources:

- a. Avoidance and preservation of the resources in place, including, but not limited to:
 - i. Planning and construction to avoid the resources and protect the cultural and natural context.
 - ii. Planning greenspace, parks, or other open space, to incorporate the resources with culturally appropriate protection and management criteria.
- b. Treating the resource with culturally appropriate dignity, taking into account the tribal cultural values and meaning of the resource, including, but not limited to, the following:
 - i. Protecting the cultural character and integrity of the resource.
 - ii. Protecting the traditional use of the resource.
 - iii. Protecting the confidentiality of the resource.
- c. Permanent conservation easements or other interests in real property, with culturally appropriate management criteria for the purposes of preserving or utilizing the resources or places.
- d. Protecting the resource. (Pub. Resource Code §21084.3 (b)).
- e. Please note that a federally recognized California Native American tribe or a non-federally recognized California Native American tribe that is on the contact list maintained by the NAHC to protect a California prehistoric, archaeological, cultural, spiritual, or ceremonial place may acquire and hold conservation easements if the conservation easement is voluntarily conveyed. (Civ. Code §815.3 (c)).
- f. Please note that it is the policy of the state that Native American remains and associated grave artifacts shall be repatriated. (Pub. Resources Code §5097.991).

11. Prerequisites for Certifying an Environmental Impact Report or Adopting a Mitigated Negative Declaration or Negative Declaration with a Significant Impact on an Identified Tribal Cultural Resource: An Environmental Impact Report may not be certified, nor may a mitigated negative declaration or a negative declaration be adopted unless one of the following occurs:

- a. The consultation process between the tribes and the lead agency has occurred as provided in Public Resources Code §21080.3.1 and §21080.3.2 and concluded pursuant to Public Resources Code §21080.3.2.
- b. The tribe that requested consultation failed to provide comments to the lead agency or otherwise failed to engage in the consultation process.
- c. The lead agency provided notice of the project to the tribe in compliance with Public Resources Code §21080.3.1 (d) and the tribe failed to request consultation within 30 days. (Pub. Resources Code §21082.3 (d)).

The NAHC's PowerPoint presentation titled, "Tribal Consultation Under AB 52: Requirements and Best Practices" may be found online at: http://nahc.ca.gov/wp-content/uploads/2015/10/AB52TribalConsultation_CalEPAPDF.pdf

SB 18

SB 18 applies to local governments and requires local governments to contact, provide notice to, refer plans to, and consult with tribes prior to the adoption or amendment of a general plan or a specific plan, or the designation of open space. (Gov. Code §65352.3). Local governments should consult the Governor's Office of Planning and Research's "Tribal Consultation Guidelines," which can be found online at: https://www.opr.ca.gov/docs/09_14_05_Updated_Guidelines_922.pdf.

Some of SB 18's provisions include:

1. **Tribal Consultation:** If a local government considers a proposal to adopt or amend a general plan or a specific plan, or to designate open space it is required to contact the appropriate tribes identified by the NAHC by requesting a "Tribal Consultation List." If a tribe, once contacted, requests consultation the local government must consult with the tribe on the plan proposal. **A tribe has 90 days from the date of receipt of notification to request consultation unless a shorter timeframe has been agreed to by the tribe.** (Gov. Code §65352.3 (a)(2)).
2. **No Statutory Time Limit on SB 18 Tribal Consultation.** There is no statutory time limit on SB 18 tribal consultation.
3. **Confidentiality:** Consistent with the guidelines developed and adopted by the Office of Planning and Research pursuant to Gov. Code §65040.2, the city or county shall protect the confidentiality of the information concerning the specific identity, location, character, and use of places, features and objects described in Public Resources Code §5097.9 and §5097.993 that are within the city's or county's jurisdiction. (Gov. Code §65352.3 (b)).
4. **Conclusion of SB 18 Tribal Consultation:** Consultation should be concluded at the point in which:
 - a. The parties to the consultation come to a mutual agreement concerning the appropriate measures for preservation or mitigation; or
 - b. Either the local government or the tribe, acting in good faith and after reasonable effort, concludes that mutual agreement cannot be reached concerning the appropriate measures of preservation or mitigation. (Tribal Consultation Guidelines, Governor's Office of Planning and Research (2005) at p. 18).

Agencies should be aware that neither AB 52 nor SB 18 precludes agencies from initiating tribal consultation with tribes that are traditionally and culturally affiliated with their jurisdictions before the timeframes provided in AB 52 and SB 18. For that reason, we urge you to continue to request Native American Tribal Contact Lists and "Sacred Lands File" searches from the NAHC. The request forms can be found online at: <http://nahc.ca.gov/resources/forms/>.

NAHC Recommendations for Cultural Resources Assessments

To adequately assess the existence and significance of tribal cultural resources and plan for avoidance, preservation in place, or barring both, mitigation of project-related impacts to tribal cultural resources, the NAHC recommends the following actions:

1. Contact the appropriate regional California Historical Research Information System (CHRIS) Center (https://ohp.parks.ca.gov/?page_id=30331) for an archaeological records search. The records search will determine:
 - a. If part or all of the APE has been previously surveyed for cultural resources.
 - b. If any known cultural resources have already been recorded on or adjacent to the APE.
 - c. If the probability is low, moderate, or high that cultural resources are located in the APE.
 - d. If a survey is required to determine whether previously unrecorded cultural resources are present.
2. If an archaeological inventory survey is required, the final stage is the preparation of a professional report detailing the findings and recommendations of the records search and field survey.
 - a. The final report containing site forms, site significance, and mitigation measures should be submitted immediately to the planning department. All information regarding site locations, Native American human remains, and associated funerary objects should be in a separate confidential addendum and not be made available for public disclosure.
 - b. The final written report should be submitted within 3 months after work has been completed to the appropriate regional CHRIS center.

3. Contact the NAHC for:
 - a. A Sacred Lands File search. Remember that tribes do not always record their sacred sites in the Sacred Lands File, nor are they required to do so. A Sacred Lands File search is not a substitute for consultation with tribes that are traditionally and culturally affiliated with the geographic area of the project's APE.
 - b. A Native American Tribal Consultation List of appropriate tribes for consultation concerning the project site and to assist in planning for avoidance, preservation in place, or, failing both, mitigation measures.

4. Remember that the lack of surface evidence of archaeological resources (including tribal cultural resources) does not preclude their subsurface existence.
 - a. Lead agencies should include in their mitigation and monitoring reporting program plan provisions for the identification and evaluation of inadvertently discovered archaeological resources per Cal. Code Regs., tit. 14, § 15064.5(f) (CEQA Guidelines § 15064.5(f)). In areas of identified archaeological sensitivity, a certified archaeologist and a culturally affiliated Native American with knowledge of cultural resources should monitor all ground-disturbing activities.
 - b. Lead agencies should include in their mitigation and monitoring reporting program plans provisions for the disposition of recovered cultural items that are not burial associated in consultation with culturally affiliated Native Americans.
 - c. Lead agencies should include in their mitigation and monitoring reporting program plans provisions for the treatment and disposition of inadvertently discovered Native American human remains. Health and Safety Code § 7050.5, Public Resources Code § 5097.98, and Cal. Code Regs., tit. 14, § 15064.5, subdivisions (d) and (e) (CEQA Guidelines § 15064.5, subds. (d) and (e)) address the processes to be followed in the event of an inadvertent discovery of any Native American human remains and associated grave goods in a location other than a dedicated cemetery.

If you have any questions or need additional information, please contact me at my email address:
Andrew.Green@NAHC.ca.gov.

Sincerely,

Andrew Green

Andrew Green
Cultural Resources Analyst

cc: State Clearinghouse



ANNETTE C. DELGADILLO
Mayor
PEGGY LEMONS
Vice Mayor
ISABEL AGUAYO
Councilmember
BRENDA OLMOS
Councilmember
VILMA CUELLAR STALLINGS
Councilmember

March 10, 2025

Andrew Salas, Chairperson
Gabieleno Band of Mission Indians - Kizh Nation
P.O. Box 393
Covina, CA, 91723

Dear contact person,

We would like to formally invite you to request consultation pursuant to Senate Bill (SB) 18 (California Government Code Section 65352.3 and 65352.4) regarding a proposed Project (Clearwater Specific Plan) in the City of Paramount, described below. As you are aware, SB 18 requires local governments to consult with California Native American Tribes before amending or adopting any general plan or specific plan or designating land as open space for the purpose of protecting traditional tribal cultural places or sacred sites. The proposed Project, described below, involves the adoption of a Specific Plan; therefore, it is subject to the requirements of SB 18.

Additionally, we would like to invite you to request consultation pursuant to Assembly Bill (AB) 52 (California Public Resources Code Section 21080.3.1). The Project is also subject to the California Environmental Quality Act (CEQA) and is subject to requirements under AB 52.

The proposed Project is the Clearwater Specific Plan, which replaces the existing Clearwater East Specific Plan that was adopted in 1987 and most recently updated in 2019. Please refer to the attached Figure 3, Specific Plan Boundary Map. The State of California is requiring this area to increase allowable housing density from the existing 22 units per acre to 30 units per acre, which totals 2,000 units in the Project area. The City of Paramount is taking the opportunity to plan for the future in this area while supporting sustainability efforts, promoting community health and wellbeing, and strengthening and diversifying the local economy.

The Project would accommodate the following development through the year 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 million square feet
 - 4,600 new residents based on average household size of 2.3 residents per unit

Dedicated to providing fiscally responsible services that maintain a vibrant community.

16400 Colorado Avenue • Paramount, CA 90723-5012 • Ph: 562-220-2000 • paramountcity.com

[facebook.com/CityofParamount](https://www.facebook.com/CityofParamount) | [instagram.com/paramount_posts](https://www.instagram.com/paramount_posts) | [youtube.com/CityofParamount](https://www.youtube.com/CityofParamount)

March 10, 2025

Page 2

- 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

As part of the proposed Project, the City of Paramount is committed to fulfilling the goals of SB 18 and AB 52 and believes that tribal participation in the planning process is crucial. The intent of consultation is to provide an opportunity for local governments and interested tribes to work together in the planning process toward the protection of Native American cultural places and resources that might not appear on cultural resource registries. This is an opportunity for your tribe to participate in the process for this project.

Under SB 18, a Request for Consultation about the Project must be made within ninety (90) days of this notice, and if your tribe provides information during the consultation process, any sensitive information shared with the City regarding cultural places and/or sacred sites will be kept strictly confidential and will not be divulged to the public. In accordance with AB 52, California Native American Tribes may request consultation regarding possible significant effects that implementation of the proposed project may have on tribal cultural resources. If consultation is requested, the City of Paramount will begin the consultation process within 30 days.

If your tribe would like to consult pursuant to SB 18 or AB 52 about the proposed Project, please contact me at 562-220-2049 or jking@paramountcity.com. Thank you.

CITY OF PARAMOUNT



John King
 Planning Director
 City of Paramount

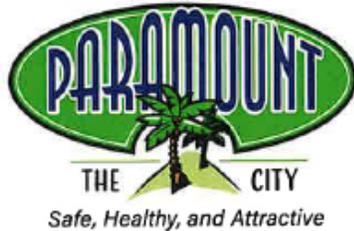


Source: Google Earth
<https://www.google.com/maps/@37.749222,-122.485111,15z>



Figure 3 Specific Plan Boundary Map

Clearwater Specific Plan
Paramount, California



ANNETTE C. DELGADILLO
Mayor
PEGGY LEMONS
Vice Mayor
ISABEL AGUAYO
Councilmember
BRENDA OLMOS
Councilmember
VILMA CUELLAR STALLINGS
Councilmember

March 10, 2025

Anthony Morales, Chairperson
Gabrieleno/Tongva San Gabriel Band of Mission Indians
P.O. Box 693
San Gabriel, CA, 91778

Dear contact person,

We would like to formally invite you to request consultation pursuant to Senate Bill (SB) 18 (California Government Code Section 65352.3 and 65352.4) regarding a proposed Project (Clearwater Specific Plan) in the City of Paramount, described below. As you are aware, SB 18 requires local governments to consult with California Native American Tribes before amending or adopting any general plan or specific plan or designating land as open space for the purpose of protecting traditional tribal cultural places or sacred sites. The proposed Project, described below, involves the adoption of a Specific Plan; therefore, it is subject to the requirements of SB 18.

Additionally, we would like to invite you to request consultation pursuant to Assembly Bill (AB) 52 (California Public Resources Code Section 21080.3.1). The Project is also subject to the California Environmental Quality Act (CEQA) and is subject to requirements under AB 52.

The proposed Project is the Clearwater Specific Plan, which replaces the existing Clearwater East Specific Plan that was adopted in 1987 and most recently updated in 2019. Please refer to the attached Figure 3, Specific Plan Boundary Map. The State of California is requiring this area to increase allowable housing density from the existing 22 units per acre to 30 units per acre, which totals 2,000 units in the Project area. The City of Paramount is taking the opportunity to plan for the future in this area while supporting sustainability efforts, promoting community health and wellbeing, and strengthening and diversifying the local economy.

The Project would accommodate the following development through the year 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 million square feet
 - 4,600 new residents based on average household size of 2.3 residents per unit

Dedicated to providing fiscally responsible services that maintain a vibrant community.

16400 Colorado Avenue • Paramount, CA 90723-5012 • Ph: 562-220-2000 • paramountcity.com

[facebook.com/CityofParamount](https://www.facebook.com/CityofParamount) | [instagram.com/paramount_posts](https://www.instagram.com/paramount_posts) | [youtube.com/CityofParamount](https://www.youtube.com/CityofParamount)

March 10, 2025
Page 2

- 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

As part of the proposed Project, the City of Paramount is committed to fulfilling the goals of SB 18 and AB 52 and believes that tribal participation in the planning process is crucial. The intent of consultation is to provide an opportunity for local governments and interested tribes to work together in the planning process toward the protection of Native American cultural places and resources that might not appear on cultural resource registries. This is an opportunity for your tribe to participate in the process for this project.

Under SB 18, a Request for Consultation about the Project must be made within ninety (90) days of this notice, and if your tribe provides information during the consultation process, any sensitive information shared with the City regarding cultural places and/or sacred sites will be kept strictly confidential and will not be divulged to the public. In accordance with AB 52, California Native American Tribes may request consultation regarding possible significant effects that implementation of the proposed project may have on tribal cultural resources. If consultation is requested, the City of Paramount will begin the consultation process within 30 days.

If your tribe would like to consult pursuant to SB 18 or AB 52 about the proposed Project, please contact me at 562-220-2049 or jking@paramountcity.com. Thank you.

CITY OF PARAMOUNT



John King
Planning Director
City of Paramount



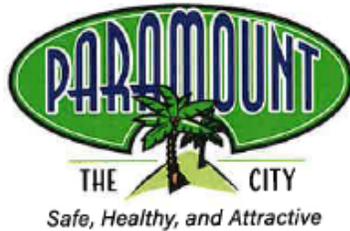
 - Specific Plan Boundary

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



Figure 3 Specific Plan Boundary Map

Clearwater Specific Plan
Paramount, California



ANNETTE C. DELGADILLO
Mayor
PEGGY LEMONS
Vice Mayor
ISABEL AGUAYO
Councilmember
BRENDA OLMOS
Councilmember
VILMA CUELLAR STALLINGS
Councilmember

March 10, 2025

Sandonne Goad, Chairperson
Gabrielino /Tongva Nation
106 1/2 Judge John Aiso St., #231
Los Angeles, CA, 90012

Dear contact person,

We would like to formally invite you to request consultation pursuant to Senate Bill (SB) 18 (California Government Code Section 65352.3 and 65352.4) regarding a proposed Project (Clearwater Specific Plan) in the City of Paramount, described below. As you are aware, SB 18 requires local governments to consult with California Native American Tribes before amending or adopting any general plan or specific plan or designating land as open space for the purpose of protecting traditional tribal cultural places or sacred sites. The proposed Project, described below, involves the adoption of a Specific Plan; therefore, it is subject to the requirements of SB 18.

Additionally, we would like to invite you to request consultation pursuant to Assembly Bill (AB) 52 (California Public Resources Code Section 21080.3.1). The Project is also subject to the California Environmental Quality Act (CEQA) and is subject to requirements under AB 52.

The proposed Project is the Clearwater Specific Plan, which replaces the existing Clearwater East Specific Plan that was adopted in 1987 and most recently updated in 2019. Please refer to the attached Figure 3, Specific Plan Boundary Map. The State of California is requiring this area to increase allowable housing density from the existing 22 units per acre to 30 units per acre, which totals 2,000 units in the Project area. The City of Paramount is taking the opportunity to plan for the future in this area while supporting sustainability efforts, promoting community health and wellbeing, and strengthening and diversifying the local economy.

The Project would accommodate the following development through the year 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 million square feet
 - 4,600 new residents based on average household size of 2.3 residents per unit

Dedicated to providing fiscally responsible services that maintain a vibrant community.

16400 Colorado Avenue • Paramount, CA 90723-5012 • Ph: 562-220-2000 • paramountcity.com

[facebook.com/CityofParamount](https://www.facebook.com/CityofParamount) | [instagram.com/paramount_posts](https://www.instagram.com/paramount_posts) | [youtube.com/CityofParamount](https://www.youtube.com/CityofParamount)

March 10, 2025

Page 2

- 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

As part of the proposed Project, the City of Paramount is committed to fulfilling the goals of SB 18 and AB 52 and believes that tribal participation in the planning process is crucial. The intent of consultation is to provide an opportunity for local governments and interested tribes to work together in the planning process toward the protection of Native American cultural places and resources that might not appear on cultural resource registries. This is an opportunity for your tribe to participate in the process for this project.

Under SB 18, a Request for Consultation about the Project must be made within ninety (90) days of this notice, and if your tribe provides information during the consultation process, any sensitive information shared with the City regarding cultural places and/or sacred sites will be kept strictly confidential and will not be divulged to the public. In accordance with AB 52, California Native American Tribes may request consultation regarding possible significant effects that implementation of the proposed project may have on tribal cultural resources. If consultation is requested, the City of Paramount will begin the consultation process within 30 days.

If your tribe would like to consult pursuant to SB 18 or AB 52 about the proposed Project, please contact me at 562-220-2049 or jking@paramountcity.com. Thank you.

CITY OF PARAMOUNT



John King
 Planning Director
 City of Paramount



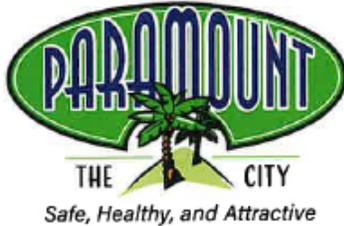
 - Specific Plan Boundary

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



Figure 3 Specific Plan Boundary Map

Clearwater Specific Plan
Paramount, California



ANNETTE C. DELGADILLO
Mayor

PEGGY LEMONS
Vice Mayor

ISABEL AGUAYO
Councilmember

BRENDA OLMOS
Councilmember

VILMA CUELLAR STALLINGS
Councilmember

March 10, 2025

Robert Dorame, Chairperson
Gabrielino Tongva Indians of California Tribal Council
P.O. Box 490
Bellflower, CA, 90707

Dear contact person,

We would like to formally invite you to request consultation pursuant to Senate Bill (SB) 18 (California Government Code Section 65352.3 and 65352.4) regarding a proposed Project (Clearwater Specific Plan) in the City of Paramount, described below. As you are aware, SB 18 requires local governments to consult with California Native American Tribes before amending or adopting any general plan or specific plan or designating land as open space for the purpose of protecting traditional tribal cultural places or sacred sites. The proposed Project, described below, involves the adoption of a Specific Plan; therefore, it is subject to the requirements of SB 18.

Additionally, we would like to invite you to request consultation pursuant to Assembly Bill (AB) 52 (California Public Resources Code Section 21080.3.1). The Project is also subject to the California Environmental Quality Act (CEQA) and is subject to requirements under AB 52.

The proposed Project is the Clearwater Specific Plan, which replaces the existing Clearwater East Specific Plan that was adopted in 1987 and most recently updated in 2019. Please refer to the attached Figure 3, Specific Plan Boundary Map. The State of California is requiring this area to increase allowable housing density from the existing 22 units per acre to 30 units per acre, which totals 2,000 units in the Project area. The City of Paramount is taking the opportunity to plan for the future in this area while supporting sustainability efforts, promoting community health and wellbeing, and strengthening and diversifying the local economy.

The Project would accommodate the following development through the year 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 million square feet
 - 4,600 new residents based on average household size of 2.3 residents per unit

Dedicated to providing fiscally responsible services that maintain a vibrant community.

16400 Colorado Avenue • Paramount, CA 90723-5012 • Ph: 562-220-2000 • paramountcity.com

[facebook.com/CityofParamount](https://www.facebook.com/CityofParamount) | [instagram.com/paramount_posts](https://www.instagram.com/paramount_posts) | [youtube.com/CityofParamount](https://www.youtube.com/CityofParamount)

March 10, 2025

Page 2

- 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

As part of the proposed Project, the City of Paramount is committed to fulfilling the goals of SB 18 and AB 52 and believes that tribal participation in the planning process is crucial. The intent of consultation is to provide an opportunity for local governments and interested tribes to work together in the planning process toward the protection of Native American cultural places and resources that might not appear on cultural resource registries. This is an opportunity for your tribe to participate in the process for this project.

Under SB 18, a Request for Consultation about the Project must be made within ninety (90) days of this notice, and if your tribe provides information during the consultation process, any sensitive information shared with the City regarding cultural places and/or sacred sites will be kept strictly confidential and will not be divulged to the public. In accordance with AB 52, California Native American Tribes may request consultation regarding possible significant effects that implementation of the proposed project may have on tribal cultural resources. If consultation is requested, the City of Paramount will begin the consultation process within 30 days.

If your tribe would like to consult pursuant to SB 18 or AB 52 about the proposed Project, please contact me at 562-220-2049 or jking@paramountcity.com. Thank you.

CITY OF PARAMOUNT



John King
Planning Director
City of Paramount



— Specific Plan Boundary

Source: Google Earth
<http://www.google.com/maps/@34.1251725,-118.2512223>



Figure 3 Specific Plan Boundary Map

Clearwater Specific Plan
Paramount, California



ANNETTE C. DELGADILLO
Mayor

PEGGY LEMONS
Vice Mayor

ISABEL AGUAYO
Councilmember

BRENDA OLMOS
Councilmember

VILMA CUELLAR STALLINGS
Councilmember

March 10, 2025

Christina Conley, Tribal Consultant and Administrator
Gabrielino Tongva Indians of California Tribal Council
P.O. Box 941078
Simi Valley, CA, 93094

Dear contact person,

We would like to formally invite you to request consultation pursuant to Senate Bill (SB) 18 (California Government Code Section 65352.3 and 65352.4) regarding a proposed Project (Clearwater Specific Plan) in the City of Paramount, described below. As you are aware, SB 18 requires local governments to consult with California Native American Tribes before amending or adopting any general plan or specific plan or designating land as open space for the purpose of protecting traditional tribal cultural places or sacred sites. The proposed Project, described below, involves the adoption of a Specific Plan; therefore, it is subject to the requirements of SB 18.

Additionally, we would like to invite you to request consultation pursuant to Assembly Bill (AB) 52 (California Public Resources Code Section 21080.3.1). The Project is also subject to the California Environmental Quality Act (CEQA) and is subject to requirements under AB 52.

The proposed Project is the Clearwater Specific Plan, which replaces the existing Clearwater East Specific Plan that was adopted in 1987 and most recently updated in 2019. Please refer to the attached Figure 3, Specific Plan Boundary Map. The State of California is requiring this area to increase allowable housing density from the existing 22 units per acre to 30 units per acre, which totals 2,000 units in the Project area. The City of Paramount is taking the opportunity to plan for the future in this area while supporting sustainability efforts, promoting community health and wellbeing, and strengthening and diversifying the local economy.

The Project would accommodate the following development through the year 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 million square feet
 - 4,600 new residents based on average household size of 2.3 residents per unit

Dedicated to providing fiscally responsible services that maintain a vibrant community.

16400 Colorado Avenue • Paramount, CA 90723-5012 • Ph: 562-220-2000 • paramountcity.com

[facebook.com/CityofParamount](https://www.facebook.com/CityofParamount) | [instagram.com/paramount_posts](https://www.instagram.com/paramount_posts) | [youtube.com/CityofParamount](https://www.youtube.com/CityofParamount)

March 10, 2025
Page 2

- 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

As part of the proposed Project, the City of Paramount is committed to fulfilling the goals of SB 18 and AB 52 and believes that tribal participation in the planning process is crucial. The intent of consultation is to provide an opportunity for local governments and interested tribes to work together in the planning process toward the protection of Native American cultural places and resources that might not appear on cultural resource registries. This is an opportunity for your tribe to participate in the process for this project.

Under SB 18, a Request for Consultation about the Project must be made within ninety (90) days of this notice, and if your tribe provides information during the consultation process, any sensitive information shared with the City regarding cultural places and/or sacred sites will be kept strictly confidential and will not be divulged to the public. In accordance with AB 52, California Native American Tribes may request consultation regarding possible significant effects that implementation of the proposed project may have on tribal cultural resources. If consultation is requested, the City of Paramount will begin the consultation process within 30 days.

If your tribe would like to consult pursuant to SB 18 or AB 52 about the proposed Project, please contact me at 562-220-2049 or jking@paramountcity.com. Thank you.

CITY OF PARAMOUNT



John King
Planning Director
City of Paramount

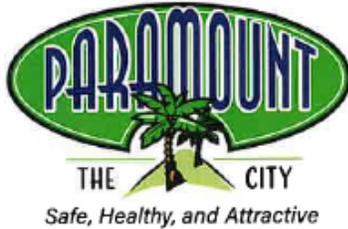


Source: Google Earth
<http://www.migcom.com> • 951-787-9222



Figure 3 Specific Plan Boundary Map

Clearwater Specific Plan
Paramount, California



ANNETTE C. DELGADILLO
Mayor
PEGGY LEMONS
Vice Mayor
ISABEL AGUAYO
Councilmember
BRENDA OLMOS
Councilmember
VILMA CUELLAR STALLINGS
Councilmember

March 10, 2025

Charles Alvarez
Gabrielino-Tongva Tribe
23454 Vanowen Street
West Hills, CA, 91307

Dear contact person,

We would like to formally invite you to request consultation pursuant to Senate Bill (SB) 18 (California Government Code Section 65352.3 and 65352.4) regarding a proposed Project (Clearwater Specific Plan) in the City of Paramount, described below. As you are aware, SB 18 requires local governments to consult with California Native American Tribes before amending or adopting any general plan or specific plan or designating land as open space for the purpose of protecting traditional tribal cultural places or sacred sites. The proposed Project, described below, involves the adoption of a Specific Plan; therefore, it is subject to the requirements of SB 18.

Additionally, we would like to invite you to request consultation pursuant to Assembly Bill (AB) 52 (California Public Resources Code Section 21080.3.1). The Project is also subject to the California Environmental Quality Act (CEQA) and is subject to requirements under AB 52.

The proposed Project is the Clearwater Specific Plan, which replaces the existing Clearwater East Specific Plan that was adopted in 1987 and most recently updated in 2019. Please refer to the attached Figure 3, Specific Plan Boundary Map. The State of California is requiring this area to increase allowable housing density from the existing 22 units per acre to 30 units per acre, which totals 2,000 units in the Project area. The City of Paramount is taking the opportunity to plan for the future in this area while supporting sustainability efforts, promoting community health and wellbeing, and strengthening and diversifying the local economy.

The Project would accommodate the following development through the year 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 million square feet
 - 4,600 new residents based on average household size of 2.3 residents per unit

Dedicated to providing fiscally responsible services that maintain a vibrant community.

16400 Colorado Avenue • Paramount, CA 90723-5012 • Ph: 562-220-2000 • paramountcity.com

[facebook.com/CityofParamount](https://www.facebook.com/CityofParamount) | [instagram.com/paramount_posts](https://www.instagram.com/paramount_posts) | [youtube.com/CityofParamount](https://www.youtube.com/CityofParamount)

March 10, 2025

Page 2

- 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

As part of the proposed Project, the City of Paramount is committed to fulfilling the goals of SB 18 and AB 52 and believes that tribal participation in the planning process is crucial. The intent of consultation is to provide an opportunity for local governments and interested tribes to work together in the planning process toward the protection of Native American cultural places and resources that might not appear on cultural resource registries. This is an opportunity for your tribe to participate in the process for this project.

Under SB 18, a Request for Consultation about the Project must be made within ninety (90) days of this notice, and if your tribe provides information during the consultation process, any sensitive information shared with the City regarding cultural places and/or sacred sites will be kept strictly confidential and will not be divulged to the public. In accordance with AB 52, California Native American Tribes may request consultation regarding possible significant effects that implementation of the proposed project may have on tribal cultural resources. If consultation is requested, the City of Paramount will begin the consultation process within 30 days.

If your tribe would like to consult pursuant to SB 18 or AB 52 about the proposed Project, please contact me at 562-220-2049 or jking@paramountcity.com. Thank you.

CITY OF PARAMOUNT



John King
Planning Director
City of Paramount



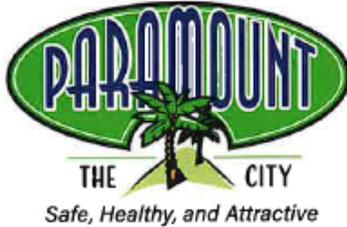
 - Specific Plan Boundary

Source: Google Earth
<https://www.google.com/maps/@39.270223,-119.570223>



Figure 3 Specific Plan Boundary Map

Clearwater Specific Plan
Paramount, California



ANNETTE C. DELGADILLO
Mayor
PEGGY LEMONS
Vice Mayor
ISABEL AGUAYO
Councilmember
BRENDA OLMOS
Councilmember
VILMA CUELLAR STALLINGS
Councilmember

March 10, 2025

Lovina Redner, Tribal Chair
Santa Rosa Band of Cahuilla Indians
P.O. Box 391820
Anza, CA, 92539

Dear contact person,

We would like to formally invite you to request consultation pursuant to Senate Bill (SB) 18 (California Government Code Section 65352.3 and 65352.4) regarding a proposed Project (Clearwater Specific Plan) in the City of Paramount, described below. As you are aware, SB 18 requires local governments to consult with California Native American Tribes before amending or adopting any general plan or specific plan or designating land as open space for the purpose of protecting traditional tribal cultural places or sacred sites. The proposed Project, described below, involves the adoption of a Specific Plan; therefore, it is subject to the requirements of SB 18.

Additionally, we would like to invite you to request consultation pursuant to Assembly Bill (AB) 52 (California Public Resources Code Section 21080.3.1). The Project is also subject to the California Environmental Quality Act (CEQA) and is subject to requirements under AB 52.

The proposed Project is the Clearwater Specific Plan, which replaces the existing Clearwater East Specific Plan that was adopted in 1987 and most recently updated in 2019. Please refer to the attached Figure 3, Specific Plan Boundary Map. The State of California is requiring this area to increase allowable housing density from the existing 22 units per acre to 30 units per acre, which totals 2,000 units in the Project area. The City of Paramount is taking the opportunity to plan for the future in this area while supporting sustainability efforts, promoting community health and wellbeing, and strengthening and diversifying the local economy.

The Project would accommodate the following development through the year 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 million square feet
 - 4,600 new residents based on average household size of 2.3 residents per unit

Dedicated to providing fiscally responsible services that maintain a vibrant community.

16400 Colorado Avenue • Paramount, CA 90723-5012 • Ph: 562-220-2000 • paramountcity.com

[facebook.com/CityofParamount](https://www.facebook.com/CityofParamount) | [instagram.com/paramount_posts](https://www.instagram.com/paramount_posts) | [youtube.com/CityofParamount](https://www.youtube.com/CityofParamount)

March 10, 2025
Page 2

- 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

As part of the proposed Project, the City of Paramount is committed to fulfilling the goals of SB 18 and AB 52 and believes that tribal participation in the planning process is crucial. The intent of consultation is to provide an opportunity for local governments and interested tribes to work together in the planning process toward the protection of Native American cultural places and resources that might not appear on cultural resource registries. This is an opportunity for your tribe to participate in the process for this project.

Under SB 18, a Request for Consultation about the Project must be made within ninety (90) days of this notice, and if your tribe provides information during the consultation process, any sensitive information shared with the City regarding cultural places and/or sacred sites will be kept strictly confidential and will not be divulged to the public. In accordance with AB 52, California Native American Tribes may request consultation regarding possible significant effects that implementation of the proposed project may have on tribal cultural resources. If consultation is requested, the City of Paramount will begin the consultation process within 30 days.

If your tribe would like to consult pursuant to SB 18 or AB 52 about the proposed Project, please contact me at 562-220-2049 or jking@paramountcity.com. Thank you.

CITY OF PARAMOUNT



John King
Planning Director
City of Paramount



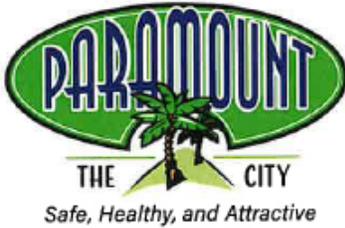
 - Specific Plan Boundary

Source: Google Earth
<http://www.migcom.com> • 951-787-7222



Figure 3 Specific Plan Boundary Map

Clearwater Specific Plan
Paramount, California



ANNETTE C. DELGADILLO
Mayor

PEGGY LEMONS
Vice Mayor

ISABEL AGUAYO
Councilmember

BRENDA OLMOS
Councilmember

VILMA CUELLAR STALLINGS
Councilmember

March 10, 2025

Joseph Ontiveros, Cultural Resource
Soboba Band of Luiseno Indians
P.O. Box 487
San Jacinto, CA, 92581

Dear contact person,

We would like to formally invite you to request consultation pursuant to Senate Bill (SB) 18 (California Government Code Section 65352.3 and 65352.4) regarding a proposed Project (Clearwater Specific Plan) in the City of Paramount, described below. As you are aware, SB 18 requires local governments to consult with California Native American Tribes before amending or adopting any general plan or specific plan or designating land as open space for the purpose of protecting traditional tribal cultural places or sacred sites. The proposed Project, described below, involves the adoption of a Specific Plan; therefore, it is subject to the requirements of SB 18.

Additionally, we would like to invite you to request consultation pursuant to Assembly Bill (AB) 52 (California Public Resources Code Section 21080.3.1). The Project is also subject to the California Environmental Quality Act (CEQA) and is subject to requirements under AB 52.

The proposed Project is the Clearwater Specific Plan, which replaces the existing Clearwater East Specific Plan that was adopted in 1987 and most recently updated in 2019. Please refer to the attached Figure 3, Specific Plan Boundary Map. The State of California is requiring this area to increase allowable housing density from the existing 22 units per acre to 30 units per acre, which totals 2,000 units in the Project area. The City of Paramount is taking the opportunity to plan for the future in this area while supporting sustainability efforts, promoting community health and wellbeing, and strengthening and diversifying the local economy.

The Project would accommodate the following development through the year 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 million square feet
 - 4,600 new residents based on average household size of 2.3 residents per unit

Dedicated to providing fiscally responsible services that maintain a vibrant community.

16400 Colorado Avenue • Paramount, CA 90723-5012 • Ph: 562-220-2000 • paramountcity.com

[facebook.com/CityofParamount](https://www.facebook.com/CityofParamount) | [instagram.com/paramount_posts](https://www.instagram.com/paramount_posts) | [youtube.com/CityofParamount](https://www.youtube.com/CityofParamount)

March 10, 2025

Page 2

- 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

As part of the proposed Project, the City of Paramount is committed to fulfilling the goals of SB 18 and AB 52 and believes that tribal participation in the planning process is crucial. The intent of consultation is to provide an opportunity for local governments and interested tribes to work together in the planning process toward the protection of Native American cultural places and resources that might not appear on cultural resource registries. This is an opportunity for your tribe to participate in the process for this project.

Under SB 18, a Request for Consultation about the Project must be made within ninety (90) days of this notice, and if your tribe provides information during the consultation process, any sensitive information shared with the City regarding cultural places and/or sacred sites will be kept strictly confidential and will not be divulged to the public. In accordance with AB 52, California Native American Tribes may request consultation regarding possible significant effects that implementation of the proposed project may have on tribal cultural resources. If consultation is requested, the City of Paramount will begin the consultation process within 30 days.

If your tribe would like to consult pursuant to SB 18 or AB 52 about the proposed Project, please contact me at 562-220-2049 or jking@paramountcity.com. Thank you.

CITY OF PARAMOUNT



John King
Planning Director
City of Paramount



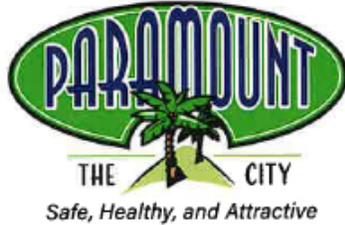
 - Specific Plan Boundary

Source: Google Earth
<https://www.migcom.com> • 951-787-9212



Figure 3 Specific Plan Boundary Map

Clearwater Specific Plan
Paramount, California



ANNETTE C. DELGADILLO
Mayor
PEGGY LEMONS
Vice Mayor
ISABEL AGUAYO
Councilmember
BRENDA OLMOS
Councilmember
VILMA CUELLAR STALLINGS
Councilmember

March 10, 2025

Isaiah Vivanco, Chairperson
Soboba Band of Luiseno Indians
P. O. Box 487
San Jacinto, CA, 92581

Dear contact person,

We would like to formally invite you to request consultation pursuant to Senate Bill (SB) 18 (California Government Code Section 65352.3 and 65352.4) regarding a proposed Project (Clearwater Specific Plan) in the City of Paramount, described below. As you are aware, SB 18 requires local governments to consult with California Native American Tribes before amending or adopting any general plan or specific plan or designating land as open space for the purpose of protecting traditional tribal cultural places or sacred sites. The proposed Project, described below, involves the adoption of a Specific Plan; therefore, it is subject to the requirements of SB 18.

Additionally, we would like to invite you to request consultation pursuant to Assembly Bill (AB) 52 (California Public Resources Code Section 21080.3.1). The Project is also subject to the California Environmental Quality Act (CEQA) and is subject to requirements under AB 52.

The proposed Project is the Clearwater Specific Plan, which replaces the existing Clearwater East Specific Plan that was adopted in 1987 and most recently updated in 2019. Please refer to the attached Figure 3, Specific Plan Boundary Map. The State of California is requiring this area to increase allowable housing density from the existing 22 units per acre to 30 units per acre, which totals 2,000 units in the Project area. The City of Paramount is taking the opportunity to plan for the future in this area while supporting sustainability efforts, promoting community health and wellbeing, and strengthening and diversifying the local economy.

The Project would accommodate the following development through the year 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 million square feet
 - 4,600 new residents based on average household size of 2.3 residents per unit

Dedicated to providing fiscally responsible services that maintain a vibrant community.

16400 Colorado Avenue • Paramount, CA 90723-5012 • Ph: 562-220-2000 • paramountcity.com

[facebook.com/CityofParamount](https://www.facebook.com/CityofParamount) | [instagram.com/paramount_posts](https://www.instagram.com/paramount_posts) | [youtube.com/CityofParamount](https://www.youtube.com/CityofParamount)

March 10, 2025
Page 2

- 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

As part of the proposed Project, the City of Paramount is committed to fulfilling the goals of SB 18 and AB 52 and believes that tribal participation in the planning process is crucial. The intent of consultation is to provide an opportunity for local governments and interested tribes to work together in the planning process toward the protection of Native American cultural places and resources that might not appear on cultural resource registries. This is an opportunity for your tribe to participate in the process for this project.

Under SB 18, a Request for Consultation about the Project must be made within ninety (90) days of this notice, and if your tribe provides information during the consultation process, any sensitive information shared with the City regarding cultural places and/or sacred sites will be kept strictly confidential and will not be divulged to the public. In accordance with AB 52, California Native American Tribes may request consultation regarding possible significant effects that implementation of the proposed project may have on tribal cultural resources. If consultation is requested, the City of Paramount will begin the consultation process within 30 days.

If your tribe would like to consult pursuant to SB 18 or AB 52 about the proposed Project, please contact me at 562-220-2049 or jking@paramountcity.com. Thank you.

CITY OF PARAMOUNT



John King
Planning Director
City of Paramount



 - Specific Plan Boundary

Source: Google Earth
<http://www.google.com/maps/@33.17574422>

Figure 3 Specific Plan Boundary Map

Clearwater Specific Plan
Paramount, California





GABRIELEÑO BAND OF MISSION INDIANS - KIZH NATION

Historically known as The San Gabriel Band of Mission Indians recognized by the State of California as the aboriginal tribe of the Los Angeles basin

March 31, 2025

John King

Planning Director

City of Paramount

jking@paramountcity.com

Subject: Formal Request for Government-to-Government Consultation – Clearwater Specific Plan

Dear John King,

On behalf of the Gabrieleno Band of Mission Indians Kizh Nation, I am formally requesting government-to-government consultation the city of Paramount pursuant to Assembly Bill 52 (AB 52) and the California Environmental Quality Act (CEQA) regarding the proposed Clearwater Specific Plan Project. Our tribe has ancestral and cultural ties to this area, and we are concerned that the project may impact Tribal Cultural Resources (TCRs) within our traditional territory.

Under AB 52, lead agencies are required to engage in meaningful government-to-government consultation with our tribe who is ancestrally traditionally and culturally affiliated with the project area when the project undergoes CEQA review, in accordance with the law.

We request that formal consultation be initiated within the required timeframe, and we are prepared to meet at your earliest convenience. Please confirm receipt of this request and provide available dates for an initial consultation meeting.

Andrew Salas, Chairman

Mike Jesus Lemos, Treasurer I

Nadine Salas, Vice-Chairman

Samantha Lemos, Treasurer II

Dr. Christina Swindall Martinez, Secretary

Richard Gradias, Chairman of the council of Elders

PO Box 393 Covina, CA 91723

www.gabrielenoindians.org

admin@gabrielenoindians.org

For scheduling or further discussion, please contact me at gabrielenoindians@gmail.com or (844) 390 - 0787. We appreciate your commitment to ensuring compliance with AB 52 and protecting the cultural heritage of our tribal community.

Sincerely,

Andrew Salas

Hereditary Chief

Kizh (Quiichi) Nation Gabrieleño Band Of Mission Indians

Best regards,



Hereditary Chief Andrew Salas
Gabrieleño Band of Mission Indians–Kizh Nation

Andrew Salas, Chairman
Mike Jesus Lemos, Treasurer I
PO Box 393 Covina, CA 91723

Nadine Salas, Vice-Chairman
Samantha Lemos, Treasurer II

Dr. Christina Swindall Martinez, Secretary
Richard Gradias, Chairman of the council of Elders
admin@gabrielenoindians.org

www.gabrielenoindians.org



GABRIELEÑO BAND OF MISSION INDIANS – KIZH NATION

Historically known as The San Gabriel Band of Mission Indians recognized by the State of California as the aboriginal tribe of the Los Angeles basin

Friday, June 20, 2025

John King
Planning Director
City of Paramount
16400 Colorado Ave.
Paramount, CA 90723
jking@paramountcity.gov

Subject: Request for Implementation of Tribal Mitigation Measures Under AB 52 – Clearwater Specific Plan

Dear Mr. King,

The land currently known as the City of Paramount rests within the ancestral territory of the Gabrieleno Band of Mission Indians – Kizh Nation. As the original Indigenous people of the Los Angeles Basin, our presence in this region predates European colonization by thousands of years. Our connection to the land is not symbolic—it is rooted in generations of stewardship, ceremonial use, and lifeways intimately tied to the geography, waterways, and ecosystems of the region.

Prior to Spanish contact, this area formed part of a highly developed and organized network of Kizh village communities, trade routes, and spiritual corridors. These were not isolated settlements but part of a cohesive and complex Indigenous civilization with deep ecological knowledge and spiritual governance of the land. Our ties to this place remain continuous, informed by oral tradition, historical records, and documented archaeological resources.

The area now encompassing the City of Paramount was once the location of *Naxaaw'nga*, a principal Kizh village situated along the San Gabriel River corridor. Ethnographic records from Harrington and Reid, as well as our oral traditions, place *Naxaaw'nga* and its related site, *Naxaaw'nga-Sejat*, within the boundaries of what is now the modern city. These sites held significant ceremonial, residential, and subsistence value to our people. Early Californio settlers acknowledged this lasting presence by referring to the area as “La Rancheria,” a specific use of the general term for any “Indian” settlement.

Spanish Mission History – 1700s Impact on Kizh Villages

Following the establishment of **Mission San Gabriel Arcángel in 1771**, our communities, including those in and around *Naxaaw'nga*, were forcibly integrated into the mission system. Families were baptized under duress, removed from their homelands, and conscripted into labor. The Paramount area fell under the mission’s sphere of influence, used to support mission agriculture and livestock through the exploitation of Kizh labor. This period marked a direct assault on our spiritual sovereignty and communal structure.

Andrew Selas, Chairman
Mike Jesus Lemos, Treasurer I

Nadine Selas, Vice-Chairman
Samantha Lemos, Treasurer II

Dr. Christina Swindell Martinez, Secretary
Richard Gradias, Chairman of the council of Elders

PO Box 393 Covina, CA 91723 www.gabrielenoindians.org
admin@gabrielenoindians.org

Subsequent secularization under Mexican rule further displaced our people, transitioning the land into private hands through grants like Rancho Los Nietos. These colonial transitions undermined our territorial authority, yet they never erased our cultural and spiritual connection to the land.

Documented Indigenous Archaeological Resources in Paramount

Extensive archaeological records support the historical presence of our people in this area, including:

- Village sites of **Naxaaw’nga** and **Naxaaw’nga-Sejat**
- **Shell middens, lithic scatters, and bedrock mortars**
- **Burial and cremation features** consistent with Kizh ceremonial practices
- **Historic-period materials** from Mission and Rancho periods

These findings confirm this region was not only populated by permanent Kizh villages but also held spiritual and economic significance across multiple cultural eras. Even during the Mission and Rancho periods, archaeological records show continuity of Indigenous lifeways—such as pottery production and sacred burials—underscoring the ongoing cultural survival of our people.

AB 52 Consultation and Mitigation Measures

In accordance with the California Environmental Quality Act (CEQA) and **AB 52 consultation requirements**, Chairman Andrew Salas formally requests that the City of Paramount adopt and implement the Kizh Nation’s **specific tribal mitigation measures**.

These measures are not generic; they are carefully developed to reflect the distinct historical, cultural, and spiritual connection of our Tribe to this land. Key elements include:

- The **mandatory presence of qualified Kizh Tribal monitor** during all ground-disturbing activities
- **Immediate notification and halt of work** if Tribal cultural resources or human remains are encountered
- The **preservation of features** in consultation with the Tribe
- **Ongoing government-to-government communication** throughout the duration of the project

These protections are essential to ensuring that cultural resources are not unknowingly damaged or destroyed. Our monitors are trained in both archaeological protocol and traditional knowledge systems, providing a dual framework of protection.

We respectfully request written confirmation of receipt of this letter and a timely response outlining the City’s commitment to implementing our Tribe’s mitigation measures. We are committed to good faith consultation and look forward to working in collaboration with the City of Paramount to protect the integrity of this sacred and historically significant land.

Best regards,



Hereditary Chief Andrew Salas
Gabrieleño Band of Mission Indians–Kizh Nation

Andrew Salas, Chairman
Mike Jesus Lemos, Treasurer I

Nadine Salas, Vice-Chairman
Samantha Lemos, Treasurer II

Dr. Christina Swindall Martinez, Secretary
Richard Gradias, Chairman of the council of Elders

PO Box 393 Covina, CA 91723 www.gabrielenoindians.org
admin@gabrielenoindians.org



GABRIELEÑO BAND OF MISSION INDIANS – KIZH NATION

California State Recognized Aboriginal Tribe of the Los Angeles Basin
 (Historically known as the Gabrieleño Tribal Council - San Gabriel Band of Mission Indians)



GABRIELENO BAND OF MISSION INDIANS – KIZH NATION - PROPOSED TCR MITIGATION MEASURES

Subject : Clearwater Specific Plan

TCR-1: Retain a Native American Monitor Prior to Commencement of Ground-Disturbing Activities

- A. The project applicant/lead agency shall retain a Native American Monitor from or approved by the Gabrieleño Band of Mission Indians – Kizh Nation. The monitor shall be retained prior to the commencement of any “ground-disturbing activity” for the subject project at all project locations (i.e., both on-site and any off-site locations that are included in the project description/definition and/or required in connection with the project, such as public improvement work). “Ground-disturbing activity” shall include, but is not limited to, demolition, pavement removal, potholing, auguring, grubbing, tree removal, boring, grading, excavation, drilling, and trenching.
- B. A copy of the executed monitoring agreement shall be submitted to the lead agency prior to the earlier of the commencement of any ground-disturbing activity, or the issuance of any permit necessary to commence a ground-disturbing activity.
- C. The monitor will complete daily monitoring logs that will provide descriptions of the relevant ground-disturbing activities, the type of construction activities performed, locations of ground-disturbing activities, soil types, cultural-related materials, and any other facts, conditions, materials, or discoveries of significance to the Tribe. Monitor logs will identify and describe any discovered TCRs, including but not limited to, Native American cultural and historical artifacts, remains, places of significance, etc., (collectively, tribal cultural resources, or “TCR”), as well as any discovered Native American (ancestral) human remains and burial goods. Copies of monitor logs will be provided to the project applicant/lead agency upon written request to the Tribe.
- D. On-site tribal monitoring shall conclude upon the latter of the following (1) written confirmation to the Kizh from a designated point of contact for the project applicant/lead agency that all ground-disturbing activities and phases that may involve ground-disturbing activities on the project site or in connection with the project are complete; or (2) a determination and written notification by the Kizh to the project applicant/lead agency that no future, planned construction activity and/or development/construction phase at the project site possesses the potential to impact Kizh TCRs.

TCR-2: Unanticipated Discovery of Tribal Cultural Resource Objects (Non-Funerary/Non-Ceremonial)

- A. Upon discovery of any TCRs, all construction activities in the immediate vicinity of the discovery shall cease (i.e., not less than the surrounding 50 feet) and shall not resume until the discovered TCR has been fully assessed by the Kizh monitor and/or Kizh archaeologist. The Kizh will recover and retain all discovered TCRs in the form and/or manner the Tribe deems appropriate, in the Tribe's sole discretion, and for any purpose the Tribe deems appropriate, including for educational, cultural and/or historic purposes.

TCR-3: Unanticipated Discovery of Human Remains and Associated Funerary or Ceremonial Objects

- A. Native American human remains are defined in PRC 5097.98 (d)(1) as an inhumation or cremation, and in any state of decomposition or skeletal completeness. Funerary objects, called associated grave goods in Public Resources Code Section 5097.98, are also to be treated according to this statute.
- B. If Native American human remains and/or grave goods are discovered or recognized on the project site, then Public Resource Code 5097.9 as well as Health and Safety Code Section 7050.5 shall be followed.
- C. Human remains and grave/burial goods shall be treated alike per California Public Resources Code section 5097.98(d)(1) and (2).
- D. Preservation in place (i.e., avoidance) is the preferred manner of treatment for discovered human remains and/or burial goods.
- E. Any discovery of human remains/burial goods shall be kept confidential to prevent further disturbance.

PLEASE NOTE THE FOLLOWING:

Any/all revisions to the Kizh's proposed TCR mitigations set forth above must be requested in writing, and not more than ten (30) calendar days from the date that we consulted on the subject Project so that we can conclude consultation. Requested revisions shall be delivered to the Kizh via email at admin@gabrielenoindians.org, and in a Word document, redline format. Please include as the email subject: "REQUEST FOR MITIGATION REVISIONS," and identify the project name and location/address. If revisions are not requested within 10 calendar days of consultation, the Kizh's proposed mitigations are presumed accepted as proposed (i.e., as set forth above). The laws preserving the confidentiality of Native

The laws preserving the confidentiality of Native American documents and records prohibits the inclusion of any information about the location of Native American artifacts, sites, sacred lands, or any other information that is exempt from public disclosure pursuant to the Public Records Act. (Cal. Code Regs. § 15120(d) Rocklin (2011) 197 Cal.App.4th 200, at p.

220. Please be advised that these protective mitigation measures are property of the KIZH Nation Tribal government and no other entity or Tribal government nor should they be utilized for any other Tribal government or entity and are protected under the AB52 confidentiality act

Thank you for your anticipated cooperation.

This Page Intentionally Left Blank.