CLEARWATER

SPECIFIC PLAN

PARAMOUNT THE CITY

Safe, Healthy, and Attractive

MIG

With: EPS, JMD, Ganddini Group

PUBLIC HEARING DRAFT

MARCH 2026

ACKNOWLEDGMENTS

The project team thanks everyone who participated in the development of this Plan, including participating in public meetings, individual interviews, and working group meetings and reviewing and providing comments on technical materials.

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Latinas Art Foundation

Fair Housing Foundation

Family Promise of South Bay

Road Runners Walking Club

Mujeres Unidas Sirviendo Activamente

Paramount Swap Meet

Bianchi Theatre

Los Angeles County Sheriff's Department

This Plan recognizes the long histories of the Native Peoples and Nations who lived and stewarded the land and water that now include the City of Paramount. This Plan does its best to further progress toward an inclusive and sustainable future that honors that past.

Table of Contents

GLOSSARY OF GENERAL TERMS AND ABBREVIATIONS

The following definitions for land uses and other specific, technical administrative requirements are used in this Plan.

Active Transportation: All types of travel modes that people use by relying on their own abilities and traveling at relatively similar speeds. Specific types of movements, include walking, bicycling, scootering, rollerblading/skating, skateboarding, and personal mobility devices such as wheelchairs.

ADT: Average Daily Traffic. The average number of vehicles that drive through a specific point on a daily basis.

BRT: Bus Rapid Transit. A high quality bus-based transit system that delivers fast and efficient service that may include dedicated lanes, busways, traffic signal priority, off-board fare collection, elevated platforms and enhanced stations.

CAAP: Climate Action and Adaptation Plan.

CalEnviroScreen (CES): CalEnviroScreen 4.0 is a tool used to describe pollution burden, socioeconomic conditions, and community health conditions within specific geographic areas, such as Census tracts.

CEQA: California Environmental Quality Act (1970). Law embedded in the California Government Code and Public Resources Code that establishes protocols for analysis and public disclosure of environmental impacts of all proposed projects.

Du/ac: Dwelling units per acre. The most common way to measure residential density within an area; it includes the total number of housing units for a project or area averaged over a one-acre area.

GCCOG: Gateway Cities Council of Governments. The coordinating body for the Gateway Cities, which is a subregion in southeast Los Angeles County.

HQTA: High Quality Transit Area, as defined by the State of California.

LOS: Level of Service—a qualitative measure used to analyze roadways and intersections by categorizing traffic flow or congestion and assigning letter grades.

Multimodal: All modes of travel that include walking, transit, rail, cars, trucks, ride share services, personal mobility devices like electric wheelchairs, and active transportation like bicycles, scooters, rollerblades, skateboards, and others.

Sustainability Premium: Potential additional costs for physical elements and/or processes that could result from things like higher quality of materials, longer design process, etc.

VMT: Vehicle Miles Traveled. A quantitative measure for number of miles traveled by a motor vehicle, often referenced for commute trips. Used to measure transportation impacts under CEQA.

VRU: Vulnerable Road User. Someone who is not in a motor vehicle, including children/youth, seniors, people with disabilities, pedestrians, cyclists, etc.

Wrap Building: A wrap building is a building design in which residential units (or other occupied spaces) are wrapped around a central parking structure, typically a parking garage or podium, so that the parking is screened from the street and public view.

1 Introduction

SPECIFIC PLAN INTRODUCTION

Located in the center of the Gateway Cities region in southeast Los Angeles, the City of Paramount has developed into its own unique community. The City can be characterized as a typical suburban bedroom community with many auto-centric street designs and land uses—such as big box retailers, large surface parking lots, and legacy industrial uses. Most residential uses are detached, single-family homes, with multi-family residential in some areas.

The Clearwater Specific Plan - a 71 acre area within the heart of the City of Paramount - responds to a new era of city planning that responds to regional public infrastructure investments, trends, and significant issues—housing affordability, climate change, and equity. This Plan facilitates transformation of several blocks near planned rail transit into a mixed-use district that will accommodate new housing, employment, and places for the community to gather.

Inside this Chapter

REGIONAL DEVELOPMENT CONTEXT

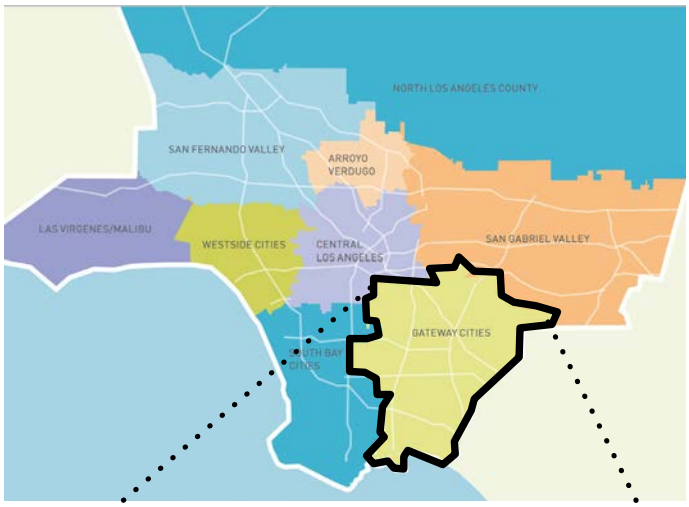
The Clearwater Specific Plan Area is centrally located in Paramount and represents a significant redevelopment opportunity with citywide implications. The City's future is tied to the histories, trends, and challenges and opportunities that shape the entire Southern California region. Paramount has its own unique conditions and population, but is also affected by issues present across the region.

Since the 1990s, Southern California has experienced dynamic development trends driven by population growth, environmental challenges, and the need for modern infrastructure. One of the region's most pressing issues has been the housing crisis, with skyrocketing home prices and rents exacerbating homelessness and affordability concerns. In response, public and private sectors have focused on higher-density, mixed-use developments and inclusionary zoning policies to create more affordable housing options, particularly in urban centers like Los Angeles. Transit-Oriented Developments (TOD) have emerged as a popular solution, combining housing with public transit access to reduce car dependency and promote sustainable living.

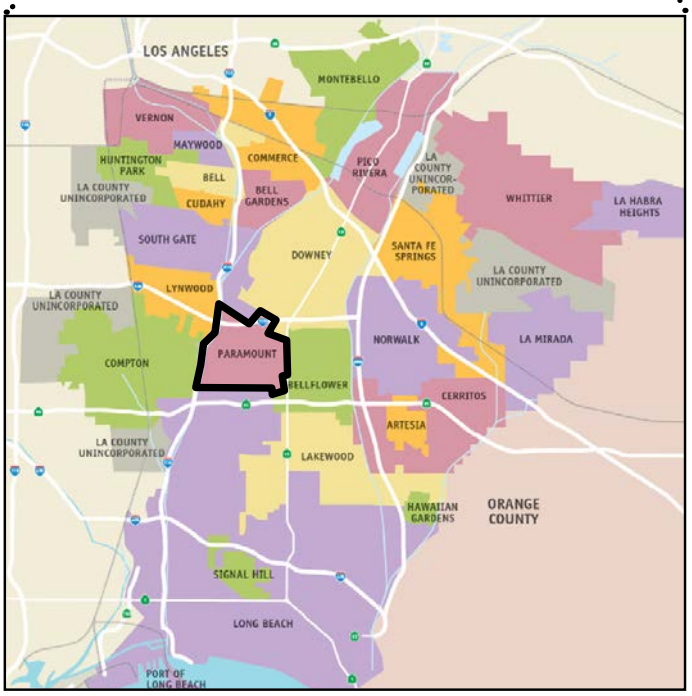
Environmental sustainability has also become a central theme in development, as Southern California contends with more frequent and severe droughts, wildfires, and air pollution. Many cities have adopted stringent green building codes that integrate renewable energy, water conservation, and energy-efficient technologies into new and existing structures. Water scarcity has driven innovative projects, including recycled water programs and green infrastructure that incorporates drought-resistant landscaping. Additionally, solar energy projects and electric vehicle infrastructure have expanded significantly, with California leading the nation in renewable energy adoption.

Efforts to address environmental justice have gained momentum, with initiatives focused on creating more open spaces in park-needy, underserved communities. Projects like the Los Angeles River revitalization and the development of new urban parks aim to increase green spaces in areas historically deprived of recreational opportunities. These initiatives seek to enhance residents' quality of life while mitigating the effects of heat islands and promoting environmental equity.

Overall, and within individual cities, Southern California's development trends reflect efforts to address housing affordability, environmental sustainability, and mobility challenges, while adapting to the pressures of population growth and climate change. The balance between growth and livability remains a key consideration for urban planning, which can be addressed at the local level through planning documents like this Specific Plan.



The City of Paramount and Gateway Cities subregion in southeast Los Angeles County.

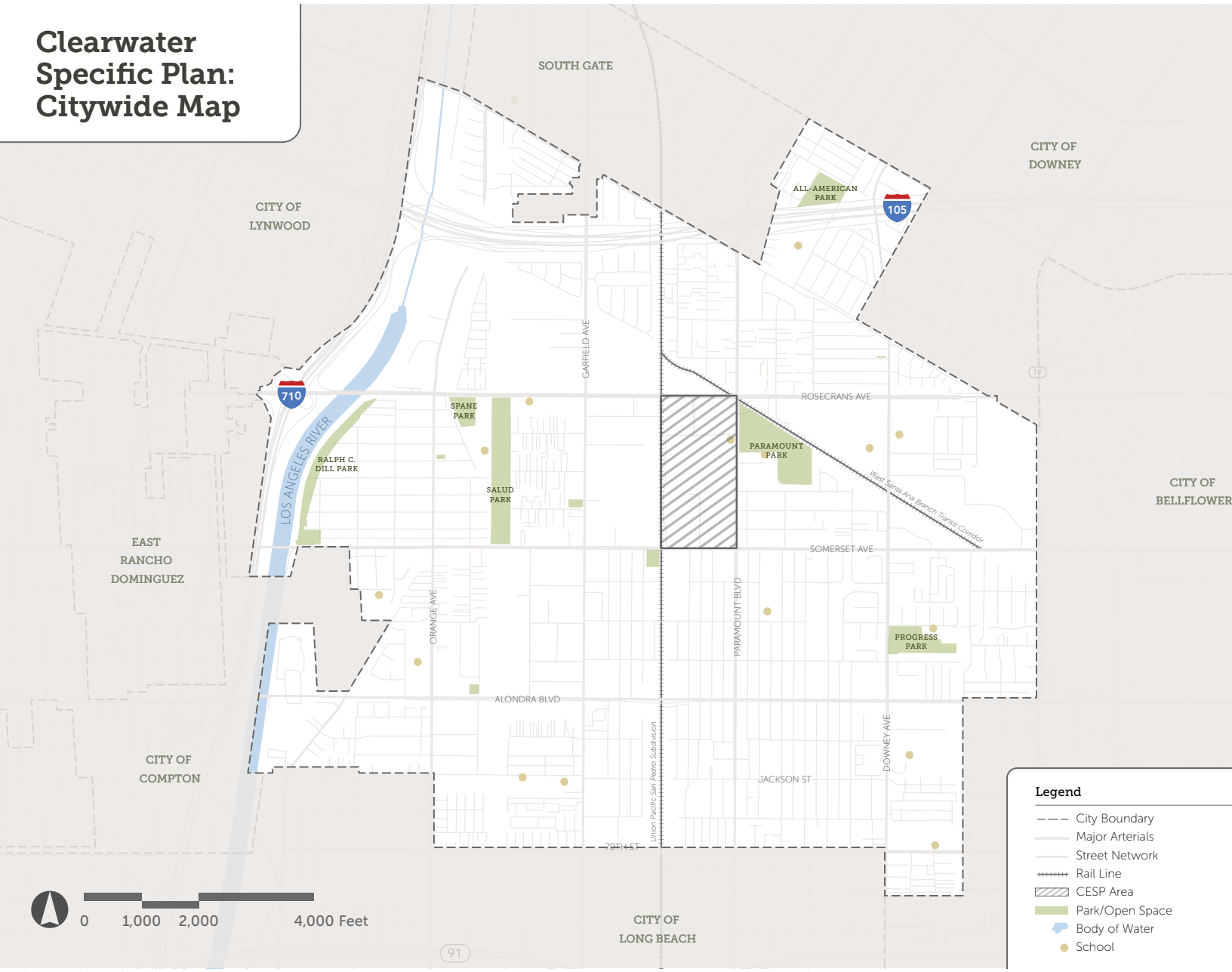


Paramount located in the center of Gateway Cities Council of Governments (GCCOG) subregion

CITY DEVELOPMENT CONTEXT

The City of Paramount is a small city that has been shaped by agriculture, industry, and suburban growth. Originally inhabited by the Kizh or Tongva people, it became part of the Spanish land grants and was settled in the late 19th century. By the early 20th century, it became a hub for dairy farming, earning it the nickname "The Dairy Capital of the World." The establishment of railroads and proximity to Los Angeles facilitated trade, helping the community thrive economically, which laid the foundation for its transition from an agricultural hub.

Figure 1-1: City of Paramount and Clearwater Specific Plan



By the mid-20th century, suburban development began replacing farmlands, driven by population growth and the demand for housing in the post-war era. Paramount officially incorporated on January 30, 1957, allowing it to establish local governance and guide its development. The City diversified its economy, embracing light manufacturing, retail, and service industries. These uses evolved with the building of the regional highway network with I-710 and I-105 bordering the city. As a result, Paramount today is largely built out with all land devoted to uses from housing to industry.

For decades, Paramount has focused on sustainability and quality of life, including investments in parks, infrastructure, and small-business support. This demonstrates a commitment to maintaining its small-town charm while adapting to contemporary urban challenges like air quality concerns due to industrial activity and low open space acreage per capita. Lastly, the city is beginning to respond to regional planning efforts such as the introduction of a new light rail station that would connect Paramount to Downtown Los Angeles.

SPECIFIC PLAN AREA CONTEXT

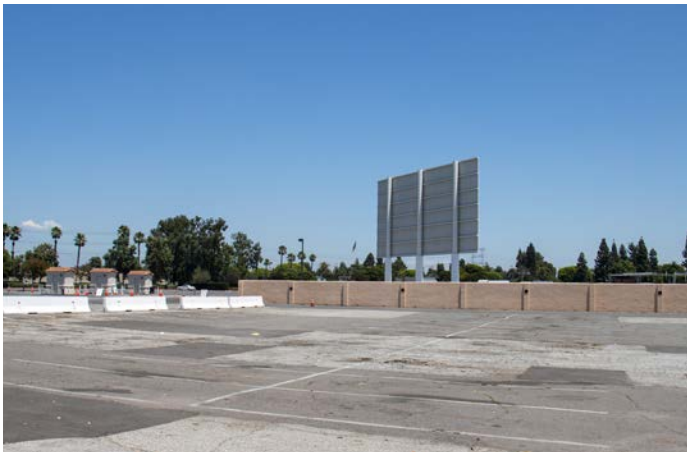
The area for the Clearwater Specific Plan is shown in Figure 1-2. The Specific Plan Area is bounded by major roadways Rosecrans Avenue (north), Paramount Boulevard (east), Somerset Boulevard (south) and the Port of Long Beach rail corridor (west). Generally, the use of the roads as major thoroughfares and specific urban design edge conditions (e.g., limited street crossings and minimal land uses along the sidewalk edge) isolates the Specific Plan Area from surrounding areas.

The Specific Plan Area is very accessible by personal automobile locally and regionally, but is much less well served by transit. Los Angeles Metro Bus Line 125 (20 minute intervals), 265 (60 minutes), and 127 (40 minutes) serve Rosecrans, Paramount, and Somerset, respectively. Infrequent service and the overall ability to connect to destinations throughout the Los Angeles region make transit a limited mobility option. However, the planned light rail station for the Southeast Gateway Line is proposed to be elevated above the intersection of Paramount and Rosecrans, which would improve the Specific Plan Area to be a high-quality transit area (HQTA).

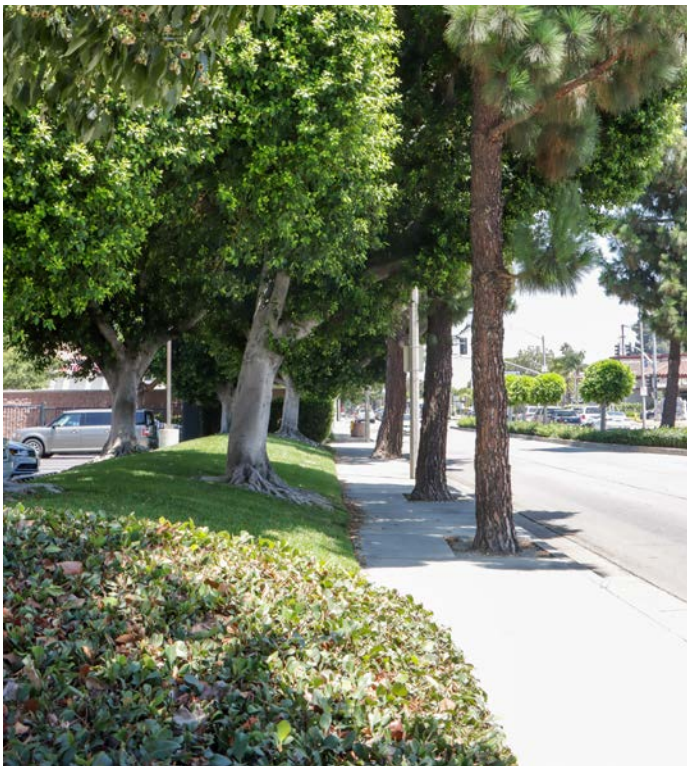
The Specific Plan Area itself is characterized by private land ownership with a few major landowners. All properties are privately owned. The largest holding is the contiguous area that includes the Swap Meet, parking, and movie theater covering a majority of the northern half of the Specific Plan Area, as well as the surface parking lot in the southwest along Somerset Boulevard.

The Specific Plan Area itself has no public open spaces or public facilities. A few uses and areas partially contribute to open space and recreation; however, they lack any natural surfaces. The Paramount Swap Meet, during operating hours, provides a pedestrian area among the vendors on a asphalt parking lot. The plaza located in front of the Bianchi Theatre entrance includes a pedestrian area with some landscaping. The grass open space at the northeast corner of the Specific Plan Area is an utility easement from LA Department of Water & Power and is maintained by the City.

Adjacent to the Clearwater Specific Plan site is Paramount Park, one of Paramount's largest parks. The park includes a community center, playgrounds, a pool, and active recreation facilities. Along Somerset Boulevard and to the southwest of the Specific Plan Area, the Village Skate Park has concrete skateboarding facilities, a playground, picnic areas, and lighted basketball court.



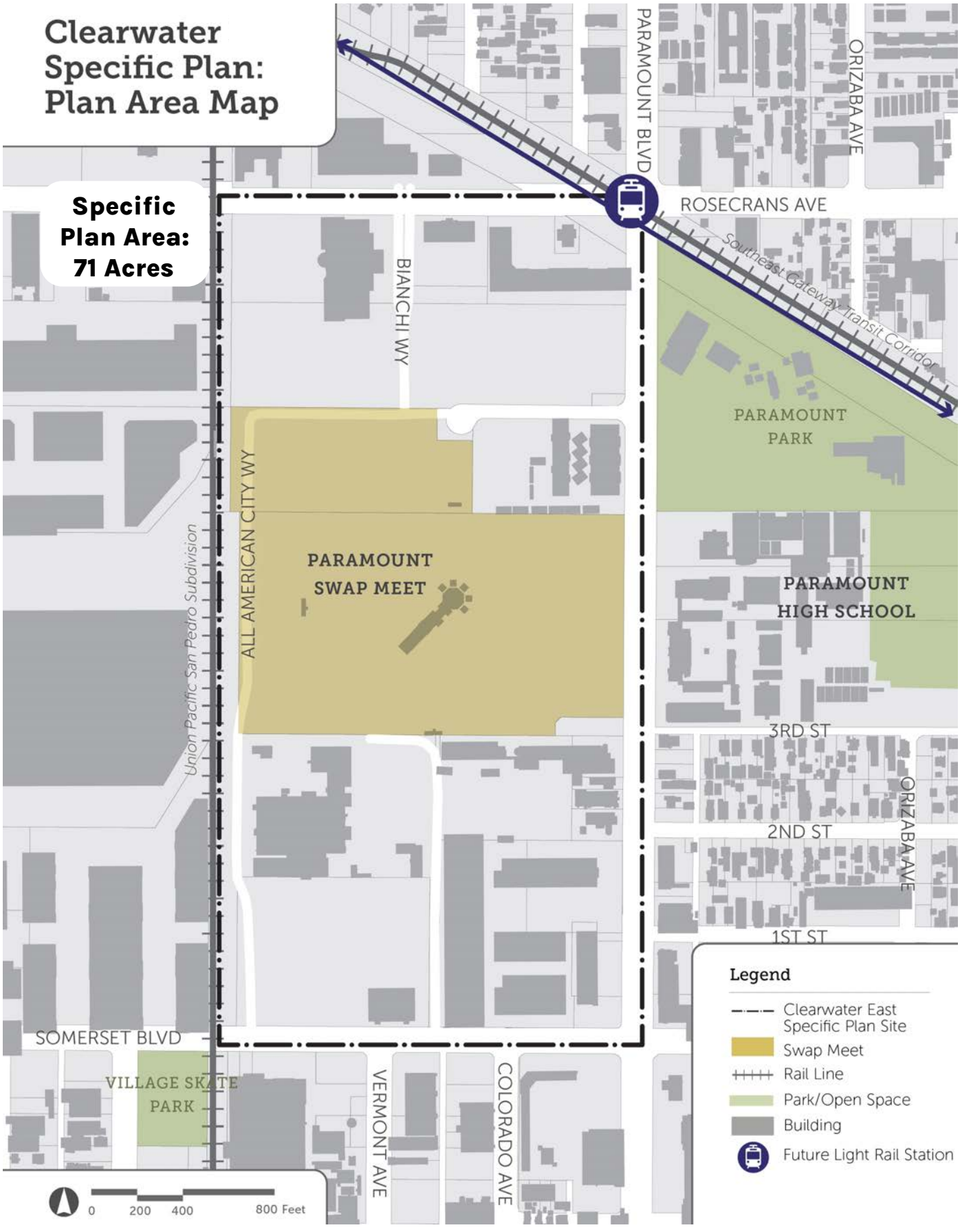
Interior of the Paramount Swap Meet parcel from the western boundary of the site looking east.



Landscaped berm along Paramount Boulevard that includes some grass area and mature shade trees

Somerset business park located at the southeast corner of the Specific Plan Area

Figure 1-2: Clearwater Specific Plan Area and Surrounding Context



RELATIONSHIP TO OTHER PLANS

Planning within the city and region is oriented toward improving quality of life outcomes for local populations, which requires integrating topics ranging from equity and environmental justice, economic conditions, sustainability, transportation, housing, and public services. As the city and region are predominately built out (i.e., meaning there are almost no more vacant properties), there is an emphasis on utilizing planning policies that make efficient use of land (for redevelopment), transportation facilities, and environmental improvements.

Key State Laws - AB 2011, AB 2097

Since 2017, the California Legislature has passed dozens of laws focused on housing creating and furthering the State's resiliency goals. Most notable are the following, which take effect when the Southeast Gateway Line is in operation of if adjacent bus routes increase intervals to 15 minutes or less:

AB 2011 (Affordable Housing and High Road Jobs Act, 2022):
This law creates a streamlined, ministerial approval process for multi-family housing on commercially zoned properties, exempting qualifying projects from environmental review. It aims to produce significant affordable housing along transit-friendly commercial corridors. Projects are subject to specific site criteria; for parcels along arterials and within HQTAs, minimum residential density requirements would be 60 dwelling units per acre (du/ac) or 80 du/ac, respectively.

AB 2097 (Parking Requirements Near Transit, 2022):
This law eliminates minimum parking requirements for residential, commercial, and other projects located within one-half mile of public transit stops. By reducing parking mandates, the law aims to lower development costs, encourage transit use, and support climate goals. It applies to both new construction and redevelopment projects.

General Plan Housing Element (2022)

The City completed an update to the General Plan Housing Element in 2022. The element identifies sites and policies for housing development. The Housing Element, as adopted by City Council, identifies 264 housing units that could be developed within the Clearwater Specific Plan Area.

North Paramount Gateway Specific Plan (2023)

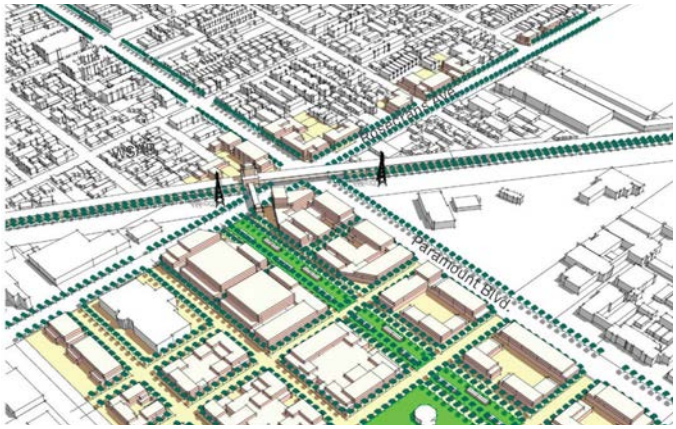
The North Paramount Gateway Specific Plan was completed in 2023 to reflect Housing Element policies. It will provide a model for the policies and design for the Clearwater Specific Plan, such as organization of the Specific Plan and complementary development density levels.

Southeast Gateway Line

Metro Planning

The Southeast Gateway Line (formerly known as the West Santa Ana Branch - WSAB) is a light rail line planned to directly connect the Gateway Cities region with Downtown Los Angles (DTLA). The planning, construction, and operations of the line will be completed by Los Angeles Metro.

Station Area Vision Plan (2019)



A station for the Southeast Gateway Line is planned at the Rosecrans/Paramount intersection.

SPECIFIC PLAN PURPOSE

Specific Plans are prepared to regulate distinct character areas that benefit from tailored land use and development standards. The Clearwater Specific Plan is a policy and regulatory document essential to guide future projects that will create a walkable, bikeable, transit-oriented environment. City staff, developers, and business and property owners will use this Plan to ensure high-quality development.

Required Elements of a Specific Plan:

Distribution, Location, and Extent of Land Uses: The specific distribution of land uses within the Specific Plan Area, including residential, commercial, institutional, industrial, public, and open space uses. The provisions define where and how much of each land use type will be developed.

Infrastructure and Public Facilities: The necessary infrastructure and public facilities to support the proposed land uses. They include plans for transportation systems, water supply, sewage, drainage, utilities, and public services such as schools, parks, and emergency services.

Development Standards and Design Guidelines: The development standards and design criteria by which development will proceed. They include zoning regulations, building height limits, setback requirements, architectural design standards, and landscaping requirements.

Phasing Plan: The sequence of development, specifying the timing and order in which different components of the Plan will be implemented. It ensures that infrastructure and public facilities are developed in coordination with new land uses.

Implementation Measures: The measures necessary to implement the Specific Plan, such as financing mechanisms, development agreements, and policies for monitoring and ensuring compliance with the Plan's provisions.

What is a Specific Plan?

In the State of California, a Specific Plan is one of the many tools for implementing the goals and policies of a General Plan. A Specific Plan in California is a detailed planning document that guides development within a defined area identified in the General Plan. It outlines land uses, development standards, infrastructure, and design guidelines. Specific Plans allow for tailored regulations and can expedite approval processes, ensuring consistency with broader community goals and local environmental, economic, and social priorities.

Other Ways to use this Plan

The Plan can inform design of the built environment, decisionmaking processes, and collaborative planning opportunities.

City decisionmakers, such as the City Council and Planning Commission, will use this Plan to inform grant funding, budgeting, capital projects, programs, and development proposals.

Regional partners will use the Plan to evaluate the implementation of regional and local multimodal and infrastructure projects that help achieve the Plan's vision.

Community members, property owners, and businesses will use the Plan to understand the policies and programs for achieving the community's vision.

HOW TO USE THIS PLAN

This Specific Plan is designed to be easily understood and referenced by all users. To help navigate the main components of the document, the following steps are a quick way to understand the different sections of the Plan.

Step 1

Find out what land use district applies to your property.

Identify your property location on the Land Use Map (Chapter 3) to determine which land use district applies. Review the narrative description for that particular land use district to determine whether your proposed project complies with the intent of the Specific Plan. Descriptions for each land use district can be found in Chapter 3. Use the Allowed Land Use and Permit Requirements table to determine if your prospective project is allowed in the applicable land use district.

Step 2

Review the Development Standards and Design Guidelines

If your prospective project is allowed, refer to the appropriate development standards table in Chapter 4. Each district has unique standards.

Step 3

Review the Mobility and Open Space Guidelines

Next, review the Mobility and Open Space Plan concepts for the requirements and guidelines related to circulation and open spaces in Chapter 5 to understand how the location of your project fits within the existing and concept circulation networks.

Step 4

Develop a Concept Design for Your Project

Create concept design drawings for your project. Include the statistics for the potential development, such as number of units, breakdown of unit types, amount of open space, types of open spaces, location of circulation access, and other required elements.

Step 5

Speak with a City Planner

The City encourages you to speak with a planner for any questions about how the Specific Plan applies to your project or the application process. Contact the Planning and Building Department at planning@paramountcity.gov or 562-220-2036.

Step 6

Follow the Appropriate Application Process

Review the Plan Administration section in Chapter 1 and the Paramount Municipal Code. Use the City's application process to have your project reviewed.

PLAN ADMINISTRATION

Introduction

This Specific Plan implements the General Plan and establishes the zoning regulations for the Specific Plan Area. All development proposals within the Specific Plan Area are subject to the procedures established herein.

Interpretation

Unless otherwise provided, any ambiguity concerning the content or application of the Specific Plan is resolved by the review authority in a manner consistent with the goals, policies, purposes, and intent established in this Specific Plan.

Severability

If any section, subsection, sentence, clause, phase, or portion of this Specific Plan, or any future amendments or additions, is for any reason held to be invalid or unconstitutional by the decision of any court or competent jurisdiction, such decision shall not affect the validity of the remaining portions of this Specific Plan or any future amendments or additions.

Environmental Review

The EIR for the Specific Plan Area and/or General Plan may reduce the need for project-specific environmental review in areas that have been analyzed by the EIR, subject to findings that no significant changes in conditions and that the project complies with Specific Plan requirements. Certain projects may require additional environmental review if they do not conform with the Specific Plan. This could include targeted studies on one or more identified environmental concerns. The City will make these determinations, and environmental review may be incorporated into the development review process.

Relationship to Zoning Code

Any details, design guidelines, and standards not covered by the Specific Plan shall be subjected to provisions of the Paramount Zoning Code, Title 17. Where a conflict exists between the regulations in the Specific Plan and Paramount Zoning Code, the regulations in the Specific Plan shall apply, unless specifically noted in the zoning code.

Review and Approval Process

All projects proposed within the Specific Plan Area shall substantially conform with the provisions of this Specific Plan. Chapters 17.48, 17.52, 17.56, and 17.60 of the Paramount Municipal Code set forth the development review requirements, the approval authority, and the review process, which shall apply to projects proposed within the Specific Plan area. The time limits for approval and construction, the appeal process, and the revisions and revocation process for development review are contained in these Chapters. The Planning and Building Director or designee shall determine and make findings that the project has complied with the provisions of this Specific Plan prior to project approval, if the Planning and Building Director is the approval authority.

General Administration

Three tiers of review are established, consistent with Title 17 (Zoning) of the Paramount Municipal Code.

1. Nondiscretionary (ministerial) staff-level approval for projects that meet objective development standards and use regulations
2. Development Review Board/Planning Commission review and action
3. Planning Commission recommendation to the City Council for final action

1.4.2 AMENDING THE PLAN

REQUIREMENT AND PROCEDURES

This Plan may be amended at any time in the same manner and process by which the Plan was originally adopted. An amendment or amendments shall not require a concurrent General Plan amendment unless by determination of the Planning and Building Director that the General Plan goals, objectives, policies, or programs would be substantially affected by the proposed change.

MINISTERIAL ACTION

The addition of new information to the Specific Plan that does not change the effect of any concepts or regulations may be made administratively by the Planning and Building Director, subject to appeal to the Planning Commission.

Appeals

All appeals pertaining to a determination or interpretation of the Clearwater Specific Plan shall be made pursuant to the provisions of Sections 17.44.050 and 17.48.050 of the Paramount Municipal Code.

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2 Clearwater Vision

VISION FOR THE PLANNING AREA

This Chapter establishes the vision statement, overall framework, and guiding principles. The Specific Plan framework responds to baseline conditions, community input, state/federal laws, and opportunities to provide the goals, policies, and actions to define the long-term vision. The framework will guide future decisions related to mobility, land use, and infrastructure.

This Chapter summarizes the community engagement completed during Specific Plan development and summarizes baseline (2024) conditions.

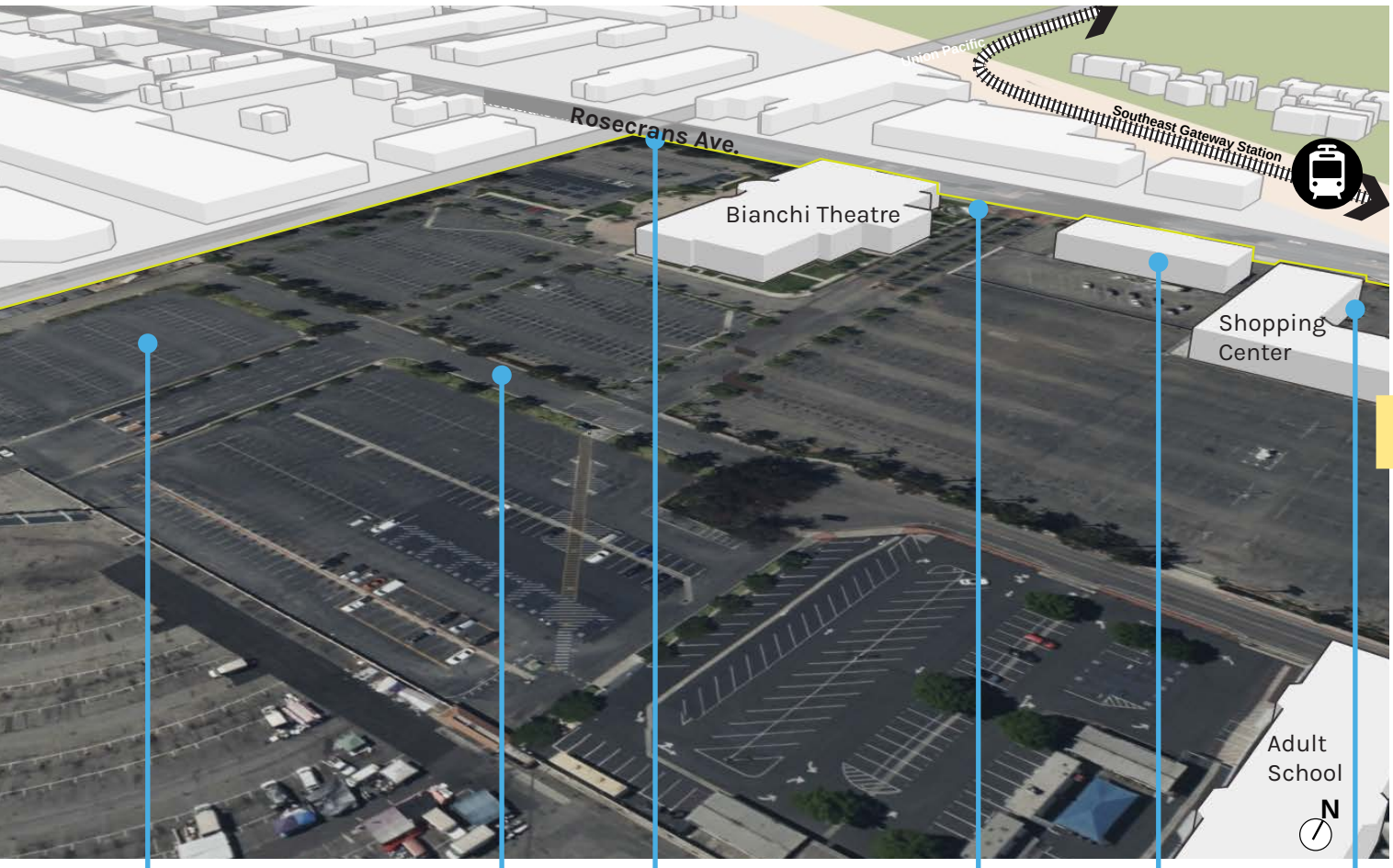
This Plan encourages evolution of the existing built environment to one that prioritizes a walkable, integrated mix of uses. Implementation will result in a rebuilt urban fabric with pedestrian-oriented streets and mixed-use buildings, new housing for all income ranges, places for new businesses to grow, and improved climate resilience through economic growth and diversification.

Inside this Chapter

Vision Statement

The Clearwater Specific Plan Area is envisioned as the vibrant, family-oriented, social, and cultural heart of the City of Paramount. It will be a place for future residents to proudly call home and over time, it will evolve into a unique destination—a "Friday Date Night" spot for all ages—that serves the community through thoughtful design and distinctive shopping and dining experiences. This lively area will feature engaging activities in public gathering areas, a diverse mix of housing types, and an employment hub for artisan and creative manufacturing businesses.

EXISTING CONDITION (2025)



Majority of the Specific Plan Area is surface parking lot that does not complement future light rail transit and creates environmental justice and adverse health conditions such as urban heat island effects.

Interior of the Specific Plan Area does not support connectivity.

Walls along streets do not promote access and connectivity with the surrounding city.

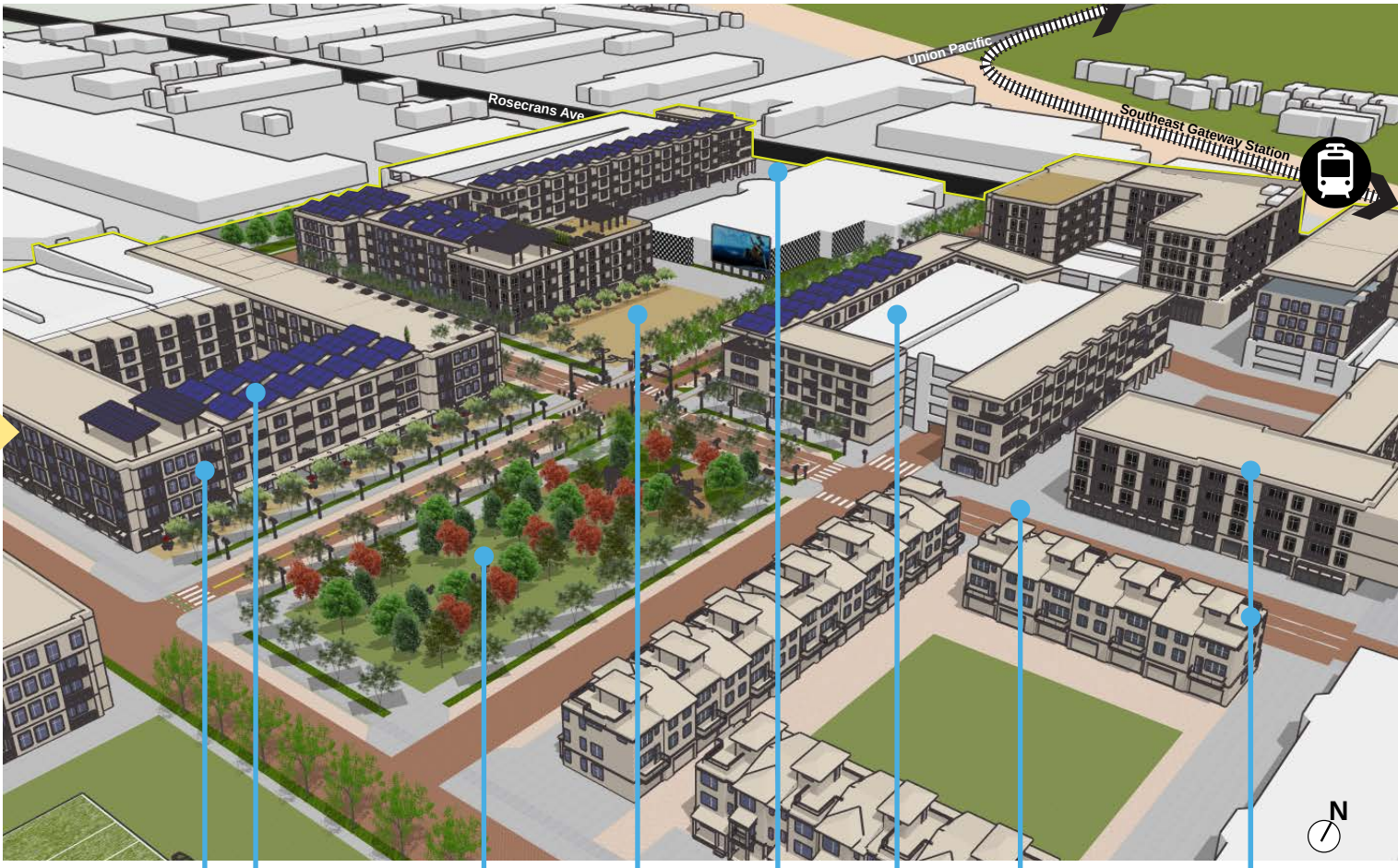
Access to the Specific Plan Area is limited to few entry points for both pedestrians and vehicles.

Surface parking lots front major streets surrounding the Specific Plan Area.

Low-density buildings do no support future light rail transit station.

Through the planning process, previous and relevant plans were identified and studied for major themes, technical analysis of equity and space was conducted through an existing conditions analysis, and major themes and concepts were tested and vetted through broader community outreach. This process resulted in a unified vision for the Specific Plan Area, shown below. This unified vision aims to create great public spaces designed for and utilized by the local community and future visitors who will access the area via the future Southeast Gateway Line. Within the Specific Plan Area, a variety of micro character zones will cater to the daily, weekly, and periodic needs of all residents while maintaining a consistent theme that honors Paramount's history.

CONCEPTUAL FUTURE CONDITION (2045+)



Multi-story mixed-use buildings frame a town center district.

Range of resident/public amenities and sustainable design elements

Central publicly accessible open space as district organizing element

Multiple smaller open spaces and hierarchy of access points to Plan Area

Structured parking distributed throughout and integrated and/or hidden with other uses.

New internal circulation to create a connected street grid emphasizing curbless street design

Variety of building typologies at different heights, residential densities, and ground-floor uses

Specific Plan Framework

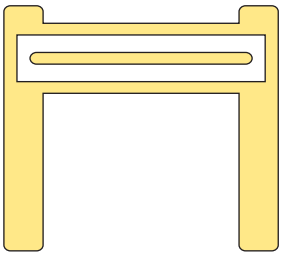
The Clearwater Specific Plan framework provides a set of guiding principles and associated objectives and individual policies to inform the overall approach and specific regulations of the Specific Plan. The structure responds to baseline conditions, key opportunities and constraints, state/federal laws, and input from and confirmation by the community. The framework will guide future public agency decisions related to mobility, land use, and infrastructure.

PRINCIPAL 1

Create a Quintessential Vibrant Town Center for All of Paramount that Celebrates the City's History and Culture

Objectives:

- Maintain components of the Paramount Swap Meet.
- Establish a hub for "Friday Date Night" and festivals, with eclectic experiential and commercial-serving uses and public gathering spaces.
- Transform expansive surface parking into a cohesive urban fabric of mixed-use developments.
- Design public plazas that prioritize shopping, dining, and community interactions.
- Establish a distinctive aesthetic that reflects the City's heritage from the towns of Hynes and Clearwater.
- Promote placemaking within the urban fabric through local public art initiatives and understanding of the area's cultural heritage.



PRINCIPAL 2

Serve as a Gateway between the City and the Region

Objectives:

- Implement outward-facing urban design to forge connections with surrounding districts.
- Develop a network of connected open spaces, parks, and greenways that cater to a variety of character zones and meet daily and weekly needs.
- Leverage proximity to the future Southeast Gateway Line transit station to enhance accessibility and decrease reliance on cars.

PRINCIPAL 3

Facilitate and Incentivize Thoughtful Development

Objectives:

- Promote a mix of land uses that harmonize with surrounding areas and support local residents.
- Ensure a smooth transition between new development densities and styles.
- Encourage diverse housing types that accommodate various family sizes and income levels.
- Integrate neoindustrial uses with residential and commercial spaces to cultivate a vibrant, artisan community.

The planning framework lays the foundation for a dynamic, inclusive, and forward-thinking future for the City of Paramount. At its core, the framework establishes guiding principles to align the City's vision, with actionable objectives, ensuring a vibrant, sustainable, and connected community.

PRINCIPAL 4

Develop Pedestrian-Oriented Streets as a Model for an Active Transportation Hub

Objectives:

- Enhance connectivity, accessibility, and safety for all users, including direct connections to the future Southeast Gateway Line transit station.
- Facilitate a first-last mile approach for the transit-oriented development (TOD) district to facilitate seamless mode transfers and increase amenities for pedestrian, bicyclists, and transit riders.
- Design a sustainable public realm that supports mobility, economic development, human health, and environmental sustainability.
- Implement "park-once" strategic parking solutions to minimize traffic congestion and vehicle emissions and increase walkability and transit ridership.

PRINCIPAL 5

Foster Sustained and Stable Economic Growth

Objectives:

- Cultivate local social capital and encourage small business ownership.
- Enhance access to high-quality local job opportunities for residents.
- Align development with future planning efforts both within the city and across the region.
- Pursue development strategies that enhance economic diversity, resilience, and sustainability.
- Allow locally owned small businesses and restaurants to thrive.

PRINCIPAL 6

Maximize Green Infrastructure and Sustainable Design Approaches

Objectives:

- Balance development incentives and fees to catalyze economic growth.
- Improve access to open spaces and promote community health.
- Promote the use of green infrastructure approaches for streets, parks, and building sites.
- Advocate for sustainable building designs that utilize native, drought-tolerant and climate adaptive landscaping, bioswales, and urban greening for shade.
- Advocate for climate-responsive architecture and site design for buildings and infrastructure.

PRINCIPAL 1

Create a Quintessential Vibrant Town Center for All of Paramount that Celebrates the City's History and Culture

The first principle, Create a Quintessential Vibrant Town Center for All of Paramount, envisions a central hub that fosters connection, inclusivity, and activity for residents and visitors. This town center will serve as a heart of civic life, blending commercial vitality with cultural expression as a northern complement to Downtown Paramount.

Objectives:

- Maintain components of the Paramount Swap Meet.
- Establish a hub for "Friday Date Night" and festivals with eclectic experiential and commercial-serving uses and public gathering spaces.
- Transform expansive surface parking into a cohesive urban fabric of mixed-use developments.
- Design public plazas that prioritize shopping, dining, and community interactions.
- Establish a distinctive aesthetic that reflects the City's heritage from the towns of Hynes and Clearwater.
- Promote placemaking within the urban fabric through local public art initiatives and understanding of the cultural heritage of the area.

Policy Recommendations:

- Establish a recurring City-supported "Friday Date Night" and seasonal festival program to activate public spaces and support local businesses.
- Create a small business support program that prioritizes legacy and minority-owned vendors for tenancy within the Specific Plan Area.
- Develop a multilingual wayfinding and signage strategy that reflects the cultural diversity and history of Paramount.
- Implement a public art requirement for all projects, prioritizing works that celebrate Paramount's multicultural heritage and identity.

PRINCIPAL 2

Serve as a Gateway between the City and the Region

Positioned as a gateway between the City and the Region, Paramount aspires to strengthen its role as a connector within the larger Southern California landscape. Leveraging its strategic location, the City will enhance accessibility and mobility while promoting regional collaboration.

Objectives:

- Implement outward-facing urban design to forge connections with surrounding areas.
- Develop a network of connected open spaces, parks, and greenways that cater to a variety of character zones and meet daily and weekly needs.
- Leverage proximity to future Southeast Gateway Line transit station to enhance accessibility and decrease reliance on cars.

Policy Recommendations:

- Require new developments along major corridors to incorporate outward-facing designs that visually and physically connect to adjacent neighborhoods.
- Coordinate with regional agencies and neighboring jurisdictions to improve first-last mile connections and shared mobility infrastructure at key entry points into Paramount.
- Develop a seamless pedestrian and bike access plan to the future Southeast Gateway Line station to maximize regional connectivity and reduce car dependency.

PRINCIPAL 3

Facilitate and Incentivize Thoughtful Development

Through policies that Facilitate and Incentivize Thoughtful Development, the framework will guide purposeful growth that aligns with community needs and aspirations, balancing economic vitality with environmental stewardship.

Objectives:

- Promote a mix of land uses that harmonize with surrounding areas and support local residents.
- Ensure a smooth transition between new development densities and styles.
- Encourage diverse housing types that accommodate various household sizes and income levels.
- Integrate neoindustrial uses with residential and commercial spaces to cultivate a vibrant, artisan community.

Policy Recommendations:

- Offer development incentives such as reduced fees or expedited permitting for projects that include a mix of housing types serving a range of incomes and household sizes.
- Develop a citywide workforce training and business support initiative to prepare local residents for jobs in emerging neoindustrial and mixed-use sectors promoted by the specific plan.
- Create a citywide neoindustrial recruitment and retention program to attract artisan manufacturers and support their integration into mixed-use districts.
- Implement a compatibility review process for new developments to ensure land use, scale, and design harmony with adjacent areas and community character.

PRINCIPAL 4

Develop Pedestrian-Oriented Streets as a Model for an Active Transportation Hub

A commitment to Develop Pedestrian-Oriented Streets as a Model for an Active Transportation Hub will reimagine the public realm, prioritizing walking, cycling, and transit to create accessible streets for all.

Objectives:

- Enhance connectivity, accessibility, and safety for all users, including direct connections to the future Southeast Gateway Line transit station.
- Facilitate a first-last mile approach for the transit-oriented development (TOD) district to facilitate seamless mode transfers and increase amenities for pedestrian, bicyclists, and transit riders.
- Design a sustainable public realm that supports mobility, economic development, human health, and environmental sustainability.
- Implement "park-once" strategic parking solutions to minimize traffic congestion and vehicle emissions and increase walkability and transit ridership
- Minimize conflicts between trains, vehicles, pedestrians, and bicyclists by coordinating street, intersection, and crossing design with passenger rail operations and freight rail operations operated by Union Pacific Railroad and BNSF Railway.

Policy Recommendations:

- Install enhanced crosswalks, pedestrian lighting, and traffic calming measures on all streets leading to the Southeast Gateway Line station.
- Incentivize green infrastructure and permeable pavement in public streetscapes to improve stormwater management and promote environmental sustainability.
- Implement "park-once" parking strategies by developing centralized parking facilities linked to pedestrian corridors and transit access within the town center.
- Launch a public education and outreach campaign to encourage active transportation and transit use, highlighting health, environmental, and economic benefits
- Work with responsible rail agencies to provide safety and operational improvements at rail crossings consistent with federal and state requirements.

PRINCIPAL 5

Foster Sustained and Stable Economic Growth

The principle to Celebrate the City's History and Culture that Fosters Sustained and Stable Economic Growth ensures that the city's unique heritage and artistic identity remain at the forefront of development, fostering pride and resilience. Promote placemaking within the urban fabric through local public art initiatives and understanding of the cultural heritage of the area.

Objectives:

- Cultivate local social capital and encourage small business ownership.
- Enhance access to high-quality local job opportunities for residents.
- Align development with future planning efforts both within the city and across the region.
- Pursue development strategies that enhance economic diversity, resilience, and sustainability.
- Allow locally owned small businesses and restaurants to thrive.
- Facilitate partnerships with workforce development organizations and institutions to bring attention to the area.

Policy Recommendations:

- Create a small business grant and mentorship program specifically for locally owned businesses and entrepreneurs rooted in Paramount's cultural heritage.
- Partner with regional workforce agencies to develop targeted job training programs that align with emerging industries and local economic opportunities.
- Establish a city economic advisory council that coordinates growth strategies with regional planning bodies and monitors economic resilience metrics.
- Incentivize the development of diverse commercial spaces designed to accommodate a variety of small business types, including artisan shops, restaurants, and creative industries.

PRINCIPAL 6

Green Infrastructure and Sustainable Design Approaches

The adoption of Green Infrastructure and Sustainable Design Approaches reflects Paramount's dedication to environmental responsibility, integrating climate-conscious practices to safeguard the city for future generations.

Objectives:

- Balance development incentives and fees to catalyze economic growth.
- Improve access to open spaces and promote community health.
- Promote the use of green infrastructure approaches for streets, parks, and building sites.
- Advocate for sustainable building designs that utilize native, drought-tolerant and climate adaptive landscaping, bioswales, and urban greening for shade
- Advocate for climate-responsive architecture and site design for buildings and infrastructure.

Policy Recommendations:

- Implement development fee reductions or credits for projects that incorporate verified green infrastructure features such as bioswales, rain gardens, and permeable pavements.
- Require all new parks and open spaces to include native, drought-tolerant landscaping and shade structures to promote community health and climate resilience.
- Adopt citywide guidelines that mandate climate-responsive architecture and site design, emphasizing energy efficiency, natural ventilation, and adaptive landscaping.
- New municipal buildings and infrastructure should promote sustainable design elements and urban greening.

Summary of Engagement Process

Community-led planning approach

The Plan vision, framework, goals, and objectives were developed through the input from all Paramount constituencies. This was used as the basis for development of the alternatives and recommendations of the Specific Plan. The overall approach was organized to maximize participation, which helped increase knowledge and support and provide data points that contribute to technical development of the Specific Plan.

Phase 1 - Visioning and Opportunities/Challenges

The first phase of engagement focused on multiple topics: introducing the scope and process of the planning process to the community, understanding the current challenges and assets, and understanding the future vision. The first phase completed this outreach with pop-up events at Friday Night Paramount, social media, and over a dozen one-on-one and focus group interviews with stakeholders and community groups.

Phase 2 - Preferred Land Uses, Design Style, and Public Amenities

The second phase had three primary goals: to confirm with the community their feedback from the first phase, get feedback on the preliminary alternatives that would inform the preferred recommendations for the Draft Specific Plan, and demonstrate how the feedback from Phase 1 informed the preliminary alternatives. This phase continued with community pop-up events (e.g., Eco-Friendly Fair), a formal public meeting, and study sessions with decisionmakers.

Phase 3 - Informing/Confirming Draft Plan

Top Recurring Themes Voiced by the Community

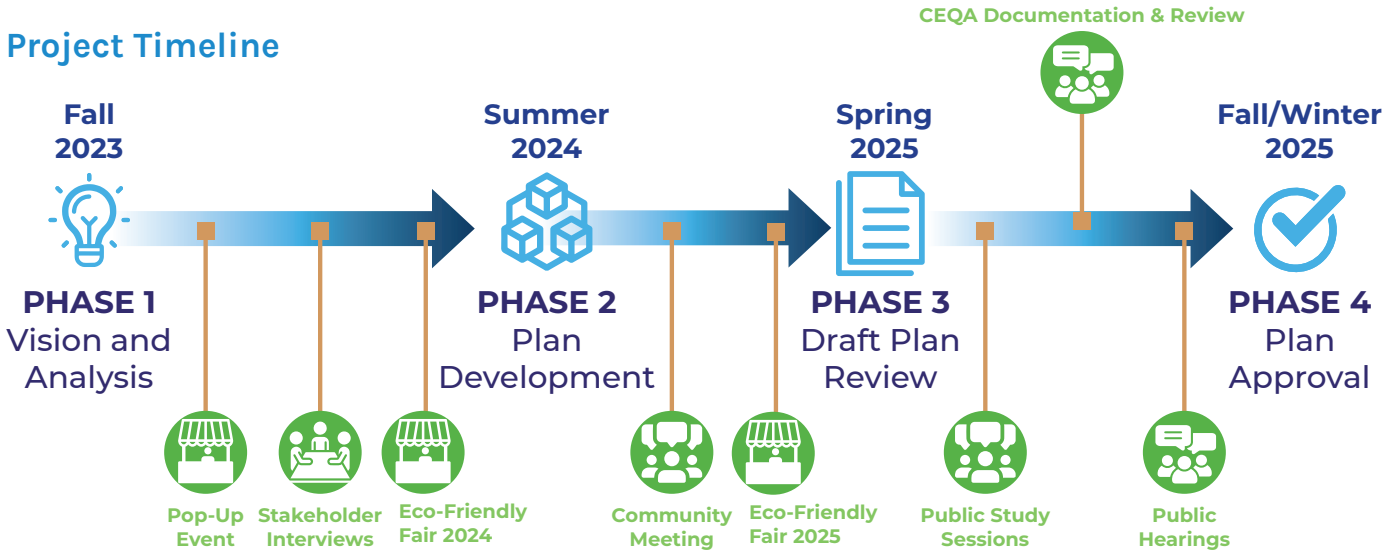
Want more housing and want housing to be more affordable

Want to keep the Swap Meet and Drive-in, but also like to see them improved

Want a variety of entertainment options without leaving Paramount

Improve overall safety and ability to walk around in the City for families

Project Timeline

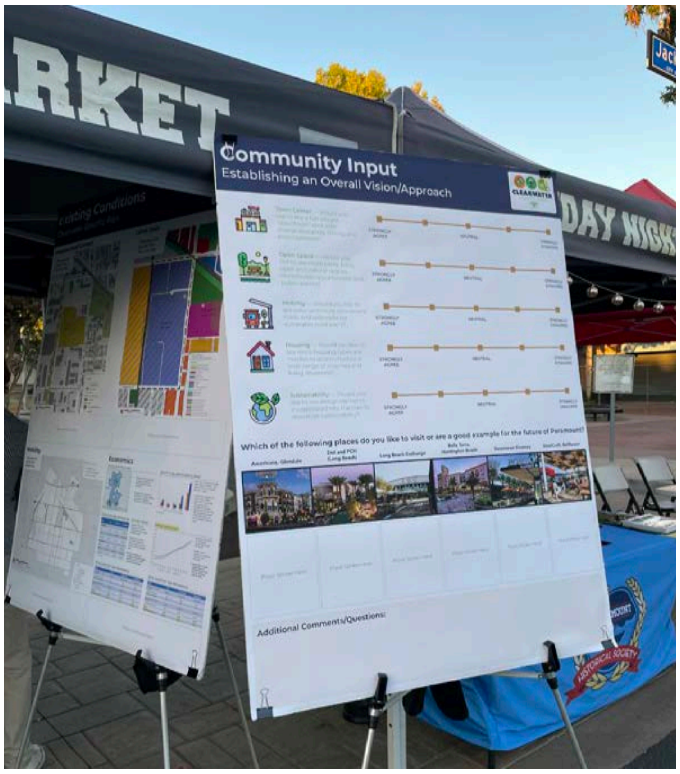


Recommendations

The third engagement phase occurred during development and presentation of the Administrative Draft Plan and Public Draft Plan. This phase focused on confirming the preferred recommendations (e.g., height, density, allowable land uses) and the Draft Specific Plan. This phase included social media outreach, pop-up events, continued engagement with stakeholders and community groups through, and presentation to decisionmakers.

Phase 4 - Plan Confirmation and Implementation Champions

The Public Draft Specific Plan was refined through public City Council study sessions. During these sessions, the development standards were reviewed by City Council and stakeholders. Consensus was established between decisionmakers and stakeholders regarding the development capacity and standards within the Specific Plan Area. The Draft Specific Plan was shared with the public during Summer 2025 for their review and input prior to public hearings with the Planning Commission and City Council during Fall 2025.



Tent and posters used during a pop-up community engagement event at Friday Night Paramount on November 3, 2023.

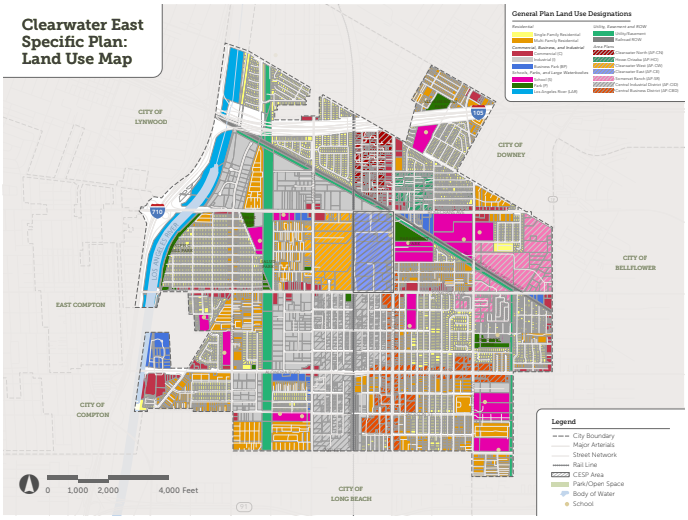
Summary of Baseline Conditions

Land Use

The City land use pattern is an outgrowth of its development history (Chapter 1) and also represents typical suburban structure and mix of land uses. Single-family residential is the primary land use located throughout the City. Arterials and collectors throughout the City provide the location for a range of commercial uses from local to regional commercial. There are significant industrial uses located throughout the City, which contribute to documented negative environmental and public health impacts.

Within the City, there is currently no mixed-use lifestyle center that includes a range of service, office, retail, and restaurant uses with residential uses on upper-level stories in a concentrated pedestrian-oriented environment. Locations for that type of land use, which can provide a regional draw, include Downtown Long Beach, Uptown Whittier, and Fullerton SoCo District.

Key Outcome: Create a mixed-use, walkable lifestyle center.



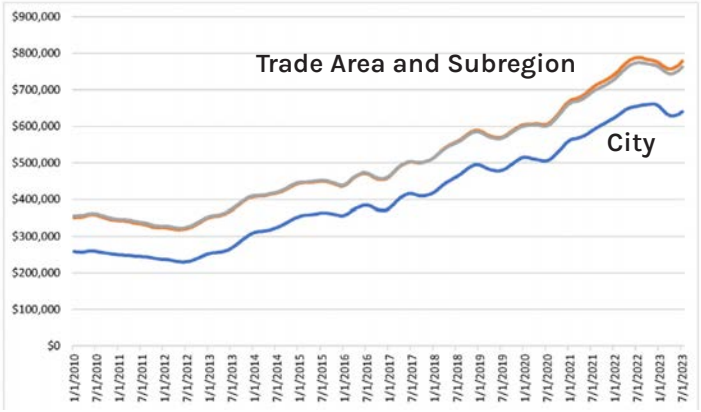
Housing and Market Economics

Overall, Southern California has an extreme housing shortage with the Regional Housing Needs Assessment (RHNA) 6th Cycle (2021-2029) identifying a need for over 1.3 million additional housing units needed in the Southern California Association of Governments (SCAG) region. This housing shortage has resulted from a lack of housing construction to keep pace with population growth since the 1980s and has created housing affordability challenges and a rising number of people who experience homelessness. These regional and state forces have continued to push land, home, and rental values higher for all areas (i.e., urban and rural) and communities during the past few decades.

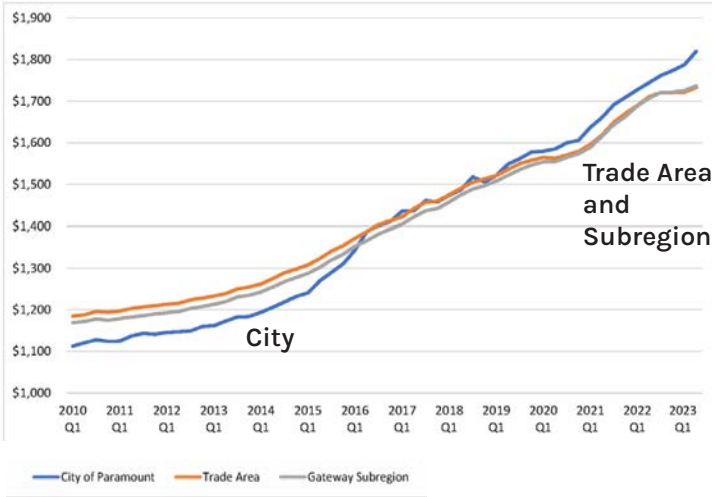
Within the City of Paramount itself, home values have consistently tracked with, but remained below, trade area and LA County median prices. Prior to 2015, rental rates experienced the same pattern of tracking, but remaining below, trade area and LA County averages. Starting in 2015, average rental rates in the City of Paramount have increased at a faster rate than the trade area and LA County averages, and average rental rates are now higher in the City of Paramount than the trade area or LA County averages.

Key Outcome: Increase housing supply with a range of typologies and affordability levels.

Median Sales Price



Average Asking Rents



EPS Existing Market Analysis Report

Housing Feasibility

In addition to a land use market analysis, the Specific Plan completed a pro forma analysis of the feasibility of development in Paramount using local cost and value input. The pro forma analysis tested different building typologies (e.g., heights, materials, and construction typologies) as well as different characteristics across parking ratios, density levels, unit mixes, and affordability levels.

Generally, mixed-use residential housing typologies greater than 60 du/ac were found as financially feasible. Also, attached townhomes at about 24 du/ac were also found financially feasible. "Missing middle" housing types (between 25 and 55 du/ac) were found financially feasible if they were surfaced parked. Parking provided the most significant cost to development and reducing parking rates increasing financial feasibility for all housing types. Additionally, inclusionary affordable housing projects created some feasibility challenges.

Key Outcome: Zone the Specific Plan Area to allow for housing developments greater than 60 du/ac and reduce parking requirements to support economically feasible projects.

Item	Number	
Density	60 du/ac	80 du/ac
Total Units	240	320
Cost per Unit (excl. land)	$494,000	$487,000
Revenue per Unit	$514,000	$514,000
Residual Land Value per Acre	**$1,177,000**	**$2,150,000**

Item	Number	
Density	60 du/ac	80 du/ac
Total Units	240	320
Market-Rate Units	*216*	*288*
Low-Income Units	*24*	*32*
Cost per Unit (excl. land)	$494,000	$487,000
Avg. Revenue per Unit	$495,000	$495,000
Residual Land Value per Acre	**$67,000**	**$670,000**

Not feasible value for development

Potentially feasible value for development

Feasible value for development

EPS Existing Market Analysis Report

Light Rail Station

LA Metro is developing the Southeast Gateway Line, which will connect the Gateway Cities from Artesia to Downtown Los Angeles. The first phase is planned to open 2035, which includes an elevated station at Rosecrans/Paramount, adjacent to the Specific Plan Area.

Based upon the implementation and operation of other Metro light rail lines throughout LA County since opening of the A Line, the Southeast Gateway Line can be expected to provide the following changes to the City of Paramount:

- Change market dynamics for housing and other land uses around the station
- Increase multimodal access to the region for City residents for jobs and entertainment
- Potential to increase regional access to Paramount as a destination
- Sustainability benefits and greenhouse gas and toxic air reductions
- Will influence the population demographics who are interested in living in Paramount

LA Metro

Key Outcome: Create a mobility network and private realm design guidelines that encourage first-/last-mile connection to the future station to make it the primary entrance to the Specific Plan Area.

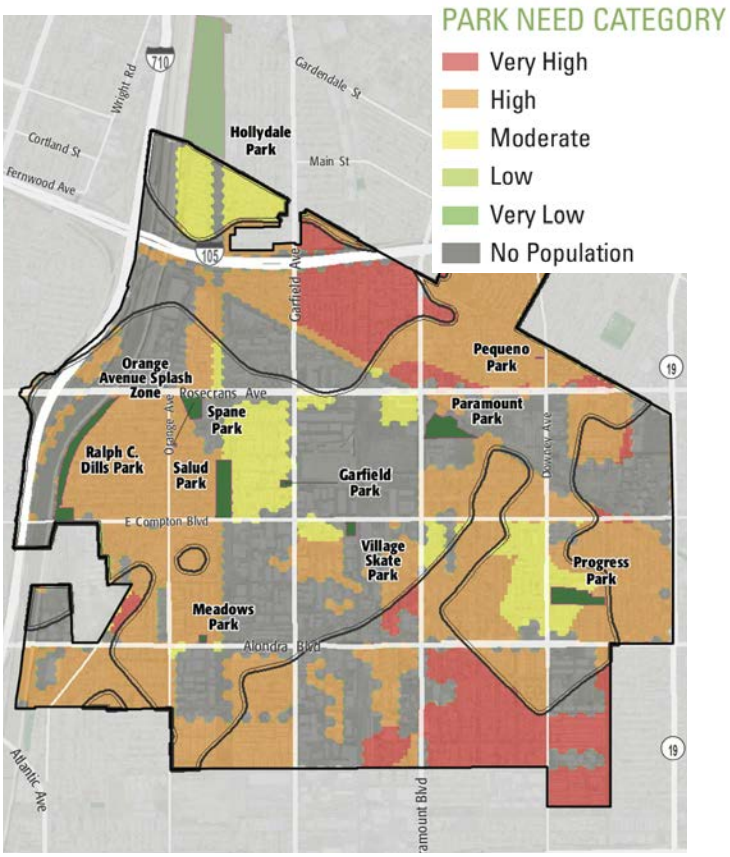
Summary of Baseline Conditions

Parks and Open Space

Overall, there are 1.8 acres of parks per 1,000 residents for the City of Paramount. The LA County average is 3.3 acres per 1,000 residents. There are no officially designated public open spaces or public facilities within the Clearwater Specific Plan Area. There are a few uses and areas that partially contribute to open space and recreation; however, aside from the corner of Paramount and Rosecrans, they lack any natural surfaces (e.g., grass). Larger of the two spaces include the Paramount Swap Meet, which during operating hours provides a pedestrian area among the vendors on a asphalt parking lot. The second space is a plaza located in front of the entrance to the Bianchi Theatre; it includes a pedestrian area with some landscaping, but is within the interior of the Clearwater Specific Plan Area with limited access.

There are two public parks adjacent to the Specific Plan Area: Paramount Park is located east of Paramount Boulevard and the Village Skate Park is located south of Somerset Boulevard and west of the Port of Long Beach rail corridor.

Key Outcome: Increase the amount of publicly accessible parks and open space.



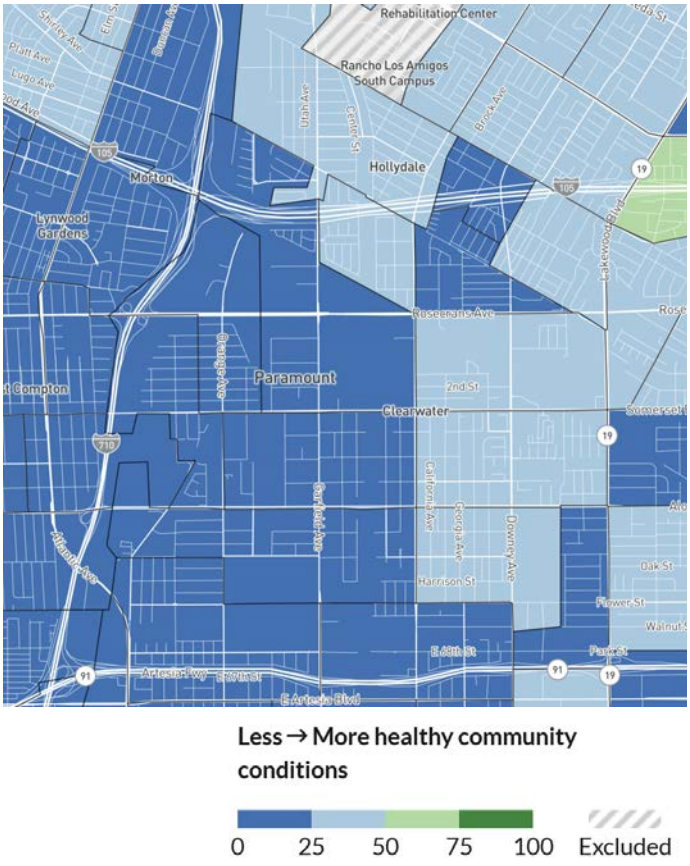
LA County Park Needs Assessment

Environmental Justice/Community Health

The City of Paramount and Specific Plan Area both score low on Environmental Justice and community health indicators. Generally, this is a result of multiple factors and local and regional scales such as regional land uses patterns, local land uses (i.e., heavy industrial uses), proximity to regional transportation network (i.e., highways), and local roadway design, which creates multiple environmental and community health impacts across pollution and population characteristics.

Census Tract 5536.01 (which includes the Specific Plan Area) has a Healthy Places Index of 12.8 percentile (shown to the right), which means this census tract has more unhealthy conditions than 87.2 percent of census tracts in the State of California. Based on CalEnviroScreen (CES) 4.0, this census tract is in the 95th percentile (meaning it is among the 5 percent least healthy census tracts in the State). Furthermore, it is in the 98th percentile for pollution burden.

Key Outcome: Improve key community and population characteristics through urban design and public policy.



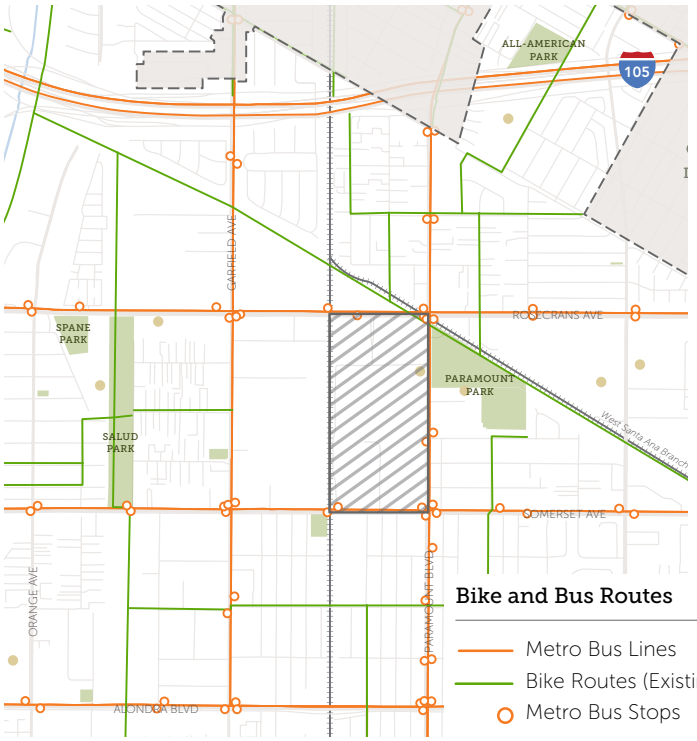
Healthy Places Index

Mobility

Overall, the City of Paramount multimodal mobility network is typical of suburban communities and has a clear priority toward vehicles. There is a minimal active transportation network other than sidewalks along streets. Bus routes are available on most arterial and collector streets operated by Metro or LB Transit, but they range in intervals between 20 and more than 60 minutes, which results in no high quality public transit routes or stations as defined by the State.

Surrounding the Specific Plan Area, Rosecrans, Somerset, and Paramount (north of Rosecrans) are all truck routes, which connect with additional truck routes throughout the City. Within the Specific Plan Area, there is minimal pedestrian network and connectivity as most of the Specific Plan Area is organized into individual surface parks lots.

Key Outcome: Update public realm to transition to more multimodal balance of travel modes and away from reliance on vehicles.

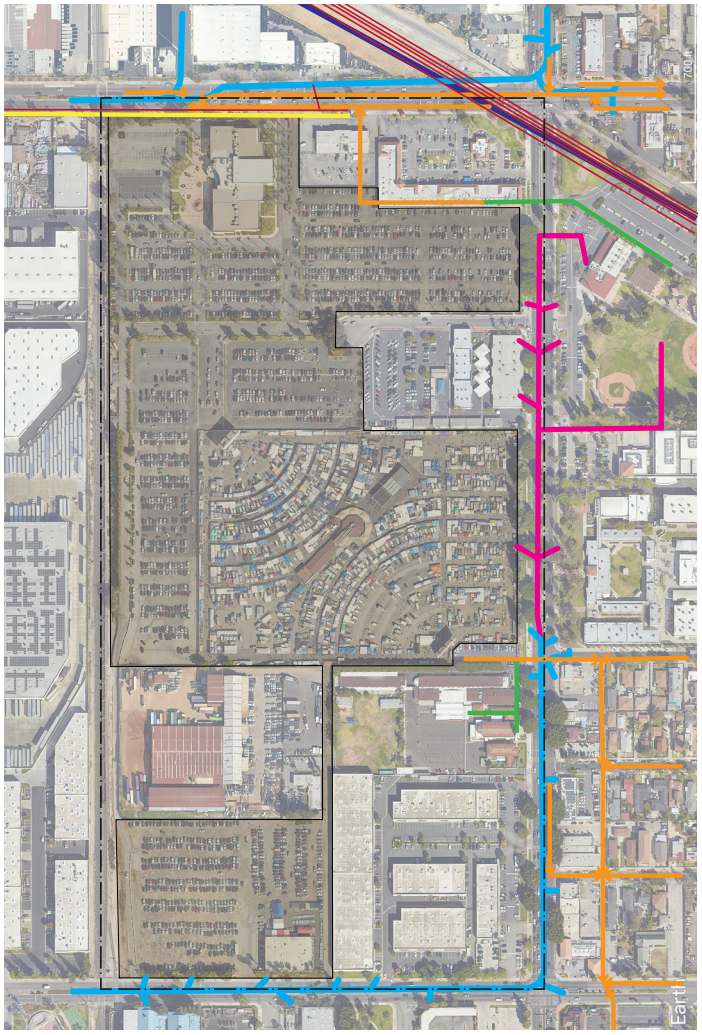


Infrastructure

Existing utilities infrastructure (water, sewer, stormwater, and electric) are located along the surrounding arterial/collector streets and neighborhoods; there is enough capacity to support existing uses and some redevelopment. Within the Specific Plan Area, there is minimal infrastructure present. Redevelopment of the Specific Plan Area would result in adding new utility connections between new uses and existing city infrastructure for all utilities; an infrastructure capacity analysis should be completed based upon full build-out of the Specific Plan Area. Additionally, new infrastructure like roads, sidewalks, and public spaces will need to be developed. With such an extensive level of redevelopment there are significant opportunities to implement green infrastructure approaches, apply a “dig once” implementation approach, and leverage emerging technologies.

Regionally, the City of Paramount and surrounding area are within a low point in the LA Basin, which creates some challenges for stormwater infrastructure.

Key Outcome: Anticipate need to new utility infrastructure within the Specific Plan Area to support redevelopment.



JMD Existing Conditions Report

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3 Land Use Plan

INTRODUCTION TO NEW DEVELOPMENT

This Chapter identifies how the Plan vision and goals will be implemented through land use districts and regulations. The primary elements of this chapter are the location of different development zones; written and visual description of the intended type of development; and permitted land uses within each zone.

The Development Plan provides a comprehensive visual tool for applicants as they put together proposals and for City staff to facilitate project review. This chapter is essential for guiding proposed development in the Specific Plan Area.

This Land Use Plan establishes the maximum build-out of allowed land uses as follows:

- Residential - 2,000 units
- Retail and Restaurants - 150,000 square feet
- Neoindustrial Uses - 800,000 square feet

Inside this Chapter

DEVELOPMENT ZONES

Six development zones apply within the Clearwater Specific Plan area. The following pages provide details on the overall character and objectives of each zone, detailed development standards for each development zone, precedent imagery, and conceptual application of intent for each development zone.

Mixed-Use Town Center (MU-TC) - 90 du/ac

Medium-scale mixed-use buildings, local shopping, small streets, and urban plazas for a vibrant new neighborhood center.

Quasi Public (QP) - 40 du/ac

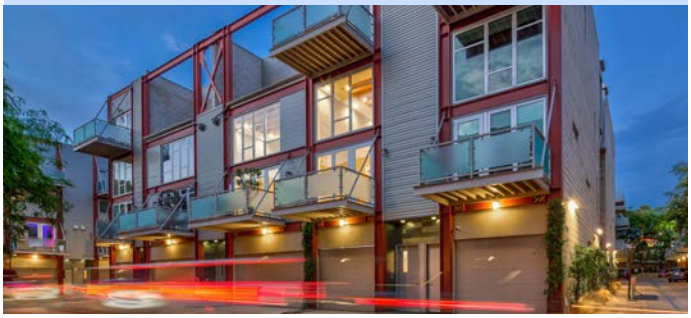
Preservation of existing land uses (Paramount Adult School and Our Lady of the Rosary Church), while supporting the ability for institutions to provide low-scale, accessory land uses.

Town Residential (TR) - 65 du/ac

Medium-scale residential focus area that provides a range of different green spaces and ground floor uses to create a walkable neighborhood district.

Flex District (FD) - 40 du/ac

Diverse mix of missing middle residential typologies, live/work townhomes, artisinal manufacturing, and entertainment uses.



Neo Industrial (NI) - No residential

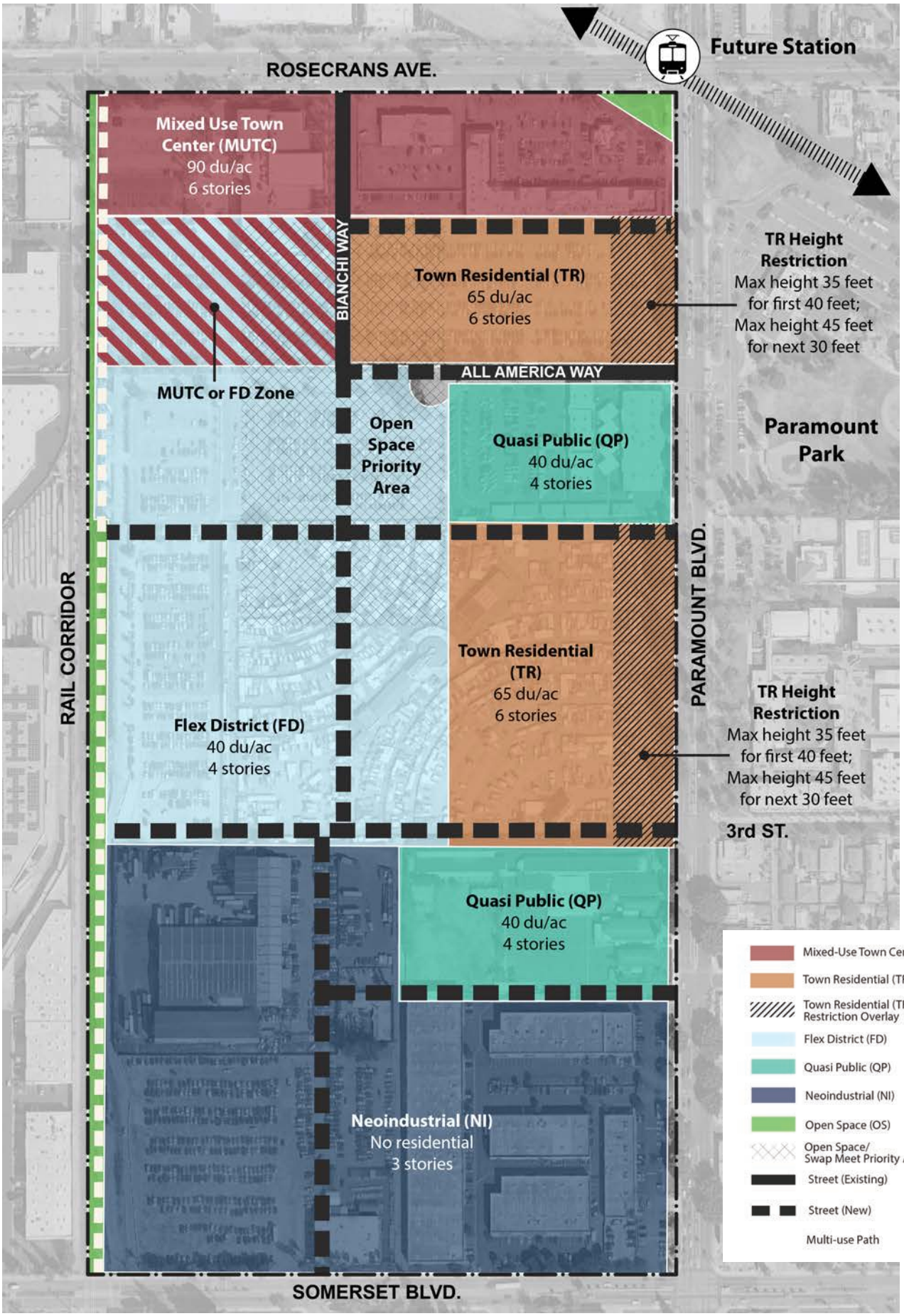
Nonresidential area that promotes a diverse mix of artisinal manufacturing, breweries, emerging technology jobs, and locally serving businesses.

Parks and Open Space

Designated areas for public parks in a variety of size, program, and landscape design integrated with daily life

Similar to variety of parks in Pasadena

Figure 3-1: Development Zones



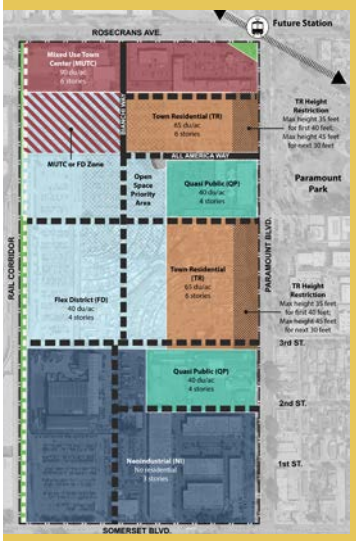
TOWN RESIDENTIAL (TR)

30 - 65 DU/AC

The Town Residential (TR) zone promotes transit-supportive, medium-density housing that creates a transition between existing neighborhoods and the future Southeast Gateway station. It encourages a mix of housing typologies and ground-floor uses—such as residential, live/work, or commercial—to support a walkable neighborhood and traditional urban block pattern. The Town Residential Height Restriction Overlay applies similar uses and design principles but requires low-rise development along Paramount Boulevard, allowing stand-alone missing middle housing or stepped-back connections to larger TR zone buildings.

Objectives

- Emphasize residential buildings to create a walkable public realm connected by a network of paseos, small urban plazas, and green spaces.
- Create a low-rise streetwall along Paramount Boulevard that promotes a transition between existing residential areas and new development.
- Maintain a commercial ground-floor frontage along Paramount Boulevard to connect the future transit station to commercial uses south of the Specific Plan Area along Paramount Boulevard.



Snapshot of Baseline Conditions

Total Area

10 acres (15%)

Notable Existing Uses:

- Paramount Swap Meet and Drive-in
- Surface parking lot

Built Form Characteristics

- The physical form primarily consists of five- and six-story residential buildings, with minor height variations to accommodate a range of housing types, including attached townhomes, garden apartments, and wrap buildings; a height restriction along Paramount Boulevard reduces building heights to ensure compatibility with adjacent areas.
- Upper stories are typically stepped back, with flexibility for minimal or zero setbacks along interior parcel lines and project boundaries.
- New buildings are encouraged to front interior and local streets, avoiding back-of-house edges, and maintaining scale and spacing consistent with surrounding development to support a cohesive urban fabric.
- Development should include multiple buildings or attached housing clusters that create pedestrian paths connecting to surrounding areas of the Specific Plan Area.
- Pedestrian entrances and active uses will front existing and new streets and pedestrian paseos, while parking access is concealed behind buildings.
- Parking should be integrated within buildings for larger developments; for smaller projects, parking may be shared across zones or integrated into buildings (e.g., tuck-under parking for townhomes).
- Vertical mixed-use is encouraged along Paramount Boulevard and at key interior locations to support small-scale, ground-floor neighborhood-serving uses; interior-facing storefronts should feature smaller frontages or depths to accommodate local businesses and vendors (e.g., swap meet vendors).

Precedent Communities/Districts

- Monrovia A Line Station Area
- Downtown Claremont
- Pasadena A Line Station Areas

Most units have personal balconies

Landscape areas along walking paths reinforce serene environment

Bollard lighting supports low night light pollution

Colorful artwork to add cultural vibrancy and interesting placemaking

Permeable paving with different materials, colors, and/or patterns for different zones

Clear primary entries for buildings

Consistent color and material palette for multiple buildings creates unifying district aesthetic

Ground floor is primarily residential uses

Apartment building with large balconies and landscaping fronting the street

Wrap style apartment building that provides varying building heights and a clear building entrance

MIXED-USE TOWN CENTER (MU-TC)

90 DU/AC

The Town Mixed-Use zone promotes a concentration of transit-oriented development best practices that respond to the adjacent light rail station. This zone accommodates the highest density of development within the Specific Plan Area and encourages vertical mixed use, prioritizing housing above ground-level commercial uses. It serves as the gateway between the City of Paramount and regional transit access.

Objectives

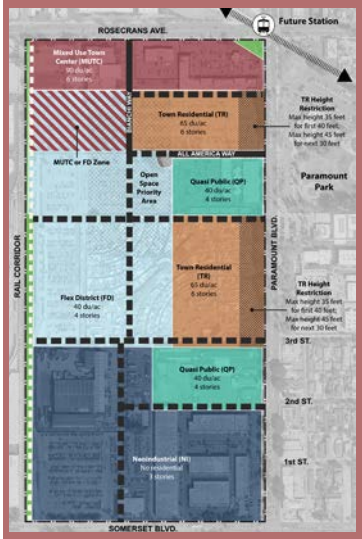
- Create a vibrant, urban neighborhood center that facilitates diverse live, work, and play activities throughout the day and evening.
- Create a transit-oriented gateway to the future Southeast Gateway Line Station.

Built Form Characteristics

- The physical form emphasizes at least five-story vertical mixed-use building types such as a modified type V podium.
- The majority of ground-floor uses in this zone should be retail, restaurants, and/or active offices, which are encouraged to be oriented around public plaza spaces.
- Typically, a step back or change of facade expression occurs at the podium level, as well as additional step backs and terrace spaces at upper levels. Some retail, restaurant, live/work, and office uses are allowed to be mixed with the majority residential uses in upper floors, which could be oriented around upper floor facade articulations (e.g., rooftop restaurant).
- Structured parking will be integrated into the building design as subterranean and/or at-grade or above-grade if disguised by architectural treatments or active fronting uses.
- The majority retail and restaurant ground-floor uses are combined with a variety of public realm typologies, from wide sidewalks with double row of street trees, curbless streets, pedestrian paseos, and small- to medium-sized plazas. Building placement and design in this zone will facilitate multiple pedestrian routes connecting the adjacent light rail station and the entire Specific Plan Area. It will also provide multiple, smaller plaza spaces that enable public realm activities with intimate relationships to adjacent ground-floor building uses similar to small plazas in older European city centers. Resident common spaces, interior and exterior, should be located on the podium or rooftop level rather than at ground level. Altogether, this zone supports the vibrant walking environment of a publicly accessible neighborhood center that varies in activities throughout the day.

Precedent Communities/Districts

- Culver City Metro E Line Station Area
- Americana at Brand in Glendale



Snapshot of Baseline Conditions

Total Area

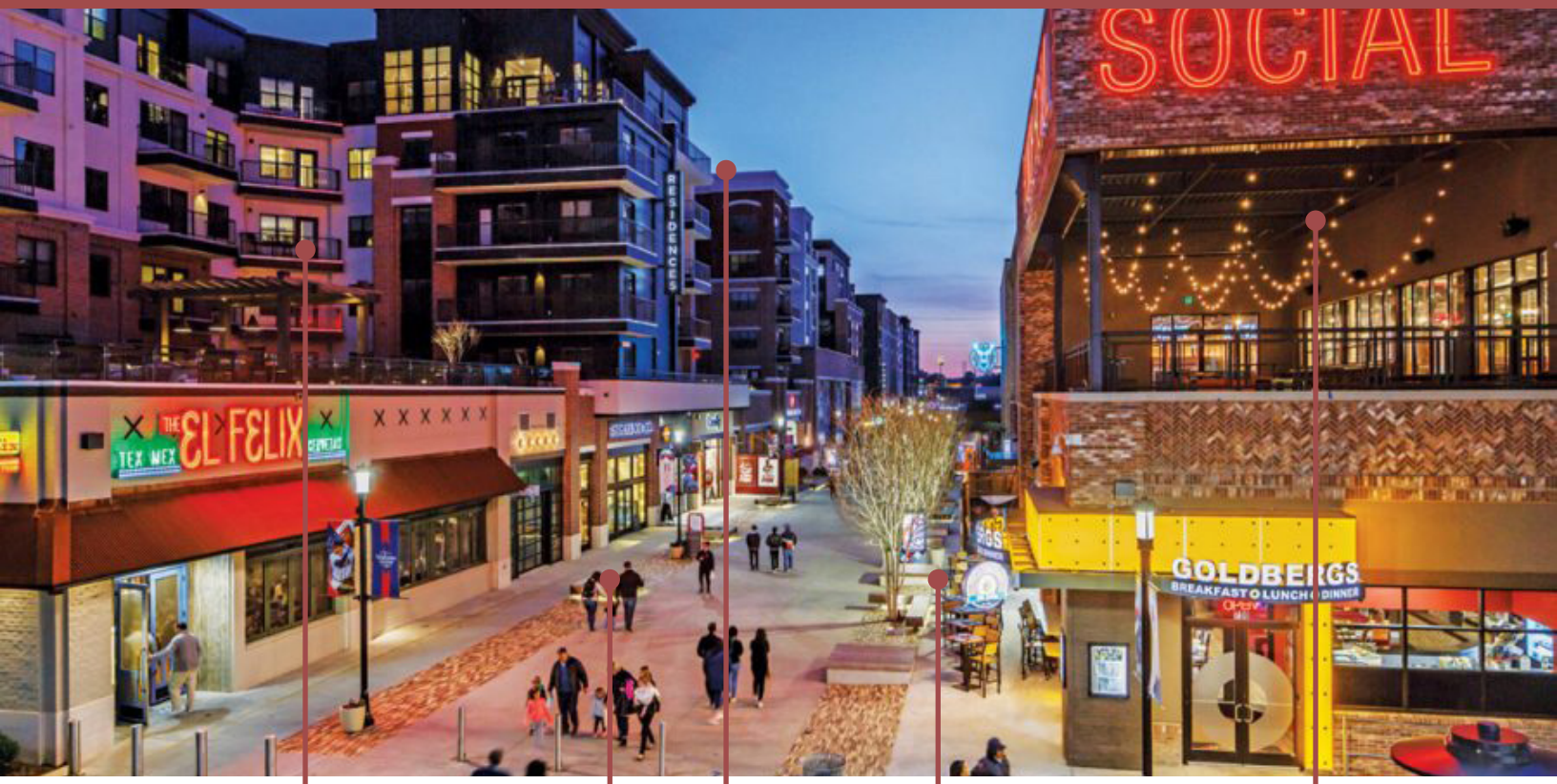
7 acres (10%)

3.5 acres optional (5%)

Notable Existing Uses:

- Jack-in-the-Box
- Bianchi Theatre
- Bianchi Theatre plaza
- Retail Strip Mall
- Union Hall
- Surface parking

Ground-floor retail and apartments look onto a publicly accessible, multi-functional open space



Podium-level residential amenities visible to and from public life on ground level

Pedestrian-oriented street that accommodates local, service, and emergency vehicles

Landscape used to separate building frontage zones (e.g., for outdoor dining) from main circulation

Rhythm of different step backs and facade articulations for upper levels along public vista

Upper floor and rooftop commercial/ restaurant uses with outdoor dining

Large publicly accessible open space with apartments

Culver City Ivy Station open space and apartments

FLEX DISTRICT

40 DU/AC

The Flex District is intended to support a complementary mix of residential, commercial, and neoindustrial uses. It exemplifies the types of art/creative districts that grew organically in the last century but now with an intentional approach to land development that provides diverse land uses that support a 24/7 live, work, play district. This zone encourages architectural diversity and an emphasis on healthy, sustainable performance standards.

Objectives

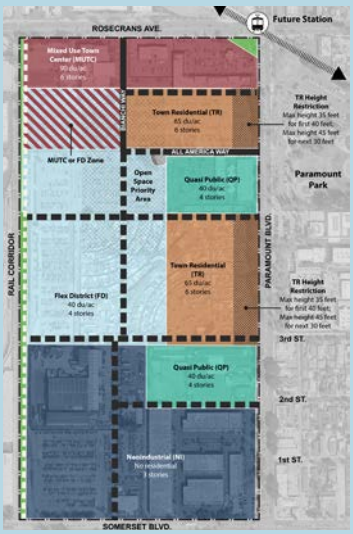
- Establish a new scale and mixture of uses from what is present in Paramount today.
- Create a live/work, artisan manufacturing neighborhood.

Built Form Characteristics

- The physical form consists mostly of three- and four-story mix of vertical/horizontal mixed-use and stand-alone building types.
- Nonresidential uses should be prioritized closest to the rail corridor edge. Residential is allowed along the rail tracks if not directly facing the rail tracks and/or buffered by structured parking and open spaces. Minimum glass/window types and air filtration requirements are also applicable.
- Stand-alone multi-unit residential buildings should promote medium densities such as stacked flats to mixed-use wrap style buildings.
- Residential units, amenities, and community facilities are encouraged on the ground floor along pedestrian pathways and streets.
- Nonresidential mixed-use buildings can promote vertical mixed-use approaches with various land uses above commercial as well as innovative building typologies to accommodate office, R&D, flex uses, and vertically integrated manufacturing and retail spaces.
- Parking can be integrated into mixed-use buildings or be stand-alone structures, but should have public benefits such as rooftop open spaces and architectural facade treatments.
- Vehicle access to individual units and/or shared parking should be located in the interior of parcels or individual developments and designed as vehicle-accessible pedestrian paseos.

Precedent Communities/Districts

- Elysian Valley “Frogtown” in Los Angeles
- York and Figueroa Boulevards—Highland Park, Los Angeles
- Abbott Kinney—Venice, Los Angeles



Snapshot of Baseline Conditions

Total Area

16.5 acres (25%)

3.5 acres optional (5%)

Notable Existing Uses:

- Bianchi Theatre
- Paramount Swap Meet and Drive-In
- Surface parking lot

Campus-like fabric with multi-story, nonresidential buildings organized around a pedestrian plaza

Upper floor terraces and balconies create facade articulation and interest

Articulation of facade to indicate different units

Large windows create a relationship between public and private realms

Individual unit and/ or common building entrances

Roll-up doors that can be used for garages, workspaces, and/or small shops

Residential units on upper floors

Shared street (woonerf) typology that blends slow vehicle access and pedestrian use

Flex building with solar panels that extend outside the footprint of the building, creating a publicly accessible shaded entry plaza

Stacked flats apartment building that creates walkable urban fabric along with adjacent buildings of similar scale

QUASI-PUBLIC (QP)

40 DU/AC

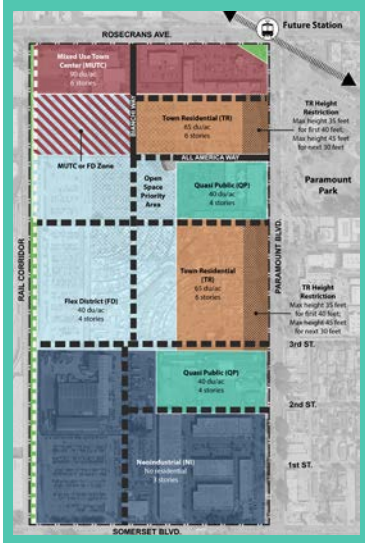
This zone prioritizes preservation of long-established land uses (Paramount Adult School and Our Lady of the Rosary Church) while supporting the ability for institutions to provide low-scale, accessory land uses such as infill housing. This zone encourages increased pedestrian connectivity with the interior of the Specific Plan Area as adjacent properties redevelop over time.

Objectives

- Preserve architecturally important buildings that contribute to a diverse, walkable urban fabric and land uses desired by the community.
- Enable infill development that creates connectivity between the rear of quasi-public properties and the rest of the Specific Plan Area.

Built Form Characteristics

- Small nonresidential shops are encouraged at key interior locations to support small, ground-floor neighborhood servicing uses.
- Interior facing storefronts should have smaller frontages and/or depths to support neighborhood-serving and/or locally owned commercial activity such as swap meet vendors.
- Accessory infill buildings are typically low-scale single- and multi-unit residential housing types such as garden apartments and attached townhomes.
- For accessory and infill developments, parking could be shared within other buildings in other zones in the Specific Plan Area through shared parking agreements and/or integrated with buildings (e.g., tuck-under parking for townhomes).



Snapshot of Baseline Conditions

Total Area

7.5 acres (11%)

Notable Existing Uses:

- Paramount Adult School
- Our Lady of the Rosary Church

A small nonresidential building

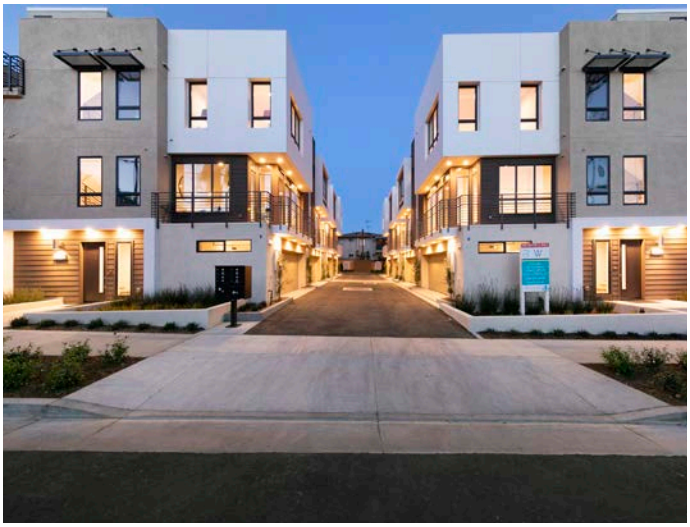
Existing buildings and landscape contribute to quality of area character

Parking areas could support infill development that complements the existing primary uses

Pedestrian entrance from the public street marked by architectural feature

Interior property line boundaries should create and support interior pedestrian connections to the adjacent Specifc Plan Area

Multiple buildings create campus-like physical form and supports indoor-outdoor uses



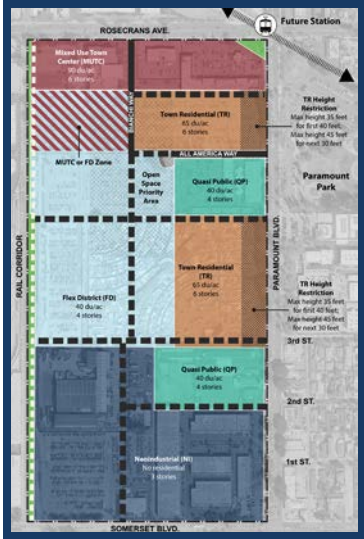
Typical small-lot subdivision development that organizes attached townhomes along a shared pedestrian/vehicle access

Shipping containers used for a small restaurant and/or retail

The Neoindustrial Zone creates unique opportunities for neoindustrial development that complements the scale and character of neighboring 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. 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.

Objectives

- Develop neoindustrial building typologies that introduce new architectural typologies and styles.
- Develop neoindustrial buildings that provide multiple public benefits to the Specific Plan Area and surrounding areas such as accessible roofs and green walls.
- Create a campus-like urban fabric that facilitates pedestrian and bicycle connectivity to the rest of the Specific Plan Area.



Snapshot of Baseline Conditions

Total Area

21.5 acres (32%)

Notable Existing Uses:

- Somerset Business Park
- Surface Parking lot
- Vacant building
- Vehicle storage

Built Form Characteristics

- The physical form consists of vertical/horizontal mixed-use and stand-alone building types up to three stories. Medium to large commercial buildings accommodate a range of neoindustrial, retail, and office uses such as research & development, flex uses, and vertically integrated manufacturing and retail spaces designed for maximum flexibility and compatibility. Pedestrian-oriented building entrances are encouraged along Paramount and Somerset Boulevards to connect to surrounding; interior areas should promote innovative circulation design to accommodate servicing but still promote active transportation connectivity and a consistent urban fabric to the rest of the Specific Plan Area.
- Buildings are encouraged to be sized and oriented to create consistency with adjacent commercial areas to the east and west.
- Include indoor-outdoor environments such as small interior courtyards, campus-like quad spaces, and common areas and pedestrian pathways.
- Buildings are also encouraged to promote forward-thinking approaches for uses (e.g., electric vehicle and small vehicle first-last mile deliveries) and building design (e.g., green roofs and maximized reduced building energy loads).
- Parking could be integrated within building designs and shared with other uses in the Specific Plan Area in stand-alone parking structures and surface parking.

Precedent Communities/Districts

- Long Beach Exchange
- Culver City Hayden Tract District

A multi-story flex building that can provide a range of office, manufacturing, showroom, and/or retail spaces

Pedestrian open spaces that are accessible and visible from street/ sidewalk networks

Opportunity for temporary vendors such as food trucks

Nonresidential buildings fronting onto a shared publicly accessible open space

Built structures blend indoor and outdoor spaces and spaces between buildings

Multi-story buildings

Consistent architectural theme with some variety among individual buildings

Example at Long Beach Exchange that provides a large building with many individual vendors within a common interior and exterior pedestrian plaza

A flex building typology that provides exterior architectural features that create visual interest

PARKS AND OPEN SPACE

The Parks and Open Space zone designates areas for parks, open space, and recreational land uses. Areas with this designation represent public ownership, which complement open spaces that are publicly accessible but privately owned.

Objectives

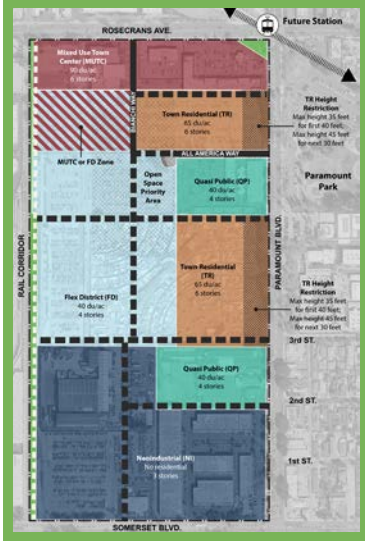
- Promote growth of parks and open spaces within the Specific Plan Area.
- Encourage a diversity of the types, scale, program, landscape design, and users of parks and open spaces.
- Develop parks and open spaces to be part of a connected network, utilized frequently by residents, and primarily accessed through active transportation.
- Enable protection and improving conditions of natural flora and fauna resources.

Built Form Characteristics

- The physical form emphasizes a range of park types, sizes, programs, and landscape design - from pocket parks, linear parks (Olmsted Parkways), hardscape plazas, passive landscape/habitat areas, and active recreation facilities that facilitate a diverse mix of complementary open spaces utilized by Specific Plan Area residents, tenants, and visitors, as well as adjacent and citywide residents.
- Small structures are allowed and can range from playgrounds, amphitheaters, shade structures, and small spaces such as shipping containers that can serve as vendor spaces and community uses.
- A majority of open spaces should have a direct or close relationship with adjacent or connected buildings.

Precedent Examples

- Spring Street Park, DTLA
- Pasadena Del Mar Station Plaza
- USC Village Plaza
- Topos Park, Anaheim
- Los Angeles Plaza Park
- 105th Street Pocket Park
- Blue Ribbon Garden, DTLA
- Santa Monica Tongva Park
- Ord and Yale Street Park in Los Angeles



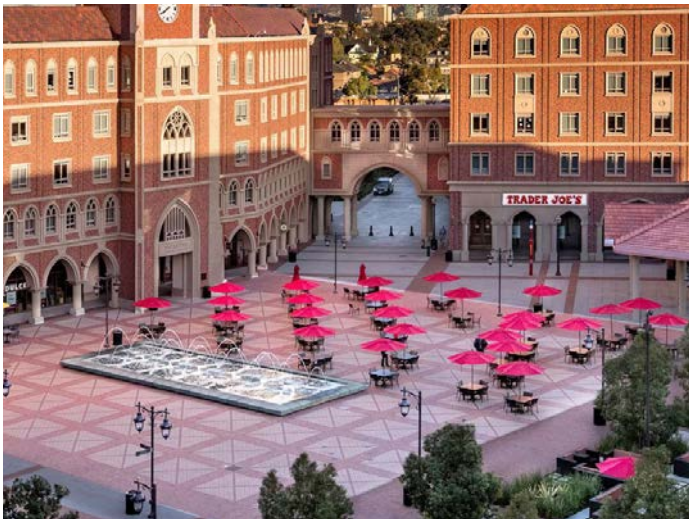
Snapshot of Baseline Conditions

Total Area

0.5 acres (1%)

Notable Existing Uses:

- LADWP power lines easement



Large, urban plaza space at the USC Village development that provides flexibility for a range of uses from outdoor cafe seating, temporary vendor stalls, and community events

Tongva Park in Santa Monica with seating, walking path, and large habitat landscape areas

Small sports fields integrated among housing development

ALLOWABLE LAND USES

Allowed Uses by Land Use Zone

Allowed land uses within the Clearwater Specific Plan are defined in the Land Uses and Permit Requirements tables on the following pages. Each land use is provided a permit category based on the descriptions below. Certain uses may be subject to special conditions regarding the location, operation, design, or special permitting requirements of the use, which are included in the notes/regulations column.

Permitted Use (P)

A Permitted Use (P) is allowed without discretionary approval and subject to all applicable provisions of this Specific Plan. Allowed on any floor.

Permitted Use, Mixed-Use Development (M)

A Permitted Use (P) is allowed without discretionary approval and subject to all applicable provisions of this Specific Plan if part of a mixed-use project.

Permitted Use, Ground Floor (G)

A Permitted Use (P) is allowed without discretionary approval and subject to all applicable provisions of this Specific Plan if only located on the ground floor of a mixed-use project.

Administrative Use Permit (AP)

An Administrative Use Permit (AP) requires discretionary approval authorized by the Director and subject to the requirements outlined in ***Chapter 1 (Introduction) of this Specific Plan.***

Conditional Use Permit (CUP)

A Conditional Use Permit (CUP), also described as a conditionally permitted use, requires discretionary approval in the form of a Conditional Use Permit authorized by the City Council and subject to the requirements outlined in Chapter 17.48 of the Paramount Municipal Code.

Accessory Use (A)

An Accessory (A) use is one that is clearly incidental to a primary permitted use. Such use requires no additional authorization.

Not Allowed (-)

Uses specifically not allowed in this Specific Plan are indicated by (-). It is not possible to anticipate every land use that might be proposed and suitable. Where a proposed land use is not listed in Table 3-1 but is largely similar to one of the listed uses, the process set forth in Section 17.44.040 (Identification of unlisted uses and clarification of ambiguities) of the Paramount Municipal Code shall apply.

Prohibited Uses

The following uses are specifically prohibited in all land use districts within the Specific Plan Area:

- Adult entertainment uses
- Pawn shops
- Trucking and freight related
- Drive-through facilities
- Automotive repair or service
- Coin-operated or other laundries

All existing nonconforming uses that are listed as prohibited in this Section shall be subject to the provisions of Article 4 (Nonconforming Buildings and Uses) of Chapter 17.44 (General Provisions, Conditions, and Exceptions) of the Paramount Municipal Code.

Consistency with Objective Development Standards

For projects that include uses permitted without discretionary review, those projects must also meet all the objective development and design standards for that development zone (as described in Chapter 4) and requirements for open space, parking, and sustainability (as described in Chapters 4 and 5) to receive non-discretionary approval. Projects that do not meet all objective development and design standards will require discretionary approval via a site plan pursuant to section 17.44.060 (Purpose of site plan - precise plan) of the Paramount Municipal Code.

Reviewing/Permitting Authority

Following an application submittal, the Planning and Building Director or designee shall make a determination whether the proposed use is permitted, conditionally permitted, or prohibited.

Land Use Definitions

All land uses in the table shall be defined as set forth in Paramount Municipal Code Section 17.04.010 (Definitions). for any land use not defined in Section 17.04.010, definitions can be found in the Clearwater Specific Plan Appendix.

P: Permitted by Right
M: Permitted in Mixed-Use
G: Permitted Ground Floor in Mixed-Use
AP: Administrative Use Permit
CUP: Conditional Use Permit
A: Accessory Use
-: Not Allowed

MU-TC: Mixed-Use Town Center
TR: Town Residential
TR-HRZ: Town Residential - Height Restriction Zone
QP: Quasi Public
FD: Flex District
NI: Neo Industrial
PO: Parks and Open Space

Land Uses	MU-TC	TR	FD	QP	NI	PO	Notes/Regulations
AGRITECH AND FOOD							
Agricultural Biotechnology Facilities	-	-	AP	-	P		
Food Technology and Innovation Labs	-	-	AP	-	P		
Hydroponics and Aquaponics Facilities	-	-	AP	-	P		
Urban Agriculture and Community Gardens	M	M	P	P	P		
Vertical Farming Operations	-	-	P	-	P		
ALCOHOL SALES RELATED							
Alcohol Beverage Manufacturing (without consumption)	M	G	CUP	-	CUP	-	
Brewpubs, Microbreweries, Distilleries	M (CUP)	-	CUP	-	CUP	-	Refer to requirements in Sec. 17.24.030(F)(3) of the Paramount Municipal Code
Off-premise sales/ consumption	CUP	CUP	CUP	-	CUP	-	
On-premise sales/ consumption	CUP	CUP	CUP	-	CUP	CUP	
Tasting Rooms	A	A	A	-	A	-	Accessory to: Craft Brewery, Distillery
CREATIVE/CULTURAL INDUSTRIES							
Art Studio - Mixed Medium, excluding sculptures	M	G	P	G	P		
Art Studio - Mixed Mediums	-	-	P	-	P		
Art Galleries and Exhibition Spaces	M	G	P	G	P		
Custom Art Fabrication	M	-	P	-	P		

Land Uses	MU-TC	TR	FD	QP	NI	PO	Notes/Regulations
Film Production Facilities	M	-	P	-	P		
Music Recording Studios	M	-	P	-	P		
Photography Studios	M	G	P	-	P	-	
Podcast and Broadcast Studios	M	G	P	G	P	-	
DIGITAL INDUSTRIES							
Data Center	-	-	M	-	M		
Digital Fabrication Labs (e.g., 3D printing)	M	-	P	-	P		
Digital Media and Content Creation Studios	M	-	P	-	P		
Gaming and Animation Studios	M	G	P	-	P		
Software Development Hubs	M	-	P	-	P		
Virtual Reality and Augmented Reality Studios	M	G	P	-	P		
EATING AND DRINKING ESTABLISHMENTS							
Bar	M (CUP)	CUP	M (CUP)	-	M (CUP)	CUP	
Brewpubs, Microbreweries, and Distilleries	M (CUP)	-	CUP	-	CUP	-	Refer to requirements in Sec. 17.24.030(F)(3) of the Paramount Municipal Code
Food Hall	M	G	P	G	P	-	
Food Hall Vendor	P	P	P	P	P	-	
Nightclub	M (CUP)	-	CUP	-	CUP	-	
Outdoor Dining	A	A	A	A	A	AP	Accessory to: Restaurant, Food Hall
Restaurant	P	P	P	AP	P	CUP	See regulations regarding alcohol sales

Land Uses	MU-TC	TR	FD	QP	NI	PO	Notes/Regulations
EDUCATION AND PUBLIC ASSEMBLY							
Cultural Institutions	M	G	G or AP	P	-	-	
Educational Institution, private	G (CUP)	G (CUP)	CUP	CUP	-	-	
Fitness Facility	M	G	G	G	G	-	
Places of Public Assembly	G	G	AP	G	-	-	
Places of Religious Assembly	CUP	CUP	CUP	CUP	-	-	
Trade Schools	M (AP)	-	AP	G (AP)	P	-	
LIGHT INDUSTRIAL - DISTRIBUTION							
Last-Mile Delivery Hubs	-	-	CUP	-	AP		Limited to four (4) total truck bays. Truck bays cannot directly face public streets. Prohibits trucks with more than 3 axles. Recommended: Limit to EV and bicycle deliveries only.
Local Trucking without Storage	-	-	-	-	-		
Transportation-Related Uses with no outdoor container storage	-	-	-	-	-		
Transportation-Related Uses with outdoor container storage associated with shipping/ trucking/rail	-	-	-	-	-		
Warehouse	-	-	CUP	-	CUP		
Wholesale trade and fulfillment center	-	-	-	-	-		

Land Uses	MU-TC	TR	FD	QP	NI	PO	Notes/Regulations
LIGHT MANUFACTURING							
Light Manufacturing	-	-	P	-	P		
Active Transportation Manufacturing or Assembly	-	-	P	-	P		
Active Transportation Sales with Accessory Repair, Manufacturing, and/or Assembly	G	G	P	AP	P		
Artisan and Custom Manufacturing, Production, and Fabrication	M (CUP)	-	P	-	P		
Artisan Glassblowing Workshops	-	-	AP	-	P		
Commercial Kitchens	-	-	AP	-	P		Limit of 20 kitchen vendor stalls
Community Maker Spaces	M	-	P	AP	P		
Construction - Special Trade Contractors	-	-	P	-	P		No outdoor storage permitted
Furniture and Cabinetry	-	-	AP	-	P		
Jewelry Making	M	-	P	-	P		
Lighting and Electrical Design/Build and Production	-	-	P	-	P		
Metalworking	-	-	AP	-	AP		Uses that require a permit from the South Coast Air Quality Management District are prohibited
Pottery and Ceramics Studios	-	-	AP	-	P		
Repair Shop (without open flame, welding, etc.)	G	G	P	G	P		
Repair Shop (with open flame, welding, etc.)	G (CUP)	-	AP	-	P		Excludes automobile and truck repair
Textile and Fashion Design Studios	M	-	P	-	P		
Textile and Apparel Manufacturing	-	-	P	-	P		

Land Uses	MU-TC	TR	FD	QP	NI	PO	Notes/Regulations
Tailoring and Sewing	M	G	P	G	P		
Woodworking and Carpentry Shops	-	-	P	-	P		
MEDICAL AND PROFESSIONAL OFFICES							
Banks, Credit Unions, Savings and Loan Institutions, and Financial Services (excluding cash checking, payday loans, and auto title loans)	G	G	G	G	G	-	
Co-Working Spaces	M	G	P	G	P	-	
Business Incubators - General	M	G	P	G	P	-	
Business Support Offices	-	-	P	-	P	-	
Medical, Dental, Chriopractor, and Optometrist Offices	CUP	CUP	CUP	-	CUP	-	
Hospital	-	-	CUP	-	CUP	-	No larger than 200 patient beds
Medical Clinic and/or Urgent Care Facility	CUP	CUP	CUP	-	CUP	-	
Professional/ Administrative Office	M	G	P	G	P	-	
RECREATION AND ENTERTAINMENT							
Commercial Recreation Facility - Indoor	G	G	P	-	P	-	Refer to requirements in Sec. 17.36.040(19)
Commercial Recreation Facility - Outdoor	-	-	AP	-	AP	-	
Museum, Art Gallery, Exhibition Space	M	G	P	G	P	CUP	
Park and Recreation Facilities - Private	G	G	M	G	P	CUP	Also permitted on rooftop and parking structures
Theaters (live and film)	G	G	P	G	P	-	

Land Uses	MU-TC	TR	FD	QP	NI	PO	Notes/Regulations
RESIDENTIAL							
Accessory Dwelling Units	p	p	p	p	-	-	Must comply with Chapter 17.104 of the Paramount Municipal Code
Family Daycare Homes	p	p	p	p	-	-	
Home Occupation	P	P	P	P	-	-	
Licensed Residential Care Facilities, Large	CUP	CUP	CUP	CUP	-	-	
Licensed Residential Care Facilities, Small	p	p	p	p	-	-	
Live/Work Development	M	P	P	P	CUP	-	
Multiple-family Dwelling	P	P	P	P	-	-	Permitted as either a standalone residential use or as part of a mixed-use development
Permanent Supportive Housing	P	P	P	P	-	-	Must meet the criteria set forth in Government Code Section 65651 et seq
Rental Housing	P	P	P	P	-	-	No dwellings units in whole or in part shall be rented for a term shorter than 30 calendar days.
Transitional Housing	P	P	P	P	-	-	
RESEARCH AND DEVELOPMENT							
Biotech and Pharmaceutical Labs	-	-	AP	-	P	-	
Health and Wellness Product Manufacturing	-	-	AP	-	P	-	
Health Services and Biotech Research and Development				-		-	
Materials Science Research	-	-	AP	-	P	-	
Research and Development Facility	-	-	AP	-	P	-	
Technology Innovation Centers and Research Laboratories	-	-	AP	-	P	-	

Land Uses	MU-TC	TR	FD	QP	NI	PO	Notes/Regulations
RETAIL							
Antique, Vintage Goods Stores	G (AP)	G (AP)	M (AP)	G (AP)	AP	-	
Certified Farmers Market	AP	AP	AP	AP	AP	AP	
Firearms or Other Weapons Sales/Repair	-	-	-	-	-	-	
Food and Beverage Sales	G	G	M	-	P	-	See regulations regarding alcohol sales
Market Hall	G	G	P	G	P	-	
Mobile Vending, Pop-up Shop	P	AP	P	AP	P	AP	
Retail Store (up to 15,000 SF)	M	AP	M	G	M	-	
Retail Store (more than 15,000 SF)	M (AP)	G (AP)	G or AP	-	P	-	
Swap Meet	AP	AP	P	AP	AP	AP	
SERVICES							
Business Support Services	M	G	P	-	P	-	
Child or Adult Care Center	G	G	S	G	-	-	
Financial Institutions	G	G	P	-	P	-	
Pet Day Care and Boarding	-	-	G (AP)	-	P	-	
Personal Services - General	M	G	P	-	P	-	
Personal Services - Restricted	-	-	AP	-	AP	-	
Tattoo or Body Modification Parlor	G (AP)	G (AP)	P	-	P	-	
Veterinarian	G (AP)	G (AP)	G (AP)	-	P	-	No boarding of animals

Land Uses	MU-TC	TR	FD	QP	NI	PO	Notes/Regulations
TRANSPORTATION, COMMUNICATION, AND INFRASTRUCTURE USES							
Electric Vehicle Charging Station	G	G	AP	G	P	-	Only includes passenger vehicles; does not include freight vehicles
Public Utility Facilities - Minor	G (CUP)	G (AP)	AP	-	AP	-	
Shared Mobility Service Centers	G	-	G	-	P	-	
Shared Mobility Rentals	G	G	G	G	P	P	
Stand-alone Structured Parking Facilities	-	-	P	-	P	-	
Transit Facilities	-	-	G	-	G	-	
Wireless Telecommunications Facility	See WCF Ordinance; in PMC Section 17.44.330						
OTHER							
Drive-through Business Establishment	-	-	-	-	-	-	
Hotels	CUP	-	CUP	-	CUP	-	
Psychics/Botanicas	-	-	-	-	-	-	
Self Storage Facilities	-	-	-	-	-	-	

4 Development & Design Standards & Design Guidelines

SPECIFICS OF NEW DEVELOPMENT

This Chapter establishes the development and design standards, as well as design guidelines, applicable to development in the Specific Plan Area. Thoughtful building design is essential to meet the community's aspirations and to ensure that development aligns with broader environmental, social, and economic goals.

All design standards are mandatory for residential and mixed-use projects where at least two-thirds of the total floor area is dedicated to residential use.

Design guidelines are used to promote a cohesive and harmonious built environment, while also allowing for architectural creativity and innovation rooted in sustainable building design.

Inside this Chapter

Development Standards Glossary of Terms

The following terms are integral to implementing the development and design standards and design guidelines. These terms shall have the following meanings.

Build-to Line: The line at the front lot line at which construction of a building façade is to occur on a lot, running parallel to the front property line without setback, and thus ensuring a uniform building façade line along the street.

Building Mass: The outer envelope of a building combined with major facade articulation features that establish the size and scale of a building compared to its surroundings.

Commercial/Office Building: Refers to a building that includes retail, service, restaurant, entertainment, and/or office uses.

Front Façade: The exterior face of a building which is the architectural front, sometimes distinguished from other faces by elaboration of architectural or ornamental details, and location of primary entry.

Infill: A newly constructed building within an existing development area.

Housing Density: The number of dwelling units that can be built on a site on a given area. Usually referred to by number of dwelling units per acre, or du/acre.

Lot: A legal parcel of land.

Mixed-Use Building: A building that has commercial and/or office uses on the ground-floor, with commercial, office, or residential uses above.

Mixed-Use Project: A project that has multiple buildings on one lot that support a mix of compatible uses, including residential.

Pedestrian Scale: Refers to the proportional relationship between the dimensions of a human being and buildings, outdoor spaces, streetscapes, or objects. Pedestrian scale is used to describe the scale of objects or building mass to a human being and is intended to create the perception and experience of smaller, compact spaces at a slow, walkable pace.

Scale: The measurement of the relationship of one object to another object. All components of a building have a relationship to each other and to the building as a whole, which is the "scale" of the components. The relationship of a building, or portions of a building, to a human being is called "pedestrian scale" (see above).

Setback: The minimum horizontal distance between the lot or property line and the nearest front, side, or rear line of the building (including terraces or any covered projection thereof), excluding steps.

Step Back: The tiering of a building's façade relative to the required setback line to reduce building mass.

Street Frontage: The building alignment along the public sidewalk and street forms the street frontage.

Street Wall: The wall or portion of a wall of a building facing the street.

Transparency: Ratio of unblocked transparent glass to opaque building materials, in reference to the minimum amount of the building façade that must contain windows or other non-opaque materials. Any signs or lettering on the windows would be considered "opaque" and therefore not count toward the minimum transparency required.

Development Standards by Zone Districts

The following provides objective development and design standards for each zone. The development standards are presented in a table and define the overall building envelope and unit sizes of buildings. For each development zone, additional objective design standards apply.

Difference Between Development/Design Standards and Design Guidelines

DEVELOPMENT AND DESIGN STANDARDS

Development and design standards are measurable criteria for building elements such as setbacks, step backs, building heights, lot coverage, and housing density. Standards are prescriptive and quantitative and are applied to all properties in each district consistently.

Development standards are mandatory, and projects may only be approved if the proposed improvements are consistent with the development standards, unless otherwise allowed by a Variance or Administrative Adjustment.

Paramount has developed citywide Objective Design Standards (ODS) based upon the current General Plan and Zoning Code. This Specific Plan provides for development densities and building typologies that are unique to the Specific Plan Area. This Specific Plan includes ODS for multi-unit residential and mixed-use developments that build upon the codified citywide ODS.

GUIDELINES

Design guidelines are discretionary and qualitative. They are intended to serve as criteria for reviewing projects during the application and approval process. Design guidelines address elements that cannot easily be measured or quantified but are important aspects of the design and quality of a building or development. The design guidelines contain recommendations on design aspects that are more open to interpretation, such as texture, materials, style, and overall design character. In certain circumstances, design guidelines are mandatory; these are indicated with clear terminology such as “shall” and “must.”

Together, the development standards and design guidelines shape the physical development within the Clearwater Specific Plan Area.

Table 4-1: TR Development Standards	
Height and Density	
Density Range (du/ac)	30-65 du/ac
Height Restriction Overlay: Maximum Density (du/ac)	30-40 du/ac
Maximum Floor Area Ratio (FAR)	3.0 (structured parking excluded)
Height Restriction Overlay: Maximum FAR	2.0 (structured parking excluded)
Maximum Height (feet)	80 ft
Height Restriction Overlay: Maximum Height (feet)	35 ft for first 30 ft depth from Paramount Blvd. 45 ft for next 40 ft depth from Paramount Blvd.
Maximum Height (stories)	6
Height Restriction Overlay: Maximum Height (stories)	3 for first 30 ft depth from Paramount Blvd. 4 for next 40 ft depth from Paramount Blvd.
Ground Floor Height: Nonresidential	12 ft minimum
Ground Floor Height: Residential	10 ft minimum
Building Footprint and Length	
Maximum, contiguous ground-floor footprint, with 50% or more residential uses for total building (includes structured parking and/or ground level resident only open spaces)	60,000 SF; Height Restriction Overlay: 30,000 SF
Maximum, contiguous ground-floor footprint, less than 50% residential uses for total building (includes structured parking, resident only open spaces, and/or recessed vehicle circulation areas)	N/A; Height Restriction Overlay: 25,000 SF
Maximum building edge length along major axis (excludes length for recessed/extruded spaces along axis)	350 ft; Height Restriction Overlay: 250 ft
Setbacks (based on ground-floor land use)	
Paramount, Rosecrans, Somerset: Residential	15 feet setback or 10 feet setback if unit is minimum of 3 feet above sidwalk grade
Paramount, Rosecrans, Somerset: Nonresidential	2 ft minimum
Port of Long Beach Rail Line: Residential	70 ft minimum
Port of Long Beach Rail Line: Nonresidential	35 ft minimum
New Interior Street: Residential	6 ft minimum (from back of sidewalk)
New Interior Street: Nonresidential	2 ft minimum (from back of sidewalk)
Property Line; not fronting a street or cargo rail line; interior to Specific Plan Area	Zero setback required
Stepbacks	
Upper-floor step back	At least one step back that is a minimum of 5 feet at any level above the ground level
Unit Size	
Studio	450 SF minimum
1-bedroom	700 SF minimum
2-bedroom	950 SF minimum
3-bedroom	1,200 SF minimum

Design Standards

1. Refer to City of Paramount Commercial Design Guidelines, Chapter 5 - Private Realm: Building Design, for design requirements for ground-floor commercial uses. Commercial design guidelines are applicable to all ground-floor commercial uses within this zone. Where conflicts existing in design guidance between the Commercial Design Guidelines and this document, the guidance in this document shall be followed.

2. A vertical facade articulation at least every 25 feet shall be provided.

3. At least 80% of the facade of the parking structure for a wrap building (excluding a facade that is within 100 feet and fronts the Port of Long Beach rail corridor) shall be covered by one or any combination of the following: apartments, architectural screen, landscape wall, and/or solar panels.

4. Solid fences or freestanding walls shall be prohibited along streets and interior property lines.

Representative examples of buildings promoting design and development standards. Note, as these are precedent images where building dimensions may differ from what is required in this Plan. These images indicate intent that should be adapted to the Clearwater Plan's specific standards and dimensions.

Table 4-2: MU-TC Development Standards	
Height and Density	
Density Range (du/ac)	30-90 du/ac
Maximum Floor Area Ratio (FAR)	3.5 (excludes structured parking)
Maximum Height (feet)	90 ft
Maximum Height (stories)	6
Ground Floor Height: Nonresidential	12 ft minimum
Ground Floor Height: Residential	10 ft minimum
Building Footprint and Length	
Maximum, contiguous ground-floor footprint, with 50% or more residential uses for total building (includes structured parking and/or ground level resident only open spaces)	75,000 SF
Maximum, contiguous ground-floor footprint, less than 50% residential uses for total building (includes structured parking, resident only open spaces, and/or recessed vehicle circulation areas)	N/A
Maximum building edge length along major axis (excludes length for recessed/extruded spaces along axis)	300 ft
Setbacks (based on ground-floor use)	
Paramount, Rosecrans, Somerset: Residential	N/A
Paramount, Rosecrans, Somerset: Nonresidential	2 ft minimum
Port of Long Beach Rail Line: Residential	70 ft
Port of Long Beach Rail Line: Nonresidential	35 ft
New Interior Street: Residential	6 ft minimum (from back of sidewalk)
New Interior Street: Nonresidential	2 ft minimum (from back of sidewalk)
Property Line; not fronting a street or cargo rail line; interior to Specific Plan Area	Zero setback required
Stepbacks	
Upper-floor step back	Total of 10 ft of step back required at level 2 or above - all at one level or spread among multiple levels
Unit Size	
Studio	450 SF minimum
1-bedroom	700 SF minimum
2-bedroom	950 SF minimum
3-bedroom	1,200 SF minimum

Design Standards

1. Commercial uses are required on the ground-floor facing Rosecrans Avenue, SoCal Edison Easement, and Paramount Boulevard.

1. Refer to City of Paramount Commercial Design Guidelines, Chapter 5 - Private Realm: Building Design, for design requirements for ground-floor commercial uses. Commercial design guidelines are applicable to all ground-floor commercial uses within this zone. Where conflicts existing in design guidance between the Commercial Design Guidelines and this document, the guidance in this document shall be followed.

2. A vertical facade articulation at least every 30 feet shall be provided.

3. For a modified type V podium building, a horizontal facade articulation shall be provided between floors with different structural construction materials.

4. At least 80% of the facade of the parking structure for a wrap building (excluding a facade that is within 100 feet and fronts the Port of Long Beach rail corridor) shall be covered by at least one or any combination of the following: apartments, architectural screen, landscape wall, and/or solar panels.

5. Solid fences or freestanding walls shall be prohibited along public streets.

Representative examples of buildings promoting design and development standards. Note, as these are precedent images where building dimensions may differ from what is required in this Plan. These images indicate intent that should be adapted to the Clearwater Plan's specific standards and dimensions.

Table 4-3: FD Development Standards	
Height and Density	
Density Range (du/ac)	30-40 du/ac
Maximum Floor Area Ratio (FAR)	2.5 (structured parking excluded)
Maximum Height (feet)	50 ft
Maximum Height (stories)	4
Ground Floor Height: Nonresidential	12 ft minimum
Ground Floor Height: Residential	10 ft minimum
Building Footprint and Length	
Maximum, contiguous ground-floor footprint, with 50% or more residential uses for total building (includes structured parking and/or ground level resident only open spaces)	90,000 SF
Maximum, contiguous ground-floor footprint, less than 50% residential uses for total building (includes structured parking, resident only open spaces, and/or recessed vehicle circulation areas)	60,000 SF
Maximum building edge length along major axis (excludes length for recessed/extruded spaces along axis)	400 ft
Setbacks (based on ground-floor land use)	
Paramount, Rosecrans, Somerset: Residential	15 feet setback or 10 feet setback if unit is minimum of 3 feet above sidwalk grade
Paramount, Rosecrans, Somerset: Nonresidential	2 ft minimum
Port of Long Beach Rail Line: Residential	70 ft minimum
Port of Long Beach Rail Line: Nonresidential	35 ft minimum
New Interior Street: Residential	6 ft minimum (from back of sidewalk)
New Interior Street: Nonresidential	2 ft minimum (from back of sidewalk)
Property Line; not fronting a street or cargo rail line; interior to Specific Plan Area	Zero setback required
Stepbacks	
Upper-floor step back	At least one step back that is a minimum of 5 feet at any level above the ground level
Unit Size	
Studio	450 SF minimum
1-bedroom	700 SF minimum
2-bedroom	950 SF minimum
3-bedroom	1,200 SF minimum

Design Standards

1. Refer to City of Paramount Commercial Design Guidelines, Chapter 5 - Private Realm: Building Design, for design requirements for ground-floor commercial uses. Commercial design guidelines are applicable to all ground-floor commercial uses within this zone. Where conflicts existing in design guidance between the Commercial Design Guidelines and this document, the guidance in this document shall be followed.

2. A vertical facade articulation at least every 25 feet shall be provided.

3. At least 80% of the facade of the parking structure for a wrap building (excluding a facade that is within 100 feet and fronts the Port of Long Beach rail corridor) shall be covered by one or any combination of the following: apartments, architectural screen, landscape wall, and/or solar panels.

4. Solid fences or freestanding walls shall be prohibited along interior streets.

Representative examples of buildings promoting design and development standards. Note, as these are precedent images where building dimensions may differ from what is required in this Plan. These images indicate intent that should be adapted to the Clearwater Plan's specific standards and dimensions.

Table 4-4: QP Development Standards	
Height and Density	
Density Range (du/ac)	30-40 du/ac
Maximum Floor Area Ratio (FAR)	2.0
Maximum Height (feet)	50
Maximum Height (stories)	4
Ground Floor Height: Nonresidential	12 ft minimum
Ground Floor Height: Residential	10 ft minimum
Building Footprint and Length	
Maximum, contiguous ground-floor footprint, with 50% or more residential uses for total building (includes structured parking and/or ground level resident only open spaces)	90,000 SF
Maximum, contiguous ground-floor footprint, less than 50% residential uses for total building (includes structured parking, resident only open spaces, and/or recessed vehicle circulation areas)	60,000 SF
Maximum building edge length along major axis (excludes length for recessed/extruded spaces along axis)	400 ft
Setbacks (based on ground floor land use)	
Paramount, Rosecrans, Somerset: Residential	15 feet setback or 10 feet setback if unit is minimum of 3 feet above sidwalk grade
Paramount, Rosecrans, Somerset: Nonresidential	2 ft minimum
Port of Long Beach Rail Line: Residential	70 ft minimum
Port of Long Beach Rail Line: Nonresidential	35 ft minimum
New Interior Street: Residential	6 ft minimum (from back of sidewalk)
New Interior Street: Nonresidential	2 ft minimum (from back of sidewalk)
Property Line; not fronting a street or cargo rail line; interior to Specific Plan Area	Zero setback required
Stepbacks	
Upper floor step back	At least one step back that is a minimum of 5 feet at any level above the ground level
Unit Size	
Studio	450 SF minimum
1-bedroom	700 SF minimum
2-bedroom	950 SF minimum
3-bedroom	1,200 SF minimum

Design Standards

1. Refer to City of Paramount Commercial Design Guidelines, Chapter 5 - Private Realm: Building Design, for design requirements for ground-floor commercial uses. Commercial design guidelines are applicable to all ground-floor commercial uses within this zone. Where conflicts existing in design guidance between the Commercial Design Guidelines and this document, the guidance in this document shall be followed.

2. A vertical facade articulation at least every 20 feet shall be provided.

3. Solid fences or freestanding walls shall be prohibited along public streets and interior property lines.

Representative examples of buildings promoting design and development standards. Note, as these are precedent images where building dimensions may differ from what is required in this Plan. These images indicate intent that should be adapted to the Clearwater Plan's specific standards and dimensions.

Table 4-5: NI Development Standards	
Height and Density	
Maximum Density (du/ac)	N/A
Maximum Floor Area Ratio (FAR)	1.5
Maximum Height (feet)	40 ft
Maximum Height (stories)	3
Ground Floor Height: Nonresidential	15 ft minimum
Ground Floor Height: Residential	N/A
Building Footprint and Length	
Maximum, contiguous ground-floor footprint, with 50% or more residential uses for total building (includes structured parking and/or ground level resident only open spaces)	N/A
Maximum, contiguous ground-floor footprint, less than 50% residential uses for total building (includes structured parking, resident only open spaces, and/or recessed vehicle circulation areas)	90,000 SF
Maximum building edge length along major axis (excludes length for recessed/extruded spaces along axis)	500 ft
Setbacks	
Paramount, Rosecrans, Somerset: Residential	15 ft minimum / 25 ft maximum
Paramount, Rosecrans, Somerset: Nonresidential	5 ft minimum / 20 ft maximum
Port of Long Beach Rail Line: Nonresidential	40 ft minimum
New Interior Street: Nonresidential	5 ft maximum (from back of sidewalk)
Property Line; not fronting a street or cargo rail line; interior to Specific Plan Area	Zero setback required
Stepbacks	
Upper floor step back	Minimum 5 ft step back each level; can make cumulative step back at one level (e.g., 10 ft step back only at level 2 for 3-story building)
Unit Size - N/A	

Design Standards

1. Refer to City of Paramount Commercial Design Guidelines, Chapter 5 - Private Realm: Building Design, for design requirements for ground-floor commercial uses. Commercial design guidelines are applicable to all ground-floor commercial uses within this zone. Where conflicts existing in design guidance between the Commercial Design Guidelines and this document, the guidance in this document shall be followed.

2. A vertical facade articulation at least every 40 feet shall be provided.

3. At least 80% of the facade of the parking structure (excluding a facade that is within 100 feet and fronts the Port of Long Beach rail corridor) shall be covered by one of the following: nonresidential uses, architectural screen, landscape wall, and/or solar panels.

4. Solid fences or freestanding walls shall be prohibited along public streets.

5. No more than four truck loading bays per building shall be allowed.

6. Truck bays shall not directly face any public street.

Representative examples of buildings promoting design and development standards. Note, as these are precedent images where building dimensions may differ from what is required in this Plan. These images indicate intent that should be adapted to the Clearwater Plan's specific standards and dimensions.

Vehicle Parking Options and Requirements

Table 4-6 establishes parking standards for all uses. These represent optimal standards to meet anticipated parking demand. However, development projects have the option of complying with standards set forth in (AB 2097) Government Code Section 65863.2.

Parking can be implemented in the following ways:

- Tend toward more even distribution of smaller parking facilities throughout the Specific Plan Area rather than fewer, larger parking structures
- Mixed-use private development buildings (e.g., podiums) that provide publicly available parking (e.g., 5-10% of total size)
- Stand-alone parking structures and ground-floor retail with public benefits (e.g., green wall, rooftop open space, etc.) as a public or public-private partnership (P3) development within the Neoindustrial or Flex District zones, particularly as a buffer along the rail corridor
- Increase of multimodal facilities (e.g., transit, shared scooters, etc.) and increase of bicycle parking to reduce demand for vehicle parking
- Consideration of a parking demand management program throughout the area by zone/district

As much of the Specific Plan is privately owned land, new circulation routes (i.e., streets) internal to the Specific Plan Area may maintain private ownership. Parking will still be referred to as “on-street” parking. On-street parking for privately owned streets may count toward required parking standards.

- New on-street parking on new street typologies for redevelopment of surface parking lots

Shared parking is permitted with the Specific Plan Area. Shared parking can be implemented in the following ways:

- Shared parking agreements between different property owners, development managers, and/or businesses that allow for the parking for different uses to be used in one facility at different times. Shared parking agreements shall specify the uses being served, applicable days and hours, and number of spaces allowed for sharing.
- Reductions in the amount of parking of percentages based on a mix of uses within a single building/development owned and/or managed by one entity

Finally, improvements to existing public streets may implement on-street parking and other curbside management practices, but this will not count toward private development parking requirements.

On-street parking mixed with other curbside management approaches (e.g., commercial loading) on pedestrian-oriented curbless street design

Structured parking visible above grade but included in mixed-use building with an architectural screen

Stand-alone structured parking that provides public realm benefits such as interesting architectural design and vertical circulation

Table 4-6: Parking Standards

MU-TC: Mixed-Use Town Center
TR: Town Residential
FD: Flex District
QP: Quasi-Public
NI: Neo Industrial
PO: Parks and Open Space

	TR	MU-TC	FD	QP	NI	PO
By Land Use						
Residential	2 vehicle spaces per unit				-	-
Office	3 vehicle spaces per 1,000 net SF					-
Commercial/Retail	3 vehicle spaces per 1,000 net SF					-
Eating/Drinking Establishments	4 vehicle spaces per 1,000 net SF					
Neo/Light Industrial	1 vehicle space per 1,000 net SF					-
Hotel	1 vehicle space per guest room, plus 1 space per 2,000 net SF conference, restaurant, other common space					-
Open Space	N/A					5 spaces per 1 acre
Publicly Accessible Parking	Parking structures of proposed developments can provide publicly accessible vehicle parking intended to serve visitors to open spaces within and/or surrounding the Specific Plan Area, future transit station, and/or Swap Meet visitors					-
Type of Parking Facility						
Surface Parking, excluded "on-street" parking	-		Allowed			
At-grade and Above-grade Structured Parking	Allowed; all structured parking not facing the Port of Long Beach rail corridor shall be set behind active uses (e.g., commercial or housing) and/or have a facade treatment: architectural screen, green wall, solar panels, or similar.					-
Subterranean Structured Parking	Allowed					
Shared Parking						
A 10 percent reduction in the amount of spaces required can be approved to serve commercial and residential when parking is in a common parking structure. When a shared parking agreement exists between two or more different property owners, managers, businesses, and/or similar, where vehicles for different uses are sharing a common location, a minimum number of parking spaces to meet the required parking of the highest use being served shall be provided.						
Other						
EV Parking Requirements	As required by the California Green Building Standards Code					
Parking Prohibited	Alley, Pedestrian Paseo					

Bicycle Parking Requirements

In addition to parking required to be provided for motor vehicles, developments shall include bicycle parking per Table 4-7.

The intent of this Specific Plan is to transform the Specific Plan Area into a pedestrian-oriented town center that exemplifies Transit-Oriented Development (TOD) approaches. A key strategy to achieving that environment is making bicycle and other active transportation parking (e.g., scooters, rideshare bicycles, etc.) the most visible, accessible, and convenient mode for parking. Thus, the Specific Plan requires both indoor and outdoor bicycle parking, as well as shared bathroom/shower and repair facilities.

Exterior bicycle parking spaces should be designed to accommodate traditional bicycles, electric bicycles, electric scooters, and similar mobility devices.

Images to the right show examples of indoor, covered, and exterior bicycle parking facilities.

Stand-alone bicycle parking hub and repair station

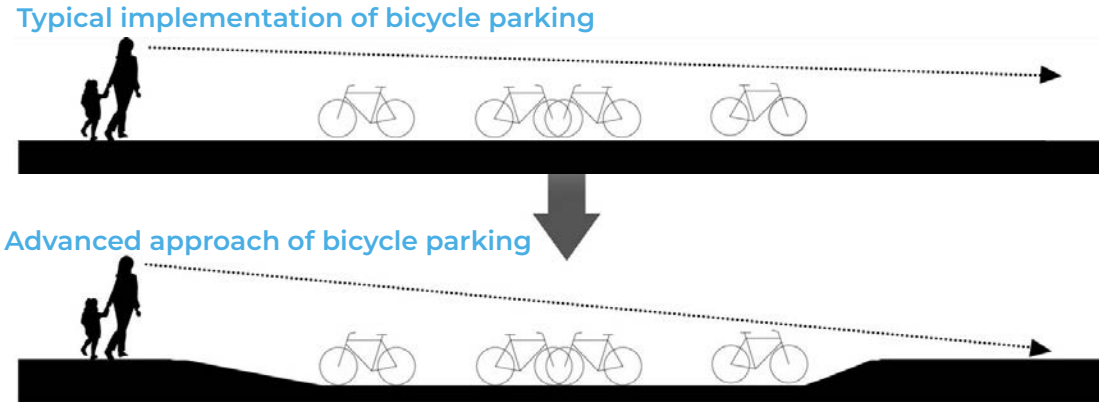
Indoor bicycle parking near building entrance

Covered outdoor bicycle parking

Typical short-term bicycle parking on sidewalk amenity zone

Table 4-7: Bicycle Parking Standards & Related Requirements

	TR	MU-TC	FD	QP	NI	PO
Residential	Indoor and covered: Minimum - 0.5 bicycle spaces per unit Exterior: Minimum - 0.25 per unit				-	-
Office	Indoor and covered: Minimum - 0.25 bicycle spaces per 1,000 sf Exterior: Minimum - 0.1 per 1,000 sf 1 common bathroom w/ shower per 20,000 sf					-
Commercial/ Retail	Indoor and covered: Minimum - 0.25 bicycle spaces per 1,000 sf Exterior: Minimum - 0.1 per 1,000 sf 1 common bathroom w/ shower per 20,000 sf				Indoor and covered: Min. - 0.25 bicycle spaces per 1,000 sf Exterior: Min.- 0.1 per 1,000 sf 1 common bathroom w/ shower per 20,000 sf	-
Light Industrial	Indoor and covered: Minimum - 0.1 bicycle spaces per 1,000 sf Exterior: Minimum - 0.1 per 1,000 sf 1 common bathroom w/ shower per 10,000 sf				Indoor and covered: Min. - 0.1 bicycle spaces per 1,000 sf Exterior: Min. - 0.1 per 1,000 sf 1 common bathroom w/ shower per 10,000 sf	-
Hotel	Indoor and covered: Minimum - 0.1 bicycle spaces per key Exterior: Minimum - 0.1 per key					-
Electric Bicycle Parking	As required by California Green Building Standards Code					



Example of good urban design for bicycle parking area that slightly depresses the bicycle parking area to create better sight lines for pedestrians.

Open Space Requirements

Both the Specific Plan Area and Paramount are "park needy," meaning the parks per population ratio is significantly lower than the Los Angeles County average and what is recommended. Other environmental justice issues result due to low levels of parks, open spaces, and tree coverage. **As a result, increasing the number of trees and publicly accessible open spaces is a top priority for the Specific Plan.** The best way to accomplish an increase in open spaces is ensuring each development provides sufficient open space. The Specific Plan requires that new developments provide the following types of open space based on the size of the development:

Private Open Space

This category refers to private open space for individual units. For multi-unit housing, this can include balconies and terraces. For live/work, ground-floor residential units, and townhomes, this could also include rooftop and/or small front/backyard areas.

Resident/Tenant Common Open Space

This category refers to indoor and outdoor facilities used by residents and/or tenants of the retail, restaurant, office, or other uses in a building. These facilities could include workout rooms, pools, community gardens, active recreation courts, and many other facilities. These should not be located on the ground level, except for indoor uses like workout rooms, but should be located on podiums, upper-floor stepback areas, and rooftops.

Stormwater Open Space

This category refers to open space devoted to the capture and/or reuse of rainwater such as bioswales, flow-through planters, rain gardens, and other best management practices (BMPs). These open spaces can be spatially integrated with other types of open spaces and/or located in sidewalk parkway areas on typical public streets.

Publicly Accessible Open Space

This category refers to plazas, active and/or passive recreation facilities, habitat gardens, natural landscape areas, community gardens, and similar open spaces accessible to the general public. Typically these are located on the ground level but can be located above grade.

Overall, projects should promote creative ways to include open space in multi-unit buildings in a variety of ways to create a vibrant public realm.

Implementation

All required open space contributions for each category must be provided for each project, except for the following condition:

- Required square footage for resident/tenant open space may be added to publicly accessible open space with a 20% discount. For example, a project requires 1,500 sf of publicly accessible open space and 1,000 sf of resident/tenant common space, the project can provide 2,300 sf (1,500 sf + (1,000 sf * 0.8) = 2,300 sf) of publicly accessible open space and 0 sf of resident common space.

Ongoing Maintenance

- For all land not publicly owned or dedicated, ongoing maintenance and upkeep of open spaces will be the responsibility of the landowner or applicable developer or manager of a property.
- Additional maintenance agreements can be developed for individual developments or properties.

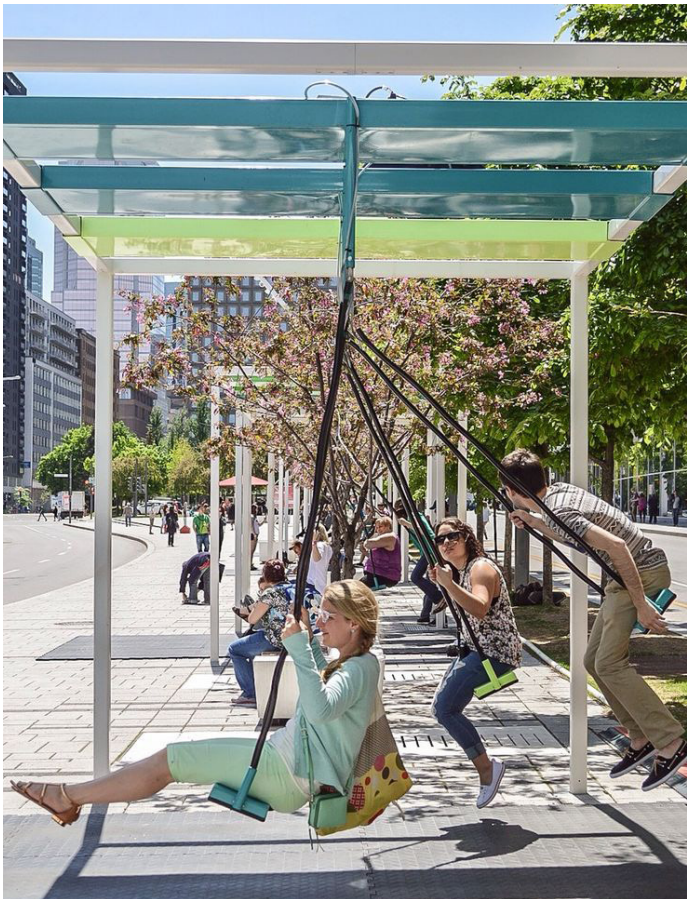


Table 4-8: Open Space Requirements

FD: Flex District
QP: Quasi-Public
NI: Neo Industrial

	TR	MU-TC	FD	QP[5]	NI
Publicly Accessible Open Space[1]	100 sf min per residential unit	150 sf min per residential unit	50 sf min per unit and 100 sf per 1,000 sf non-residential use	-	125 sf min per 1,000 sf non-residential use
Tree Requirement					
Ground-level stormwater and landscape planting area[2]	50 sf min per residential unit	40 sf min per residential unit	50 sf per residential unit and 60 sf per 1,000 sf non-residential use	-	5% of development area, or 50 sf per 1,000 sf non-residential use, whichever is larger
Resident, and/or tenant Common Open Space[3]	150 sf min per residential unit	125 sf min per residential unit	100 sf min per residential unit and 50 sf min per 1,000 sf non-residential use	-	150 sf min per 1,000 sf non-residential use
Private Open Space[4]				-	-

[1] May be accomplished through ground-level plazas, courtyards, sports fields/courts, etc. and/or rooftop.
[2] Must be on ground level
[3] Maximum 33% can be located on exterior ground level; may be accomplished through swimming pools, courtyards, rooftop decks, gyms, etc.
[4] May be accomplished through private patio or balcony
[5] Reference TR-HRZ requirements

Performance Requirements

Publicly Accessible Open Space

Required to be open to the general public at a minimum from 6:00am to 9:00pm; areas can be gated and closed outside of publicly accessible required hours.

Resident, Customer, and/or Tenant Open Space

- Can limit access to open space to residents and/or non-residential tenants within an individual building, group of buildings, and/or entire Specific Plan Area.
- Open spaces can be fenced and gated.

Sustainability Options and Recommendations

Environmental sustainability refers to a holistic approach to reduce negative impacts and increase positive benefits to natural systems and human quality of life. The Clearwater Specific Plan promotes emerging green building practices, like the International Living Future Institute (IFLI), or how new developments can be a positive force toward environmental health and community well-being. The Plan also encourages development projects to pursue recognized sustainability frameworks and certifications, such as ENERGY STAR® building standards and Leadership in Energy and Environmental Design (LEED) certification, as a means of demonstrating measurable environmental performance. In addition to specific design recommendations, the Plan recommends promoting sustainable design through the development process, including an integrated approach with the Paramount Climate Action Plan, Environmental Justice Element of the General Plan, and review of proposed projects.

LEED Platinum building in Claremont, CA that looks like a typical apartment building

Building with a green roof as resident amenity space and solar panels

Following is an overview of four categories identified to achieve specific performance metrics. Table 4-9 includes recommendations for private development requirements to achieve desired outcomes.

Energy (Production and Passive Design)

This category refers to increasing renewable energy production and reducing energy requirements.

State requirements such as CalGreen/Title 24 already require some renewable energy systems, such as solar photovoltaic (PV) panels. This plan encourages exceeding these standards and promoting other complementary renewable energy production (kinetic energy, wind, etc.). Energy storage systems like batteries should be encouraged to ensure that renewable energy can be efficiently utilized onsite. Buildings should prioritize passive design strategies to reduce energy loads by optimizing natural light, ventilation, and thermal mass minimize reliance on mechanical systems. If mechanical systems are used, buildings are encouraged to exceed Title 24 energy efficiency standards through electric and green building systems such as heat pumps and smart building systems that minimize energy consumption. Projects are also encouraged to incorporate ENERGY STAR–rated appliances, equipment, and building systems, and to pursue LEED energy performance credits or equivalent high-performance building benchmarks that demonstrate superior energy efficiency

Carbon Reduction

This category refers to reducing carbon and other greenhouse gas (GHG) emissions into the environment, which is a primary driver of climate change.

Carbon is not only considered (and measured) during its use in building operation—that is the carbon used to power the energy for buildings—but the entire carbon production through the full life-cycle of every element, from procurement, development, shipping, use, and disposal. This category includes reducing carbon from dependent systems, i.e., promoting building and neighborhood design that reduces personal vehicle use. Reducing carbon can be achieved by shifting to active transportation modes, which can be promoted through development policies like micro EV incentives (instead

of vehicle parking, recommending a Cargo ebike for a one-bedroom unit), EV parking, EV chargers, repair facilities, and other amenities. Projects that pursue third-party sustainability certifications such as LEED or comparable green building programs can help track and verify carbon reduction strategies through lifecycle carbon accounting and operational performance metrics.

Materials

This category refers to the materials used for physical development, which have an impact from production to final installation.

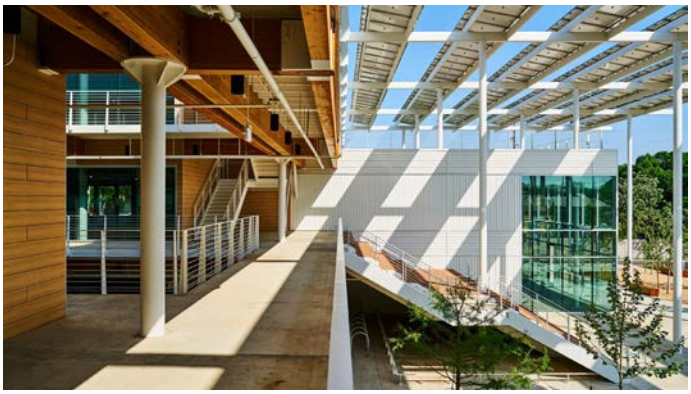
The choice of materials in building construction significantly impacts sustainability not only through GHG emissions but also due to toxicity and subsequent effects on human and natural environments. The Specific Plan prioritizes sustainable, non-toxic, and locally sourced materials, whenever feasible. This includes the reuse of materials such as recycled steel or reclaimed wood, and low-carbon alternatives like rammed earth construction. Furthermore, buildings should use materials with low volatile organic compounds (VOCs) to improve indoor air quality and avoid polluting soil and groundwater. Material choices reduce the environmental impact of construction and contribute to long-term sustainability by enhancing the durability and efficiency of the buildings. Use of products and materials that contribute to LEED materials credits or other green building certification programs is encouraged to support responsible sourcing, recycled content, and reduced environmental impact.

Water and Habitat

This category refers to improving water conservation and use practices and improving urban habitat for flora and fauna. Water conservation and habitat enhancement are crucial in California, where drought and habitat degradation are ongoing concerns.

The Plan encourages onsite rainwater capture, storage, and reuse, as well as water-efficient fixtures and systems such as low-flow toilets, faucets, and greywater recycling systems. Landscaping must consist of drought-tolerant plants that require minimal irrigation.

Example of small wind turbines that can act as wayfinding elements, public art, or placed on buildings



Environmental design approaches reduce energy loads, promote passive cooling, and generate energy

Use of rammed earth construction for a library

Projects are also encouraged to pursue LEED water efficiency credits or similar sustainability benchmarks that promote water conservation, stormwater management, and ecological landscape design.

Table 4-9:

	TR	MU-TC	FD: Flex District QP: Quasi-Public NI: Neo Industrial FD	QP	NI
ENERGY					
Solar Panel Roof Coverage	40% of roof area or less if meets 100% of building energy needs	30% of roof area or less if meets 100% of building energy needs	50% of roof area or less if meets 100% of building energy needs	-	50% of roof area or less if meets 100% of building energy needs
Natural Gas and Petroleum Powered Appliances, HVAC, and Mechanical Systems		Prohibited			
CARBON					
Use of Low Carbon Materials - Exterior and Structure (reclaimed wood, bamboo, cross-laminated timber, recycled steel, rammed earth, clay tile, adobe)	At least 20% of materials	At least 25% of materials	At least 30% of materials	-	At least 40% of materials
Use of Low Carbon Materials - Interior (reclaimed wood, bamboo, cork, clay/lime plaster, reclaimed brick/ stone, certified sustainable wood)	At least 10% of materials	At least 10% of materials	At least 10% of materials	-	At least 10% of materials
3-bin waste stream (landfill, recycle, compost/ organic waste)					
MATERIALS					
Pervious ground cover percentage					

FD: Flex District
QP: Quasi-Public
NI: Neo Industrial

	TR	MU-TC	FD	QP	NI
Percent of Locally Sourced Materials					
Percent of Construction Waste Diverted from Landfills					
WATER AND HABITAT					
Usable Amenity Roof Area (can be covered/shaded by solar panels) [1]	35%	40%	45%	50%	60%
Water-efficient Fixtures					

Notes:
*CalGreen As an alternative to solar requirements above, it is recommended to default to CalGreen requirements for residential uses.

[1] Excludes required setback from roof edge for usable are

Building Types by Development Zone

In addition to the development and design standards for each zone, Table 4-10 identifies recommended building types within the different development zones.

There are different references that include specific architectural qualities defining each building type. Following an application submittal, the Planning and Building Director or designee shall make a determination whether the proposed building meets the building typology.

Development applications that incorporate the recommended building type and conform with all other applicable development and design standards qualify for ministerial (by-right) review. The exception shall be any project including a use of uses requiring a Conditional Use Permit (CUP). Proposed projects may utilize a building type identified as Not Recommended but will be subject to discretionary review by the Planning Commission.

Y: Recommended (Permitted By Right)
N: Not Recommended (Requires Discretionary Approval)
G: Recommended for Ground-floor of Mixed-Use Building
-: Not Allowed

Table 4-10: Building Types

	TR	MU-TC	FD	NI	QP	PO
1. Attached House (Townhome)	N	N	Y	N	Y	-
2. Detached Multi-unit (Duplex to Fourplex)	Y	N	Y	N	Y	-
3. Bungalow Court	Y	N	Y	N	Y	-
4. Stacked Flats	Y	N	Y	N	Y	-
5. Accessory Dwelling Unit (ADU)				N	Refer to Chapter 17.104 (ADUs)	-
6. Live/Work	Y	N	Y	Y	Y	-
7. Garden Apartment	Y	N	Y	N	Y	-
8. Commercial/Apartment Block	Y	Y	Y	Y	N	-
9. Wrap Building: Structure where units surround a parking garage.	Y	Y	Y	Y	N	-
10. Loft	Y	Y	Y	Y	N	-
11. Podium	Y	Y	Y	Y	N	-
12. Office	N	Y	Y	Y	N	-
13. Flex/Showroom	N	Y	Y	Y	N	-
14. Market Hall/Arcade	G	G	Y	Y	N	-
15. Greenhouse	N	N	Y	Y	Y	-
16. Kiosk/Shipping Container	Y	Y	Y	Y	Y	Y
17. Parking Structure (Stand Alone)	N	N	Y	Y	N	-
18. Parking Structure (Mixed-Use)	Y	Y	Y	Y	N	-

Building Types Examples

Development Snapshot: Do's and Don'ts

The following is a high-level overview of select design standard and guideline topics throughout the Specific Plan Area, which provide an introduction to the intent of design. Developers, designers, and applicants will need to reference the following in order to ensure compliance with all required development standards and intended design guidelines:

- Clearwater Specific Plan development standards per zone (buildings, parking, bicycle parking, open space, and sustainability)
- Clearwater Specific Plan design guidelines per zone
- Paramount Municipal Code Title 17 (Zoning)
- City of Paramount Commercial Design Guidelines, Chapter 5 - Private Realm: Building Design

Allowed

High-quality, decorative fencing and/or architectural walls such as wrought iron, stainless steel, perforated panels, or breeze blocks

Unit/tenant trash receptacles located indoors, within structured parking, or within separated trash enclosures

Prohibited

Chain link fences, barbed razor wire, and similar fencing and walls

Unit/tenant trash receptacles not located in designated, enclosed areas

Allowed

Organic waste and three-stream waste containers

Prohibited

Single waste receptacles, except when recycling is separated from landfill trash after collection

Walls articulated with windows, openings, architectural features, murals, and other elements

Blank walls

Encouraged

Frequent open spaces that are publicly accessible and contribute to a vibrant public realm

Discouraged

Fewer, larger, and open spaces that are interior facing towards developments and are oriented for private use

EXAMPLE DEVELOPMENT RENDERINGS

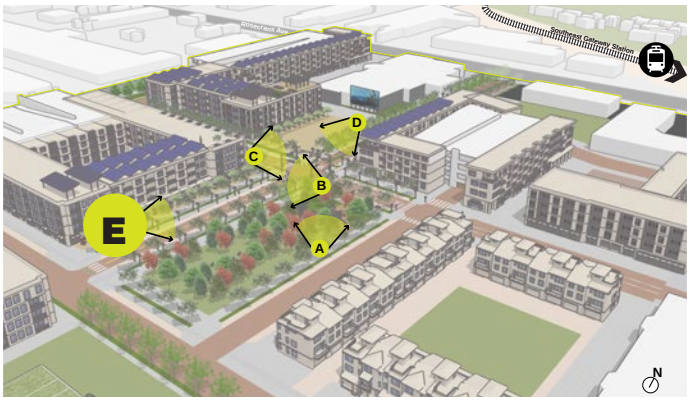


Figure 4-1: Concept Rendering E

Building setback to provide outdoor seating associated with adjacent ground-floor uses

Shade provided to outdoor seating areas through landscape and furniture

Wide parkway area providing shade trees and pedestrian-scale lighting

Upper story outdoor dining and/or terrace area

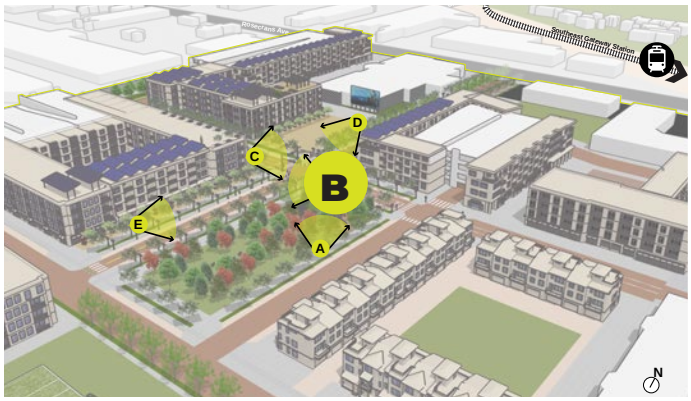
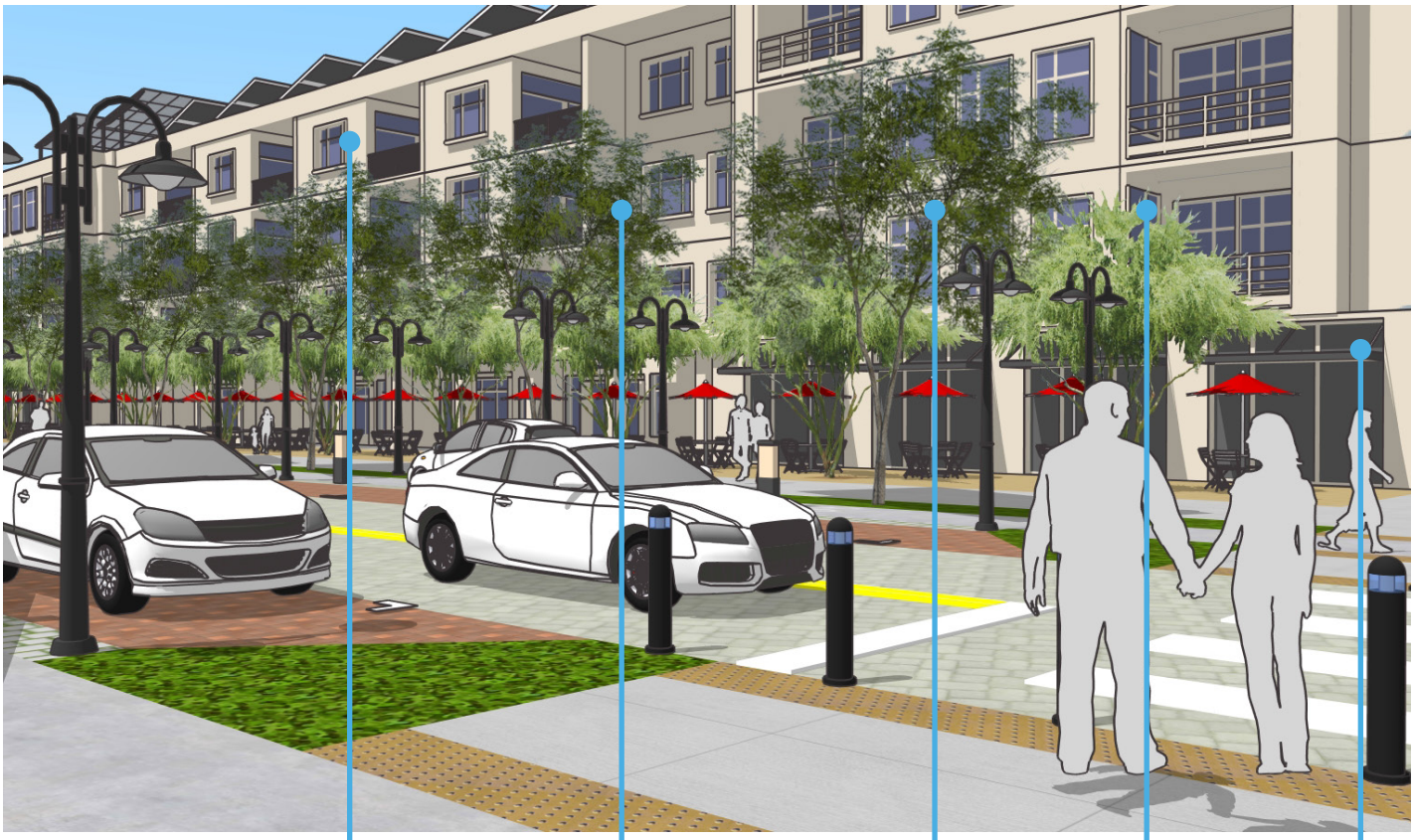


Figure 4-2: Concept Rendering B



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5 Public Realm: Streets & Open Space

PUBLIC REALM DESIGN GUIDELINES

This Chapter provides design requirements and guidelines related to open space and multimodal circulation in the Specific Plan Area.

As a majority of the land within the Specific Plan Area is privately owned, with limited public street network, many specifics of the public realm enhancements will be determined through the building of individual projects that will have their own circulation and open space. As such, a key feature of this Chapter is the presentation of Mobility and Open Space Concepts using the requirements defined in Chapter 4. This Chapter demonstrates how mobility and open space spaces should be developed to create a connected network of spaces.

Inside this Chapter

Mobility Plan

The Mobility Plan provides a set of new street typologies, minimum/maximum design requirements, and design guidelines to facilitate creation of a pedestrian-oriented, walkable district. The street typologies prioritize walking while still accommodating vehicle trips. The street typologies promote a tranquil, tree-lined character that supports the retail, restaurant, and entertainment uses in neighborhood centers.

This Mobility Plan provides a concept for how street typologies could be applied within the Specific Plan Area based on a concept development according to the maximum development standards described in Chapter 4. The overall goal and approach, shown in Figure 5-1, is to create a traditional, walkable urban block pattern that promotes walking from, to, and within the Specific Plan Area.

This Specific Plan does not provide specific design on connection to the planned Southeast Gateway Line Station. However, future designs for the station and station area should follow the same design guidelines and approaches that prioritize a pedestrian-oriented district.

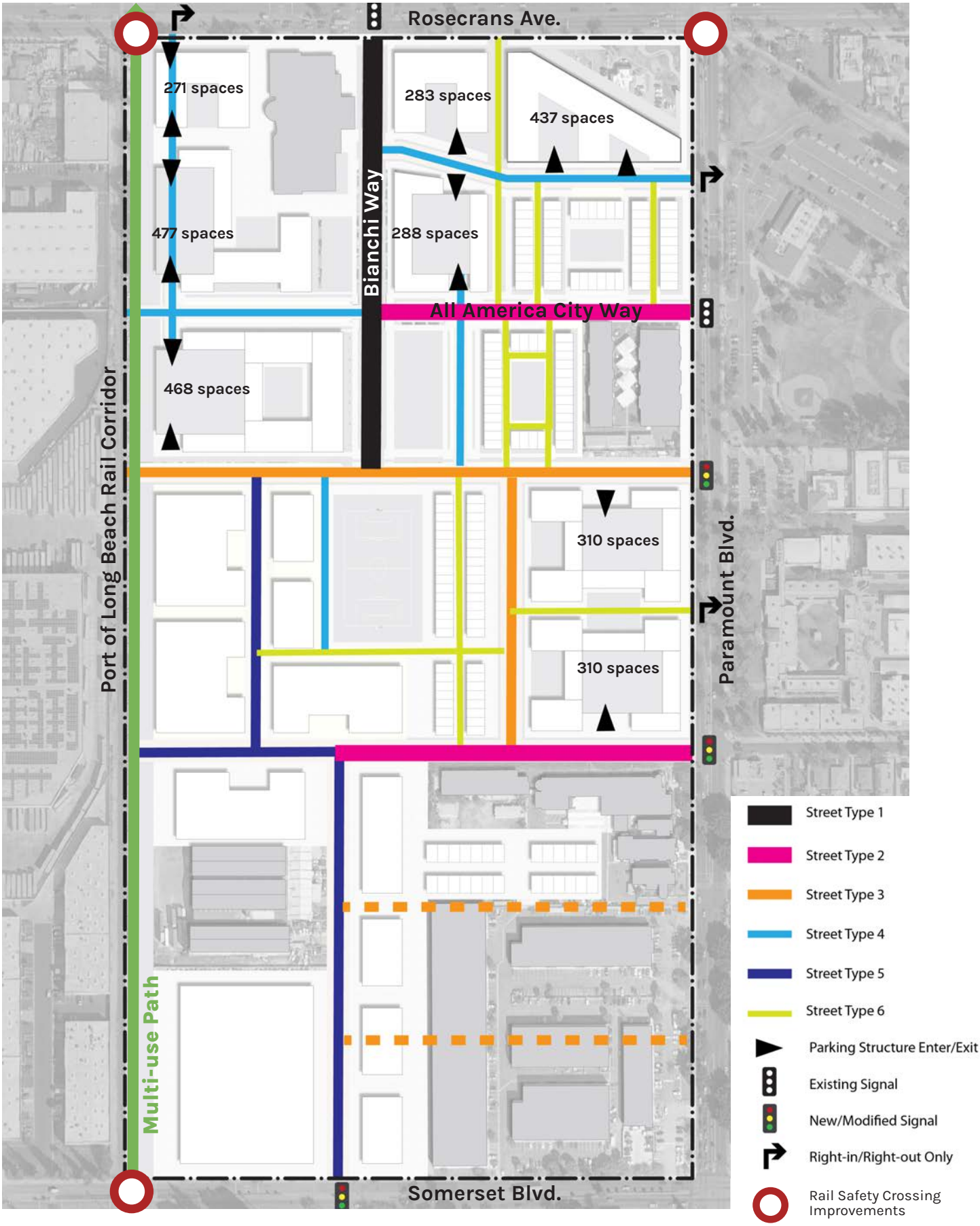
It is not anticipated that the right-of-way design of Rosecrans Avenue, Paramount Boulevard, and Somerset Boulevard will change through direction of this Specific Plan. Anticipated changes include updated signals and timing, updated crosswalk design and alignment, traffic calming measures like curb extensions, and similar minor modifications on a project-by-project basis.

Some general considerations:

- New streets are envisioned to align as much as possible with existing surrounding streets.
- A multi-use path is proposed along the western edge of the Specific Plan Area along the Union Pacific Rail corridor, which will buffer land uses from the rail corridor and can provide a connection between the Specific Plan Area and the Paramount-Bellflower Bikeway along the Southeast Gateway Line.

Examples of desired street typologies that are pedestrian oriented

Figure 5-1: Mobility Plan Concept

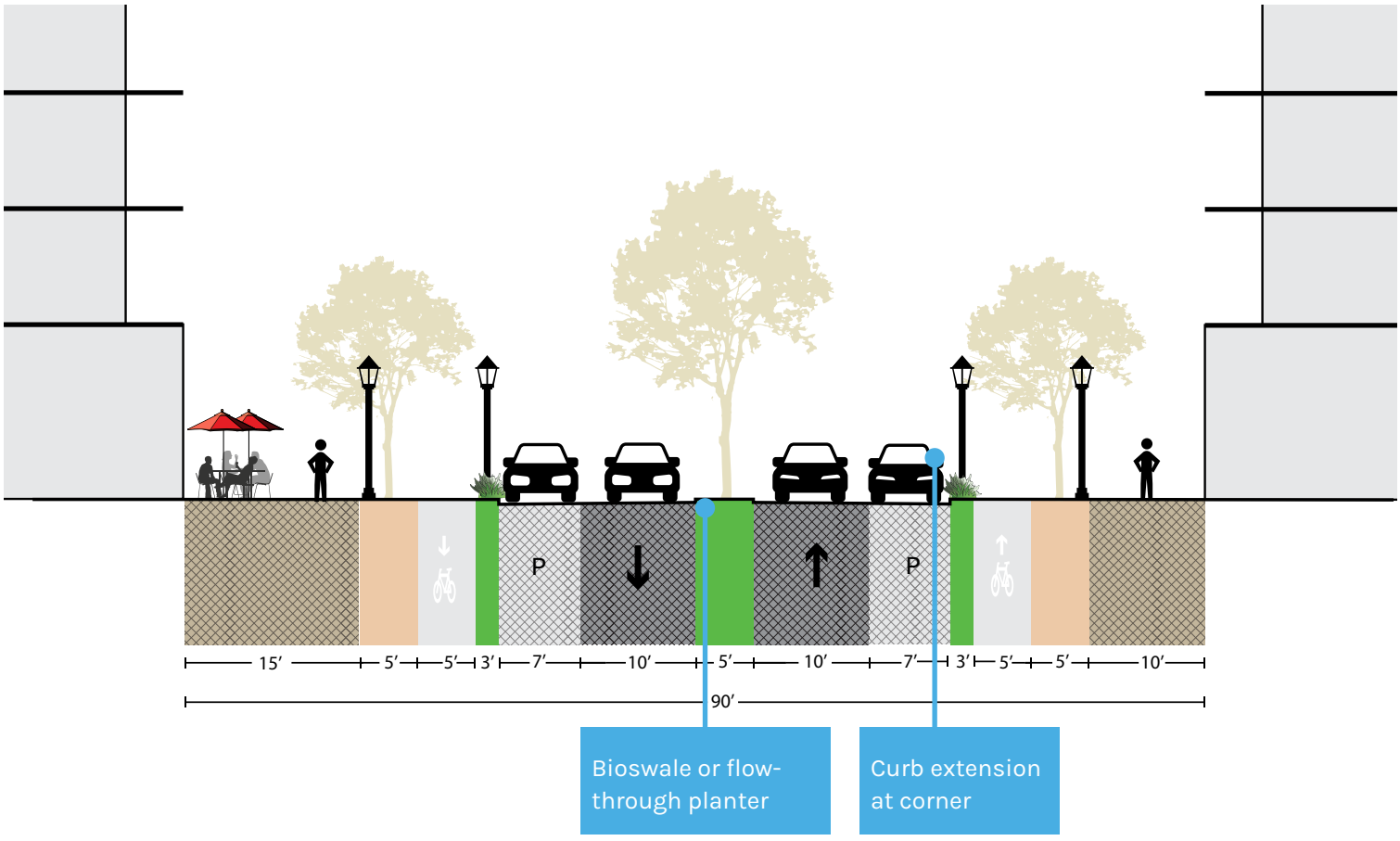


STREET TYPE 1: +/-90' RIGHT-OF-WAY

This street type is envisioned as the updated design condition for Bianchi Way, which will provide primary multimodal access from Rosecrans Avenue and the future Southeast Gateway Line station. This would preserve the existing center median and provide a unique street typology that creates a gateway entrance to the Specific Plan Area. This street typology is envisioned as the most symmetrical and formal street section design.

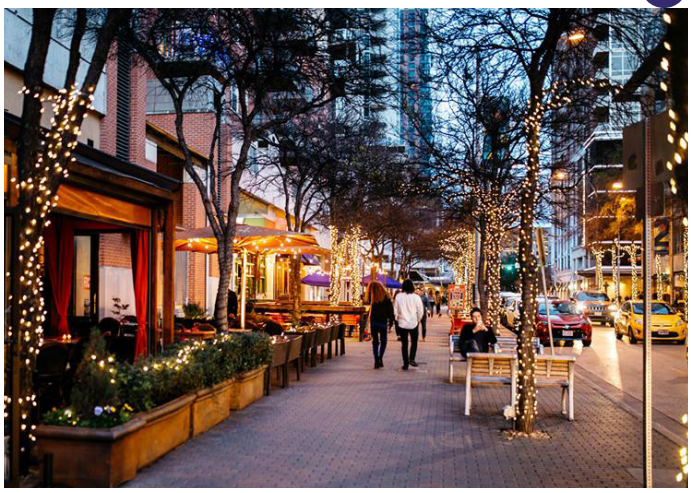
Variations

- At intersections, to create left-turn lane, the center median can be expanded, remove on-street parking lane(s), and/or create sidewalk curb extension.
- Parking lane can be removed for wider sidewalks and/or double row of street trees on one side.
- Center median can be elevated with curb, at-grade, or depressed from vehicle travel lane.



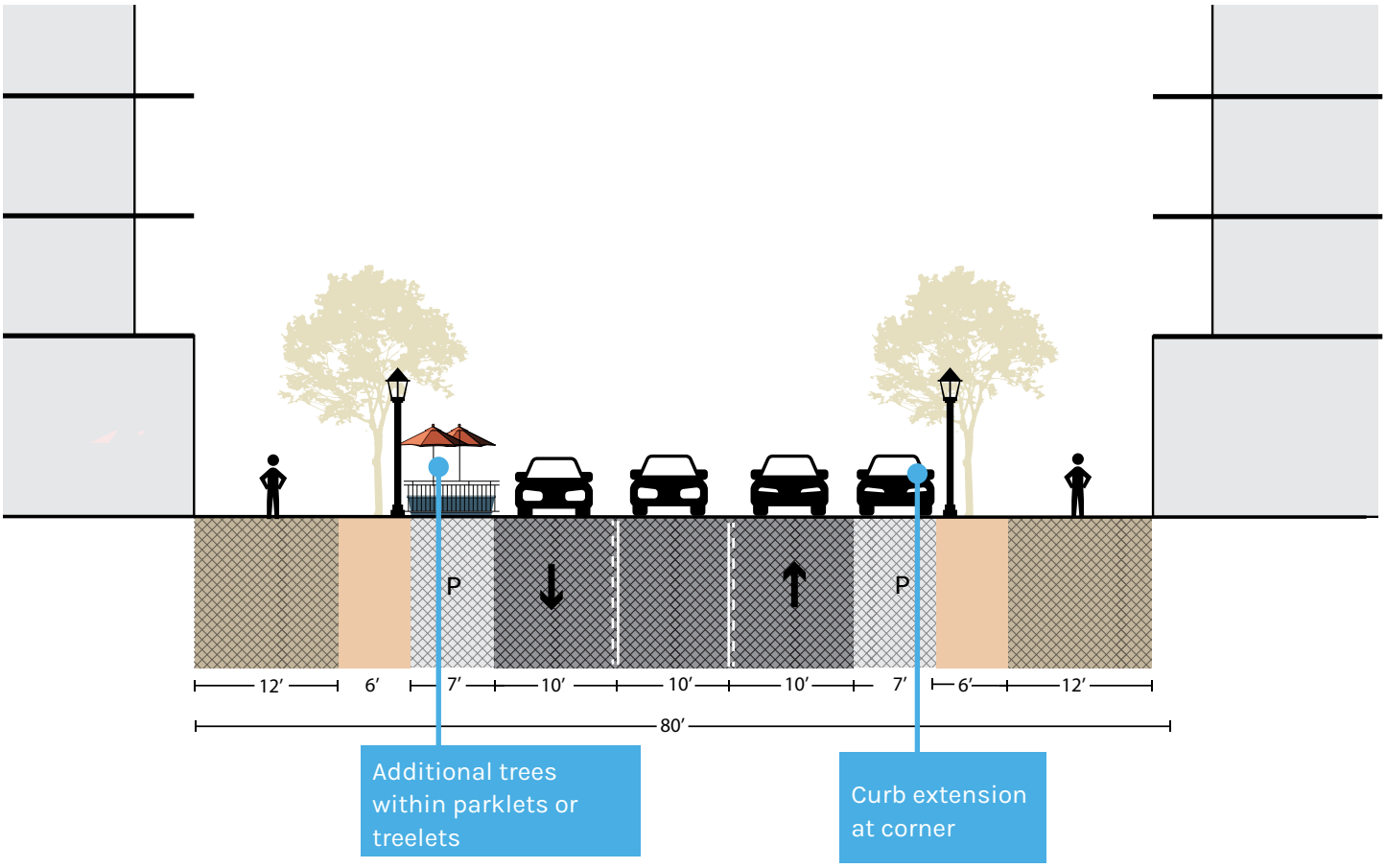
STREET TYPE 2: +/-80' RIGHT-OF-WAY

Street Type 2 will accommodate primary vehicle entrances into the Specific Plan Area but will prioritize pedestrian-oriented streets. This street type is anticipated to be used to provide access at multiple points to the Specific Plan Area from Paramount Boulevard and introduce the character of a walkable, mixed-use district.



Variations

- Parking lane can be removed for wider sidewalks and/or double row of street trees on one side.
- Center left-turn lane can be replaced with center landscaped median and/or pedestrian refuge island with multimodal amenities (e.g., bicycle parking).
- Center left-turn lane can be removed mid-block for wider sidewalks.
- Additional trees can be planted as treelets in parking lane to separate parking stalls and/or curbside management zones.

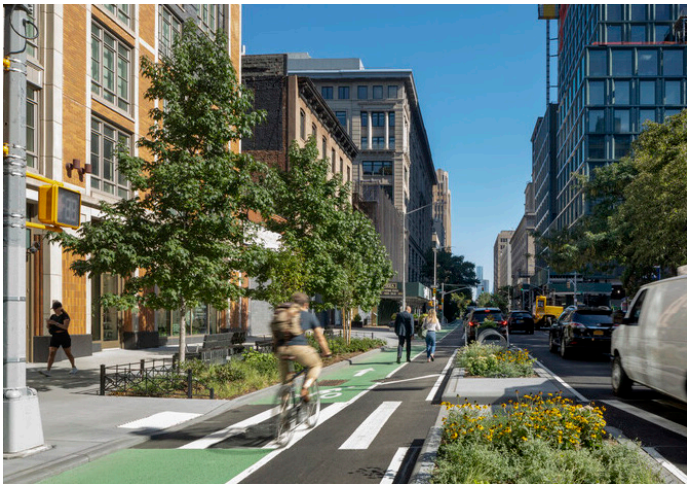


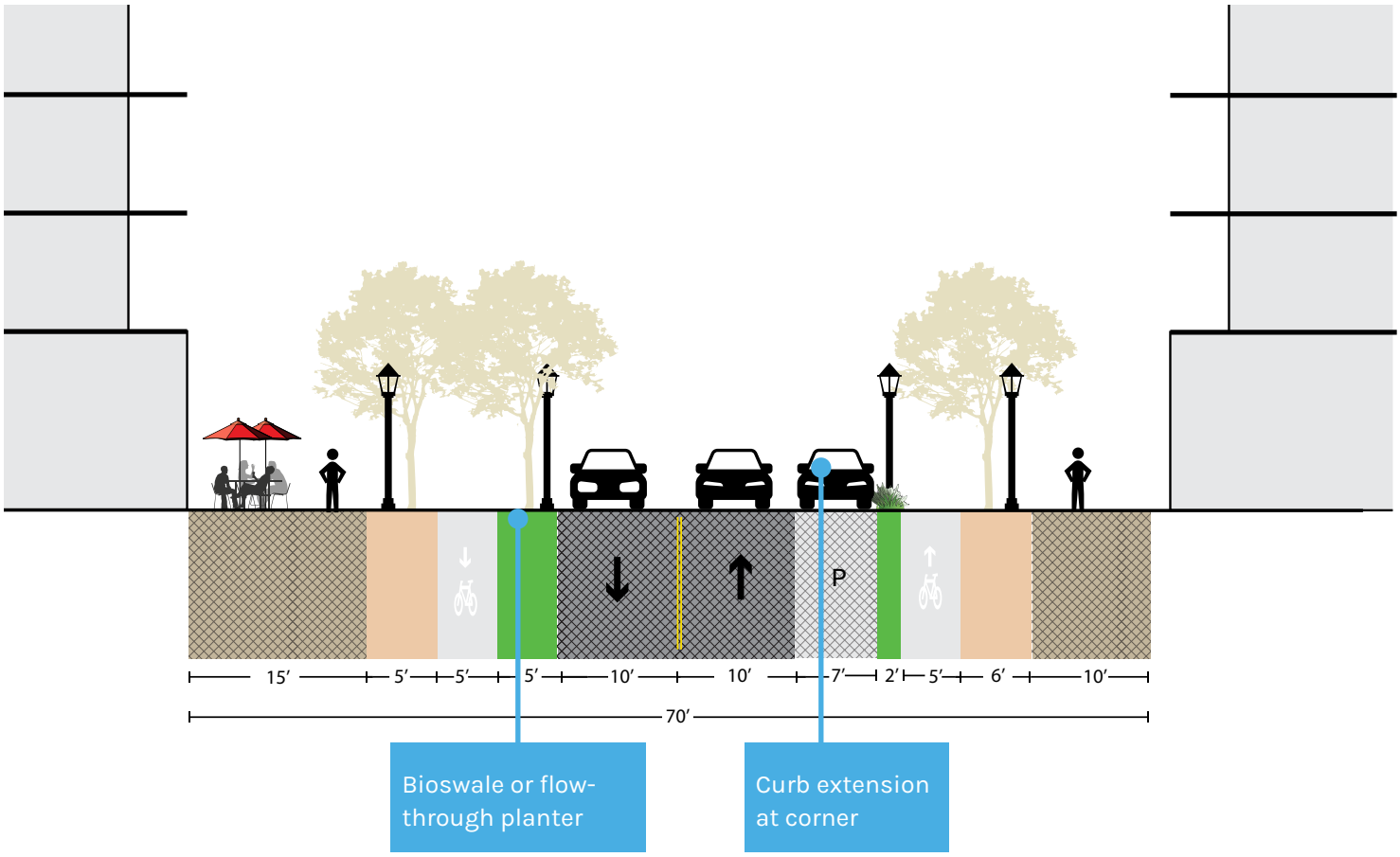
STREET TYPE 3: +/-70' RIGHT-OF-WAY

This street type represents the typical design condition for any street in the Specific Plan Area that includes a bicycle facility.

Variations

- Parking lane can be removed for wider sidewalks and/or double row of street trees on one side.
- Parking lane can alternate sides of the street; transition can be paired with traffic calming approaches like mid-block crossing, chicane (a curb design to narrow a portion of a roadway; see image to the right for example), or others.
- At intersections, travel lane can shift to parking lane location and former travel lane can become a left-turn lane.
- Additional trees can be planted as treelets in parking lane to separate parking stalls and/or curbside management zones.



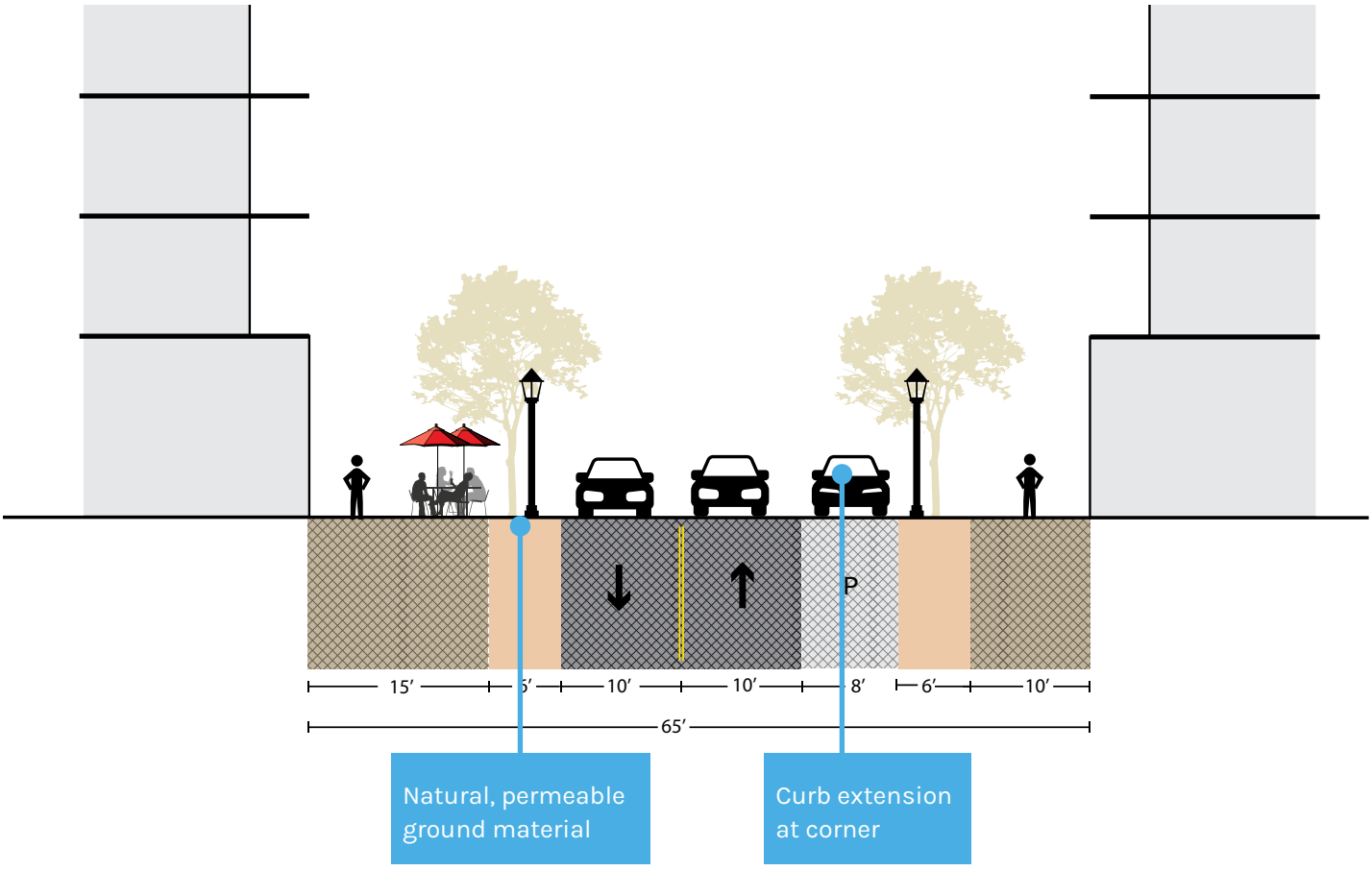


STREET TYPE 4: +/-60-65' RIGHT-OF-WAY

This street type represents the typical design condition for any street in the Specific Plan Area without a bicycle facility.

Variations

- Parking lane can be removed for wider sidewalks and/or double row of street trees on one side.
- Parking lane can alternate sides of the street; transition can be paired with traffic calming approaches like mid-block crossing, chicane (a curb design to narrow a portion of a roadway; see image on previous page for example), or others.
- At intersections, travel lane can shift to parking lane location and former travel lane can become a left-turn lane.
- Additional trees can be planted as treelets in parking lane to separate parking stalls and/or curbside management zones.

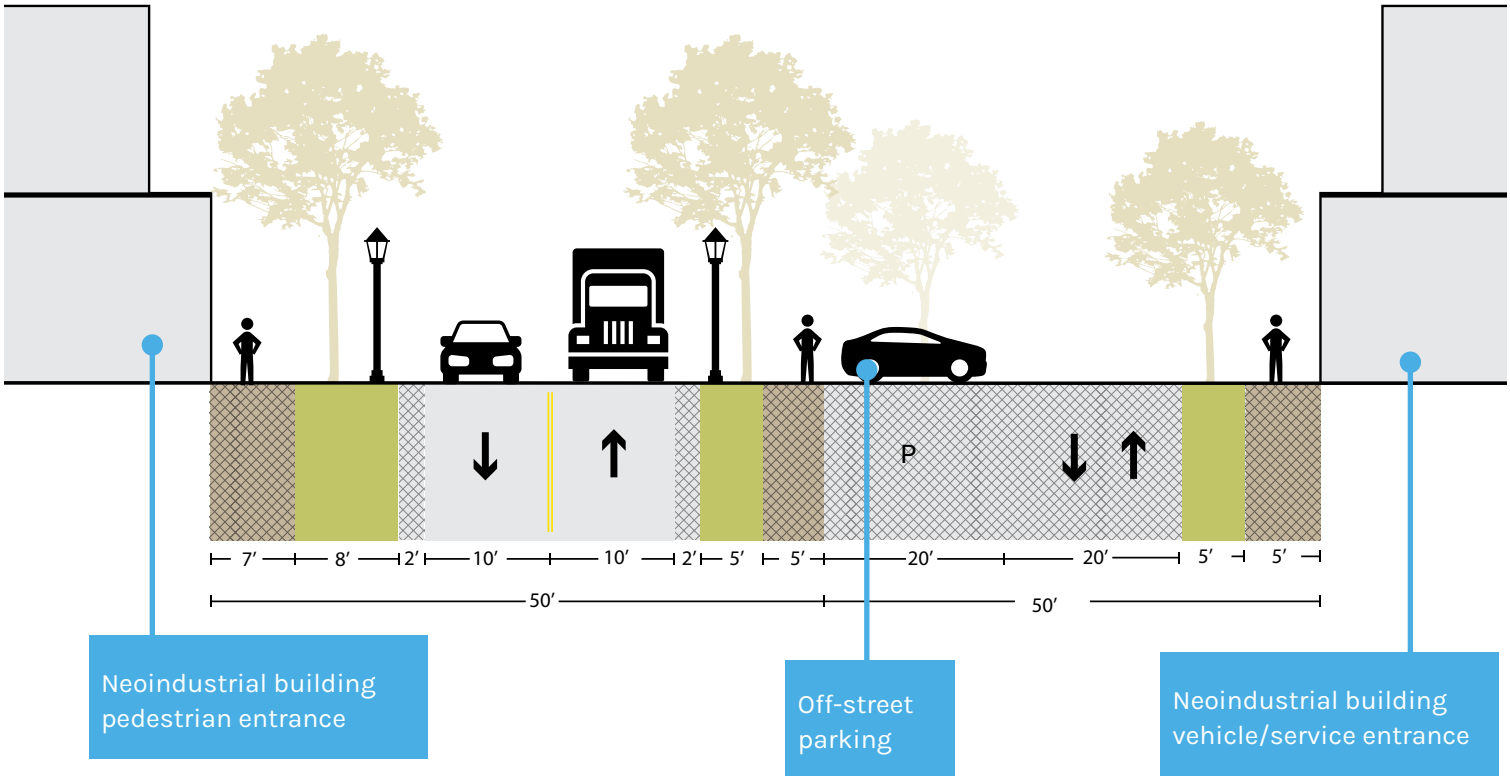


STREET TYPE 5: NEOINDUSTRIAL ACCESS STREET

Street Type 5 will provide access to neoindustrial facilities that require delivery and service vehicles. This would serve as the primary access point from Somerset Boulevard into the neoindustrial uses at the south and western edges of the Specific Plan Area.

Variations

- Off-street parking can be provided along the street or on the backside of neoindustrial buildings.



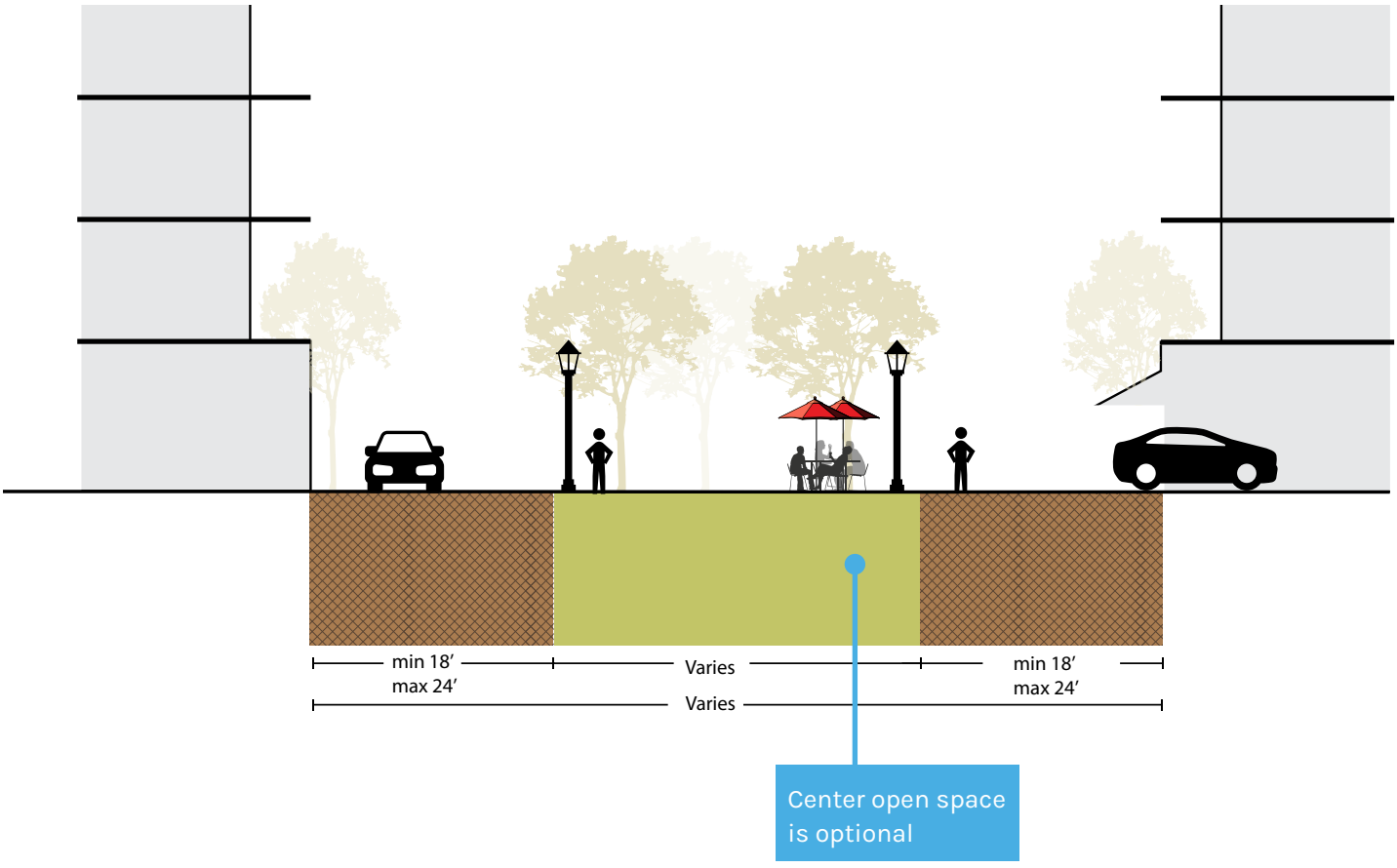
STREET TYPE 6: SHARED STREET

This street type is used for access to ground level residential or live/work units. This typically follows the shared driveway (alley) for townhome and small-lot subdivision typologies.

The diagram shown below shows resident common space within the interior of a townhome development. This condition is allowed, along with the typical condition of having one shared driveway (i.e., alley) between rows of townhomes.

Variations

- Interior space open space can be included or not.
- Location of plantings and stormwater approach will vary.



RIGHT-OF-WAY DESIGN STANDARDS & REQUIREMENTS

Motor Vehicle Area

- Maximum vehicle speed within the Specific Plan Area is 15 miles per hour (MPH).
- All vehicle travel and parking lanes shall be a pervious design such as cobblestones, permeable paver, or similar.
- Travel/Turn Lanes - 10 feet maximum width
- Travel/Turn Lanes (for 3-axle vehicles - Street Type 5 only) - maximum 12 feet width
- Maximum number of travel lanes = 2
- Maximum number of left turn lanes = 1
- Right-turn pockets prohibited; right-in, right-out design condition allowed
- Corner turn radius (excluding Street Type 5) - maximum 15 feet radius
- Curb extensions required within 20 feet of all intersections

Bicycle/Active Transportation Area

All bicycle lanes shall be made of a smooth surface such as concrete.

Landscape

- Parkways - minimum 5 feet wide
- Tree wells - minimum 36 square feet

Lighting

- Maximum height of light fixtures = 12 feet
- All lighting shall be LED.

RIGHT-OF-WAY DESIGN GUIDELINES & VARIATIONS

- The priority for Street Types 2 through 6 is a curbless street design.
- Outdoor dining areas (i.e., temporary or permanent parklets) can replace on-street parking area; minimum of one car length (20 feet).

RAIL CROSSING SAFETY AND MOBILITY ENHANCEMENTS

New development within the Specific Plan Area will increase vehicular, pedestrian, and bicycle activity near the Southeast Gateway Line station and adjacent freight rail lines operated by Union Pacific Railroad and BNSF Railway. To maintain safe and efficient operations, mobility improvements will focus on enhancing rail crossing safety and adjacent intersection performance through coordinated signalization, traffic signal interconnection, railroad preemption, and signal timing coordination. These improvements will be implemented as development occurs and refined through project-level traffic and rail crossing analysis, in coordination with the City, rail operators, and the California Public Utilities Commission, to prevent vehicle queuing across tracks and minimize conflicts between trains, vehicles, pedestrians, and bicyclists.

SIDEWALK ZONE REQUIREMENTS & AMENITIES

Zone Area	Parking and Amenity Zone	Furnishing and Parkway Zone	Pedestrian Through Zone	Frontage Zone	Total
	Maximum 8’ width	Minimum 7’ width	Minimum 5’ width	Minimum 3’ width	Minimum 15’ width

Parking and Amenity Zone

- For curb street design, pedestrian areas in this zone shall be at the same height as the sidewalk.
- For curbless street design, pedestrian areas shall be different ground materials, paving pattern, and/or color of pavers for different intended uses.
- If, curb is utilized, rolled-curb is recommended.

Furnishing and Parkway Zone

- Trees maximum of 30 foot spacing on-center, except when specified
- Outdoor dining seating prohibited
- Ground material should be permeable paving typology and can be less smooth

Pedestrian Through Zone

- Bicycle and other active transportation parking prohibited
- Outdoor seating prohibited
- Recommend to be permeable pavement typology that provides a smooth surface

Frontage Zone

- Bicycle and other active transportation parking prohibited
- Storefront signage, retail merchandise, and outdoor dining is allowed and encouraged

MATERIALS

The diagram below shows a typical street intersection within the Specific Plan Area. This can be applicable for the intersection of two curbless streets, or for a curbless and curb street intersection. The numbers on the diagram correspond to Table 5-1.

Following an application submittal, the Planning and Building Director or designee shall make a determination whether the proposed materials are permitted or prohibited, or if a material that is not listed would be allowed or prohibited.

If a project proposes a material that is prohibited or determined to be not an allowed material, the project will require discretionary approval from the Planning Commission.

MATERIALS FOR RIGHT OF WAY (ROW) AREAS

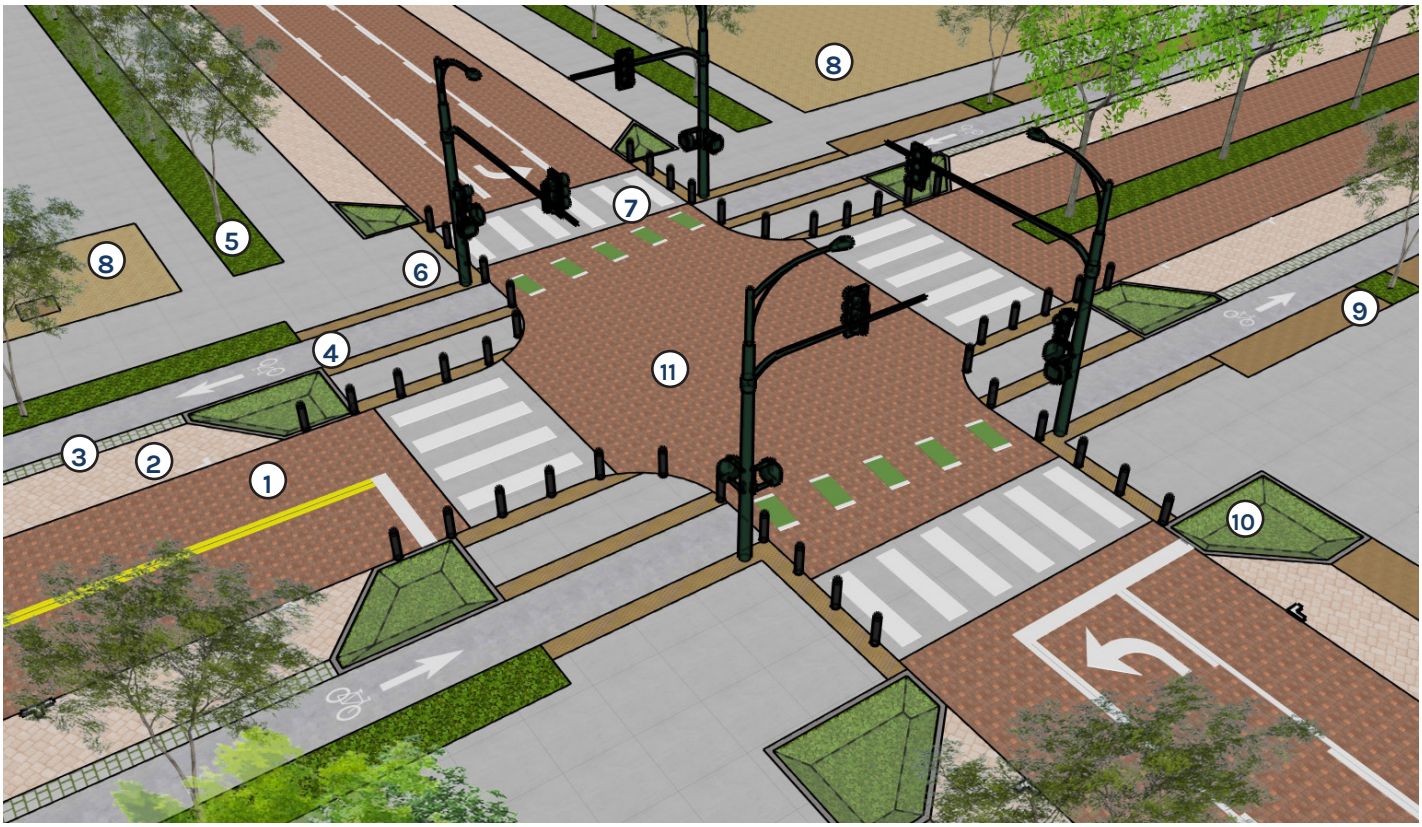


Table 5-1: Materials for Right-of-way Areas

ID	Description	Allowed Materials and Design	Prohibited Materials
1	Vehicle travel lanes	• Cobblestone • Permeable paving	Asphalt
2	Vehicle on-street parking	• Cobblestone • Permeable paving • Shall have a different paving pattern, paving material, and/or paving color than vehicle travel lanes	Asphalt
3	Vehicle bike/pedestrian buffer - small	• Decomposed granite • Permeable paving • Can include groundcover plantings that are less than six inches in height	Asphalt
4	Bicycle facility	• Concrete • Permeable concrete	Asphalt
5	Landscape parkway	• Mulch • Decomposed granite (maximum 15% of parkway area) • Vegetation groundcover • Should be a consistent material along entire length	
6	Sidewalk	• Concrete • Permeable concrete • Permeable pavers (minimum 2'x2') • Tactile strips	Asphalt
7	Pedestrian and bicycle street crossing	• Concrete • Permeable concrete • Shall include high-visibility crosswalk markings and/or bicycle conflict zone markings	Asphalt
8	Publicly accessible open space (plaza, cafe, etc.)	• Permeable paving • Decomposed granite	• Asphalt • Artificial turf • Natural turf
9	Landscape parkway - adjacent to travel and/or parking lane	• Mulch • Decomposed granite • Vegetation groundcover • Materials should be different for tree well area and circulation/amenity areas	
10	Bioswale	• Vegetation groundcover • Landscape rocks	
11	Center intersection	• Cobblestone • Permeable paving • If not a curbless street design, the intersection should be raised and a different material from the street segment	Asphalt

EXAMPLE STREET & OPEN SPACE RENDERINGS

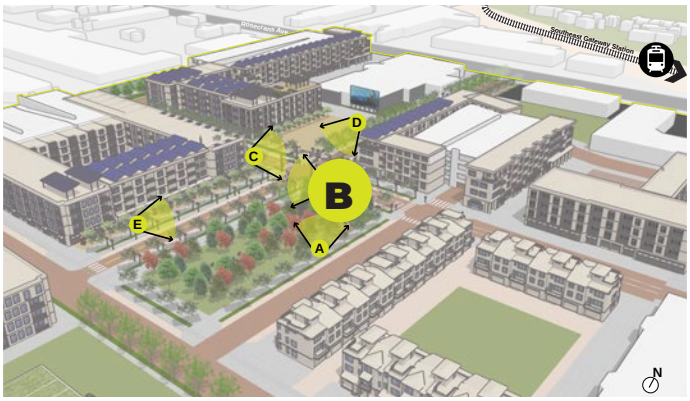
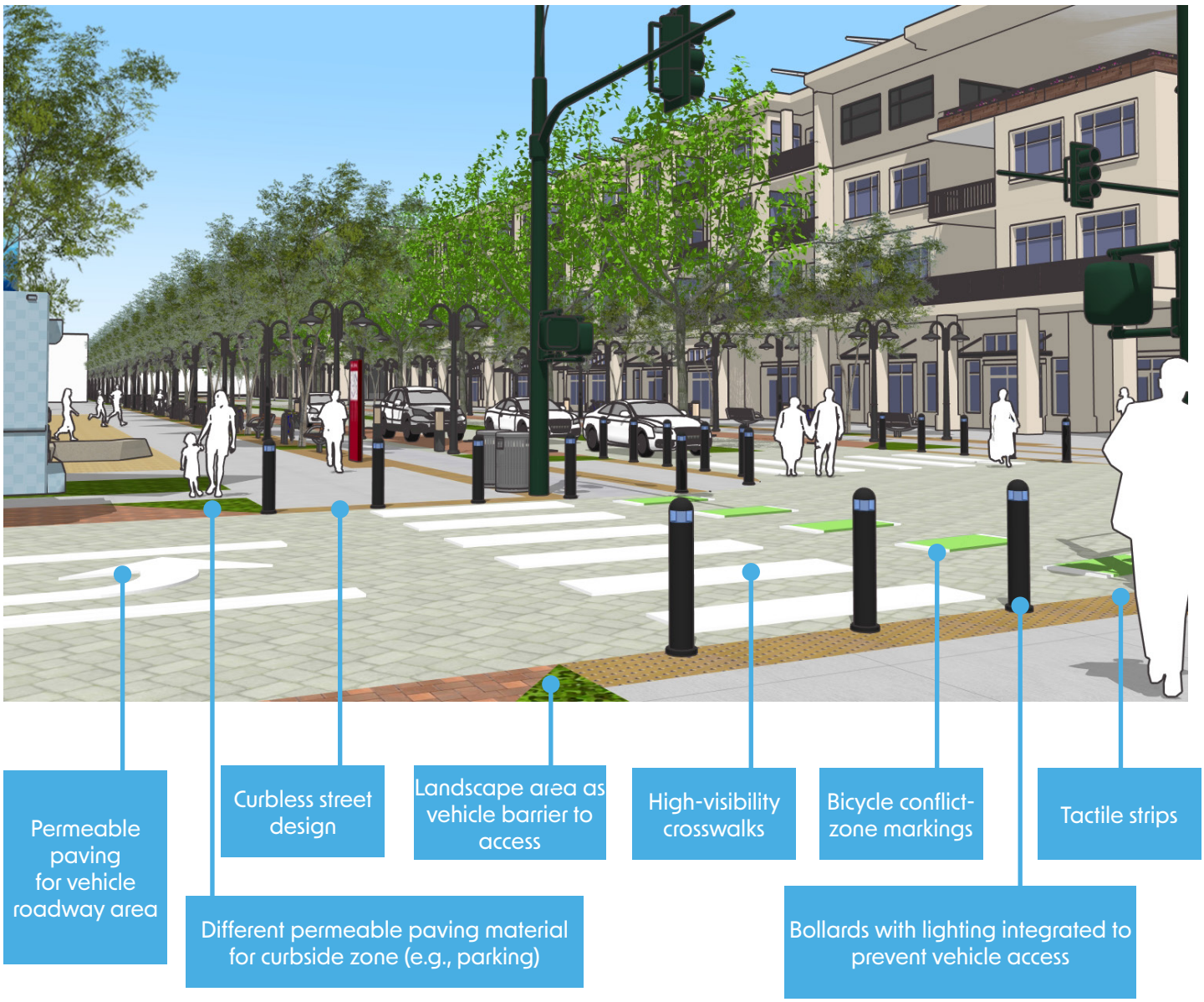


Figure 5-2: Concept Rendering B



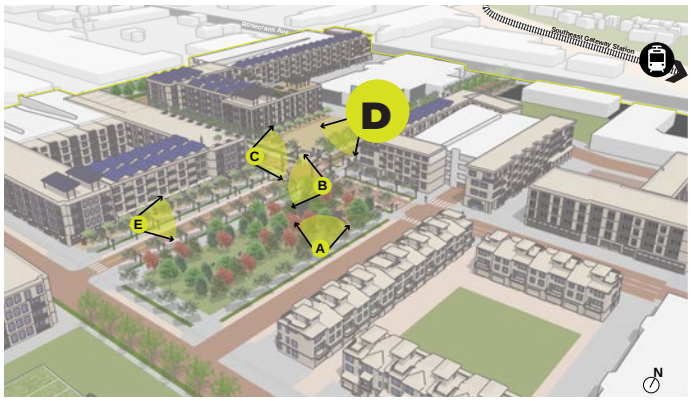
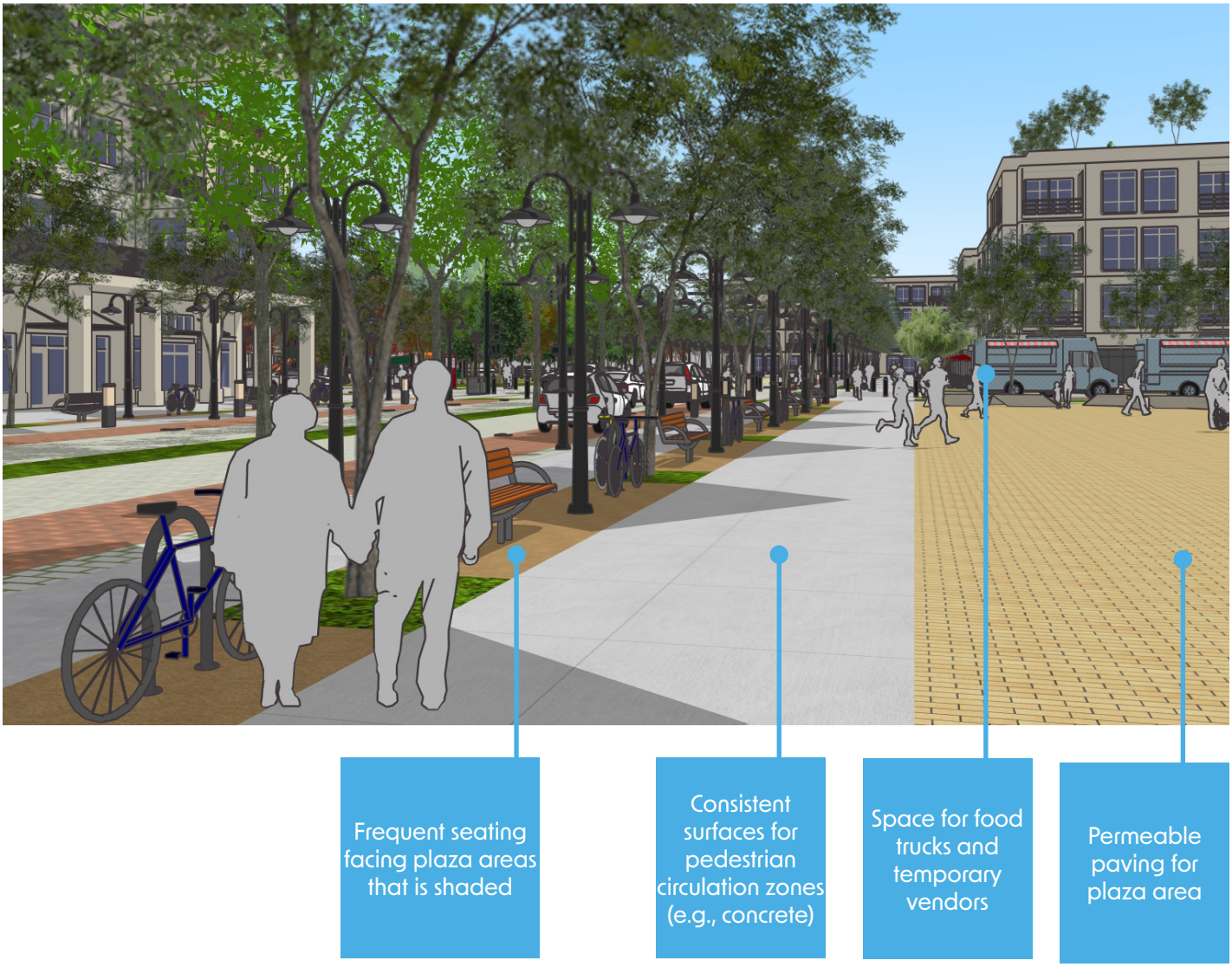


Figure 5-3: Concept Rendering D



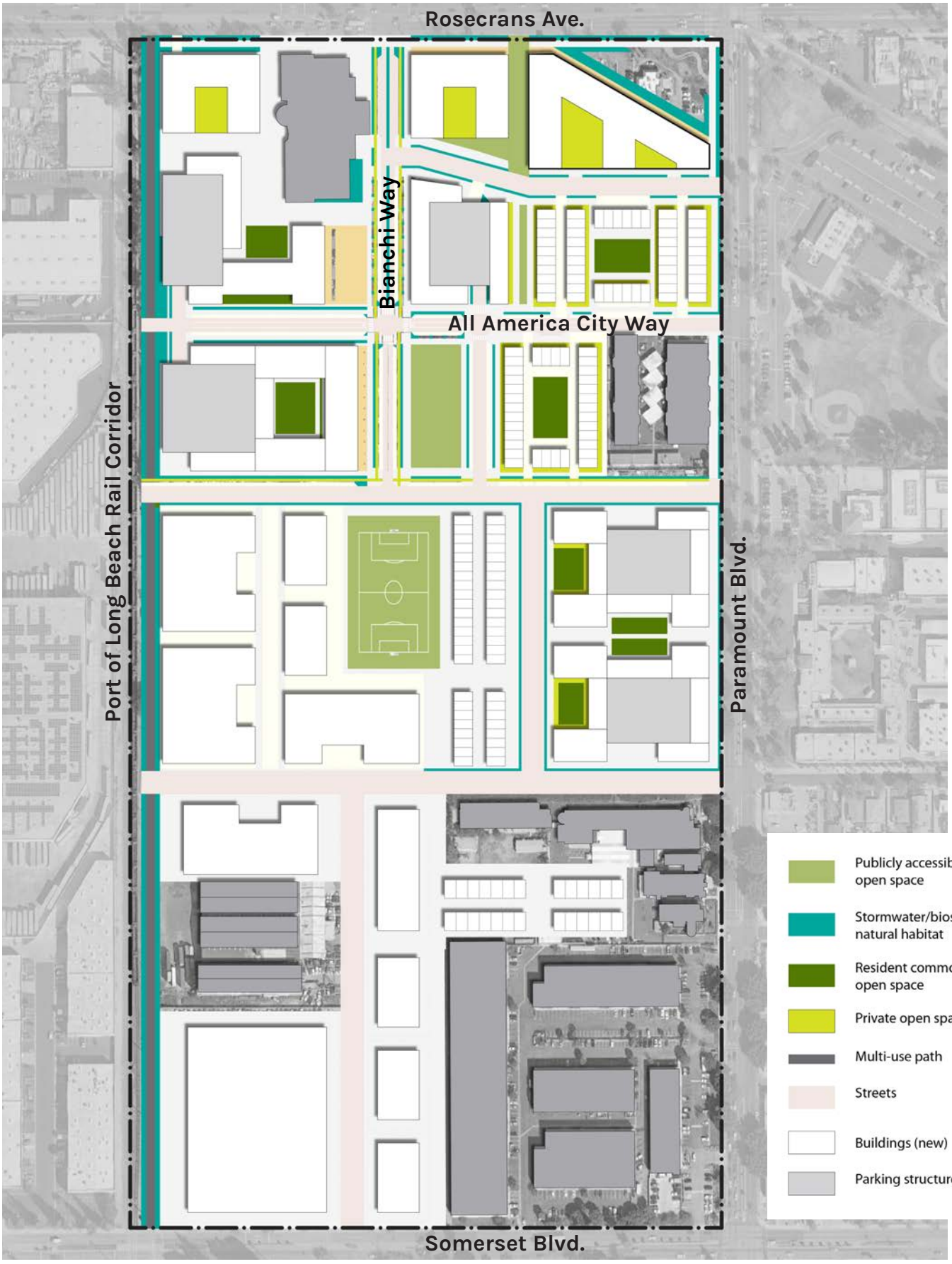
Open Space Plan

The Open Space Plan is based on the idea of creating a traditional, walkable urban fabric with a variety of publicly accessible open spaces through the phased development of privately owned land. The diagram below presents a visual of that approach where a range of open space typologies are connected through a tree-lined, active transportation network, which becomes the primary way in which residents move through and experience the neighborhood. The open spaces are intended to meet the daily, weekly, and periodic needs of residents and visitors, from the daily experience of smelling the roses to collecting fresh vegetables, to less common experiences of a team game or picnic. The Open Space Plan seeks to accomplish this in a few ways:

- Required open space contributions for all new development are described in Chapter 4 Development Standards. For the four categories of different open spaces that are required (i.e., Publicly accessible, resident common space, stormwater/ habitat space, and private space), the Open Space Plan provides some examples and design guidelines for the types of open spaces for those categories.
- Utilizing the design guidelines to update the designated open spaces along the Port of Long Beach Rail Corridor and underneath the Los Angeles Department of Water and Power electric lines.

As a majority of the land in the Specific Plan Area is privately owned and cannot be designated for public open space, the Open Space Plan provides a concept of open space (Figure 5-4). The Open Space Plan Concept provides the required square footage of the different open space categories based upon the maximum development envelope according to the development standards. The Concept Plan demonstrates how this required square footage relates to each conceptual development project, how open space is distributed throughout the Specific Plan Area, the size and program of different open spaces, and how the open spaces are integrated together and with the street network.

Figure 5-4: Open Space Plan Concept



PRIVATE OPEN SPACE

Private open spaces are envisioned to be frequent and accessible to every residential unit, but small in size. They provide a way to bring the outdoors into the home, which can promotes healthy lifestyles and positive well being.

Private open spaces are intended to be accomplished in three primary ways: ground level spaces that are exterior facing, ground level or podium spaces that are interior facing, and balconies.

Ground-level residential units that are exterior facing refers to facing a street or pedestrian paseo. This condition would be applicable for townhome, live/work, and ground level apartments in wrap building, garden, or similar building typologies. The front yard or patio space traditionally associated with townhomes (e.g., Brooklyn brownstones) still represents the best implementation of this type of private open space. In some cases, townhomes or live/work units that include all levels can replace ground-level private open space with the rooftop.

Ground- or podium-level units that are interior facing refers to facing an interior courtyard that may or may not be entirely enclosed by apartments. This condition is applicable to townhomes, live/work, garden, wrap building, and podium building typologies. In these cases, typically resident common space is located adjacent to the private space for individual units. The separation between these spaces can vary from a full-size privacy screen, a waist-high fence, or through different ground materials with no fencing.

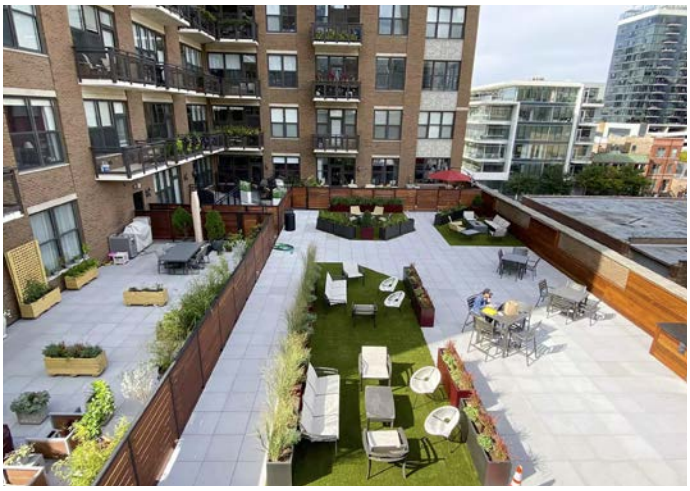
Upper-floor units that are not fronting a podium level will achieve their private open space requirement through balconies and/or terraces through building stepbacks at upper levels. In some cases, top level apartments and townhomes could achieve their private open space requirement through dedicated rooftop spaces.

Ground level Exterior Facing Yards

Slightly depressed hardscape patio in fenced-in area as a private front yards space for a traditional attached rowhouse

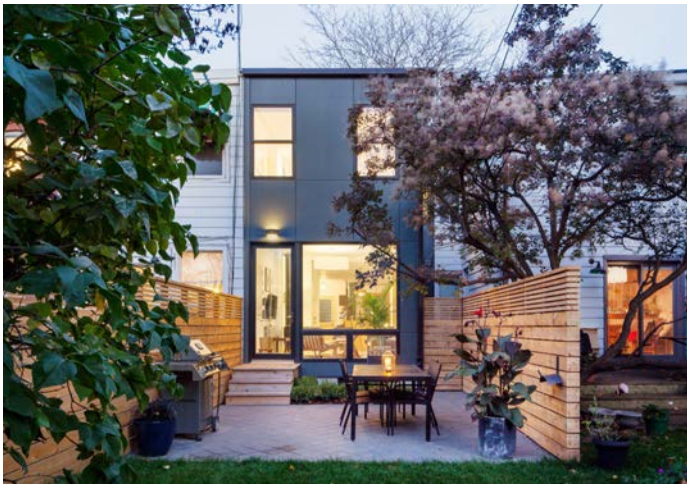
A small decorative landscaped front yard space for a modern townhome with the front entrance at the ground level

Ground-/Podium-level Interior Facing Yards



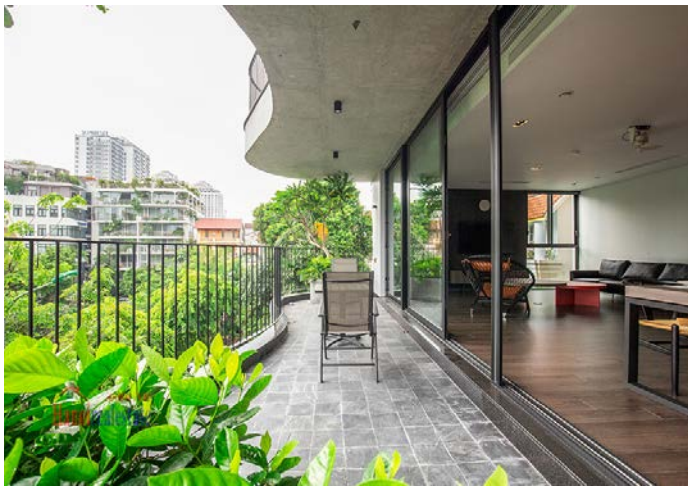
Private patio space attached to each interior-facing unit on the podium level separated by a fence from a common patio space

A private patio space associated with an individual unit in an interior courtyard, but does not have any physical separation



A semi-enclosed private patio space for an attached house that opens to a shared yard/garden space among residents

Balconies and Rooftops



A large, curving balcony creates a seamless indoor-outdoor environment for a unit.

A balcony set within the envelope of the building creates an outdoor space with a greater sense of privacy and ability as an outdoor room.

COMMON OPEN SPACE

Resident common open spaces (common space) are indoor and outdoor amenities, facilities, and other spaces shared among all residents of a building or multi-building development. Typical examples are a lobby seating area, workout room, and pool deck. The general approach is to promote a traditional neighborhood fabric, which means providing publicly accessible open space, streets, and sidewalks and limiting the visibility of exclusive spaces. However, resident common spaces provide many valuable benefits to residents and districts as a whole and are envisioned to be incorporated in multiple ways.

Resident common spaces such as courtyards can be created at the ground level based on building setback and other design features. If these spaces are exterior facing, i.e., facing a street or pedestrian paseo, they can be made to be accessible only to residents, but they should meet a few criteria. They should be a forecourt to a common building entrance and provide visibility through the common space to the building entrance. They should emphasize stormwater/habitat landscape areas or passive uses such as common seating, fire pits, and community gardens; they should not promote luxury amenities such as pools or specialized facilities. Exterior-facing courtyards that are limited to resident common spaces should be limited to one per building.

Interior facing resident common spaces can occur on the ground or podium levels. These spaces are envisioned to be utilized more frequently than exterior facing common spaces. Additionally, interior facing ground- and podium-level common spaces can accommodate the full range of open space programs from tranquil gardens to active recreation facilities.

Given the desire to create ground-level publicly accessible open space to address the low open space per 1,000 residents citywide, the largest percentage of resident common space should be interior space or located on the podium and/or roof levels. Similar to the interior-facing common spaces, resident common spaces at these locations can accommodate any open space typology or program.

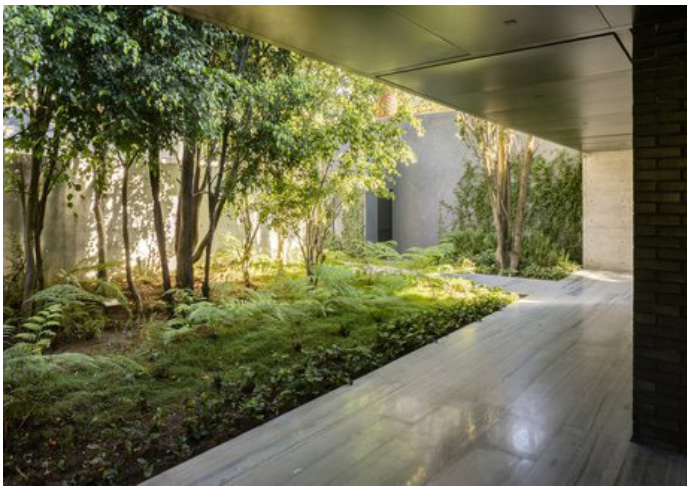
Resident common open space can be replaced as publicly accessible open space (above minimum required public open space) at a ratio that every required 1.0 SF common space = 0.8 SF of publicly accessible open space

Exterior Facing Ground level Courtyards

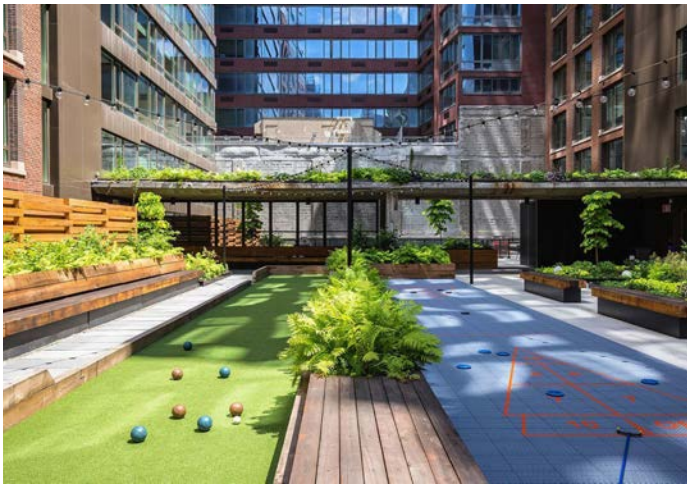
Raised planting beds become a community garden that can be within an interior courtyard or a building forecourt area

Common open area, seating, and fire pit fronting a common indoor amenity room (that can also count towards common open space requirement)

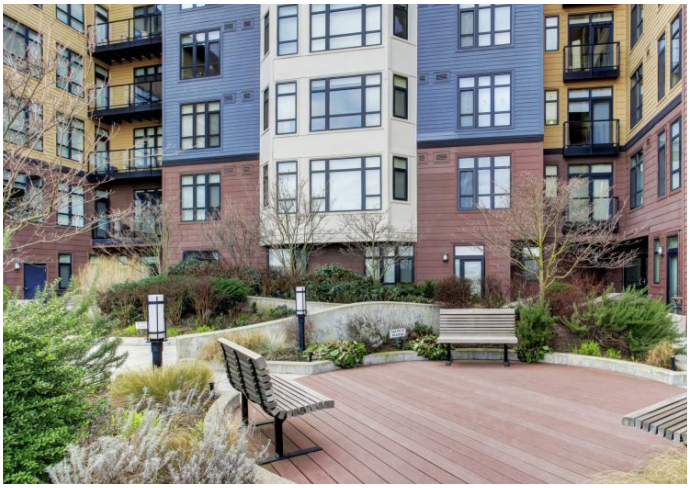
Interior Facing Courtyards and Podium Level



A nature garden provides a tranquil environment adjacent to an interior walkway or indoor amenity space.



Light active recreation facilities like bocce ball and shuffleboard on the podium level of an interior courtyard



Combining interior circulation, seating, and habitat landscaping within an interior courtyard

Podium and Rooftop

A typical Southern California amenity deck on the roof or podium level

Shaded (by solar panels) dining area, outdoor kitchen, and community garden area on the roof

Active recreation facilities and appropriate screening on the roof also applicable for indoor and/or podium levels

STORMWATER/HABITAT

While dedicated stormwater and habitat open spaces are required for each development, how they are designed and where they are located is flexible. They can be integrated with buildings or can appear to be unassociated with buildings. They can be associated with other open spaces such as a rain garden within a resident common space courtyard, or they can be stand-alone elements.

The most common example for stormwater and habitat space in the built environment is planting areas along streets, which can occur as bioswales, flow-through planters, and other best management practices (BMPs). As new developments will need to provide updated circulation and access, based upon street typologies in the Mobility Plan, providing bioswales along these new streets is highly recommended and sometimes required. These can occur at sidewalk parkways, as protected bicycle buffers, small gardens at curb extensions, or the edges of parking areas.

Additionally, bioswales, rain gardens, and habitats such as butterfly gardens can be located within or as part of other open spaces such as an urban plaza, passive parks, or active recreation facilities. However, the square footages for these spaces needs to be accounted for individually based on required square footages per each development. For example, if a development requires 500 square feet of stormwater/habitat and 5,000 square feet of publicly accessible open space, the project would need to propose at least a 500 square foot rain garden within a 5,500 square foot plaza to meet both the publicly accessible and stormwater requirements, if grouped together.

Finally, providing surfaces such as permeable paving, natural stone, and/or other pervious approaches that allow water to recharge natural groundwater aquifers and/or store stormwater for greywater uses is beneficial. There are separate requirements for the percent of pervious surfaces that need to be provided for developments.

- **Stormwater/Habitat landscape does not count toward permeable pavement requirements.**
- **Stormwater/Habitat landscape is counted separate from publicly accessible open space.**
- **Any square footage that provides planting elements within the sidewalk area, which is wider than the required minimum sidewalk parkway widths (see Mobility Plan), can be counted toward stormwater/habitat requirement.**

Parkways, Curb Extensions, and Edges

Bioswale protected bicycle lane with no curb facing the bicycle lane to allow stormwater infiltration

Flow-through planters along the street provide space for on-street parking to have space to enter/exit

Bioswale within a curb extension also provides seating.

Bioswale area along the edge of a surface parking lot

Plaza Spaces and Built Elements

Bioswale and habitat planting within a plaza space that could be resident common space or publicly accessible plaza

A rain garden during a rainstorm that is wider than a typical sidewalk parkway

Bioswale areas incorporated into a flexible, shared street design used by pedestrians

Permeable/Natural Surfaces and Elements

An outdoor cafe area with shade trees with decomposed granite and gravel to allow for infiltration

Integrating bioswales with permeable pavement areas, this example for a surface parking lot

Incorporating a green roof on built elements (e.g., bus shelter, bike parking shelter, etc.) can count towards stormwater if it directs water to bioswales and/or infiltration points.

PUBLICLY ACCESSIBLE OPEN SPACE - PEDESTRIAN REALM

Within the requirements for publicly accessible open space, there is an expectation that multiple types of publicly accessible open spaces would be provided by each building/development, which can maximize the efficiency of a building footprint. Through the building of individual developments over time there would eventually be a full range of different types open spaces that work together. These would include the types of spaces identified in the Open Plan Concept: micro/pocket parks, agriculture, small neighborhood parks (playgrounds, passive recreation), urban plazas (outdoor cafes, performance space, etc.), large neighborhood parks (passive landscape areas, active recreation fields), and a town center space, all connected by parkways and tree-lined streets.

The following pages describe the intent and design guidelines for the various types of publicly accessible open spaces, starting with streets and pocket parks.

The first priority for the development of required publicly accessible open space is to create a pedestrian realm where open spaces are part of the entire circulation (i.e., mobility) network, which feels and acts like open space itself. The starting point for this will be to create streets that provide the greatest priority to pedestrian areas in terms of overall space and urban design approaches. Every street should incorporate one approach for integrating publicly accessible open space along streets in addition to minimum Mobility Plan requirements such as extra wide sidewalks, double row of street trees, wide landscape parkways, center median landscape and walking paths, curbless streets, and linear parks.

Another key strategy to creating a Plan Area where open space feels present throughout is the creation of frequent micro/pocket park spaces. These spaces can be located within building setbacks, small gaps between buildings, at curb extensions (intersections and/or mid-block), and other places where intersections may be offset or where the street grid is less regular. Many of these spaces would provide spaces for rest, passive recreation, small gatherings, and landscape, but they could also provide some small active recreation facilities.

Any square footage that provides seating, amenities, landscape, or similar elements within the sidewalk area, which is wider than the required minimum sidewalk widths (see Mobility Plan, pg. 97), can be counted toward publicly accessible open space requirements.

Small trampolines along a street and small linear park in Copenhagen, Denmark provide designated play elements.

Center parkway on Calle Amsterdam in the La Condesa neighborhod of Mexico City provides dense landscaping and quiet walking path.

Curbless street typology in Barcelona based on “Superilles” Plan that allows the street to act similar to open space

(image previous page)
Urban play elements

Include small amenities, play elements, and other features that would typically be found in parks along sidewalks within the amenity zone and/or parklet spaces. This includes like small trampolines (shown to the left), swinging benches, see-saws, body-weight exercise machines, interactive public art elements, and others.

Pocket/Micro Park

Small parklet areas within the curb extension area at intersections. This example shows outdoor seating related to an adjacent cafe, but the program can vary for anything from a community garden, bioswale, little library and seating area, butterfly garden, and many others.

Parklets at curb extensions

Outdoor seating related to an adjacent cafe in a curb extension area.

(image previous page)
Shaded parkways

Include generous pedestrian circulation areas in different locations and typologies from wide sidewalks, linear parks, sidewalks with double row of street trees, and walkways within center-median parkways similar to Mexico City and Olmsted Parkway typologies.

Mix various types of designated open spaces from active recreation facilities or natural plaza spaces among the built environment to take advantage of small spaces and create an interesting overall fabric.

Intentional program for small spaces

Small basketball court within a small, formerly underutilized space

(image previous page)
Curbless, pedestrianized streets

Design streets to they can become de facto open space for pedestrians.

Include frequent seating areas beyond just typical benches. Raised planters, small terraced steps and similar typologies provide more benefits than just seating and space for landscape by also becoming gathering places for different pedestrian activities.

Variety of frequent, elegant, integrated seating

Outdoor seating and landscaping within the built environment

PUBLICLY ACCESSIBLE OPEN SPACE - SMALL TO MEDIUM

The next scale of open spaces at a similar scale are spaces such as small neighborhood parks and urban plazas. This scale of open spaces can accommodate the greatest range of uses including almost every type of open space program (e.g., children's playground, small active recreation facility, outdoor cafe, shaded gathering spaces, or community performance spaces) and landscape design.

Furthermore, a wide range of how these type of open spaces can be accommodated within the Specific Plan Area with new developments, which is a key consideration as the Specific Plan was developed to catalyze private redevelopment.

Small Neighborhood Park

Incorporating the Swap Meet: Redevelopment of the Specific Plan Area over time will mean infill buildings on the surface parking lots and vendor spaces serving the Paramount Swap Meet. While this is anticipated to occur in phases over many years or decades, allowing for gradual reduction of the Swap Meet in size, it would ultimately lead to redevelopment of all the Swap Meet parking and vendor areas. Preservation of the Swap Meet is a key consideration of the community and stakeholders, as well as a positive economic use. As such, the Specific Plan has identified multiple ways in which the Swap Meet can be incorporated into the future development of the Specific Plan Area. Strategies within publicly accessible open space areas are described below and on the following page.

Within Parkways, Streets, and Pocket Park Areas: Swap Meet vendors could be organized throughout the Specific Plan Area similar to vendors on a Friday Night food truck event. They could set up within shared street areas and/or on-street parking spaces on a set schedule.

Within Small Parks and Plazas: Categories of Swap Meet vendors (e.g., clothing, jewelry, food, etc.) could be located within different small open spaces similar to the European small market plaza. There could be set hours on a daily, or other frequency, schedule for vendors to operate. Swap Meet patrons would then be able to visit different plaza themes throughout the Specific Plan Area.

(image previous page)
Multiple uses for buildings

A publicly accessible playground and fitness area on the rooftop of a stand-alone parking structure. Access to the rooftop is provided by an exterior staircase that has interactive elements at its ground level entrance that encourages exercise. This illustrates how public accessible open space can be incorporated onto the rooftop or podium of buildings as well as at the ground.

A small urban plaza space combines shade trees, outdoor dining area, and supergraphics within a unifying theme and color palette. It represents how a variety of public uses can be used within a small space; however, this represents a unique case, and not every park space should always seek to serve multiple purposes.

Supporting multiple functions

Urban Plaza

(image previous page)
Family-friendly design

A common approach that creates a family-friendly environment is locating a children's playground area near or adjacent to next to an outdoor dining area.

An example of a heavily shaded plaza space that is clearly within the public realm, such as a plaza space in front of a building entrance or as a linear park. As shown, this type of heavily shaded plaza space acts as an outdoor room itself due to the dense canopy and disguises the upper stories of surrounding developments.

Shaded respite

(image previous page)
Iconic moments

An example of a small plaza that is oriented to small gathering, passive recreation in a shaded environment. This small plaza is set between two buildings, which has led to the space being used more intentionally by residents and visitors and a place to visit and spend time rather than impromptu use.

A quintessential example of the small cafe plaza within a pedestrian-oriented street/paseo network. The plaza space is fronted on all sides by cafes and retail and the edges of the plaza are established by the coming together of an irregular street grid and/or small setbacks from multiple buildings to create a slightly larger space.

Market plaza

PUBLICLY ACCESSIBLE OPEN SPACE - LARGE

The types of publicly accessible open spaces that are envisioned to be used less frequently in the Specific Plan Area include the town center and large neighborhood park typologies. This is the result of the space constraints and ownership conditions where more frequent, smaller open spaces will be more effective to build and will provide a high benefit to the community. Additionally, the Specific Plan Area is adjacent to Paramount Park and Paramount High School, which already provide the typology of a large neighborhood park. As such, only one or two of these typologies likely would be built.

The key considerations for development of the large publicly accessible open space range across different topics that sometimes have opposing objectives. Key considerations include:

- The need to support multiple functions, but have a unifying design
- The need for durable ground materials to support foot traffic, service vehicles, and vendors, but also provide permeable and natural surfaces
- Create an open space that is visually open internally and to the edges of the Specific Plan Area, but also provide significant shade
- Promote high quality design that supports a regional reputation to support surrounding destination land uses that will leverage the future light rail transit station, but also create a space well-utilized by local residents

Incorporating the Swap Meet: Future operation of the Swap Meet is envisioned to be able to occur in multiple locations/approaches, as introduced on the previous page. However, a large publicly accessible open space such as a Town Center or Large Neighborhood Park typology would provide the primary setting for continued operation of the Swap Meet. While reduced in size from existing operations (i.e., a smaller amount of vendors), Swap Meet vendors could still be permitted to set up temporary operations within a large publicly accessible open space during set hours of the day and/or days of the week.

Town Center

Large Neighborhood Park

(image previous page)
Transit station entrance plaza

The Ivy Station open space adjacent to the Culver City E Line Metro Station provides an example of how an open space can be organized to act as a welcome plaza to adjacent transit and facilitate movement through an area.

Tanner Springs Park in the Pearl District in Portland, Oregon provides an example of a more passive central open space for walking, small gathering, and leisure activities while also providing multiple environmental benefits from rainwater capture and providing natural habitat.

Passive recreation and natural environment

(image previous page)
Flexible urban space

USC Village central plaza provides an example of an open space that has a clear relationship with surrounding buildings that supports outdoor dining and other activities; however, this plaza represents too much hardscape and lacks shade.

An example of utilizing active recreation facilities as the primary element within a large neighborhood park. These facilities are desired by the City of Paramount and if they are well utilized by the community will enable less flexibility for other uses.

Programmed active recreation facilities

(image previous page)
Multiple uses and unifying aesthetic

Jameson Square Park in Portland, Oregon provides a good example of balancing multiple uses and a unified aesthetic in one park space. It provides different zones of character and physical elements that emphasize particular uses.

Farmers Park in Anaheim near the Anaheim Packinghouse provides an example of space and structures provided that are designed to support temporary and mobile vendors, but also utilizes open space in a complementary way.

Space for temporary vendors

SPECIAL CONSIDERATION FOR OPEN SPACES: CONTAMINATED SOILS

The Specific Plan Area likely has different levels of contaminated soil due to current and historic uses, which will need to be addressed to support new development (particularly housing) and open spaces. The two primary sources of contaminated soils are the existing asphalt surface parking lots and existing and historic rail lines and rail spurs.

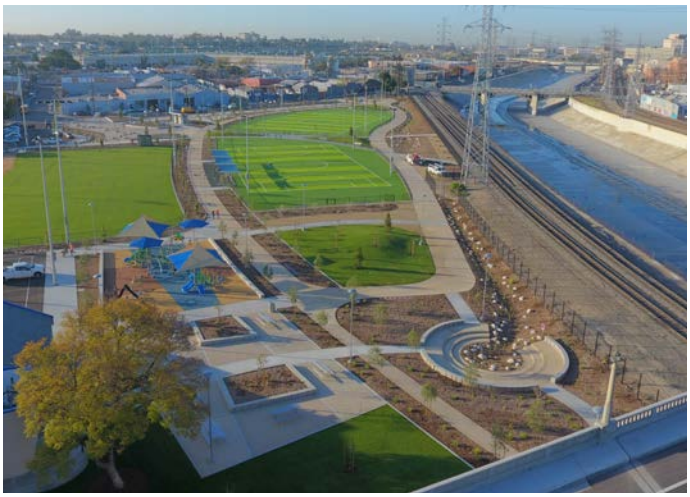
Asphalt surface parking lots contaminate soil through the runoff of harmful substances like oils, heavy metals, and chemicals that accumulate from vehicle emissions, leaks, and tire wear. These pollutants seep into the ground over time, contaminating local soil and potentially harming the surrounding environment and contributing to long-term soil contamination. **The typical approach for the redevelopment of surface parking lots is to remove and transport soil beneath surface parking lots (e.g., typically about 12 to 18 inches and more) as hazardous waste.**

Rail lines and spurs are contaminated at least through the installation of railroad ties treated with heavy, petroleum-based chemicals, as well as the spraying of pesticides and other chemicals along rail corridors to prevent plant growth. This can be added by any spills or leakage from the materials carried by trains in past decades. **It is recommended that approximately five feet of soil is removed within the first 15 feet of rail lines and spurs, with diminishing depth of removal further away from rail lines.**

A significant percentage of the Specific Plan Area consists of asphalt surface parking lot, and there is evidence of former rail spurs up to 100 feet east of the existing rail lines. While remediation through removal is the typical approach, it is not the best approach. That approach creates increased costs, create environmental issues where the soil is deposited, and is an inefficient use of resources. **Rather, there will be multiple benefits (e.g., environmental, economic, and placemaking) achieved through the safe reuse of soil contaminated by surface parking lots and rail areas through creative approaches that have been successful in other locations.** The best approaches for this condition for the Specific Plan Area is through cap parks and phytoremediation. It is likely that the Specific Plan Area is developed over time in phases; the development of open spaces through cap parks and plant selection that enables phytoremediation would complement the phased approach of individual buildings over time.

Described to the right are three different types of cap parks that have been successfully implemented.

Gas Works Park, Seattle is an example of how capping contaminated soil using different topography (e.g., berms and small hills) can create an interesting public space.



Albion Riverside Park, Lincoln Heights, Los Angeles provides an example of a different landscape areas acting as a cap park from an amphitheater to soccer field.

Erie Street Plaza, Milwaukee provides an example of a hardscape cap park that integrates landscape areas that provide phytoremediation.

GENERAL OPEN SPACE RECOMMENDATIONS

Given the likely contaminated soil condition throughout the Specific Plan Area, coupled with other open space goals described previously (i.e., maximize acreage of public open space, need for trees and other design approaches to reduce environmental justice impacts), the following approaches are recommended.

Treat the pedestrian network as open space: more smaller open spaces instead of one large open space.

Designing the pedestrian network as open space redefines urban environments, emphasizing accessibility, connectivity, and a human-centric scale. Prioritizing smaller, distributed open spaces over a single large area ensures every area of the Specific Plan Area benefits from proximity to usable outdoor environments. Additionally, given the likely widespread contaminated soil, a distributed approach to open space and landscape allows for more areas of the Specific Plan Area to utilize phytoremediation.

Pocket parks, plazas, and green alleys interwoven with pedestrian pathways create a cohesive fabric of activity, fostering walkability and community interaction. These spaces offer opportunities for rest, recreation, and socialization while complementing adjacent land uses. A networked approach expands the reach of landscape areas that supports biodiversity, and reduces heat islands.

Provide hardscape but maximize trees and landscape that support phytoremediation and local flora.

High foot traffic areas and temporary vendor spaces will require durable ground materials such as permeable pavers and hardscape. Hardscape areas should be integrated with frequent trees and landscaping that support phytoremediation. Hardscape elements like paths, seating, and plazas can be thoughtfully designed alongside native and adaptive plants to balance functionality with environmental restoration and local flora creates resilient and ecologically beneficial urban spaces. Trees and vegetation capable of phytoremediation help remove pollutants from soil and air, improving overall urban health. Using local flora supports biodiversity, attracts pollinators, and reduces water and maintenance demands. This approach enhances aesthetics and usability and fosters environmental stewardship, mitigating urban heat islands and promoting a healthier, more sustainable ecosystem.

Reuse site soil and cap parks.

Redeveloping contaminated sites with strategies like reusing site soil and capping parks transforms challenges into opportunities. By safely reusing excavated soil onsite, projects minimize transport and disposal costs while reducing environmental impact. Soil can be remediated or strategically placed beneath hardscape or clean fill layers, ensuring contaminants remain contained. Capping parks with impermeable barriers, clean soil layers, and vegetation prevents exposure while creating functional open spaces. This approach integrates environmental restoration with community benefit, turning brownfields into valuable assets. Thoughtful design and monitoring ensure long-term safety, promoting sustainable redevelopment and revitalization of previously unusable land.

Short-term Strategies.

Short-term strategies for new open spaces will be needed to ensure usability and comfort while long-term elements, like trees, mature. Temporary shade devices such as canopies, pergolas, or tensile structures provide immediate relief from heat, fostering early engagement with the space. Movable planters with fast-growing or potted trees offer greenery and flexibility. Incorporating drought-tolerant grasses or artificial turf can stabilize soil and create interim play or seating areas. Pop-up installations, like art displays or shaded seating zones, encourage activity and identity formation. If those type of installations are made in partnerships with the community, they can promote the culture and values of the community. These transitional measures support the community's needs, maintain momentum in development projects, and ensure the space remains vibrant and functional from day one.

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6 Infrastructure

INFRASTRUCTURE ESTIMATES AND APPROACHES

Successful transformation of the Specific Plan Area into a vibrant TOD mixed-use district will involve a comprehensive and well-executed infrastructure strategy. Infrastructure is the backbone of this transformation, providing the physical framework to support new roads, utilities, parking solutions, and open spaces while ensuring the accessibility, safety, and sustainability of the district. This chapter outlines the infrastructure investments and improvements necessary to realize the Specific Plan vision.

Achieving this transformation will require public-private partnerships and collaboration across multiple sectors. The City must take a leadership role in guiding the development of critical infrastructure, fostering trust through transparent communication, and coordinating with property owners and developers to align efforts. At the same time, significant private investment will be crucial in bridging funding gaps and catalyzing redevelopment projects that align with the Plan's goals.

Equally important is the ongoing involvement of the community, whose input and advocacy played a vital role in shaping this Plan. As implementation progresses, the community will continue to serve as champions of the Specific Plan, ensuring its infrastructure elements reflect shared priorities and contribute to a thriving district.

Inside this Chapter

INFRASTRUCTURE FRAMEWORK

All utilities and infrastructure will need to be upgraded, modified, and/or introduced within the Specific Plan Area to support the ideal redevelopment vision. The full improvements needed to infrastructure and utilities supplying and surrounding the Specific Plan Area are unknown at this time - this is primarilly due to two factors: 1) unknowns for the location, size, and phasing of individual developments, and 2) development-specific infrastructure and utility studies will be need to be completed for each development. A full infrastructure capacity analysis will need to be completed based upon full build-out of the Specific Plan Area. However, given the age, capacity, and past approach for infrastructure and utility systems surrounding the Specific Plan Area, most infrastructure and utility systems are anticipated to need replacement or enhancement.

The planning for infrastructure and utility updates will be shaped by the principles below.

Minimize Grey / Maximize Green Infrastructure Systems

- Prioritize green infrastructure to enhance stormwater management, reduce heat islands, and promote biodiversity.
- Incorporate bioswales, rain gardens, permeable pavements, and green roofs.
- Balance utility installations with landscaped spaces to improve aesthetics and functionality.

Promote Energy Efficiency and Sustainability

- Design infrastructure to integrate renewable energy sources like solar and geothermal.
- Utilize energy-efficient technologies and smart grids for resource optimization.
- Build systems to withstand climate impacts, including flooding, heat, and seismic events, while ensuring redundancy and flexibility for future needs.

Leverage New Development for Improved Connections to Citywide Infrastructure and Utility Systems

- Align local infrastructure planning with regional systems for efficient resource sharing and reduced redundancy.
- Integrate utility upgrades and extensions to meet City standards and accommodate future growth.
- Leverage citywide programs for renewable energy, water conservation, and waste management to amplify benefits.

Foster Connectivity and Smart Technologies

- Establish a smart infrastructure network, including integrated sensors and Internet of Things (IoT) for real-time monitoring and optimization.
- Provide multi-modal transportation options with seamless access to utilities and services.
- Ensure equitable access to high-speed internet and utilities to meet diverse community needs.

ELECTRIC

The Southern California Edison (SCE) Company is the electrical purveyor for the City of Paramount. SCE's existing electrical facilities consist of overhead and underground conductors. The overhead conductors share poles with telecommunications and cable TV facilities.

- **Paramount Boulevard.** High-voltage underground conductors running from above Century Boulevard through to Rose Street.
- **Rosecrans Avenue.** There are high and low voltage overhead conductors from Orizaba Avenue through past the Union Pacific Railroad. Also, there are high voltage underground conductors on the south side of Rosecrans Avenue east and west of Paramount Boulevard.
- **Los Angeles Department of Water and Power (LADWP).** Transmission lines running along the Union Pacific Rail Corridor near Rosecrans Avenue and Paramount Boulevard.

Recommendations

The decision and funding to upgrade the power supply facilities and the number of upgrades to meet the demand of future development will be determined by SCE in coordination with the City after developers have submitted building plans. Demand for services and the ability to serve new developments are generally determined on a case-by-case basis.

Most of the electrical distribution facilities in the Paramount study area are aerial facilities. It is recommended that existing aerial electrical facilities be placed underground whenever funding is available. Underground electricity provides higher reliability, is safer in general, and is less unsightly. One of the potential funding mechanisms is California Public Utilities Commission (CPUC) Rule 20. CPUC Rule 20 is a set of policies and procedures to regulate the conversion of overhead electric equipment to underground facilities, a process often referred to "undergrounding." Rule 20 determines the level of ratepayer funding for different undergrounding arrangements.

CPUC RULE 20

Under Rule 20, undergrounding projects are financed by utility rate money, combined rate funds and local tax proceeds, or private funds, depending on whether Rule 20A, Rule 20B or Rule 20C provisions apply.

Rule 20A. Rule 20A projects are paid for by all SCE customers and ratepayers, not just those who live in locations where facilities will be undergrounded. To qualify for full funding through utility rate proceeds, projects must produce a benefit to the general public, not just customers in the affected area, by satisfying one or more of these criteria:

- The location has an unusually heavy concentration of overhead facilities.
- The location is heavily traveled.
- The location qualifies as an arterial or major collector road in a local government's general plan
- The overhead equipment must be located within or pass through a civic, recreational or scenic area.

Using CPUC formulas, SCE allocates rate funds to communities for undergrounding based on previous allocations, the ratio of customers served by overhead facilities to all the customers in the community, and the fraction that customers in the community represent of all SCE customers. Local governments use these formulas to project allocations, which allow them to prioritize projects and develop project schedules. Because funds are limited, local governments sometimes must wait and accumulate their allocations before starting an undergrounding project.

- Rule 20B. If an area is not eligible for Rule 20A, or if local government cannot or chooses not to rely on the Rule 20A allocation process, Rule 20B allows rate funds to subsidize an undergrounding project. The subsidy includes an amount equal to about 5-20% of the total cost. The remaining cost is funded by local governments or through neighborhood special assessment districts.
- Rule 20C. Rule 20C enables property owners to pay for undergrounding electric lines and equipment if neither Rule 20A nor 20B applies.

It is also worth noting that, prior to any undergrounding process, SCE will take the lead in contacting the other low voltage utilities that might be sharing the power poles with SCE aerial facilities, such as the telecommunication providers (AT&T and Spectrum) and cable TV provider (Spectrum) to coordinate and execute a joint trench. During this process, SCE will also reach out to the City's Public Service Counter for their assistance in contacting and coordinating with the aforementioned utility providers.

It is recommended that prior to approving new development, the City should contact SCE regional manager for the Paramount study area and set up an inspection at the new development site in order to determine whether the existing aerial SCE facilities in the area qualify for Rule 20A funding.

STORMWATER

The entire City of Paramount is tributary to the Los Angeles River Watershed. The Los Angeles River runs north to south and is located adjacent to I-710 Freeway just west of the Specific Plan Area. The watershed is 834 square miles in size and is one of the largest watersheds in Los Angeles County.

The Specific Plan Area has existing storm drain systems owned and maintained by Los Angeles County or the City of Paramount. The Clearwater site currently has adequate inlets along Rosecrans Avenue, Paramount Boulevard, and Somerset Boulevard. These streets have several existing County storm drain lines and one City storm drain line that connects to the County's storm drain along part of Paramount Boulevard.

The City's 1998 Drainage Master Plan report includes a drainage map illustrating existing storm drain and proposed drainage facilities. The drainage map shows the Clearwater SPA and surrounding areas without future or proposed storm drains. The 1998 Drainage Master Plan shows no deficiencies for the existing storm drain pipes or proposes any capital improvements for the existing storm drain lines tributary to the Paramount Clearwater Specific Plan area. The drainage map shows flow capacities for a ten-year storm event.

The existing County storm drain facilities serving the Clearwater SPA include:

- BI-0559 Line A: A 72-inch to 78-inch Reinforced Concrete Box (RCB) runs north to south along Paramount Boulevard from Century Boulevard to Rosecrans Avenue then turns west along Rosecrans Avenue and connects to county Storm Drain Line BI-0019 Unit 2 Hollydale Line A just east of the UPRR train tracks.
- BI-0019 Unit 2 Hollydale Line A: A 72-inch RCB runs westerly from the UPRR tracks to the Los Angeles River.
- BI-6250 Main Line: A 48-inch to 72-inch Reinforced Concrete Pipe (RCP) which begins on Paramount Boulevard and 3rd Street and continues south along Paramount Boulevard then turns west on Somerset Blvd. BI-6250 line continues west on Somerset Blvd and connects to Storm Drain BI-6101 Paramount Main Line just west of the UPRR tracks. Line BI-6101 continues west and connects to the Los Angeles River near Somerset Boulevard.

The existing City storm drain facilities tributary to the Clearwater SPA include:

- Paramount Boulevard Main Line: A 30-inch Reinforced Concrete Pipe (RCP) begins on Paramount Boulevard and Rosecrans Ave runs south and connects to Line BI-6150 at 3rd Street.

Recommendations

The existing impervious area is not expected to change much to affect existing and proposed hydraulic capacities of existing drainage facilities. However, significant changes from pre-development to new development that increase drainage runoff will require the calculation of treatment flows and retention volumes to be mitigated and must follow environmental regulations set forth by federal, state and local government agencies having jurisdiction.

Existing storm drain networks surrounding the Clearwater Specific Plan area are over capacity. The water elevations shown on the existing storm drain plans are several feet above the finished surface elevation. These existing storm drains lines have no additional capacity available.

It is the approach of this Specific Plan to use best practices to promote sustainability and good urban design, which will reduce impervious surfaces, promote rainwater harvesting and reuse, and promote natural water infiltration within the Specific Plan Area. Thus, contributions to run-off should be less impactful than the current design condition of the Specific Plan Area that is mostly impervious surface parking lot. Some concepts for types of facilities include:

- Design detention basins in the proposed open areas and design biofiltration planters throughout the site along the curb and gutter locations.
- Detention basins can be designed to detain runoff up to 72-hours and then release water after the peak hours of a rain intensity duration. It is our recommendation that pumps be installed inside the detention chambers to release water once the water elevations reached a maximum allowable elevation.
- For LA County Storm drain line 6150 running along Paramount Blvd and then turning west on Sommerset Blvd show water level to be below ground. Current capacity starts at 20 cfs and ends at 113.4 cfs.

SEWER

The Specific Plan Area buildout scenario will change the existing land use to become a dense multi-land use area that will increase the sewage demand of the existing sewer pipe networks. It will be required to do a field analysis to obtain actual sewage flow volumes and wastewater height level measurements. Field analysis should consist of measurements taken on both wet and dry weather conditions. Storm precipitation events vary every year and the collection of data (monitoring sewer networks) depend on the county to conduct a wet weather analysis.

The Specific Plan Area has four existing points of connections to the nearest sewer mains. Their respective estimated remaining capacities, as of Spring 2025, are:

- 8" distribution Line located on Rosecrans Ave between UPRR tracks and Paramount Blvd. Remaining capacity 0.088 cfs (56, 775 gpd). This distribution line connects to the county trunk line P-0136 near the Bianchi Theaters on Rosecrans Ave.
- 8" distribution Line located on Alley east offset of Paramount Blvd between 3rd street and Somerset Blvd. No remaining capacity
- 8" distribution Line ocated on UPRR tracks and Somerset Blvd. Remaining capacity 0.113 cfs (72,949 gpd)
- 8" distribution Line located on Somerset Blvd on along Alley between Vermont Ave and Colorado Ave. Remaining capacity 0.189 cfs (121,869 gpd).

Sewer deficiencies are hydraulically identified based on design criteria's depth ratios for peak dry weather flow and peak wet weather flow conditions. For existing pipes exceeding the following sewer design criteria are considered hydraulically deficient if:

- Peak Dry Weather Flow d/D exceeds or is equal to 0.5 depth ratio (for existing pipes< 15-inche in diameter)
- Peak Dry Weather Flow d/D exceeds or is equal to 0.75 depth ratio (for existing pipes > 15-inches in diameter)

The projected total peak flow rate amount of sewage that will be generated by the new land use buildout was estimated to be approximately ~2.662 cfs (cubic-feet per second) in total. This estimate flow accounts for a maximum allowable buildout scenario for the Specific Plan Area.

Recommendations:

- Propose a minimum sewer main pipe size of 12-inch in diameter to collect all 2.662 cfs cumulative sewage peak flows from the entire proposed Specific Plan Area and divert them to existing sewer lines.
- Separate the entire sewer flows midway across the 67-acre lot into two separate flows. This will allow the proposed sewer to reach the existing sewer point of connection and maintain adequate underground coverage and a minimum slope requirement. This means that the total calculated sewage flow of 2.662 cfs flow will be separated to be 1.678 cfs and 0.984 cfs flows. The 1.678 cfs will flow in the north direction to connect to an existing Sewer Trunk line P-0136 Arthur Ave located at Rosecrans Ave. The remaining 0.984 cfs will flow in the south direction to connect to an existing Sewer Trunk line P-0141 located at Garfield Ave.

Both existing trunk lines have enough capacity to receive the Specific Plan Area estimated sewage flows. According to the Los Angeles Sanitation District data received for the Arthur Avenue Trunk sewer line, has an existing flow rate capacity at the 24-inch pipe segment to be approximately 8.0 cfs. The existing peak flow wastewater elevation was last measured to be approximately ~3.0 cfs on July 17, 2016. The addition of ~1.678 cfs peak flows calculated from the Clearwater Specific Plan Area will increase the existing wastewater peak flow in the Arthur Trunk Sewer line to ~4.678 cfs. Theoretically this calculated estimate and the existing sewer data show enough capacity for the additional estimated peak flows.

The Garfield Avenue Trunk sewer line, has an existing flow rate capacity at the 42-inch pipe segment, approximately 45.0 cfs. The existing peak flow wastewater elevation was last measured to be approximately ~16.0 cfs on June 6, 2020. The addition of ~0.984 cfs peak flows calculated from the Clearwater Specific Plan Area will increase the existing wastewater peak flow in the Garfield Ave Trunk Sewer line to ~16.984 cfs. Theoretically this calculated estimate and the existing sewer data show enough capacity for the additional estimated peak flows.

The District (LACSD) advises that any future developments within the City should be submitted to the District for review to determine whether or not sufficient trunk sewer capacity exists to serve each project and if District facilities will be affected by the project. The contractor/developer will be required to perform an actual field study analysis that requires monitoring actual flows within the existing pipe networks.

WATER

Based on the review of the existing conditions and proposed development, water systems in the project area will need upgrading to enhance the capacity for future development. The existing City of Paramount water network supplies both domestic and fire water in the same network. They are not separate water networks, therefore, the existing water network must be capable to provide adequate peak water supply to both domestic water and fire water simultaneously throughout the city.

According to the City's, 2020 Urban Water Management Plan (UWMP), current water deliveries in the City of Paramount are divided into five land use sectors that include: (1) 38% multi-family, (2) 26% single-family, (3) 12% landscape, (4) 12% industrial and (5) 11% commercial. The City has allotted and limited pumping rights. In the recent past, the City has pumped less than its allotted right of 5,883 AFY (i.e., acre-feet per year).

The City has taken measures to require new developers to estimate and mitigate for landscape irrigation water use. This ordinance requires developers to plant drought tolerant materials in new landscape designs and install smart irrigation sprinkler systems to help conserve water when not needed. Also, if new construction is within 150 feet of a public reclaimed water distribution system, the contractor is required to connect to the reclaimed water system for irrigation water needs. According to the Central Basin Municipal Water District map there is an existing central basin recycled water system running alongside the Los Angeles County Metropolitan Authority, Metro (Former Pacific Electric Railway Lines) tracks north of Rosecrans Avenue and Paramount Boulevard.

California Fire Code and the National Fire Protection Agency (NFPA) have requirements for high-density residential buildings, and fire hydrant locations. At the minimum a 1,250 gpm to 2,500 gpm per fire hydrant is required. Fire hydrants should be spaced out at 300-ft apart throughout the entire lot. The fire system must maintain a minimum residual pressure of 20 psi. Multi-level buildings with high occupancy load generally require automatic sprinkler systems. The water demand flow requirement for a multi-level building is determined by the type of construction of the building its total floor area, with large buildings requiring a higher fire flow. Assuming worst case fire flow calculation area per building "type of construction" requires 8,000 gpm (according to Table B105.1(2) of Appendix B "Fire Flow Requirements for Buildings, 2022 California Fire Code, Title 24 Part 9.

In February of 2024, the following fire hydrant test flows were done to evaluate the existing pressures and flows near the Specific Plan Area. The system has an average capacity of 1,130 gpm flow and 20 psi to 60 psi residual pressures.

1. Fire Hydrant No. 658, nearest street address: 7922 Rosecrans Avenue, Main Pipe size 16" Asbestos Concrete, Observed Flow 1,130 gpm, Residual Pressure 62 psi.
2. Fire Hydrant No. 1124, nearest street address: All America City Way Cul de Sac, Main Pipe size 10" PVC, Observed Flow 1,190 gpm, Residual Pressure 62 psi.
3. Fire Hydrant No. 743, nearest street address 7801 Somerset Blvd, Main Pipe size 12" Asbestos Concrete, Observed Flow 1,190 gpm, Residual Pressure 62 psi.

Over recent years the city has replaced old asbestos concrete (AC) pipes, and Cast Iron (C.I.) pipes with either PVC or Ductile Iron pipes. Constant monitoring for signs of corrosion or The City of Paramount's available water supply is estimated to adequately meet the Clearwater SPA's existing and proposed development build out scenarios.

The Fire flow requirement will govern the demand needed to supply.

An architect and plumbing engineer would be responsible for the internal design and calculation of water demand to the multi-level building.

The hourly time of use on an average day has a variation of water demand. Early hours and evening hours of a day have higher peak water demand. Also peak daily demands are greater in summer versus winter. Proposed improvements to the system consist of up sizing the pipe diameters. The City of Paramount has adequate water supply and pressure from the city's water wells that supply the Specific Plan Area.

The Specific Plan Area has several existing water main lines to use as a point of connection:

- 16" AC and 8" C.I. distribution water Line located on Rosecrans Ave between UPRR tracks and Paramount Blvd.
- 10" PVC distribution water Line located on All America City Way.
- 16" AC & 8" C.I. distribution water Line located on Paramount Blvd from Rosecrans Ave to Somerset Blvd
- 12" AC & 8" C.I. distribution water Line located on Somerset Blvd from UPRR tracks to Paramount Blvd

The projected total peak flow rate amount of water that will be generated by the new land use buildout was estimated to be approximately 1,600 ac-ft/yr (acre-feet

per year). This estimate flow accounts for a maximum allowable buildout scenario for the Specific Plan Area. The development stats used to measure the proposed dwelling units include: the building type, footprint areas and number of building floor levels for the mix land use made of residential, retail, and light industrial/flex buildings.

Recommendations

- Propose a minimum water main pipe size of 12-inch in diameter to provide cumulative water peak flow demand from the entire proposed Specific Plan Area. This size will ensure the demand of fire water flow to high rise buildings and fire hydrants.
- Plumbing designer will account for building water demands based on proposed design fixtures. The design should coordinate with both health/safety department and fire department. The proposed building layout, land-use, and type of construction will determine the required fire flow requirements set by the Fire Marshall and building inspections.
- Pumps be installed at pipe risers to provide adequate water pressures for multi-level buildings.

Proposed development in the project study area will generate a demand exceeding the existing capacity of water systems. Additional water lines, meters, valves, hydrants, fittings, and appurtenances are listed in the cost estimates section of this Chapter.

Note: Theoretical calculations are high level estimates and averages based on their respective zoning/land use and depend on minimum design standards. It will be required to do a field analysis to obtain actual water flow volumes and pressure levels near the proposed project site and point of connection to existing water line. Field testing should consider measurements following local fire requirements. The developer would be required to test flow and test pressure at the point of connection to the existing water main in order to evaluate the existing condition against the proposed new water demand. This test would be made by request to the Water Division of the Paramount Public Works Department.

TELECOMMUNICATIONS

Local telecommunication system providers will assess the demand for services and the ability to serve new developments on a case-by-case basis. The capacity and capability analysis for meeting future demands within the study area will be conducted after building plans are submitted by developers.

If “undergrounding” of existing aerial telecommunication facilities occurs, SCE will reach out to telecommunication providers and coordinate a joint trench. To save on costs, the telecommunication company is likely to participate in the joint trench operation. SCE will dictate the layout of the trench, and the telecommunication lines would follow.

The analysis on the capacity and capability to meet future demand will be conducted by telecom companies in the study area who will construct and fund necessary improvements, as needed.

NATURAL GAS

It is the recommendation and intention of this Specific Plan to not include natural gas utilities within the Specific Plan Area. However, if required for a special, individual use, the analysis on the capacity and capability to meet future demand will be conducted by the Southern California Gas Company (So Cal Gas) in coordination with the County upon submittal of building plans by developers. Improvements are assumed to be performed and paid for by So Cal Gas.

SMART CITY TECHNOLOGIES & INFRASTRUCTURE

Smart city technologies are advanced tools and systems that use data, sensors, and connectivity to optimize urban operations, improve resource efficiency, and enhance the quality of life. These technologies integrate information and communication technology (ICT) and the Internet of Things (IoT) to create interconnected, responsive, and intelligent urban environments. Within and adjacent to the Specific Plan Area, many emerging technologies could be implemented to help improve the pedestrian environment and livability of places. Smart city technologies offer numerous benefits—from improved efficiency to enhanced public services—but cities must implement them thoughtfully to avoid unintended consequences

Potential Applications for Smart City Technologies

- Smart Infrastructure: Sensors and IoT devices embedded in roads, utilities, and buildings can monitor and optimize resource use, including water, electricity, and waste.
- Smart Mobility Solutions: Electric vehicle (EV) charging stations, autonomous shuttles, and intelligent traffic systems enhance accessibility while reducing carbon footprints. Integration with bike-sharing and e-scooter networks promotes multimodal transportation.
- Energy Systems: Smart grids, microgrids, and renewable energy sources (e.g., solar panels) with energy storage systems ensure efficient power distribution. Smart building systems further reduce energy consumption through real-time monitoring and adaptive HVAC controls.
- Green Technologies: Utilize electric grid infrastructure (e.g., street lights) for real-time monitoring of air quality, flora and fauna health, waste management signals for collection, IoT-based irrigation, and others
- Digital Twin Models: A virtual model of the development can simulate and optimize operations, design, and resource usage, identifying inefficiencies before construction.
- Smart Public Spaces: Interactive kiosks, free public Wi-Fi, and augmented reality (AR) applications create engaging experiences while providing information and services.
- Digital Governance: E-government platforms for residents to access services and information; apps for public feedback of ongoing projects, policies, and/or initiatives; and Artificial Intelligence (AI)-powered analytics
- Safety and Security: AI-driven surveillance, emergency response systems, and smart lighting enhance security while maintaining privacy. These systems must include thresholds or protocols for connecting to a human response.

Implementation

- Stakeholder Engagement: Collaboration with City officials, developers, tech providers, and the community ensures alignment with local needs.
- Integrated Planning: Creating a master plan with interoperability in mind encourages collaboration and ensures that systems can communicate effectively.
- Phased Development: Rolling out technologies in phases allows for testing and refinement while minimizing disruptions.
- Public-Private Partnerships (P3s): P3s can expedite project timelines and reduce financial burdens by sharing risks and resources between public and private entities.
- Data Governance: Establishing protocols for data collection, sharing, and privacy builds trust and ensures compliance with regulations.

Potential Funding Sources

Funding for smart city projects can come from:

- Federal and State Grants: Programs like the U.S. Department of Transportation's Smart City Challenge or green infrastructure grants.
- Tax Incentives: Local governments may offer incentives for sustainable and smart developments.
- Private Investment: Attracting venture capital and corporate partnerships for innovative technologies.
- Community Development Financing: Tax Increment Financing (TIF) districts, such as Enhanced Infrastructure Financing Districts (EIFD) and bonds can channel future tax revenues into current projects.

INFRASTRUCTURE CAPACITIES AND COST ESTIMATES

Based upon the conceptual redevelopment scenario (partially shown in image to the right) that included the maximum development capacities of the Specific Plan (i.e., 2,000 residential units, 800,000 square feet of neoindustrial uses, and 150,000 square feet of commercial uses), a preliminary estimate of knowable infrastructure sizing needs and costs was completed.

A layout of potential intrastructure systems, based on the site plan for the conceptual redevelopment scenario, is included in the appendix. The facilities to support the layouts, as well as cost estimates, for water, stormwater, and sewer are summarized below.

Water

Proposed development for the study area will require new facilities. The total cost anticipated to add the new water facilities is estimated to be at least $11,000,000. New water lines, meters, valves, hydrants, fittings and appurtenances to serve new development could include the following:

Water Pipe Lines

- 642 Linear Feet of 2” Polyvinyl chloride (PVC) pipe
- 540 Linear Feet of 4” PVC pipe
- 4,148 Linear Feet combination of 6” PVC pipe main lines and Cast-Iron Pipe for Fire Hydrant lateral lines
- 3,837 Linear Feet of 8” PVC pipe
- 4,068 Linear Feet of 10” PVC pipe
- 7,267 Linear Feet of 12” PVC pipe

Water Meters (WM)

- 6 qty - 2”
- 10 – 4”
- 15 – 6”
- 10 – 8”
- 9 – 12”

Fittings (Horizontal Fittings ONLY)

- 41 qty – 12” Fittings
- 31 – 10” Fittings
- 13 – 8” Fittings
- 2 – 6” Fitting
- Vertical Fittings will be needed and base on design

Valves

- 24 qty Post Indicator Valve (PIV)
- 6 – 6” Fire Department Connection (FDC)
- 10 – 8” FDC
- 9 – 12” FDC
- 24 – 6” Gate Valves (GV)
- 3 – 8” GV
- 15 – 10” GV
- 13 – 12” GV
- 4 – 16” GV

Fire Hydrants

- 24 qty Fire Hydrants (FH)

Appurtenances

- 6 qty – Blow-off Valves
- 104 – Thrust Blocks
- 9 – 2” Backflow Preventor
- 11 – 4” Backflow Preventor
- 4 – 6” Backflow Preventor
- 9 – 6” Double Check Detector Assembly (DCDA)
- 11 – 8” DCDA
- 4 – 12” DCDA

Disinfection of the pipe lines will be required.

Stormwater

Based on hydrology/hydraulics analysis, proposed development will require storm drain improvements illustrated in Storm Drain Conceptual Layouts and outlined below. The total cost anticipated to add the new storm drains is estimated to be at least $4,000,000.

Storm Drain Pipe Lines

- 626 Linear Feet – 6" PVC
- 3,657 Linear Feet – 8" PVC pressure pipe
- 776 Linear Feet – 8" PVC
- 923 Linear Feet – 18" Reinforced Concrete Pipe (RCP)
- 5,198 Linear Feet – 24" RCP

Storm Drain Fitting

- 6 – 8" Fittings
- 6 – Thrust Blocks

Parkway Drains

- 4 – 2ft box
- 3 – 3ft box
- 3 – 4ft box

Storm Drain Manholes

- 29 qty – 24" Concentric Manhole
- 1 qty – 72" Concentric Manhole

Storm Drain Pumps

- 3 qty – Pumps

Storm Drain Detention and Retention Basins

- 2 qty – Detention Basins Areas
- 52 – Biofiltration Retention Planter Areas

Sewer

Based on sewer capacity analysis performed, the project study area will require the following sewer improvements at an estimated cost of at least $3,000,000.

Sewer Lines

- 1,859 Linear Feet – 8" Vitrified Clay Pipe (VCP)
- 1,852 Linear Feet – 10" Reinforced Concrete Pipe (RCP)
- 4,633 Linear Feet – 12" RCP
- 281 Linear Feet – 24" RCP

Sewer Manholes

- 1 qty – 24" Concentric Manhole
- 22 qty – 42" Concentric Manhole

Electric, Telecommunications, and Natural Gas in the Specific Plan Area

Electric, telecommunications, and natural gas services are provided by private utility companies. as new development occurs, the providers plan for and install apprpriately sized facilities, with funding from service fees. This practice will apply to the Specific Plan Area, although the City may consider installation of high-speed telecommunications lines as an economic development strategy.

Streets

Roadway costs will vary and require further analysis as planning progresses.

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7 Implementation

PHASED IMPLEMENTATION OF THE SPECIFIC PLAN

To achieve transformation of the Specific Plan Area into a TOD mixed-use district, the City will need to develop partnerships with property owners, particularly related to economic development and gap financing strategies, building of new roads and infrastructure, parking and open space changes, and ongoing maintenance and management as a result of catalyzing private redevelopment.

Plan implementation will depend on the inputs from multiple parties. Transformation will require significant private investment and strong public sector leadership. City staff will meet with partners to provide transparency and guide them through new processes and planned projects. Also, building upon the community engagement completed during the planning process, the community will need to continue to champion Specific Plan implementation.

Inside this Chapter

IMPLEMENTATION FRAMEWORK AND PRINCIPALS

The clear opportunity for the Clearwater Specific Plan Area is the transformative economic development potential. This opportunity originates from the large, contiguous area of underutilized and undeveloped land, which provides significant advantages to support development of new uses. Given that the City of Paramount and the region are largely built out, few locations exist with these conditions. Three influences will inform the future path to respond to this opportunity:

1. Existing operations of the Paramount Swap Meet
2. Completion of Phase 1 of the Southeast Gateway Line Station (tentatively 2035)
3. Local and regional demand for housing at all price points

Each condition informs a different approach to redevelopment. The existing swap meet, cherished by the community, suggests future uses that support growing economic opportunities for existing vendors through business incubation. The future light rail transit station provides the best opportunity to concentrate housing density. The shortage of housing for households of all income levels means that projects can be built with a high degree of assurance that units will be quickly occupied.

The following principals will guide the transformation of the Specific Plan Area.

Maximize Economic Development Potential

Leverage the unique opportunity presented by the Specific Plan Area's large, contiguous, underutilized properties. Develop strategies to introduce new uses that generate long-term economic growth while supporting existing businesses, such as the Paramount Swap Meet, through initiatives like business incubation.

Prioritize Transit-Oriented Development

Concentrate higher housing densities and mixed-use developments near the future Southeast Gateway Line Station to capitalize on its transit connectivity. This principle ensures the area becomes a regional hub, supports sustainable growth, and meets evolving housing demands.

Promote Sustainability and Environmental Justice

Utilize adjacency to the Port of Long Beach rail corridor and the I-710 corridor to lead the transition of logistics and light industrial uses toward electrification and sustainable practices. This includes integrating climate change mitigation and environmental justice improvements into development plans.

Foster Community Integration and Vitality

Ensure redevelopment efforts are informed by community input, and prioritize uses that enhance social cohesion, support local businesses, and reflect the area's identity. This includes balancing housing, commercial, and industrial uses to create a cohesive, vibrant mixed-use district.

Phased Infrastructure Implementation

Specific Plan implementation will occur over a period of time, with each property owner choosing when and how to redevelop consistent with the regulations of this Plan. Given the need for upgraded infrastructure, property owners may elect to work cooperatively to plan and fund improvements needed to support planned development. The City will ensure that infrastructure components are sized appropriately to serve the full land use capacity within the Specific Plan Area. This may require establishment of a funding plan, administered by the City, that provides for the first developers to be reimbursed by subsequent developers for any upfront costs spent to size improvements for full build-out conditions.

SUPPORT DESIRED DEVELOPMENT

To take advantage of market opportunities and achieve desired types of development, the City should consider what role it can play in making such development easier from a financial perspective. To inform these levers, real estate economics consultant EPS analyzed financial feasibility for several residential product types to understand what project characteristics are most successful and which policy barriers, if any, exist that may hamper project economics. The analysis found that given market conditions in 2025, both in terms of development costs and achievable rents/prices, there are economic challenges in building new housing in the City. However, the analysis did identify several policy levels that can impact the financial feasibility of a development project. These include:

- Reduced parking ratios
- Increased height and density limits
- Waiver of inclusionary housing requirements
- Reduced development impact and other building fees

It is also important to consider that infill redevelopment projects can have higher associated infrastructure and site preparation costs than greenfield or vacant site projects. These costs can include demolition, environmental remediation of prior use, and upgrades to infrastructure and access. All of these potential issues further increase direct and indirect costs, negatively affecting project feasibility. Strategies for addressing these costs are provided in the following sections.

RAIL CROSSING SAFETY

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 Union Pacific Railroad and BNSF Railway. 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, development agreements, impact fees, or other mechanisms to mitigate development-related impacts.

PURSUE SUSTAINABLE FUNDING SOURCES

While new development in the Specific Plan Area can bring needed housing and economic activity to the City, it will also bring additional infrastructure and service needs. There are several public financing strategies that the City can consider pursuing to help fund these impacts:

Development Impact Fees

A development impact fee is an ordinance-based, one-time charge on new development designed to cover a "proportional-share" of the capital cost of necessary public infrastructure and facilities. The creation and collection of impact fees are allowed under AB 1600, as codified in California Government Code Section 66000, known as the Mitigation Fee Act. This law stipulates that only the portion of costs attributable to new development can be included in the fee. Consequently, impact fees commonly are only one of many sources used to finance a city's needed infrastructure improvements. Fees can be charged on a jurisdiction-wide basis or for a particular sub-area of the jurisdiction.

For their implementation, impact fees require a nexus study and City Council approval. In 2024, the City of Paramount initiated a nexus study process to update and expand its development impact fee program. Historically, the City's impact fees are relatively low, but are expected to increase as part of the update process. While the fees provide an important source of funding for infrastructure improvements, the City should also consider the financial implications of increased fees, which would further burden future developers and potentially affect the City's competitive position within the real estate market.

Grants

A range of competitive governmental regional and state grants available to fund infrastructure improvements, including transportation infrastructure and environmental remediation efforts. A representative (but not exhaustive) list of grant sources that may be relevant to the improvements envisioned for the Specific Plan Area are included below:

Los Angeles County

Measure M

Los Angeles County voters approved Measure M, a half-cent sales tax, in perpetuity in November 2015. As a part of the measure, 17 percent of the funds is returned to the Los Angeles County jurisdictions, on a per capita basis, to be used for street, mobility, and infrastructure improvements. In addition to the local return, the measure dedicates two percent of annual funding to active transportation projects. In Cycle 1 of this five-year program, which spans fiscal years 2021 to 2025, the funds were allocated in a competitive bidding process in early 2020. The City should monitor the release of solicitation for Cycle 2, and subsequent cycles. Funding priorities include the Regional Active Transportation Network, first/last mile policies, bike share policies, and design for safety/vision zero funds.

State of California

The State of California offers various grant and loan programs for brownfield site assessments, investigations, and cleanups through the Department of Toxic Substances Control (DTSC) and the State Water Resources Control Board (SWRCB). Not all of the following programs are available consistently, as they are dependent on government funding and budget allocation.

California Department of Toxic Substances Control Brownfields Revolving Loan Fund (RLF) Grant Program

The purpose of the RLF Grant Program is to provide grants to nonprofits, tribal entities, and local governments to help facilitate assessing and cleaning up contaminated sites. Agencies that are not considered to be responsible parties may be eligible for a grant to help with the cost of hazardous substance or petroleum cleanup, specifically in areas where redevelopment or reuse is planned. DTSC reviews applications and issues grant awards on an ongoing basis, subject to funding availability.

Cleanup Loans and Environmental Assistance to Neighborhoods (CLEAN) Program

Another program administered by the DTSC, the CLEAN Program, helps developers, businesses, schools, and local governments assess, cleanup, and redevelop California brownfield sites. DTSC provides low-interest loans up to seven years and up to $2.5 million to clean up or remove hazardous materials where redevelopment is likely to have a beneficial impact on community property values, economic viability, and quality of life. Brownfield remediation costs are not eligible unless incurred after DTSC approves an application and executes a loan agreement with the applicant. Loan repayment begins upon site certification or response action completion or two years after loan disbursement, whichever comes first.

Investigating Site Contamination Program (ISCP)

The ISCP provides low-interest loans up to $100,000 to developers, businesses, schools, and local governments for the specific purpose of conducting preliminary endangerment assessments of underutilized urban properties. If the DTSC determines that the proposed property redevelopment is economically infeasible, it can waive up to 75 percent of the loan. Loan payment begins six months after loan disbursement.

California State Water Resources Control Board

Orphan Site Cleanup Fund (OSCF)

Administered by the SWRCB, this program provides financial assistance to eligible applicants for the cleanup of sites contaminated by leaking petroleum underground storage tanks where there is no financially responsible party. The maximum grant amount available is $ 1 million.

Underground Storage Tank Cleanup Fund (USTCF)

USTCF provides a means for petroleum underground storage tank owners and operators to meet federal and state requirements of maintaining financial feasibility to pay for any damages arising from their tank operations. This fund assists a large number of small businesses and individuals by providing reimbursement for expenses associated with the cleanup of leaking underground storage tanks.

California Department of Transportation

Highway Safety Improvement Program (HSIP)

HSIP is a core federal-aid program with the purpose to achieve a significant reduction in traffic fatalities and serious injuries on all public roads. The program aims to improve pedestrian and bicycle safety, install vehicle-to-infrastructure communication equipment, pedestrian hybrid beacons, roadways that provide separation between pedestrians and motor vehicles, and other related physical infrastructure.

HSIP funds must be used for safety projects that are consistent with the state's strategic highways safety plan and that correct or improve a hazardous road location or feature or address a highway safety problem. The minimum grant amount is $100,000, and the maximum grant amount is $10,000,000. Local matches are encouraged, but not required. Out of the total project cost, at least 90 percent must fund safety improvements, and the remaining percentage can fund non-safety related funding improvements. Caltrans administers the program with a call for projects every one to two years.

Active Transportation Program

Caltrans' Active Transportation Program (ATP) consolidates existing federal and state transportation programs, including the Transportation Alternatives Program, Bicycle Transportation Account, SB1, and State Safe Routes to School, into a single program. Eligible projects include those that encourage increasing the proportion of trips by biking and walking, increasing safety and mobility for non-motorized users, advancing the active transportation efforts of regional agencies to achieve greenhouse gas reduction goals, enhancing public health, ensuring that disadvantaged communities fully share the benefits of the program, and providing a broad spectrum of projects to benefit many types of active transportation users.

Program requirements will shift from cycle to cycle. Overall, projects must encourage increased use of active transportation modes, which including bike and walking. The program typically encourages but does not require matching. Funding can be for both infrastructure and non-infrastructure projects, and preference is given to disadvantages communities. The minimum project amount is $250,000.

U.S. Environmental Protection Agency (EPA)

EPA Brownfields and Land Revitalization Program

The United States EPA supports states, tribal entities, and communities to prevent, assess, cleanup, and reuse brownfield sites through the EPA Brownfield and Land Revitalization Program. This program offers multiple grants and funding options for different purposes, which are organized in the following categories:

- Assessment Grants: These grants provide funding for brownfield inventories, planning, environmental assessments and community outreach.
- Cleanup Grants: These grants provide funding to carry out cleanup activities at brownfield sites owned by the applicant.
- Multipurpose Grants: These grants provide funding to assist communities in addressing and revitalizing areas affected by one or more brownfield sites.
- RLF Grants: These grants provide funding for a grant recipient to capitalize a revolving loan fund and to provide loans and subgrants to carry out cleanup activities at brownfield sites.
- Job Training Grants: These grants provide environmental training for residents impacted by brownfield sites in their communities.

ENHANCED INFRASTRUCTURE FINANCING DISTRICT (EIFD)

The 2012 dissolution of redevelopment agencies in California eliminated a key tax increment financing vehicle that local governments had long relied upon to fund infrastructure and revitalize communities. In the absence of redevelopment, Enhanced Infrastructure Financing Districts (EIFD) provide a new form of tax increment financing (TIF) available to local public entities in California. Cities and other local agencies may establish an EIFD for a given project or geographic area to capture incremental increases in property tax revenue from future development and assessed value appreciation.

Revenues generated by an EIFD may be used to provide funding and financing for a broad range of infrastructure projects, provided those projects have a useful life of 15 years and are of "community-wide" significance. Capital improvements do not have to be located within the boundaries of the district but must have a "tangible connection" to the district. While there is no limit to the size of an EIFD and the district boundaries may be non-contiguous, the required Infrastructure Financing Plan (IFD Plan) must also include a fiscal impact analysis to demonstrate that the EIFD will not have an adverse impact on the City's general fund.

Unlike the TIF under California's prior redevelopment law, EIFDs do not provide access to property tax revenue beyond the share agreed to by participating jurisdictions. Therefore, the establishment of an EIFD requires approval by elected officials from every local taxing entity that will contribute its property tax increment (but does not require voter approval). These entities most often include the city, the county, and in some cases, special districts. Paramount receives approximately seven percent of the one percent ad valorem property tax collected in the City while Los Angeles County receives about 23 percent. Given the low property tax allocation for the City, a partnership with the County in establishing an EIFD would likely be critical to generate sufficient funding. Los Angeles County has an official policy outlining requirements for County participation in EIFDs that the City could reference in considering this option.

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PRIVATE INFRASTRUCTURE INVESTMENT

In addition to the public financing tools described above, the City may seek to partner with developer partners to facilitate private investment in needed public infrastructure and facilities. This private investment can be combined with the financing methods described above to support infrastructure upgrades such as internal circulation, parking, open space, and environmental remediation. For infrastructure that would have a public use, upfront private investment could enable completion in a shorter timeframe than if the improvements were undertaken directly with public funds. For example, a private developer might invest in needed infrastructure upgrades to facilitate development in the short-term, and be paid back wholly or in part through the proceeds of an EIFD. Another example may be that developers receive a credit on their development impact fees for directly providing the infrastructure on-site that the City would use those funds to support. The City and private developers would also have to agree on responsibility for operations and maintenance of the public infrastructure, as well as terms of access for the public.

DEVELOPMENT PHASING

The proposed buildout for the Specific Plan Area, and associated infrastructure and service needs, are significant. Thoughtful phasing of new projected development will be critical to ensuring successful Plan implementation, particularly from a financing perspective. Areas of the site that are more "development-ready" could move forward in the short term and start to generate funding through financing districts, fees, and private investment that can be leveraged to support improvements in areas that have more intensive infrastructure needs.

The following conceptual phasing timeline can inform City decision-making as well as discussions with potential developers:

Short-term (5-10 Years)

Focus on residential development along the northern edge of the Specific Plan Area, leveraging the future transit station across Rosecrans Avenue.

Middle-Term (10-20 Years)

Consolidate the footprint of the Swap Meet and promote residential development along eastern edge of Specific Plan Area (Paramount Boulevard). Perform any needed remediation and infrastructure improvements along western edge (Union Pacific).

Long-Term (20-30 Years)

Perform remediation along southern edge of Specific Plan Area (Somerset Boulevard) to facilitate Neo-Industrial Zone. Consider moving Swap Meet operations into Neo-Industrial Zone to open up additional areas for residential and mixed-use development.

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