IRWINDALE GATEWAY SPECIFIC PLAN

PREPARED BY
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CITY OF IRWINDALE – MARCH 12, 2025

I. INTRODUCTION

1. Introduction

1.1 Overview

The Irwindale Gateway Specific Plan ("Specific Plan") provides a comprehensive land use program to guide the development of an approximately 66.64-acre property in the City of Irwindale, California. The Specific Plan covers an approximately 52.65-acre developable portion (the "Development Area") and 13.99 acres of undevelopable area (SCE easement and roadway dedications). The Specific Plan land use concept features an industrial business park with up to 997,796 square feet of building space and a number of utility-scale battery energy storage system facilities. The Development Area is envisioned as a place where industrial businesses can thrive and encourage further economic investment in the City of Irwindale (the "City"). Its contemporary design will enhance the visual quality of the currently vacant site.

Notwithstanding anything to the contrary contained herein, any improvements shown on the figures contained herein are conceptual and for illustrative purposes only, and it shall not be a requirement that improvements be located, designed, or constructed as shown on such figures.

1.2 Background

The Development Area is the site of a former quarry. In the late 1980's, quarry activities ceased, and the site was designated for reclamation as required by the State Surface Mining and Reclamation Act of 1975 (SMARA). On December 15, 1994, the City adopted Resolution 94-55-1381, approving a conditional use permit authorizing the operation of an inert landfill to "fill and restore the depleted gravel pit." In connection with the approval, the City prepared and certified an Environmental Impact Report, State Clearinghouse No. 88060819, and adopted a related Statement of Overriding Considerations. Additionally, there are three existing billboards on the site. An approved grading plan was issued on September 16, 2022 to fix previous inert material that had been improperly placed. The inert debris remedial grading operation is bringing the site back to productive use with geotechnically certified fill.

Figure 1-1 – Site Photo

1.3 Description of Specific Plan Contents

This Specific Plan guides development of the Development Area by setting forth a land use plan, transportation and circulation plan, infrastructure plans, development standards, and design guidelines that address building placement, architectural style, landscaping, and other design elements. The substantive design elements of the buildings create visual interest, unity, and compatibility through the treatment of exterior building materials, colors, and façades as well as building placement, massing, and scale. In addition, a cohesive landscaping program will provide pleasing views of the Development Area from on- and off-site locations. Altogether, the various elements of the built environment in the Development Area will enhance the visual quality of the site and create an attractive development within the City.

From a long-term operational perspective, the Specific Plan accommodates industrial, and business park, and battery energy storage uses. These types of uses serve to encourage economic investment, jobs, and business opportunities in the City of Irwindale and assist in maintaining sustained economic stability and growth.

1.4 Description of Specific Plan Area

As shown on Figure 1-2, Vicinity Map, the Specific Plan area is located in the western portion of the City of Irwindale, immediately east of I-605, north of Live Oak Avenue and south of Arrow Highway. The City of Baldwin Park is located to the southeast. The I-605 Freeway forms the western boundary of the Specific Plan Area with the I-605/Live Oak Avenue interchange located immediately southwest of the Specific Plan Area and the I-605/Arrow Highway interchange located immediately northwest of the Specific Plan Area.

As shown on Figure 1-3, Aerial Photograph, surrounding land uses include the Southern California Edison Rio Hondo Sub-station, located on the south side of Live Oak Avenue, and the Santa Fe Dam Flood Control Basin, located on the north side of Arrow Highway. The land located east of the Specific Plan Area is used for industrial purposes. Access to the Specific Plan Area is provided through an established local roadway network. The Development Area is within walking distance (half mile) of the nearest Foothill Transit bus stop (Line 492) on Live Oak Avenue and Stewart Avenue.

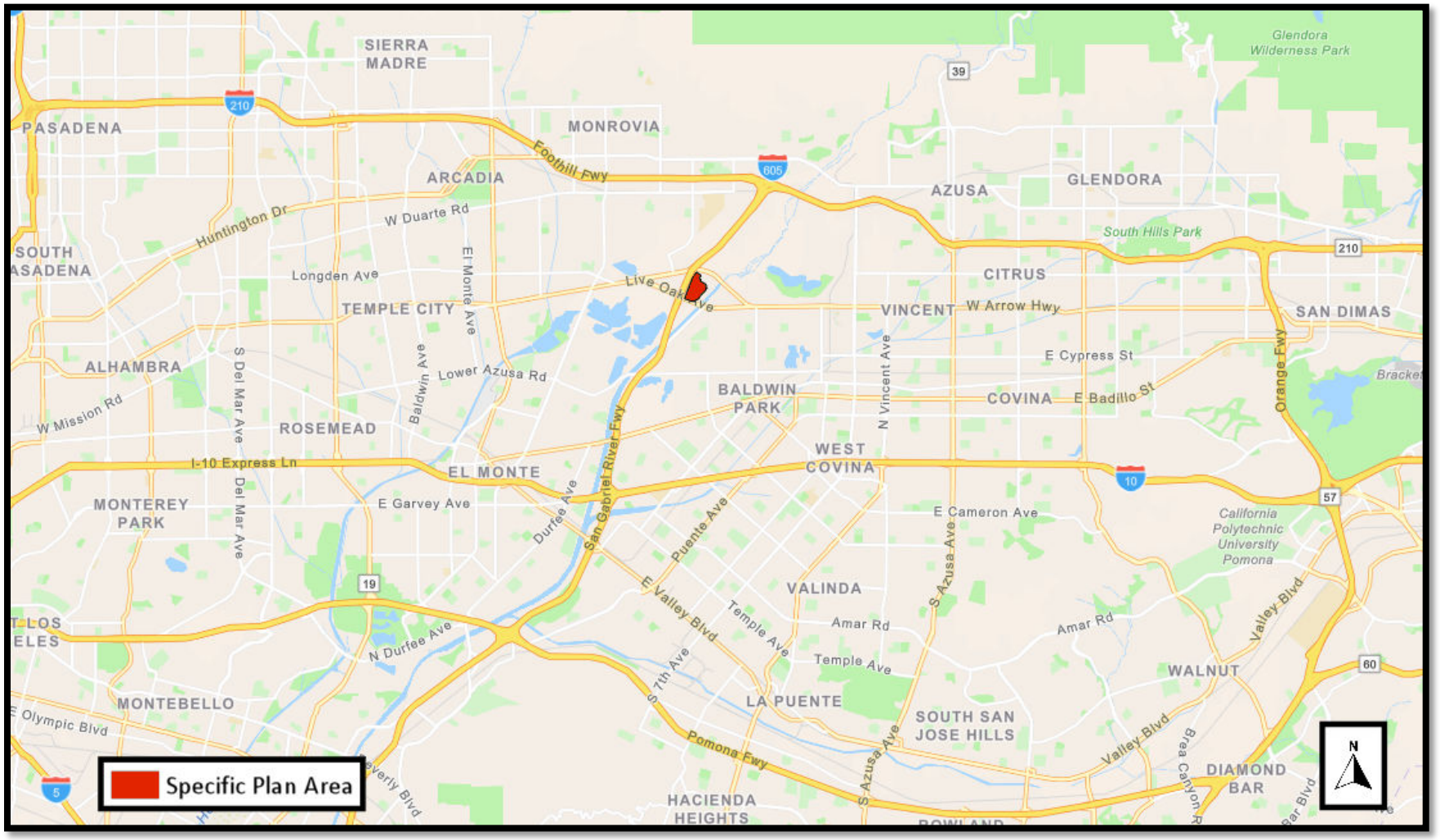


FIGURE 1-2 – VICINITY MAP

FIGURE 1-3 – AERIAL PHOTGRAPH

1.5 Specific Plan Organization

This Specific Plan is organized into the following sections:

- Section 1 – Introduction
- Section 2 – Purpose and Intent of Specific Plan
- Section 3 – Relationship to Other Land Use Regulations
- Section 4 – Land Use
- Section 5 – Transportation and Circulation
- Section 6 – Development Standards
- Section 7 – Design Guidelines
- Section 8 – Utility Infrastructure Plan
- Section 9 – Implementation

Unless otherwise defined in this Specific Plan, the meaning of capitalized words, phrases, titles, and terms shall be the same as provided in the City of Irwindale Municipal Code and the City of Irwindale Commercial and Industrial Design Guidelines.

II. Purpose and Intent of Specific Plan

2. Purpose and Intent of Specific Plan

2.1 Purpose and Intent

This Specific Plan, adopted by ordinance, establishes the development regulations, allowable land uses, design guidelines, and implementation procedures for the Development Area. The Specific Plan establishes the effective zoning for the Development Area. In addition, circulation and other infrastructure improvements such as water, wastewater, and stormwater drainage systems are addressed by this Specific Plan to ensure their proper sizing and timely installation.

2.2 Specific Plan Authority

This Specific Plan is a regulatory document prepared pursuant to the provisions of California Government Code §§ 65450 through 65457, which grant local government agencies the authority to prepare specific plans for the systematic implementation of their general plan for all or part of the area covered by the general plan.

California Government Code §§ 65450 through 65457 establish the authority to adopt a specific plan, identify the required contents of a specific plan, and mandate consistency with the general plan.

According to California Government Code § 65451:

(a) A specific plan shall include text and a diagram or diagrams which specify all of the following in detail:

(1) The distribution, location, and extent of the uses of land, including open space, within the area covered by the plan.
(2) The proposed distribution, location, and extent and intensity of major components of public and private transportation, sewage, water, drainage, solid waste disposal, energy, and other essential facilities proposed to be located within the area covered by the plan and needed to support the land uses described in the plan.
(3) Standards and criteria by which development will proceed, and standards for the conservation, development, and utilization of natural resources, where applicable.
(4) A program of implementation measures including regulations, programs, public works projects, and financing measures, necessary to carry out items (1), (2), and (3)

(b) The specific plan shall include a statement of the relationship of the specific plan to the general plan.

This Specific Plan includes each of the required elements listed above and establishes the essential link for how the Specific Plan is consistent with the policies of the City of Irwindale General Plan (the "General Plan"). The Specific Plan provides the City of Irwindale's staff and decision makers, as well as developers, investors, the community at-large, utility providers, public service districts, and others with a comprehensive plan establishing regulations, conditions, and programs for guiding the systematic development of the Development Area. All future development plans and implementing

actions within the Development Area are required to be consistent with the regulations set forth in this Specific Plan and with all other applicable City, County, State, and federal regulations.

2.3 Statement of Objectives

To ensure the functional integrity, economic viability, and positive aesthetic appearance of the Development Area, the following planning and development goals are established:

- Create a comprehensive land use plan for the re-use of a reclaimed sand and gravel quarry including the development of utility scale battery energy storage facilities.
- Provide guidelines and standards for the development of state-of-the-art buildings that can accommodate various industrial and manufacturing uses, including warehouse distribution, logistics, and fulfillment centers with proximate access to Interstate 605 on- and off-ramps.
- Ensure that infrastructure plans for water, sewer, drainage, dry utility, and solid waste disposal are adequately designed for the Specific Plan.
- Provide a circulation system that meets transportation requirements and minimizes potential adverse impacts on the surrounding area.
- Provide guidelines and standards for architecture, landscaping, walls, fencing, lighting, and entry treatments that are compatible with the design and architecture of the surrounding uses.

III. Relationship to other Land Use Regulations

3. Relationship to Other Land Use Regulations

California Government Code § 65454 requires a specific plan to be consistent with the local General Plan. As part of the adoption of this Specific Plan, a General Plan Amendment changes the General Plan land use designation for the Specific Plan Area from "Regional Commercial" to "Specific Plan", and a Zoning Ordinance Amendment changes the zoning designation for the Specific Plan Area from "M2 (Heavy Manufacturing)" to "Irwindale Gateway Specific Plan". The adoption of this Specific Plan establishes the zoning regulations for the Specific Plan Area in order to implement the Geneal Plan land use designation of "Specific Plan" for the Specific Plan Area.

The Specific Plan provides for a land use plan and development standards, which reflect the objectives in Section 2, governing development of the principal physical components of the Development Area, including, but not limited to: buildings, battery energy storage systems, circulation and parking facilities, landscaping, open space, and utility improvements. The Specific Plan provides for the standards that establish the general type, parameters, and character of development with the goal of creating an integrated and unified environment that is compatible with its surrounding area. The Specific Plan also provides a plan for infrastructure improvements to serve the Development Area including the development of a new detention basin within the SCE Easement Area for collection of project storm water flows. The detention basin will replace an existing, unimproved natural retention basin located within the SCE Easement Area.

3.1 General Plan Consistency

The Specific Plan is designed to meet the goals established in the City's General Plan by providing a framework for the future development of the Development Area. The Specific Plan is designed to be consistent with, and serves as an extension of, the City's General Plan. The Specific Plan is consistent with the following General Plan Land Use Element policies and objectives:

GENERAL PLAN POLICY	SPECIFIC PLAN CONSISTENCY
COMMUNITY DEVELOPMENT ELEMENT (CDE)	
Issue Area – Land Use Planning: The City of Irwindale is committed to the development of a comprehensive land use plan that will enhance the City's livability and economic base for future generations.	
CDE Policy 1: The City of Irwindale, through continued comprehensive land use planning, will strive to preserve the overall mix of land uses and development in the community.	The Specific Plan is consistent with the City's goal of preserving the overall mix of land uses and development in the community by setting forth a land use plan and development regulations for how the reclaimed former quarry located in the Development Area will accommodate industrial and business park uses, including battery energy storage systems.

CDE Policy 2: The City of Irwindale will continue to plan for the transition of the quarries located within the City to other land uses.	The Development Area is a remediated former quarry. The Specific Plan allows the transition of the site to a productive and economically beneficial development for the City of Irwindale.
CDE Policy 3: The City of Irwindale will continue to ensure that the type, location, and intensity of all new development and intensified developments adhere to the requirements that are specified for their particular land use category in the General Plan.	The Specific Plan provides a development plan, infrastructure plans, development standards, and design guidelines that address building placement, architectural style, landscaping, and other design elements to address the specific characteristics of the site consistent with the General Plan land use designation of Specific Plan.
CDE Policy 5: The City of Irwindale will continue to promote comprehensive development consistent with the General Plan as opposed to piecemeal and incremental planning.	The Specific Plan implements policies set forth in the General Plan by providing a comprehensive plan and direction for the long-term development of the Development Area. The Specific Plan provides for implementation of uniform development regulations and design guidelines and addresses sustainable practices, to promote compatibility with surrounding areas. Adoption of the Specific Plan provides for the comprehensive development of the Development Area, thereby avoiding planning of piecemeal development.
Issue Area – Economic Development: The City of Irwindale intends to continue its pursuit and promotion of economic development that will provide jobs and revenue for the community.	
CDE Policy 10: The City of Irwindale will promote development that will benefit the community as a whole in terms of both jobs and revenue generation.	The Specific Plan allows for up to 997,796 square feet of industrial and business park uses on a former quarry site. Revenue benefits to the City of Irwindale may include but not be limited to increased property tax revenue and point-of-sale tax revenue. In addition, the Specific Plan will allow for development of uses leading to creation of jobs that can be filled by residents of the City and surrounding communities.
Issue Area – Urban Design: The City of Irwindale will continue its efforts in improving the appearance of the community.	
CDE Policy 12: The City of Irwindale will continue to promote quality design in the review and approval of commercial and industrial development through the application of the commercial and industrial design guidelines.	The Specific Plan promotes quality design by providing guidelines and standards for landscaping, architecture, walls, fencing, signage, lighting, and entry treatments addressing the specific character of the site and proposed uses to maintain compatibility with

	the design and architecture of the surrounding uses.
CDE Policy 14: The City of Irwindale will continue to promote property maintenance in all areas of the City.	The Specific Plan defines the entities responsible for maintenance of publicly and privately-owned improvements within the Specific Plan Area, including roadways and utility infrastructure (refer to Section 9.10 and Table 9-1). Compliance with the Specific Plan's maintenance program ensures that all improvements within the Specific Plan Area are properly and perpetually maintained.
CDE Policy 16: The City of Irwindale will continue to work towards the development of streetscape, sign standards, and a Public Art Program.	The Design Guidelines for the Specific Plan (refer to Section 7) establish comprehensive streetscape design standards for the Irwindale Gateway Specific Plan's frontage on Arrow Highway, Live Oak Avenue and Live Oak Lane promoting a welcoming visual environment for employees, visitors, and passersby. Signage will conform to City standards.
INFRASTRUCTURE ELEMENT (IE)	
Issue Area – Maintenance of Service Standards: City of Irwindale will continue to maintain the highest levels of public service to respond to the existing and future demand for such services.	
IE Policy 1: The City will continue to support the efforts of the City of Irwindale Public Works Department in maintaining the highest service standards feasible. IE Policy 2: The City will continue to cooperate with those utility providers in the City to ensure that sufficient infrastructure capacity is available to meet current and future service demands.	The Specific Plan requires improvements to be made to roadways and public utilities/infrastructure in conjunction with future development of the Development Area and as required by the City of Irwindale and applicable public service providers. Improvements are required to be made by the developers as necessary to serve the Development Area while maintaining adequate service levels for existing surrounding land uses. Plans for water, sewer, storm water, dry utilities, and solid waste disposal are provided in Section 8, Utility Infrastructure.
Issue Area – Traffic and Circulation: The City of Irwindale will strive to improve safe and efficient circulation in the City.	
IE Policy 3: The City of Irwindale will continue to develop and enhance the existing streets and intersections in the City. IE Policy 4: The City of Irwindale will strive to ensure that all new development implements its "fair-share" of infrastructure	The Specific Plan includes roadway and sidewalk improvement plans to facilitate efficient vehicular and non-vehicular transportation through and around the Development Area. With implementation of the circulation improvements identified in Section 5 of the Specific Plan, traffic impacts generated

improvements to offset the potential adverse impacts associated with the additional traffic that will be generated by the new development.	by development in the Development Area will be offset to the City of Irwindale's satisfaction. Furthermore, developers of land within the Development Area will be responsible for funding and/or construction of the required infrastructure improvements as set forth by the Specific Plan.
RESOURCE MANAGEMENT ELEMENT (RME)	
Issue Area – Natural Resources. The City of Irwindale will continue to cooperate in the maintenance and conservation of the area's natural resources.	
RME Policy 1: The City of Irwindale will continue to work with the quarries and other regulatory agencies to facilitate their reclamation. RME Policy 3: The City of Irwindale will work with the quarry owners and/or operators and regulatory agencies to help facilitate their timely reclamation.	The Development Area is a former quarry site, which is the subject of an ongoing inert debris remedial grading operation being conducted to return the site to productive use. This Specific Plan provides guidelines and development standards for the redevelopment of the site. As such, the Specific Plan provides a comprehensive plan for the transition of the site to a productive and economically beneficial development for the City of Irwindale.
Issue Area – Resource Preservation. The City of Irwindale will maintain and preserve those natural and man-made amenities that contribute to the City's livability.	
RME Policy 11: The City of Irwindale supports the ethic of conservation of non-renewable resources. This includes efforts to reduce the use of energy (in any form), greenhouse gas (GHG) emissions (consistent with AB 32) and efforts to find new and more energy efficient methods for delivering services. The City supports the development of building standards that enable the community to design energy saving features such as solar energy systems, water efficient landscaping, and sustainable, green, and energy efficient building standards.	The Specific Plan allows industrial land uses adjacent to Interstate 605 and approximately 1.8 miles from Interstate 210. By its location near major transportation corridors, the Specific Plan has the potential to reduce vehicle miles traveled, which would reduce tailpipe emissions – a major source of greenhouse gases. In addition, buildings in the Development Area will be required to comply with the California Green Building Standards Code, the City's Model Water Efficient Landscape Ordinance (MWELO), and will incorporate additional sustainable design features that minimize water use and maximize energy efficiency. The Specific Plan also includes allowance for incorporation of one or more BESS (as hereinafter defined) facilities, thereby providing opportunity for high-value infrastructure that would allow for more use of sustainable renewable energy resources that will help to reduce GHG emissions as conventional energy generation sources are

	phased out.
Issue Area – Mining and Reclamation. The following policies focus on those City policy actions that can be taken to improve environmental compliance, reclamation planning, and long-term economic improvement of the mines and quarries (inactive, active, and reclaimed) in Irwindale.	
RME Policy 19: The City of Irwindale will consider environmental justice issues as they are related to potential health impacts associated with air pollution and ensure that all land use decisions, including enforcement actions, are made in an equitable fashion to protect residents, regardless of age, culture, ethnicity, gender, race, socioeconomic status, or geographic location from the health effects of air pollution.	The Development Area is a former quarry that was filled improperly with inert debris and reclaimed beginning in 2023. Air pollution emissions historically associated with mining and filling have ceased and air pollutant emissions associated with development of the Specific Plan would be generated primarily by mobile sources (tailpipe emissions from vehicles traveling to and from the property). These air pollutant emissions are regulated at the federal and State levels through mandated vehicle engine performance standards and fuel content requirements. The Development Area is surrounded by flood control uses to the north and east, the Southern California Edison Rio Hondo sub-station to the south, and Interstate 605 and quarry uses to the west. As such, there are no known or probable environmental justice issues associated with developing the Specific Plan land uses.
RME Policy 25: The City of Irwindale will monitor traffic and congestion to determine when and where the City needs new transportation facilities to achieve increased mobility efficiency.	The Specific Plan requires roadway and sidewalk improvements for new developments to facilitate efficient vehicular and non-vehicular transportation through and around the Development Area. The Specific Plan provides for required roadway improvements, including to the north side of Live Oak Avenue and Live Oak Lane. Transportation and roadway improvements identified in Section 5 of this Specific Plan ensure that the segments of Live Oak Avenue and Live Oak Lane adjacent to the Development Area will operate at an acceptable service level.
PUBLIC SAFETY ELEMENT (PSE)	
Issue Area – Emergency Preparedness. The City of Irwindale will strive to maintain the highest levels of readiness to respond to disasters or local emergencies.	
PSE Policy 3: The City of Irwindale will work to reduce potential hazards through conscientious land use planning. The City shall require liquefaction assessment studies as	The Development Area is the site of a reclaimed former quarry. The inert debris deposited at the property during the reclamation process consists of a combination of crushed rock, fine

part of development proposals in areas identified by the California Geological Survey as susceptible to liquefaction. The studies shall be conducted in accordance with the California Geological Survey's Special Publication 117; Guidelines for Evaluating and Mitigating Seismic Hazards in California, and the Southern California Earthquake Centers (1999) procedures to implement Special Publication 117 – Liquefaction Hazards (both documents are incorporated herein by reference). On sites shown to be susceptible to liquefaction, the City shall require the implementation of mitigation measures designed to reduce this hazard to an acceptable level. The City shall require a State certified engineering geologist or registered civil engineer; having competence in the field of seismic hazard evaluation and mitigation, to review the study at the Applicant's expense. The review shall determine the adequacy of the hazard evaluation and proposed mitigation measures and determine whether the requirements of State law are satisfied, as described in Special Publication 117 by the California Geological Survey.	silt, and clean construction and demolition waste (e.g., broken concrete, asphalt, brick, soil) that complies with applicable State of California, Los Angeles County, and City of Irwindale standards. Prior to backfill, the inert debris was blended, moisture conditioned, and compacted for stability in accordance with State of California and City of Irwindale requirements of graded fill materials. Following completion of reclamation, the Development Area will be suitable for development and will not be subject to liquefaction or other geologic stability hazards. Additionally, site and development geotechnical investigations will be required for all subsequent development proposals within the Development Area. City approval of these investigations and incorporation of investigation requirements and recommendations will be required prior to the issuance of grading permits to ensure potential hazards due to liquefaction are addressed.
Issue Area – Noise: The City of Irwindale will work to reduce the high levels of noise exposure associated with the existing development and transportation facilities in the City.	
PSE Policy 5: The City of Irwindale will work towards reducing noise exposure in the City by considering noise and land use compatibility in land use planning.	The Development Area does not abut noise-sensitive land uses (e.g., residential, schools, etc.). The uses allowed within the Development Area are compatible with the surrounding industrial uses. Furthermore, the potential noise generated by future developments has been analyzed in the Irwindale Gateway Specific Plan EIR (as hereinafter defined) in accordance with the California Environmental Quality Act and potential impacts will be mitigated.

3.2 Relationship to Zoning Code

The Title 17 (Zoning Code) of the Irwindale Municipal Code provides a citywide framework of regulations that addresses topics such as permitted uses, development standards, parking and landscaping regulations, permit procedures, and sign regulations.

The Specific Plan serves as the zoning for the Specific Plan Area, and as such, includes the development regulations applicable to the Specific Plan Area. In the event that any provision in the Specific Plan conflicts with the Zoning code, the provisions set forth within the Specific Plan shall prevail. In the event the Specific Plan is silent regarding any Zoning provision applicable to the Development Area, the Zoning Code shall prevail.

3.3 Subdivisions

All development in the Development Area shall comply with Title 16 (Subdivisions) of the Irwindale Municipal Code and the Subdivision Map Act (Cal. Government Code § 66410, et. seq), as applicable.

IV. Land Use

4. Land Use

4.1 General Provisions

This section establishes allowable uses within the Development Area. The Specific Plan allows for a variety of uses, including professional offices, and industrial uses, and battery energy storage.

The Development Area is planned for the development of warehousing, distribution, fulfillment center, industrial, manufacturing, battery energy storage systems, and office uses. The SCE Easement Area is planned for infrastructure improvements required to serve the Development Area. A breakdown of the size of the areas within the Specific Plan is as follows:

Table 4-1

Area	Size
Gross Site Area	66.64 acres
SCE Easement Area	9.61 acres
Right-of-Way Dedication	4.38 acres
Net Developable Area	**52.65 acres**

4.2 Summary of Land Use Plan

The Development Area may be developed using one of the two following land use plans:

Land Use Plan 1: Consisting of the entire 52.65-acre Development Area (Figure 4-1). If the Development Area is developed to Land Use Plan 1 the entire site would be developed with industrial, manufacturing, warehousing, distribution, fulfillment center, and office uses (collectively, "Industrial and Business Park Uses"). Sites which are developed with industrial, manufacturing, warehousing, distribution, fulfillment center, and/or office uses shall be referred to as "Industrial and Business Park Sites."

Land Use Plan 2: Consisting of using the southern 15.94 acres of the Development Area for one or more Battery Energy Storage System (BESS) facilities and the remainder 36.71 acres for industrial, manufacturing, warehousing, distribution, fulfillment center, and office uses (Figure 4-2).

The development of the Development Area according to one of the land uses plans shall not restrict redevelopment of the Development Area according to the other land use plan.

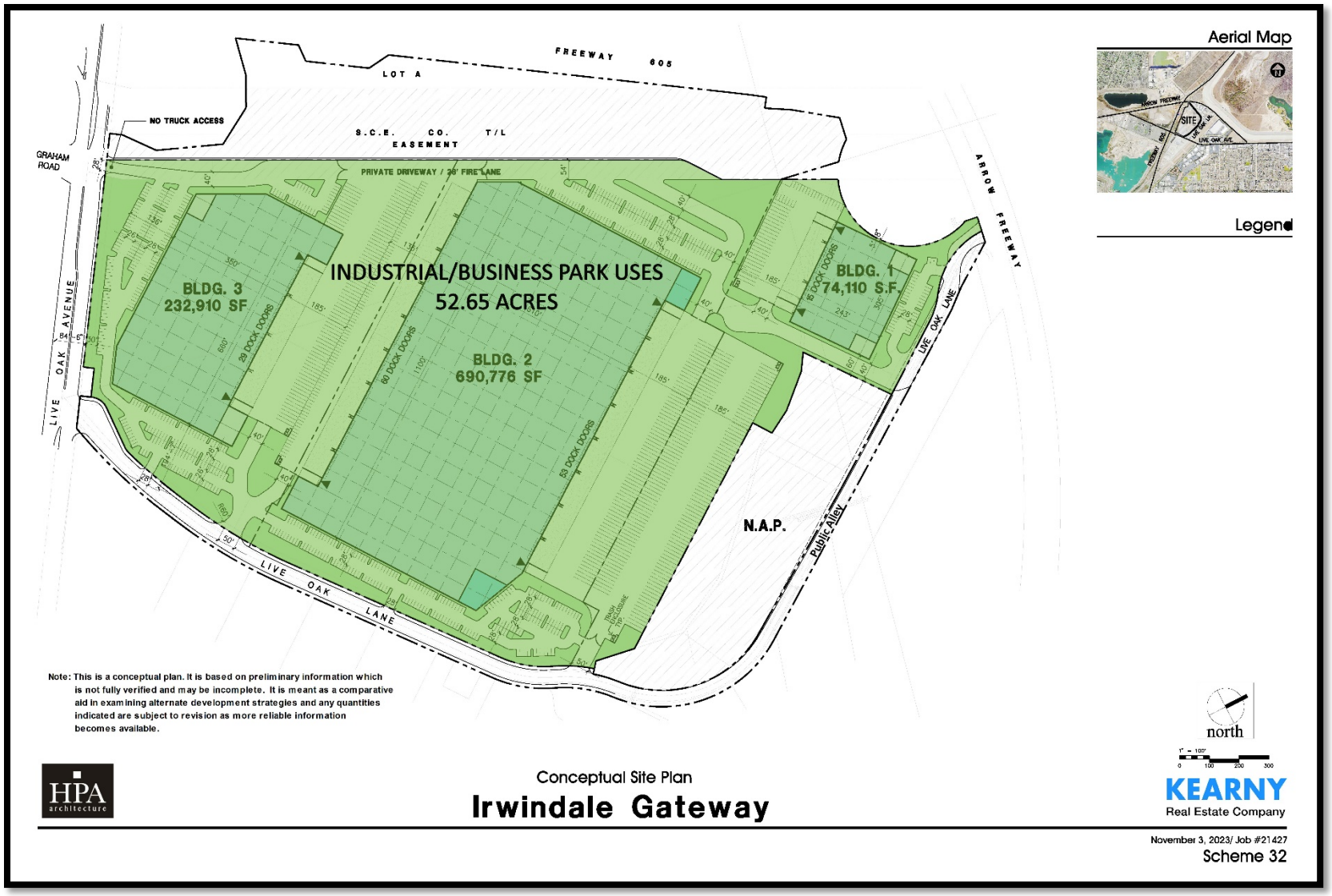


FIGURE 4-1 – LAND USE PLAN NO. 1

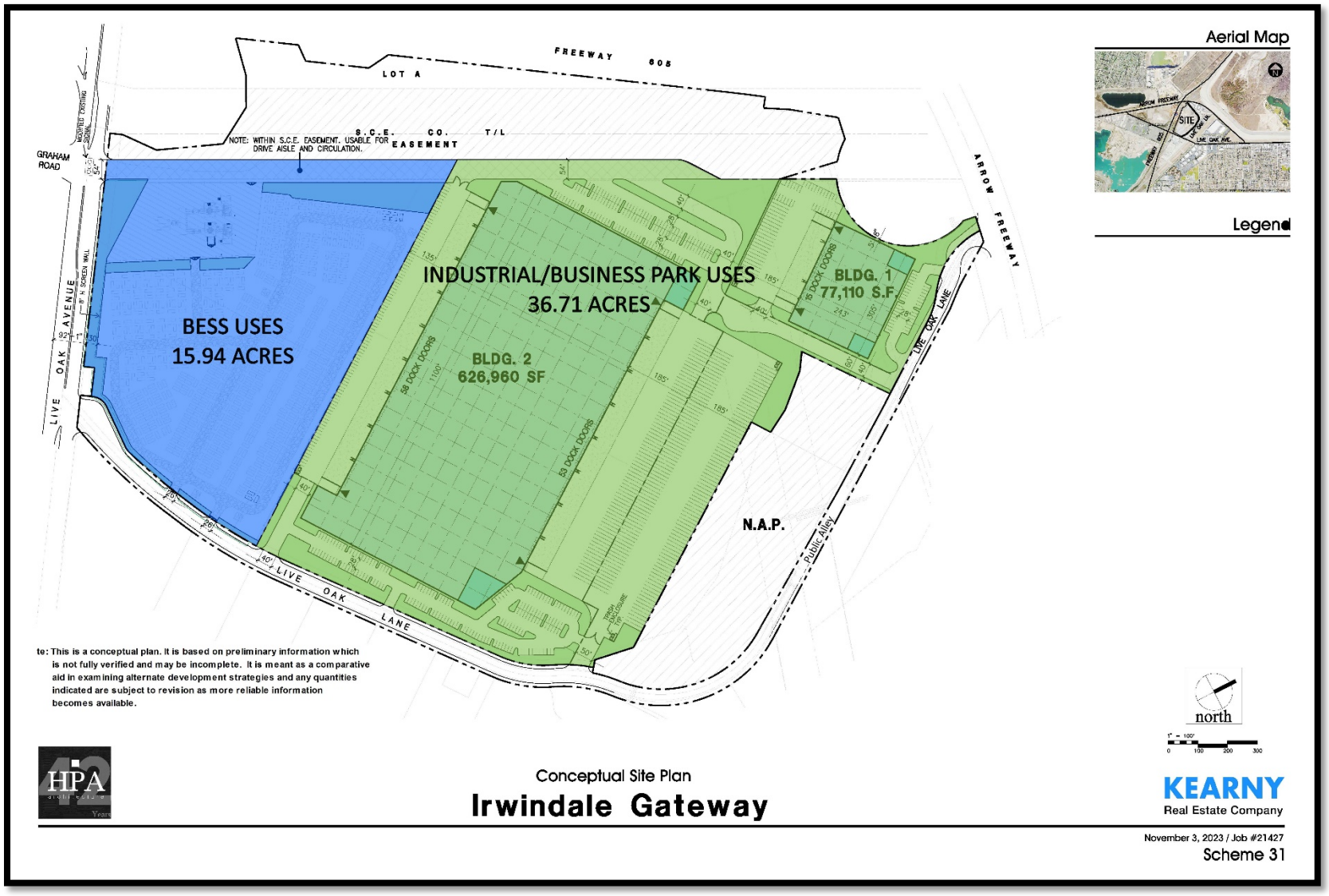


FIGURE 4-2 – LAND USE PLAN NO. 2

V. Transportation and Circulation

5. Transportation and Circulation

5.1 Purpose and Intent

The Circulation Plan for the Specific Plan provides a roadway network to meet the vehicular and non-vehicular needs of employees and visitors and for the transportation of goods to and from the Development Area.

5.2 Vehicular Circulation

The Circulation Plan, as illustrated by Figures 5-1 and 5-2, describes the proposed roadway improvements to accommodate traffic generated by the anticipated Land Use Plan. Vehicular access to the Development Area is provided via Live Oak Avenue, adjacent to the southern boundary of the Specific Plan, and Arrow Highway, which abuts a portion of the northern boundary of the Specific Plan, and Live Oak Lane, a private street extending from Live Oak Avenue to Arrow Highway. Figures 5-1 and 5-2 demonstrate access and on-site circulation for conceptual improvements within the Development Area, with and without any BESS facilities. Figures 5-3 and 5-4 illustrate the typical design of circulation improvements planned as part of the development project.

The following facilities and improvements are proposed for the primary components of the Specific Plan's vehicular circulation network:

Live Oak Avenue

Live Oak Avenue forms the southern boundary of the Specific Plan. This public roadway provides east/west access to the Development Area and a connection point to and from I-605. In its fully improved condition, the segment of Live Oak Avenue abutting the Specific Plan features a 106-foot-wide right-of-way ("ROW"), including 34 feet of pavement in the east travel lane (two lanes), 34 feet of pavement in the west travel lane (two lanes), a 16-foot-wide raised center median that reduces to 5-feet to accommodate an 11-foot left turn lane when needed, and a 9-foot-wide sidewalk with 3-feet of landscape terrace on the south side of the street. As part of the Specific Plan Area's development, a 5-foot-wide meandering sidewalk and a 5-foot meandering landscaped parkway is provided along the north side of Live Oak Avenue. The existing travel lanes will remain. Live Oak Avenue is a designated truck route. On-street parking is generally prohibited on both sides of the roadway. All frontage improvements to Live Oak Avenue are required to comply with applicable City of Irwindale requirements, including sight distance requirements, except as may otherwise be provided herein. Live Oak Lane (described below) connects to Live Oak Avenue. One direct driveway will connect to Live Oak Avenue at the signalized intersection with Graham Road, which will also allow temporary truck access during construction. The Live Oak Avenue and Live Oak Lane intersection shall become signalized to alleviate the additional traffic delay generated by the new developments.

Arrow Highway

Arrow Highway abuts the portion of the northern boundary of the Specific Plan where Live Oak Lane intersects with Arrow Highway. This public roadway provides east/west access to the Development Area and to/from I-605. The segment of Arrow Highway abutting the Development Area is improved

with a 100-foot-wide ROW, including 36 feet of pavement in each direction (2 lanes), a 12-foot-wide raised center median, an existing 5-foot-wide sidewalk 3-foot-wide landscaped parkway on both sides of the ROW. The Development Area will not have direct vehicular access to Arrow Highway. Instead, two driveways will provide access to Live Oak Lane on the north side of the Development Area, which provides access to Arrow Highway at an unsignalized right-in-right out intersection. Arrow Highway is a designated truck route. Any frontage improvements to Arrow Highway are required to comply with applicable City of Irwindale requirements, including sight distance requirements, except as may otherwise be provided herein.

Live Oak Lane

Live Oak Lane is an existing collector road that connects the development area to either Live Oak Avenue or Arrow Highway. It is a two-lane undivided road generally oriented in a north-south direction. Live Oak Lane is accessible from public streets and provides the primary ingress and egress for all development within the Development Area. Live Oak Lane will have a 60-foot-wide ROW with 40 feet of pavement and 10 feet of sidewalk with parkway on either side of the street. The pavement area includes a 12’ travel lane and an 8’ wide parking lane on each side of the street. The Live Oak Avenue and Live Oak Lane intersection shall become signalized to alleviate the additional traffic delay generated by the new developments.

Public Alley

A new public alley is provided to connect the northern and southern sections of Live Oak Lane. The public alley is oriented in the north-south direction. The public alley is an undivided two-lane ROW that has varied width, which ranges from 38-feet to 47-feet. One 13-foot-wide travel lane is provided on each direction, and an 8-foot parking lane is provided adjacent to the southbound travel lane. On the east side of the public alley is a grass terrace that ranges from 4-feet to 13-feet wide.

Private Driveways and Drive Aisles

Interior private driveways and drive aisles are proposed to connect individual building sites within the Development Area and provide vehicular access to Live Oak Avenue and Live Oak Lane. Private driveways and drive aisles provide vehicular access for automobiles and trucks to parking lots, truck courts, loading dock areas, etc. The locations, alignments, and widths of private driveways and drive aisles will be determined at the time buildings are designed and positioned as part of implementing development projects and are subject to approval of the Director of Engineering.

Interstate 605

I-605 is located immediately west of the Specific Plan and is under the authority of the California Department of Transportation (“Caltrans”). Because the freeway falls completely outside of the Specific Plan Area’s boundary, development of the Development Area does not affect Caltrans’ plans for the operation and maintenance of I-605. Drivers of I-605 have convenient access to the Development Area via the on-/off-ramps at Live Oak Avenue and on-/off-ramp at Arrow Highway.

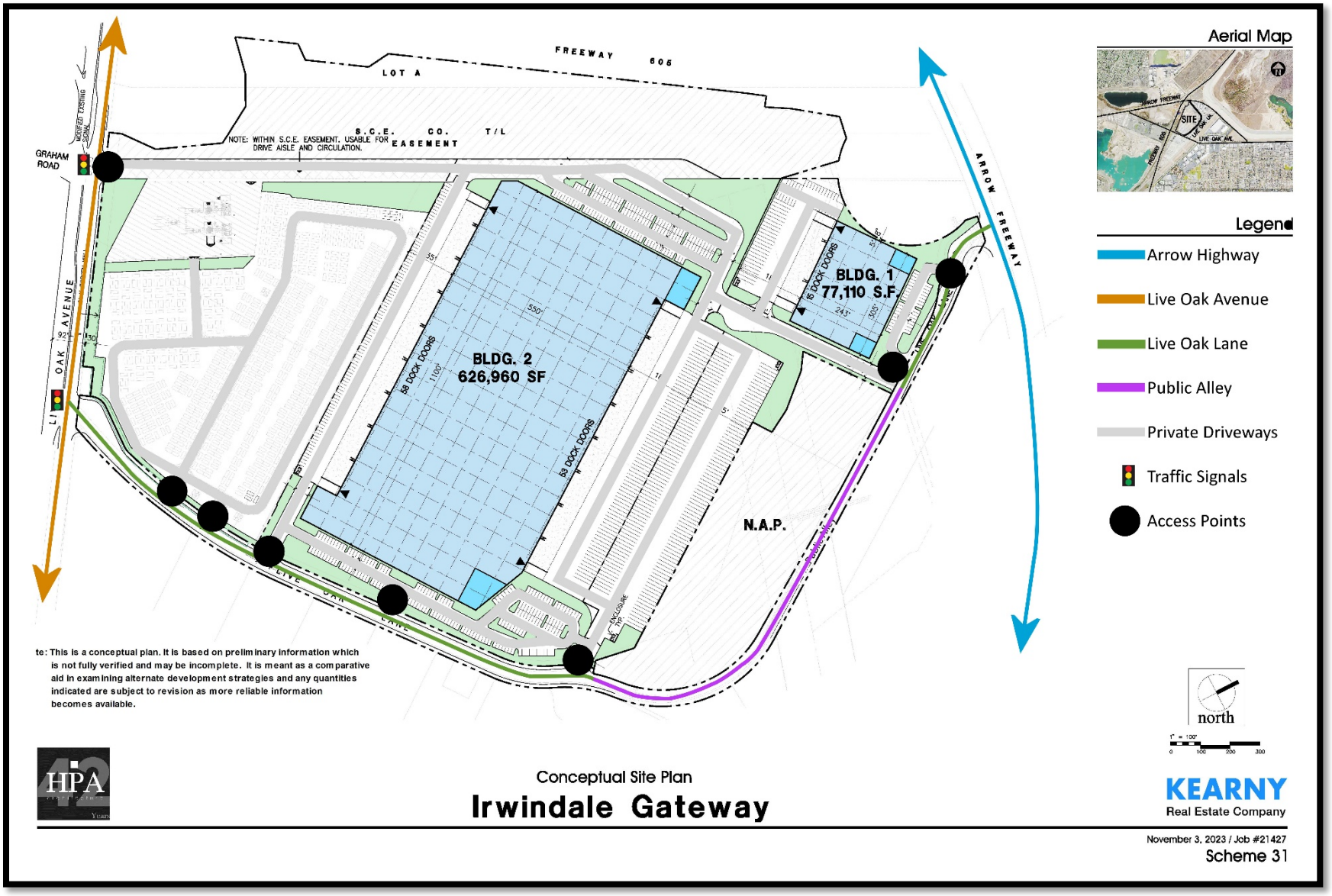


FIGURE 5-1 – CONCEPTUAL CIRCULATION PLAN WITH BESS

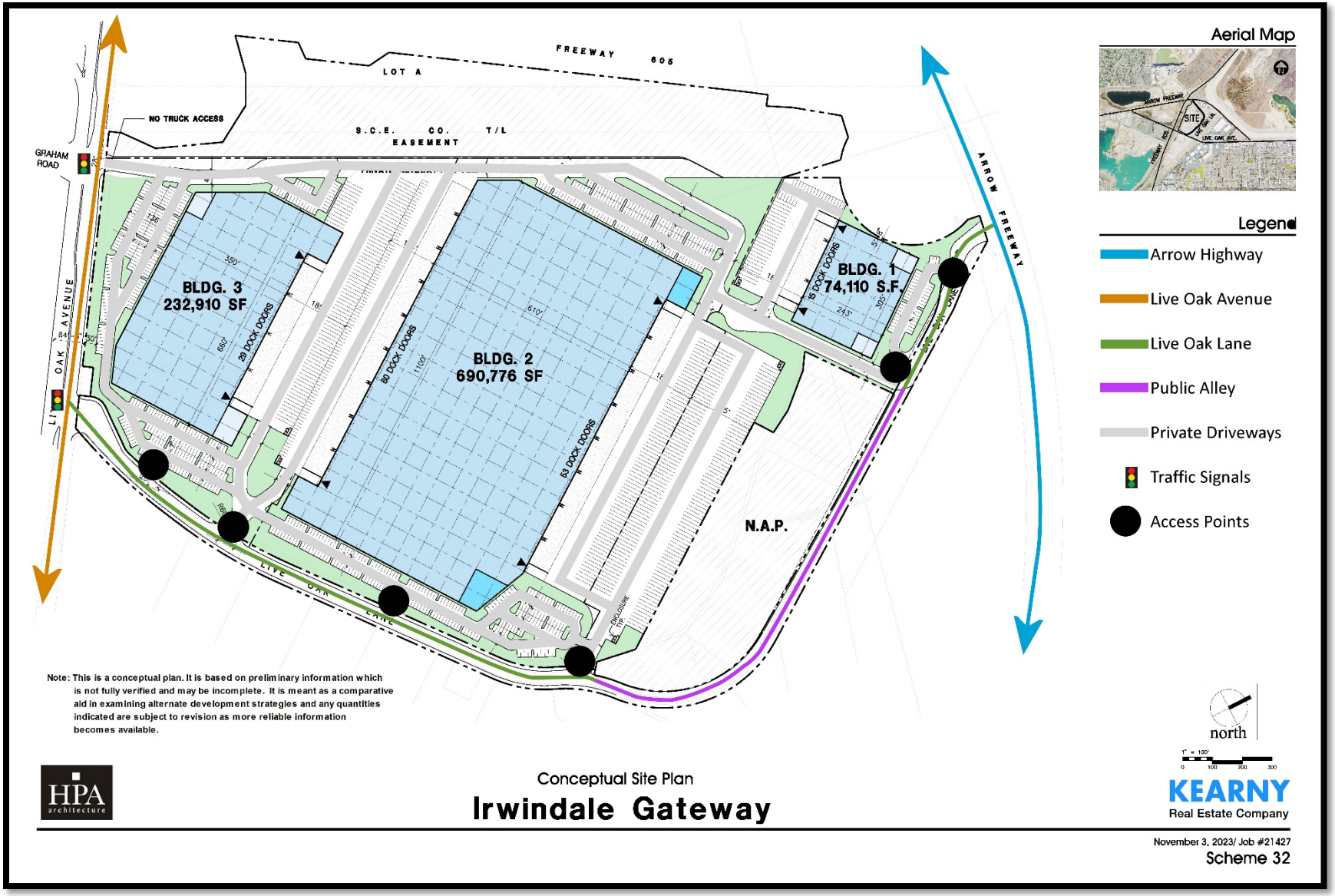


FIGURE 5-2 – CONCEPTUAL CIRCULATION PLAN WITHOUT BESS

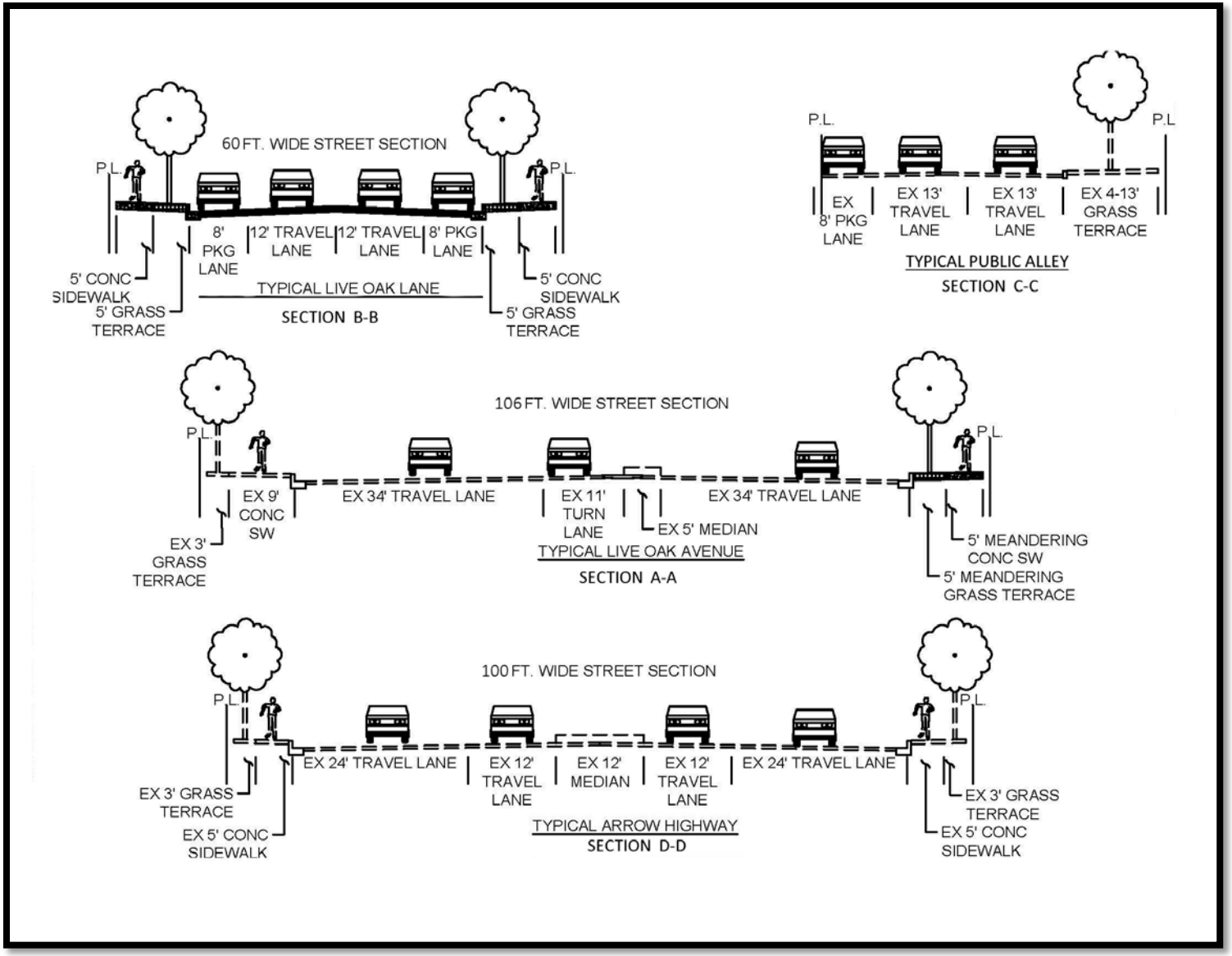


FIGURE 5-3 – TYPICAL ROW CROSS-SECTION

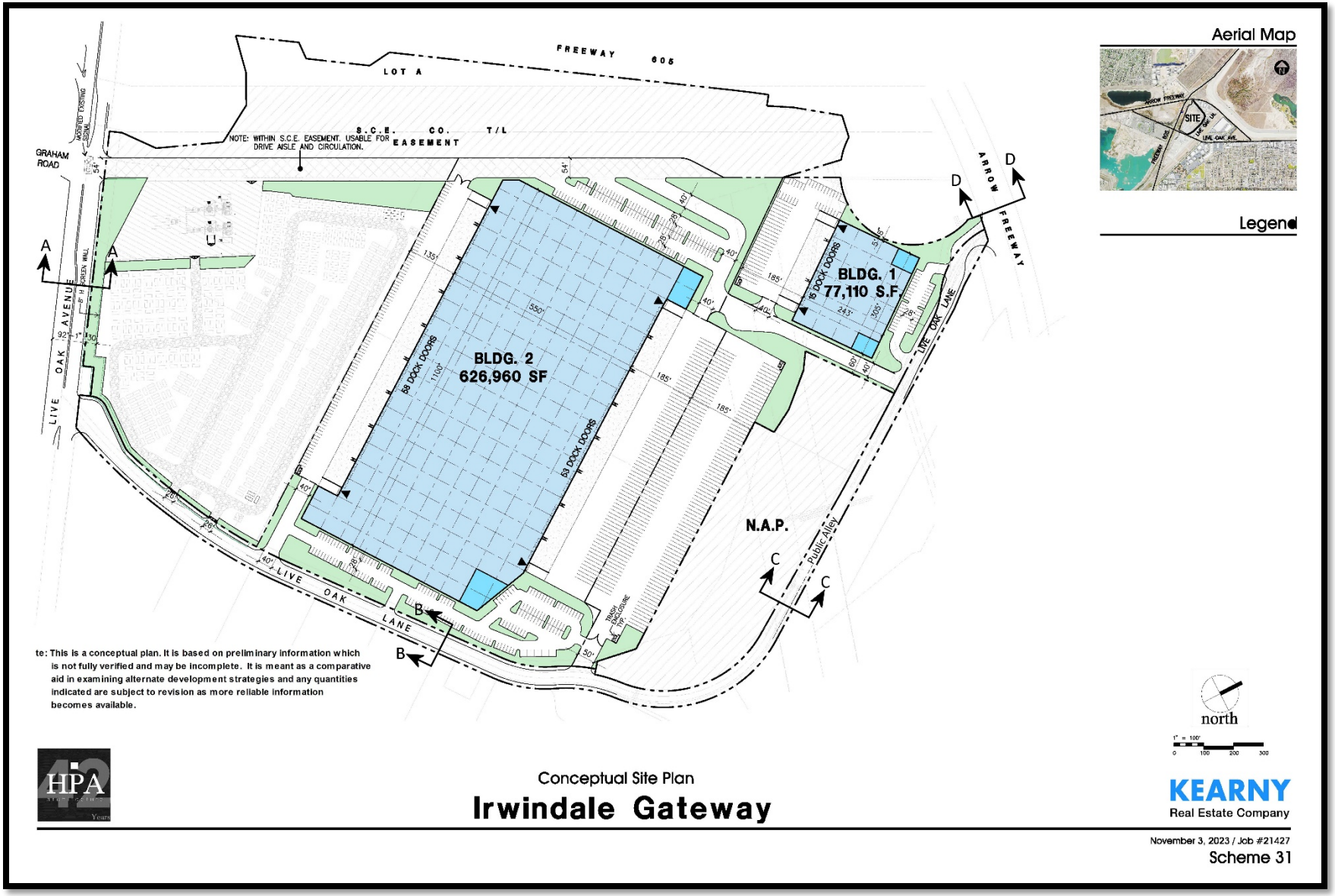


FIGURE 5-4 – CROSS SECTION KEY PLAN

5.3 Non-Vehicular Circulation

The Specific Plan provides for convenient pedestrian movement and circulation within the portion of the Development Area that is accessible to the public via an integrated sidewalk network that is to be designed on individual building sites. As illustrated on Figure 5-5, “Conceptual Non-Vehicular Access Plan with BESS” and 5-6 “Conceptual Non-Vehicular Access without BESS,”, sidewalks are provided in the public right-of-way along the north side of Live Oak Avenue adjacent to the Development Area. Minimum 5-foot-wide sidewalks are or may be located along both sides of Live Oak Lane to facilitate pedestrian circulation between Arrow Highway and Live Oak Avenue. Crosswalks are designed at signalized intersections to ensure pedestrian safety. Foothill Transit is a public transit agency that serves the City of Irwindale. A bus stop at Live Oak Avenue and Stewart Avenue is located less than a mile from the Development Area and a bus stop at Rivergrade Road and Arrowhead Hwy is located approximately within a mile and a half of the Development Area.

Both Arrow Highway and Live Oak Avenue are Bicycle Priority Corridors in the City’s Active Transportation Plan. Development in the Development Area would not impact proposed new bicycle facilities along the roadways.

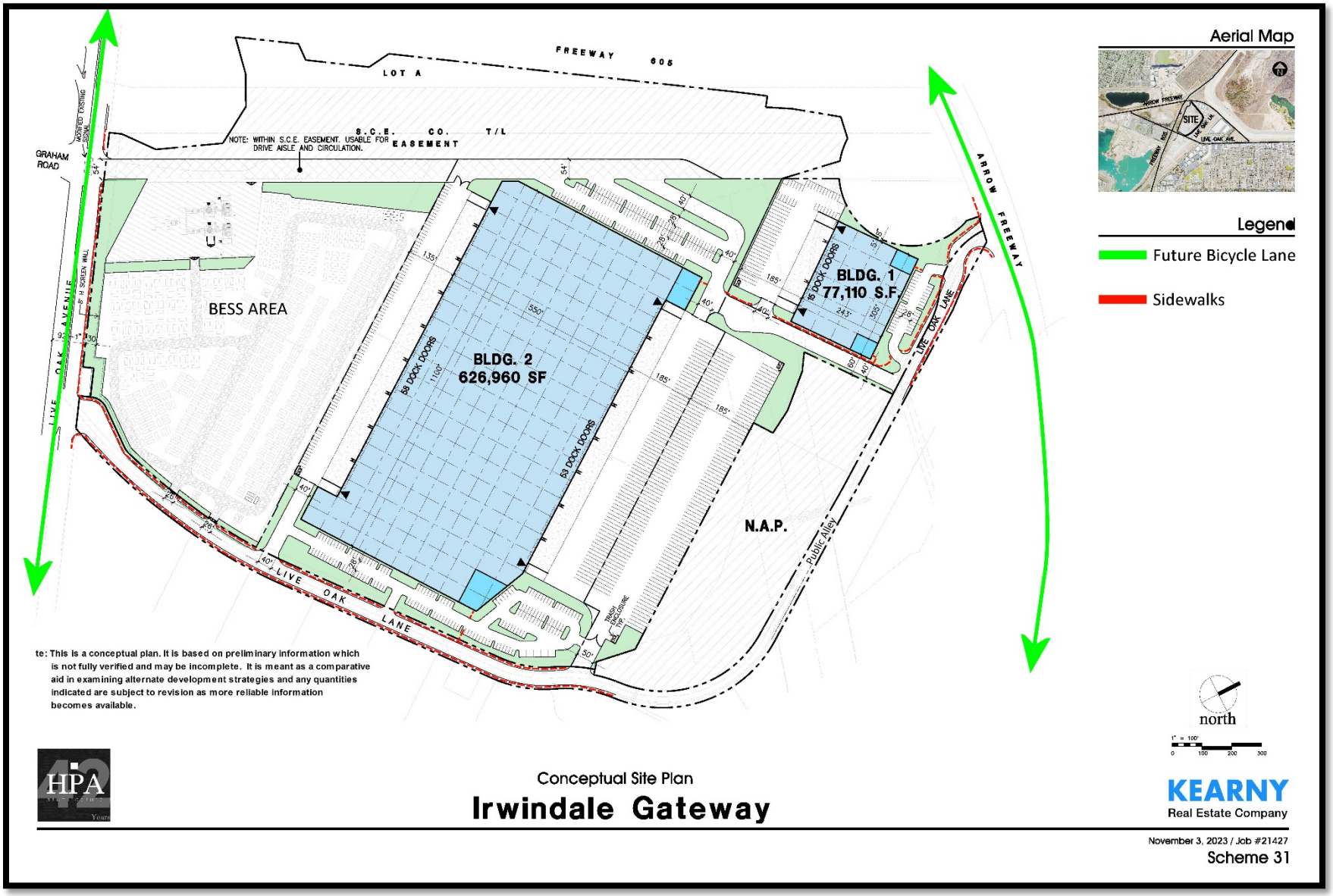


FIGURE 5-5 – CONCEPTUAL NONVEHICULAR ACCESS PLAN WITH BESS

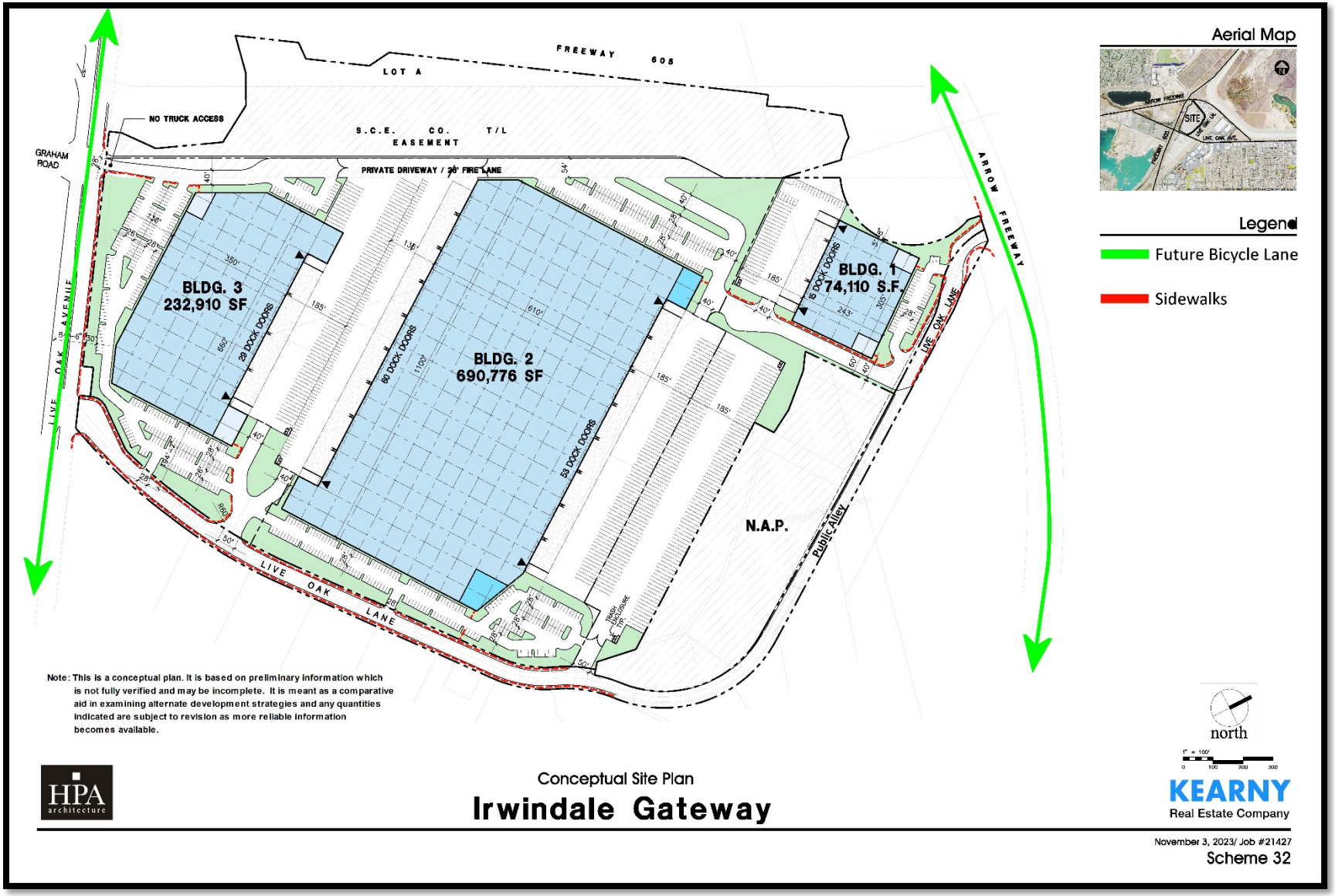


FIGURE 5-6 – CONCEPTUAL NONVEHICULAR ACCESS PLAN WITHOUT BESS

VI. Development Standards

6. Development Standards

6.1 Purpose and Intent

This section establishes development standards applicable to all developments within the Development Area. The standards provided herein work in concert with the architecture and landscape guidelines set forth in Section 7, Design Guidelines, to achieve the vision of the Specific Plan. All new developments and alterations to existing land uses and structures in the Development Area shall be designed, constructed, and established in compliance with the requirements of this Section.

6.2 Definitions

As used herein, the following terms shall have the following meanings:

"Battery Energy Storage System" or "BESS": A battery energy storage system (BESS), is an engineered system of electrical devices and equipment that enable electric energy, such as energy generated from renewable energy sources, like solar and wind, to be stored and then released when the power is needed. BESS components may include: battery modules, battery module enclosures, and Battery Management System (BMSs), bi-directional power inverters and transformers, electrical conductors, overhead and/or underground high voltage lines and supporting pole structures, temperature control and ventilation systems, fire detection and suppression systems, gas detection systems, electrical switching equipment, auxiliary power systems, computer and telecommunications equipment, security systems including but not limited to cameras, lighting, signage, stormwater drainage facilities, perimeter wall or fence, and structures or other supporting ancillary facilities required to facilitate the safe and efficient operation of such systems and equipment or satisfy applicable development standards. Battery modules would be stored in numerous freestanding outdoor battery enclosures or containers that shall not be considered Buildings hereunder or otherwise.

"Battery Module": A set of battery cells that are connected together or encapsulated and which are meant to be used either independently or in combination with other modules.

"Battery Module Enclosure": A freestanding enclosed container or other structure that contains one or more battery modules. The battery module enclosure is intended to protect the battery modules from external impacts, weather, and the like.

"Building": Any structure having a roof supported by columns or by walls and intended for the shelter, housing or enclosure of persons, animals, or property of any kind. For purposes of this Specific Plan, a Battery Module Enclosure shall not be considered a Building.

"Height": The vertical distance as measured from the highest finished grade adjacent to a Building or structure to the highest point of the same Building or structure, including any building parapet or equipment screening walls.

6.3 Permitted Uses

Uses are permitted in the Specific Plan as indicated in Table 6-1. Uses not identified in this table are not permitted unless it is determined by the Community Development Director that a use is similar to other permitted uses, pursuant to the provisions of Section 9.3.

The symbols shown in Table 6-1 are defined as follows:

- **"P"** means the use is permitted by right, subject to applicable development standards and requirements of this Specific Plan.
- **"C"** means the use is conditionally permitted, subject to the approval of a Conditional Use Permit application in accordance with the requirements of the Zoning Code.
- **"A"** means the use is permitted by right, provided the use is ancillary to the primary or conditionally permitted use of the property.
- **"DA"** means the use is subject to a Development Agreement.
- **"X"** means the use is prohibited.

Table 6-1 Allowable Uses

USE	LAND USE PLAN 1	LAND USE PLAN 2	ADDITIONAL NOTES
Professional Offices and Services			
Administrative and professional offices	P	P	
Banks and Financial Institutions	P	P	With and without drive-thru
Data processing and storage centers	P	P	
Industrial, Warehousing, Fabricating, and Manufacturing Uses			
Automobile and truck repair garages	C	C	
Bakeries and confectionaries, including manufacturing and wholesale	P	P	
Bottling plants	P	P	
Billboards	P	P	Subject to Chapter 17.20 (Billboards) of the IMC
Computer and electronic parts manufacturing and assembly	P	P	
Concrete and concrete products manufacture	C	C	

USE	LAND USE PLAN 1	LAND USE PLAN 2	ADDITIONAL NOTES
Distribution warehouses, general warehouses, and fulfillment centers, for dry goods	P	P	
Distribution warehouses, general warehouses, and fulfillment centers for chilled, cooled, or frozen goods	P	P	A maximum of 387,500 square feet (SF) of chilled, cooled and freezer warehouse space is permitted in the Development Area.
Fabricating and machining of metal, glass, wood, stone, or paper.	P	P	Includes direct-to-consumer sales of goods and/or products on the premises, that are either manufactured, warehoused, or wholesaled on-site.
Food commissaries	C	C	
Manufacturing or processing of food	P	P	Limited to manufacture, wholesale and/or distribution only. Does not include animal slaughter.
Industrial retail sales	A	A	Limited to 15% of the Building's gross sf
Industrial robotics manufacturing and assembly	P	P	
Job printers	P	P	
Joining and assembly manufacturing	P	P	
Machine Shops	P	P	
Machinery manufacture	P	P	
Manufacturing and assembly of products made with wood, stone, fiber, textile, paper, plastic, canvas, casein, cork, clay, metal, pharmaceutical, cosmetic, electrical, glass, and wax	P	P	
Motor vehicle storage	P	P	Indoor storage only
Motor vehicle washing, cleaning, and detailing, includes mechanical or hand motor vehicle washing.	A	A	This ancillary use is not open to the public.

USE	LAND USE PLAN 1	LAND USE PLAN 2	ADDITIONAL NOTES
Plastics, fabrication from and molding	P	P	Includes the light manufacture of products thereof provided all grinding and operations are fully conducted within an enclosed Building
Plating	C	C	
Research & development services/laboratories	P	P	
Scientific instrument and equipment manufacturing or precision materials	P	P	
Self-storage/public	C	C	
Shipping/parcel delivery hub or sorting center	P	P	
Other			
Battery Energy Storage Systems (BESS)	X	DA	Shall be subject to the Irwindale Municipal Code chapter regarding BESS for standards not specified in the Specific Plan. Development shall be limited to the area identified as BESS Area on Figure 4-2. The Development Agreement shall comply with any applicable laws or ordinances in effect at the time of Development Agreement approval.
Telecommunications facilities	C	C	Subject to Chapter 17.12 (Specific Use Regulations) of the IMC

6.4 Development Standards - Industrial and Business Park

Industrial and Business Park Sites shall comply with the development standards listed in Table 6-2.

Table 6-2-Development Standards

Development Standards	Requirement
Site Requirements	
Minimum Lot Size	40,000 square feet
Maximum Floor Area Ratio[1]	0.65
Minimum Setback Requirements[2]	
Arrow Highway Setback	
Building	20 ft.
Drive Aisle and Parking[3]	12 ft.; 10 ft. adjacent to dedicated turn pockets
Live Oak Avenue Setback	
Building	20 ft.
Drive Aisle and Parking[3]	12 ft.; 10 ft. adjacent to dedicated turn pockets
Live Oak Lane Setback	
Building	10 ft.
Drive Aisle and Parking[3]	10 ft.
Allowable architectural encroachments into setbacks (cornices, eaves, canopies, etc.)[4]	5 ft.
Building Requirements	
Maximum Building Height	60 ft.
Minimum Distance Between Buildings	20 ft.
Minimum Drive Aisle/Parking Space Separation	
Adjacent to building wall	10 ft.
Adjacent to screen wall/fence	5 ft.
Within screened/enclosed yards	0 ft.
Minimum Parking and Access Requirements	
Automobile Parking Ratio	Per Chapter 17.16 (Parking and Loading Standards) of the IMC
Automobile Parking Stall Size	9 ft. x 19 ft. (standard) 8 ft. x 15 ft. (compact)[5]
Truck Parking/Storage Stall Size	10 ft. x 55 ft.
Drive Aisle Width	26 ft.
Other Development Standards	
Walls and Fences	4 ft. minimum height 14 ft. maximum height
Minimum Landscaped Area	Per Section 6.6
Site Lighting	Light fixtures shall not exceed a height of 35'. Exterior lighting shall produce a maximum initial illuminance of no greater than 0.5 horizontal and vertical footcandles at the site boundary and beyond
Signs	In accordance with Chapter 17.19 (Signs) of the IMC

Notes

[1] The FAR maximum shall be calculated as a ratio of (1) the aggregate square footage of the Building(s) located on any portion of the Development Area developed for Industrial and Business Park Uses divided by (2) the total square footage of such development site minus areas of public right of way. Under Land Use Plan 1 this would result in 1,490,732 s.f. (52.65 acres x 43,560 sf/acre x 0.65) and 1,039,407 s.f. (36.71 acres x 43,560 sf/acre x 0.65) under Land Use Plan 2.

[2] Minimum setback area shall be that distance measured between the face of the building wall or closest side of structure to the edge of the public right of way.

[3] Entire setback shall be landscaped. Landscaping shall include trees, shrubs, groundcovers, and/or vines and may include walkways, benches, trellises, thematic fencing/walls, and related amenities.

[4] Only permitted where adequate emergency access can be maintained.

[5] Compact spaces shall comprise no more than 25% of all required automobile parking spaces.

6.4.1 Other Development Standards (Industrial and Business Park)

In addition to the development standards required by Table 6-1, the following standards apply to Industrial and Business Park Sites:

1. Manufacturing and processing activities shall be conducted within a wholly enclosed building.
2. Outdoor storage of materials and equipment shall be ancillary to a permitted use. Outdoor storage shall be fully screened and trucks and vehicles shall be stored within enclosed areas.
3. All loading/unloading of trucks shall occur within the truck courts. Trucks and service vehicles shall have clear and convenient access into and within truck courts or loading areas of every building and shall not be located to disrupt vehicular and pedestrian circulation. The loading/unloading of trucks within the right-of-way shall be prohibited.
4. Loading docks and truck yards shall be visually screened from public streets by walls, fencing, landscaping, and/or other screening features or barriers (such as berms) with a height of 14 feet, as measured from the interior side of the barrier.
5. Ground-mounted exterior mechanical and electrical equipment, heating, ventilating, air conditioning, tanks, and other mechanical and electrical devices shall be screened and treated with a neutral color or obscured by landscaping when visible from Arrow Highway, Live Oak Avenue, or Live Oak Lane.
6. Roof-mounted equipment shall be screened when visible from Arrow Highway, Live Oak Avenue, or Live Oak Lane. Screening may be accomplished with the building parapet or the use of a roof mounted equipment screen. Screening materials shall be compatible with the design and architecture of the building.
7. Entry gates shall be positioned to allow enough distance for the stacking of at least one (1) 5-axle truck in front of each gate without any portion of the truck extending into the public right-of-way.
8. Locate and design service entrances so they do not interfere with owner/tenant/customer access.
9. Trash and refuse collection areas shall comply with the provisions of Chapter 17.13 (Site Planning and General Development Standards) of the IMC.
10. Prior to issuance of a building permit, a Comprehensive Sign Program shall be approved by the City pursuant to Chapter 17.19 (Signs) of the IMC.

6.5 Development Standards – Battery Energy Storage Systems

Battery Energy Storage System developments shall comply with the development standards contained in Table 6-3.

Table 6-3-Development Standards

Development Standards	Requirement
Site Requirements	
Maximum Lot Coverage[1]	65%
Minimum Setback Requirements[2]	
Live Oak Avenue Setback	
BESS equipment or other enclosed structure	20 ft.
Drive Aisle and Parking[3]	12 ft.; 10 ft. adjacent to dedicated turn pockets
Live Oak Lane Setback	
BESS equipment or other enclosed structure	10 ft.
Drive Aisle and Parking[3]	10 ft.
BESS and Building Requirements	
Maximum BESS Equipment Height	12 ft.
Maximum Building Height	15 ft.
Minimum Parking and Access Requirements	
Automobile Parking Ratio	
BESS areas	Four (4) parking spaces for the entire BESS facility
Automobile Parking Stall Size	9 ft. x 19 ft. (standard) 8 ft. x 15 ft. (compact)[4]
Minimum Drive Aisle Width	20 ft.
Other Development Standards	
Walls and Fences	14 ft. maximum height
Minimum Landscaped Area	Per Section 6.6
Site Lighting	Light fixtures shall not exceed a height of 35 ft.
Signs	In accordance with Chapter 17.19 (Signs) of the IMC
Maximum Height of BESS Substation Dead-end Structure[5]	65 ft.
Maximum Height of Interconnection Poles to Southern California Edison Substation (along Live Oak Ave).	The electrical tie-line shall be undergrounded unless the applicable agency(ies), including but not limited to Southern California Edison or California Independent System Operator (CALISO), reject the proposed underground line. If the applicable agency(ies) require an overhead tie-line, the Applicant shall be subject to a Zone Variance application per IMC Chapter 17.32.

Notes

[1] Lot coverage shall be calculated as a ratio of (1) the total aggregate square footage of area within any development site of the footprint of Battery Module Enclosures, inverters, transformers, and any ancillary buildings divided by (2) the total square footage of such development site.

[2] Minimum setback area shall be that distance measured between the face of the building wall or closest side of structure to the edge of the public right of way.

[3] Entire required setback shall be landscaped. Landscaping shall include trees, shrubs, groundcovers, and/or vines and may include walkways, benches, trellises, thematic fencing/walls, and related amenities.

[4] Compact spaces shall comprise no more than 25% of all required automobile parking spaces.

[5] The dead-end structure is the onsite substation termination of the transmission line and highest structure for the onsite substation.

6.5.1 Other Development Standards (BESS)

In addition to the development standards required by Table 6-2, the following standards apply to Battery Energy Storage System developments:

1. A BESS facility shall be screened with a minimum 10-foot-high wall where in sight of proximal portions of Live Oak Avenue or Live Oak Lane at Specific Plan build-out.
2. The ground surface of a BESS facility shall be covered with gravel, asphalt, concrete, or other compatible materials.
3. BESS collector substation metal structures and high voltage line support poles shall be galvanized steel or finished with another low-reflective neutral colored surfacing when visible from Arrow Highway, Live Oak Avenue, or Live Oak Lane.
4. A BESS facility may include an onsite "collector" substation that would connect via a 230 kV underground electric tie-line to a Point of Interconnection (POI) at the existing Southern California Edison ("SCE") Edison Rio Hondo Substation located south of Live Oak Avenue. The electrical tie-line shall be undergrounded unless the applicable agency(ies), including but not limited to Southern California Edison or California Independent System Operator (CALISO), reject the proposed underground line. If the applicable agency(ies) require an overhead tie-line, the Applicant shall be subject to a Zone Variance application per IMC Chapter 17.32. The overhead line would transition to underground at a transition pole. The underground portion of the electric tie-line would consist of conduits containing electric power cables, fiber optic communications cable, and a grounding conductor within an approximately 3'-0" wide and 3'-0" deep, high-strength concrete encasement that would be a minimum of 3'-0" below the surface. Impacts related to the undergrounding of the electric tie-line would not result in a net increase of impacts of the proposed projects. .
5. A BESS facility may include, but is not required to include, a single-story warehouse-type building for storage of parts used for maintenance. Any such single-story warehouse-type building shall be consistent with the Design Guidelines set forth in Chapter 7 of this Specific Plan.
6. Prior to issuance of a building permit, a Comprehensive Sign Program shall be approved by the City pursuant to Chapter 17.19 (Signs) of the IMC.

6.6 Landscape

The following requirements shall apply to all site improvements within the Development Area, regardless of which Land Use Plan is implemented.

6.6.1 General Requirements

1. Minimum Site Landscaping. A minimum of 10% of the site area shall be landscaped.
2. Parking Lot Landscaping. A minimum of 20% of the total required landscape shall be provided in the parking lot; provided, however, that this requirement shall not apply to a development site within the Development Area that is being used for BESS.
3. Required Areas. All setbacks, parkways, open areas, plazas, paseos, and non-work areas that are visible from a public street/alley or from a parking lot available to the general public shall be landscaped.
4. Landscape Coverage Requirement. Shrubs, groundcover, and other plant material shall cover all areas that are visible from a public street/alley or from a parking lot available to the general public and that are not occupied by structures, parking areas, storage, trash enclosures, driveways, and sidewalks at the time of issuance of a Certificate of Occupancy. Embellished pavement, fountains, and similar hardscape materials may, in part, be substituted for the required landscaping through the Site Plan and Design Review process.
5. Parkway-Adjacent Planting and Maintenance. Parkways located between the sidewalk and the edge of development shall meet the following requirements:
    a. The ground surface shall contain shrubs, mulch, or ground cover to provide coverage within two years.
    b. If a wall or fence separates the development from the street, planting vines or espalier shrubs shall be incorporated into the planting design.
6. Required Landscaping for Loading Areas. Loading areas shall incorporate landscaping to provide screening if visible from the public right-of-way, adjacent uses, and pedestrians.

6.6.2 Trees

1. Perimeter landscaping shall include one street tree for each 30 lineal feet of street frontage.
2. Within parking areas, one tree for each 25 parking spaces shall be provided.
3. All trees planted along a street frontage shall be of a minimum 15-gallon size. Palm trees shall have a minimum brown trunk height of six feet.
4. All other trees planted in required landscaped areas shall be a minimum of five-gallon size or have a brown trunk height of three feet.

VII. Design Guidelines

7. Design Guidelines

7.1 Purpose and Intent

The Design Guidelines presented in this section establish the quality and character of the built environment for the master-planned development of the Specific Plan. The objectives of the Design Guidelines are:

1. To describe the thematic elements and the construction quality expected for the Development Area.
2. To provide the City of Irwindale with assurance that the Development Area will be developed in accordance with the quality and character described within this Specific Plan.
3. To serve as a guide to developers, builders, engineers, architects, landscape architects, and other professionals involved with implementing development in the Development Area in order to achieve and maintain the desired design quality.
4. To provide an aesthetic benchmark for the City of Irwindale to use in their review of future implementing projects within the Development Area.
5. To steer the Development Area to convey a contemporary aesthetic theme and character while allowing flexibility for practical application and creative expression.
6. To encourage the implementation of energy efficient design features in Buildings that can be implemented in the site planning, design, and construction phases of the Development Area to minimize waste deposited at landfills, decrease energy use and fossil fuel consumption, and reduce domestic water consumption.

7.2 Applicability

The Design Guidelines presented in this chapter apply to all development within the Specific Plan Area, except Battery Module Enclosures and associated substation and electrical equipment (collectively, “BESS Facilities”), for which uses, only the development regulations shall apply. Where these Design Guidelines are silent, except with respect to BESS Facilities, the City’s Commercial and Industrial Design Guidelines shall prevail.

7.3 Site Planning

This section sets forth general site planning guidelines that address unique considerations associated with development within the Development Area.

1. Locate the office portion of Buildings at the corner(s) of the Building. For Buildings adjacent to Live Oak Avenue or Live Oak Lane, orient the office toward the road to provide visual interest from the public roadway.
2. Orient and screen elements such as trash enclosure areas, loading bay doors, and service docks in ways that minimize their visibility from Live Oak Avenue or Live Oak Lane.
3. Use solid walls, screened fences, landscaping, or other visual barriers to visually screen truck courts and loading docks from public view from Live Oak Avenue or Live Oak Lane, where possible.

4. Site design shall specifically address the needs of pick-up, delivery, and service vehicles related to Industrial and Business Park Uses.
    a. Design loading areas to provide for tractor trailer backing and maneuvering on-site and not from a public street.
    b. Provide appropriate on-site service vehicle parking/turnouts in an efficient, non-obtrusive location appropriate to the scale and needs of the development.
    c. Loading vehicles, when parked, shall not impede normal traffic flow.

Conceptual site plans are shown in Figures 7-1 and 7-2.

7.4 Building Architecture

7.4.1 Architectural Design

Buildings should be characterized by simple and distinct cubic masses with interlocking volumes of wall planes, colors, and materials to create visual appeal, aesthetically pleasing proportions, and strong shadow patterns. Colors, materials, and textures will be mixed to create interest.

A Spanish contemporary influence is required throughout the Development Area. All design elements of Buildings shall be compatible (but not identical) in character, massing, and materials in order to promote a clean and contemporary style. Creativity is encouraged in building design, with care taken to maintain a sense of similarity among all Buildings to reinforce a unified image within the Development Area. Generally, Buildings within the Development Area shall not be overly "trendy" or strongly historical; however, contemporary Spanish thematic elements visible from public streets, such as arched entryways and windows, and other subtle references to the history of the region are acceptable. Architectural styles should complement, not detract from, the general architectural character found in the City of Irwindale.

7.4.2 Building Form

Building form is one of the primary elements of architecture. Numerous design aspects, including shape, mass (size), scale, proportion, and articulation, are elements of a Building's "form." Building forms are especially important for building elevations that face the following view corridors:

1. Building façades that face and are immediately adjacent to and visible from Live Oak Avenue.
2. Building façades that face and are immediately adjacent to and visible from Arrow Highway.
3. Building façades that face and are immediately adjacent to and visible from Live Oak Lane.

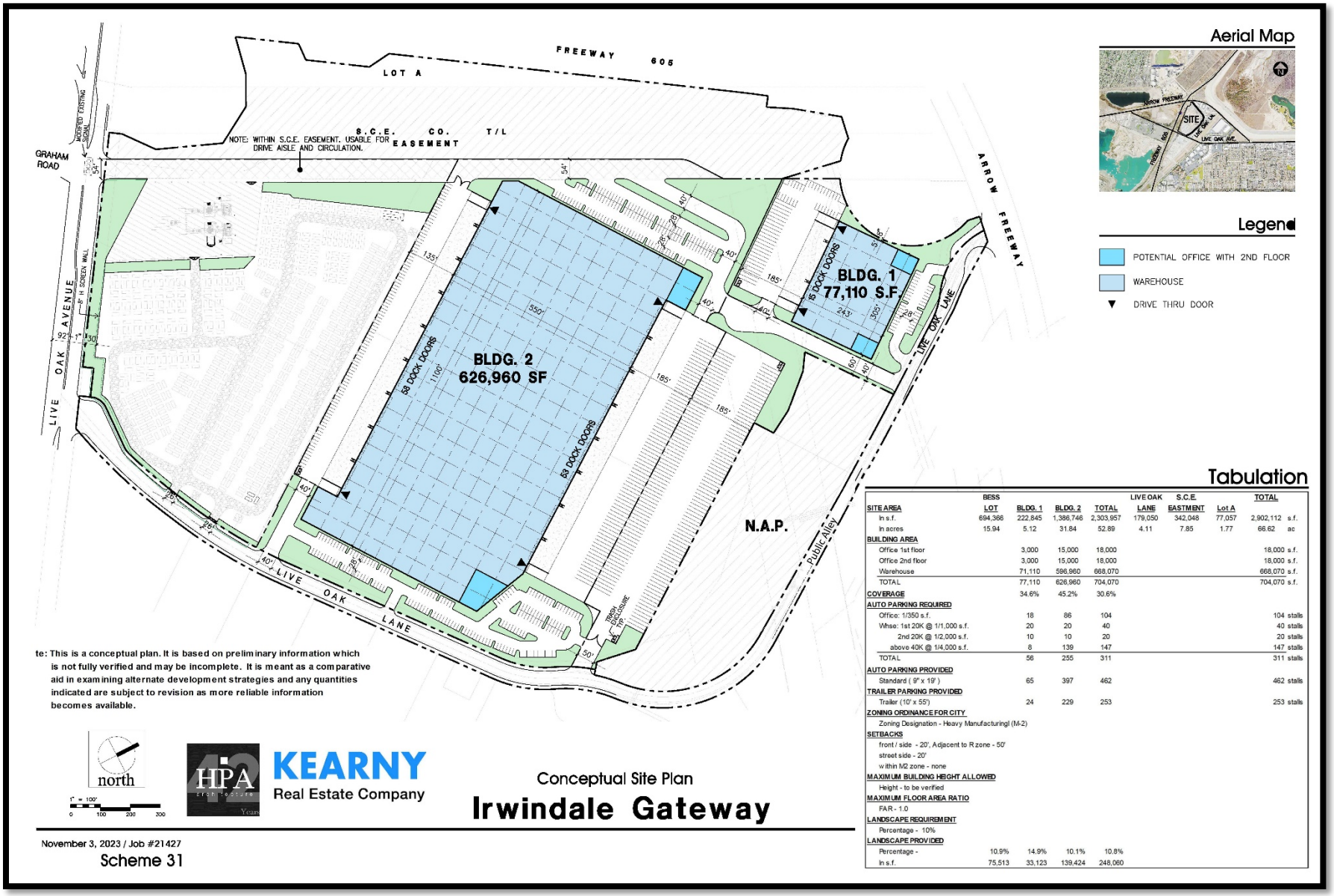
The following guidelines apply to all Buildings within the Development Area to ensure that structural development is visually appealing and inviting to pedestrians and motorists:

1. Use geometric forms to constitute the overall building form. Rectangular forms are encouraged to promote balance, rhythm, and visual interest. Layering of forms creates detail, depth and shadow and is strongly encouraged. However, avoid arbitrary, complicated building forms.
2. Articulate building planes visible from Live Oak Avenue, Arrow Highway, I-605, and/or Live Oak Lane by changes in exterior building materials, color, texture, and decorative accents.

Articulated features (e.g., pop-outs and recesses, breaks, overhangs, height changes, etc.) should be used to create a pedestrian scale at primary Building entries.

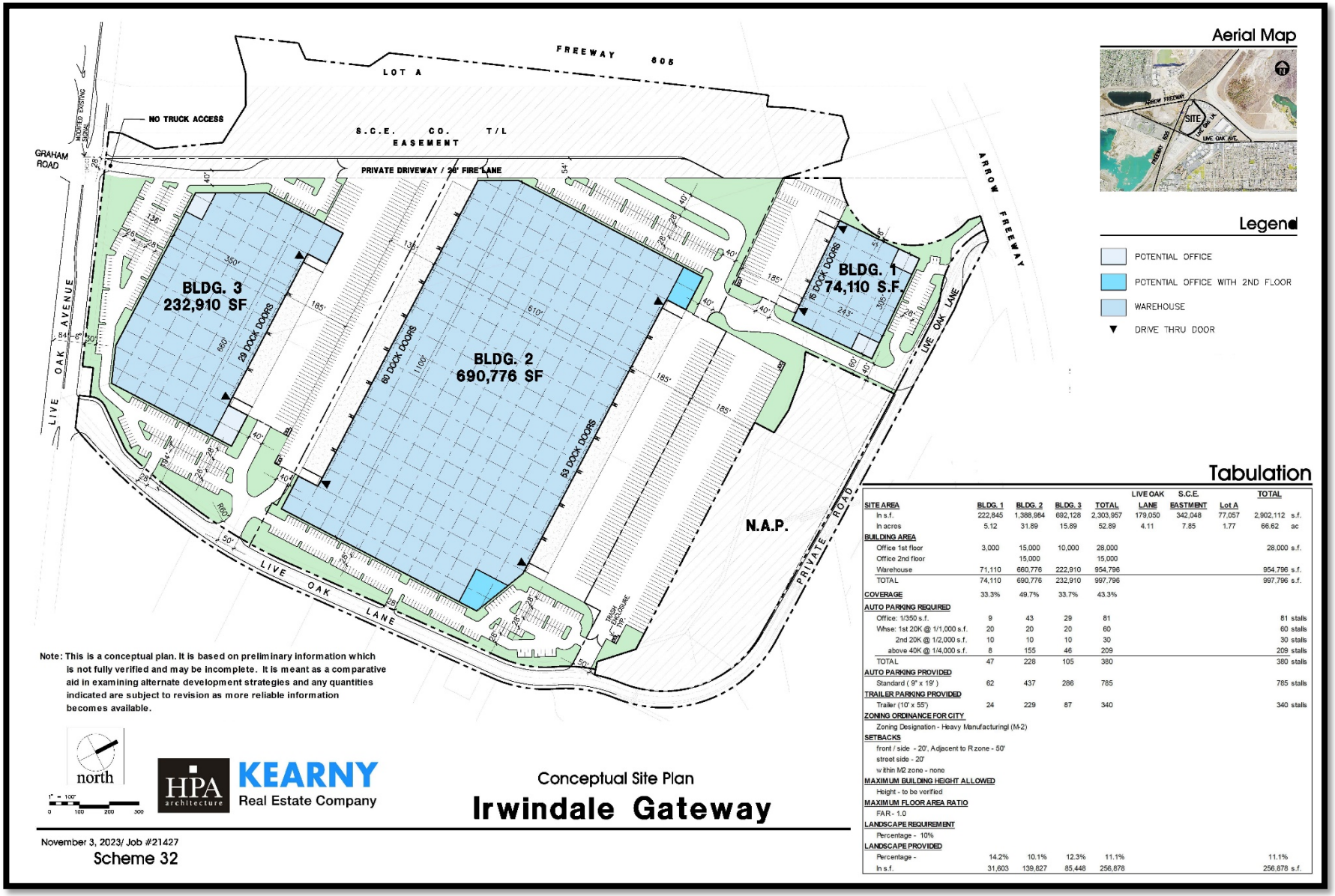
3. Modulation and variation of building masses between adjacent Buildings visible from Live Oak Avenue, Arrow Highway, and Live Oak Lane is encouraged. This includes varied parapet heights and change of building plane, in plan.
4. Generous use of windows and doors in the office areas and articulation and different paint colors to break up Building walls and bulk.
5. Design each Building to have a well-defined entry with careful roof and façade articulation to create visual interest and scale, including changes in massing, color, and/or building materials.
6. Recess or cover pedestrian and ground-level Building entries by architectural projections or roofs in order to provide shade and visual relief.
7. Design Buildings to have a base and cornice expression. These expressions can be accomplished through the use of clean, simplistic, and not overly complicated architectural and trim detailing on Building façades, and changes of material/color or recesses.
8. Materials applied to building elevations should turn the corner of the Building to a logical termination point in relation to architectural features or massing.

Conceptual elevations demonstrating acceptable building form are illustrated in Figure 7-3 below.



SITE AREA	BESS LOT	BLDG. 1	BLDG. 2	TOTAL	LIVE OAK LANE	S.C.E. EASTMENT	Lot A	TOTAL
In s.f.	694,366	222,845	1,386,746	2,303,957	179,050	342,048	77,057	2,902,112 s.f.
In acres	15.94	5.12	31.84	52.89	4.11	7.85	1.77	66.62 ac
BUILDING AREA								
Office 1st floor		3,000	15,000	18,000				18,000 s.f.
Office 2nd floor		3,000	15,000	18,000				18,000 s.f.
Warehouse		71,110	596,960	668,070				668,070 s.f.
TOTAL		77,110	626,960	704,070				704,070 s.f.
COVERAGE		34.6%	45.2%	30.6%				
AUTO PARKING REQUIRED								
Office: 1/350 s.f.		18	86	104				104 stalls
Whse: 1st 20K @ 1/1,000 s.f.		20	20	40				40 stalls
2nd 20K @ 1/2,000 s.f.		10	10	20				20 stalls
above 40K @ 1/4,000 s.f.		8	139	147				147 stalls
TOTAL		56	255	311				311 stalls
AUTO PARKING PROVIDED								
Standard (9' x 19')		65	397	462				462 stalls
TRAILER PARKING PROVIDED								
Trailer (10' x 55')		24	229	253				253 stalls
ZONING ORDINANCE FOR CITY								
Zoning Designation - Heavy Manufacturing((M-2)								
SETBACKS								
front / side - 20', Adjacent to R zone - 50'								
street side - 20'								
within M2 zone - none								
MAXIMUM BUILDING HEIGHT ALLOWED								
Height - to be verified								
MAXIMUM FLOOR AREA RATIO								
FAR - 1.0								
LANDSCAPE REQUIREMENT								
Percentage - 10%								
LANDSCAPE PROVIDED								
Percentage -	10.9%	14.9%	10.1%	10.8%				
In s.f.	75,513	33,123	139,424	248,060				

FIGURE 7-1 – CONCEPTUAL SITE PLAN WITH BESS



Tabulation

SITE AREA	BLDG. 1	BLDG. 2	BLDG. 3	TOTAL	LIVE OAK LANE	S.C.E. EASTMENT	Lot A	TOTAL	
In s.f.	222,845	1,388,984	692,128	2,303,957	179,050	342,048	77,057	2,902,112	s.f.
In acres	5.12	31.89	15.89	52.89	4.11	7.85	1.77	66.62	ac
BUILDING AREA									
Office 1st floor	3,000	15,000	10,000	28,000				28,000	s.f.
Office 2nd floor		15,000		15,000					
Warehouse	71,110	660,776	222,910	954,796				954,796	s.f.
TOTAL	74,110	690,776	232,910	997,796				997,796	s.f.
COVERAGE	33.3%	49.7%	33.7%	43.3%					
AUTO PARKING REQUIRED									
Office: 1/350 s.f.	9	43	29	81				81	stalls
Whse: 1st 20K @ 1/1,000 s.f.	20	20	20	60				60	stalls
2nd 20K @ 1/2,000 s.f.	10	10	10	30				30	stalls
above 40K @ 1/4,000 s.f.	8	155	46	209				209	stalls
TOTAL	47	228	105	380				380	stalls
AUTO PARKING PROVIDED									
Standard (9' x 19')	62	437	286	785				785	stalls
TRAILER PARKING PROVIDED									
Trailer (10' x 55')	24	229	87	340				340	stalls
ZONING ORDINANCE FOR CITY									
Zoning Designation - Heavy Manufacturing(M-2)									
SETBACKS									
front / side - 20', Adjacent to R zone - 50'									
street side - 20'									
w thin M2 zone - none									
MAXIMUM BUILDING HEIGHT ALLOWED									
Height - to be verified									
MAXIMUM FLOOR AREA RATIO									
FAR - 1.0									
LANDSCAPE REQUIREMENT									
Percentage - 10%									
LANDSCAPE PROVIDED									
Percentage -	14.2%	10.1%	12.3%	11.1%				11.1%	
In s.f.	31,603	139,827	85,448	256,878				256,878	s.f.

FIGURE 7-2 – CONCEPTUAL SITE PLAN WITHOUT BESS

FIGURE 7-3 – CONCEPTUAL BUILDING FORM

7.4.3 Building Materials, Colors, and Textures

The use of complementary materials and colors for Buildings plays a key role in developing a clean, contemporary visual environment. Accordingly, the selected exterior materials, colors, and textures for Buildings should complement one another among all Buildings within the Development Area. Slight variations in materials, colors, and/or textures from Building to Building are encouraged to provide visual interest.

1. Appropriate primary exterior building materials include stucco, concrete, and similar materials, including concrete tilt-up panels. Accent primary materials used on Building facades that are visible from public rights of way through the use of secondary materials such as glass or glazing units, glass block, natural or fabricated stone, brick, metal, and tile or tile panel systems.
2. The use of metal and/or glass fabrications for curtain wall areas are appropriate.
3. Trim details may include metal finished in a consistent color, plaster, contemporary shaped foam, or concrete elements finished consistently with the building treatment. Use of overly extraneous “themed” detailing, like oversized or excessively shaped foam cornice caps, foam molding, and window detailing is discouraged.
4. Material changes should occur at intersecting planes, preferably at the inside corners of change of wall planes, or where architectural elements intersect.
5. Primary exterior Building colors are encouraged to be light and warm tones. Darker and/or more vibrant accent colors may be provided in focal point areas, such as around Building entrances and near outdoor gathering spaces.
6. Bright primary colors, garish use of color and arbitrary patterns or stripes are discouraged, except in signage logos.
7. Exposed downspouts, service doors and mechanical screen colors should be the same color as the adjacent Building wall.

The Suggested Material and Color Palette shown in Figure 7-4 below is for conceptual purposes only. Other colors that are consistent or similar in nature to the colors provided in the Suggested Color Palette may also be considered as appropriate.

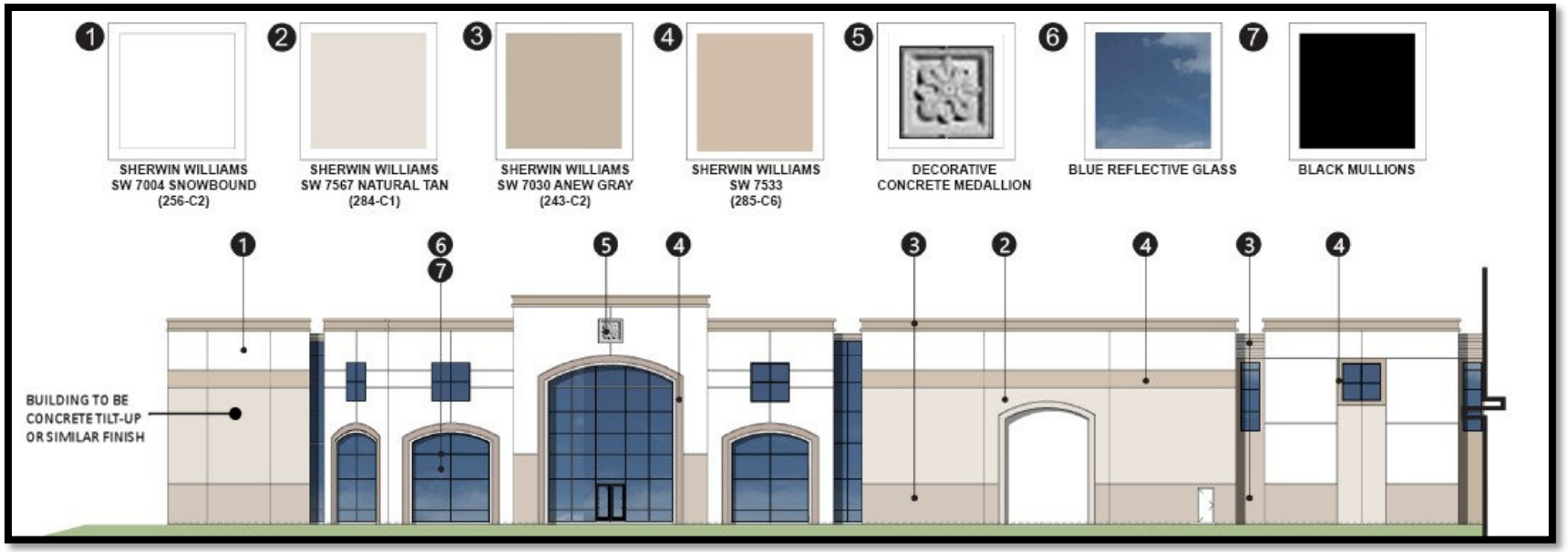


FIGURE 7-4 – COLOR AND MATERIAL PALETTE

7.4.4 Windows and Doors

The patterns of openings – windows and doors (excluding trailer-loading dock doors) – are to correspond with the overall rhythm of the Building and be consistent in form, pattern, and color. Guidelines for windows and doors used in the Development Area are as follows:

1. Introduce recessed window and door openings to enhance the visual play of light and shadow.
2. When possible, place the layout of doors and windows on individual Building façades in a repetitive pattern to create continuity.
3. Use consistent styles, forms and colors of windows.
4. Gold or unfinished/untreated metal window or door frames are prohibited. Clear silver anodized frames are allowed.
5. Use clear or colored glass with medium to high performance glazing. Silver mirrored glass is prohibited.
6. Clearly define all pedestrian entrances to Buildings by features such as overhangs, awnings, and canopies or embellished with decorative framing treatments – including but not limited to accent trim. Dark and confined entries, flush doorways, and unarticulated entry alcoves are discouraged.

Figure 7-5- Windows and Doors

7.4.5 Functional Elements

Carefully consider the design and location of functional elements common to all Buildings. Examples of functional elements include loading doors, service docks, ground or wall-mounted equipment, rooftop equipment, rain gutters and downspouts, and trash enclosures.

Loading Doors and Service Docks

1. Orient and screen loading doors, service docks, and equipment areas so they are not easily visible from Live Oak Avenue, Arrow Highway, Live Oak Lane, and publicly accessible locations within the Irwindale Gateway Development Area. Screening may be accomplished with solid walls or fences that are compatible with the architectural expression of the Building or by any effective combination of walls, fences, landscaping, and berms.
2. No direct loading or unloading activity is permitted to take place from Live Oak Avenue, Arrow Highway, or Live Oak Lane. Trucks and service vehicles shall have clear and convenient access

into and within truck courts or loading areas of every building within the Development Area and should not disrupt vehicular and pedestrian circulation.

3. Separate loading docks and truck courts from visitor and customer parking areas and pedestrian circulation areas (e.g., walkways) utilizing walls, fences and/or landscaping.
4. Design truck and service vehicle entries to provide clear and convenient access to truck courts and loading areas such that passenger vehicle, pedestrian, and bicycle circulation is not adversely affected.

Ground or Wall-Mounted Equipment

1. Locate electrical equipment rooms within a Building. Pop-outs or shed-like additions are discouraged, unless fully incorporated in the architectural concept of the Building.
2. Ground-mounted equipment, including but not limited to mechanical equipment, electrical equipment, emergency generators, boilers, storage tanks, risers, and electrical conduits, but specifically excluding electrical transformers, shall be screened to limit visibility from off-site public viewing areas. Screening may be accomplished with site walls or landscape elements that are consistent with these Design Guidelines.
3. Wall-mounted items, such as roof ladders or electrical panels, shall not be located on the Building façade facing adjacent public roads when alternative locations are practical and safe. Wall-mounted items should be screened or incorporated into the architectural elements of the Building so as not to be visually obvious from public streets or other publicly accessible areas within or adjacent to the Development Area.

Rooftop Equipment

1. Rooftop equipment, including but limited to mechanical equipment, electrical equipment, storage tanks, cellular telephone facilities, satellite dishes, skylights, vents, exhaust fans, smoke hatches, and mechanical ducts, shall be screened to limit visibility from public roads or visitor parking lots within the Development Area.
2. Rooftop screens (i.e., parapet walls) shall be integrated into the architecture of the main Building.
3. Wood finished rooftop screens are prohibited.

Trash Enclosures

1. All outdoor refuse containers shall be screened within a permanent, durable enclosure and should be oriented so they are not easily visible from public roads or other public viewing areas.
2. The design of trash enclosures shall reflect the architectural style of adjacent Buildings and use similar, high-quality materials.
3. Refuse collection areas shall be located behind or to the side of Buildings, away from the Building's main entrance.
4. All outdoor trash enclosures shall be constructed with solid roofs to prevent exposure of dumpster contents to rainfall and prevent polluted storm water runoff from these structures.

7.5 Landscape Architecture

The Specific Plan incorporates landscaping as a visual amenity along its perimeter to soften and minimize the perceived scale of development. Figures 7-6 and 7-7 illustrate the location of landscape amenities around the Development Area.

These Landscape Design Guidelines complement the existing setting of Irwindale, Southern California climate and local soil conditions, ease of maintenance, and water conservation. Water-efficient and drought-tolerant plant materials shall be placed throughout the Specific Plan and 'smart' computer-controlled irrigation systems shall be used to reduce water use to the minimum level necessary. These Landscape Design Guidelines promote an identity for the Development Area that is visually appealing and sensitive to the environment.

Although specific design information is presented in these Landscape Design Guidelines, these Guidelines are not intended to establish a set of rigid landscaping requirements for the Development Area and it is recognized that, at times, there may be a need to adapt these guidelines to meet certain pad-specific or building user identity requirements. As such, these Landscape Guidelines are intended to be flexible. However, it is critical to the Development Area's long-term design integrity that any deviations from these Landscape Design Guidelines are in keeping with the spirit of the core elements of the overall theme described herein to ensure a cohesive and unified landscape concept across the Development Area.

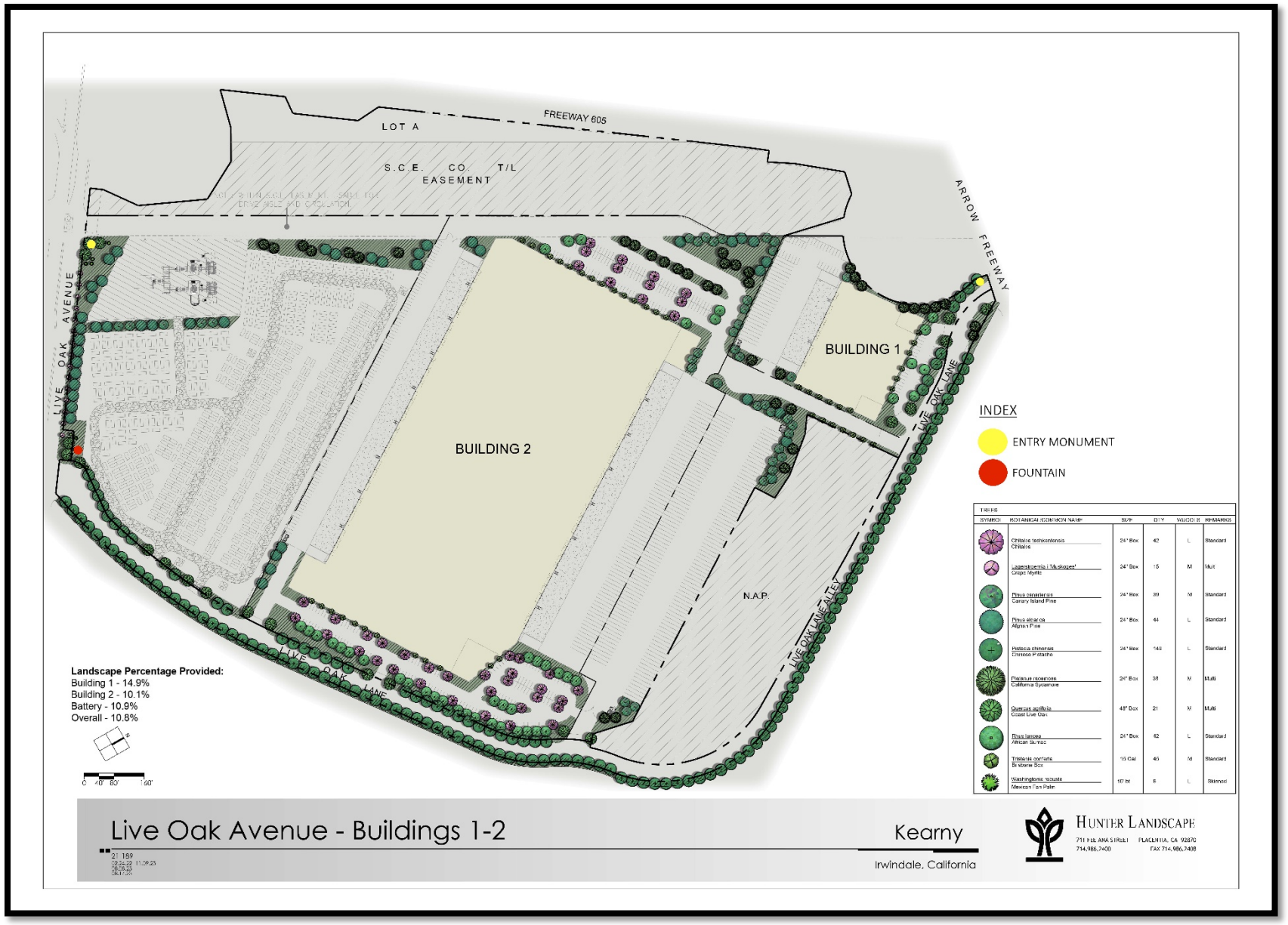


FIGURE 7-6 – CONCEPTUAL LANDSCAPE PLAN WITH BESS

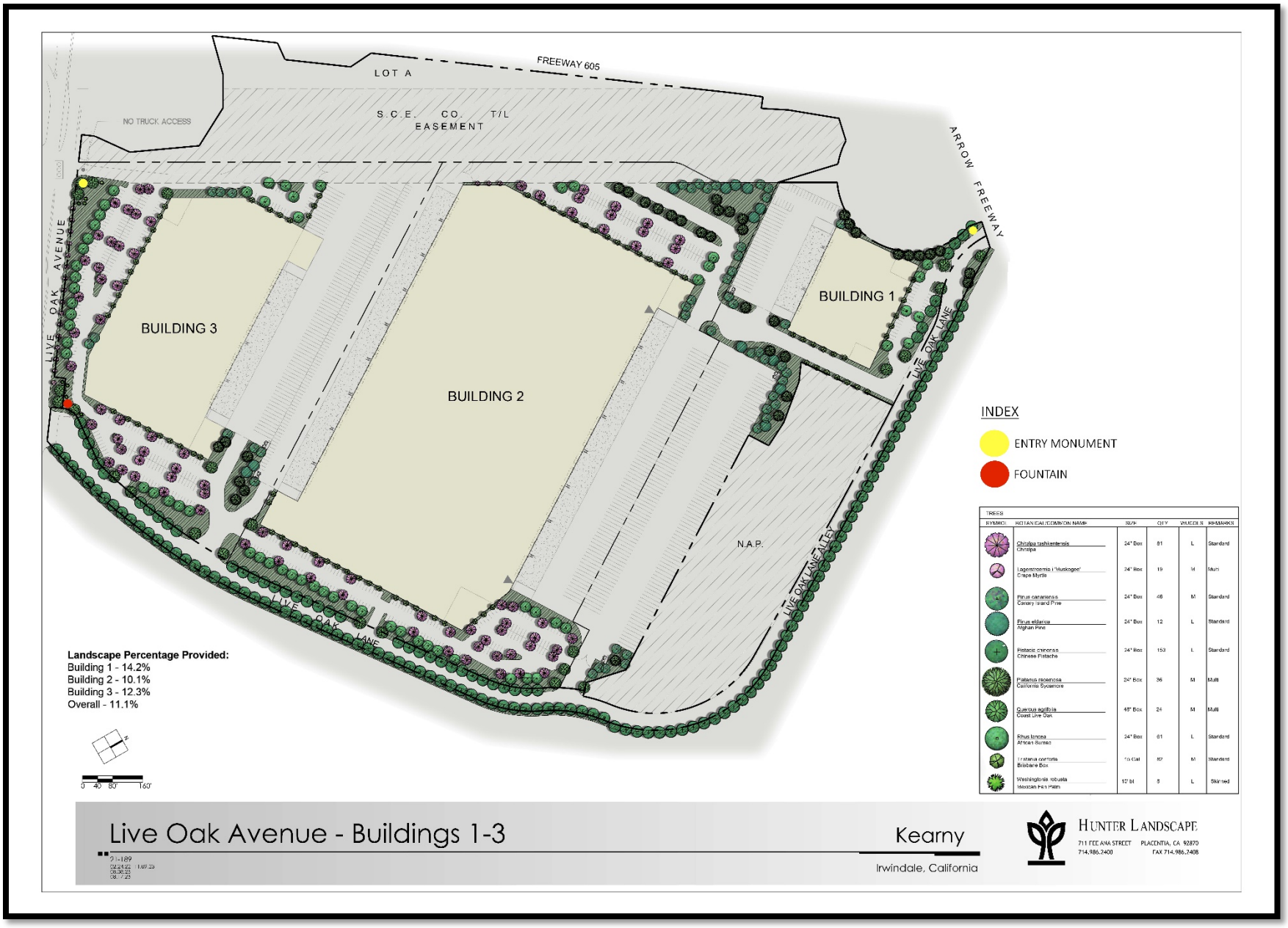


FIGURE 7-7 – CONCEPTUAL LANDSCAPE PLAN WITHOUT BESS

7.5.1 Plant Palette

The plant palette for the Specific Plan includes colorful shrubs and groundcovers, ornamental grasses and succulents, and evergreen deciduous trees – including flowering varieties – that are commonly used throughout southern California, and which complement the Specific Plan's design theme and setting. The plant materials used within the Specific Plan are water-efficient species that can thrive in the arid southern California climate.

Table 7-1, Plant Palette, provides a list of plant materials approved for use within the Specific Plan. The plants listed in Table 7-1 establish a base palette for the Specific Plan's landscape design. Other similar plant materials may be substituted for species listed in Table 7-1, provided the alternative plants are drought-tolerant and complement the Specific Plan's landscape theme.

Table 7-1-Plant Palette

PLANT TYPE	PLANTS
ENTRY ACCENT PALM TREES	Date Palm (*Phoenix dactylifera*)
STREET TREES	Camphor Tree (*Cinnamomum camphora*) Carrotwood Tree (*Cupaniopsis anacradiodes*) Jacaranda (*Jacaranda mimosifolia*) London Plane Tree (*Platanus x acerifolia*) Ornamental Pear (*Pyrus calleryana*) Queen Palm (*Syagrus romanzoffiana*)
PARKING LOT TREES	African Sumac (*Searsia lancea*) Bottle Tree (*Brachychiton populneus*) Fern Pine (*Podocarpus gracilior*) Karee (*Rhus lancea*)
FLOWERING TREES	Blue Palo Verde (*Parkinsonia florida*) Western Redbud (*Cercis occidentalis*) Chinese Flame Tree (*Koelreuteria bipinnata*) Pink Dawn (*Chitalpa tashkentensis*) Crape Myrtle (*Lagerstroemia*)
EVERGREEN TREES	Australian Willow (*Geijera parviflora*) Brisbane Box (*Lophostemon confertus*) Coast Live Oak (*Quercus agrifolia*) Mondell Pine (*Pinus eldarica*)
SHRUBS	Little John (*Callistemon*) Coastal Rosemary (*Westringia fruticose*) Purple leaf hopbush (*Dodonaea viscosa 'purpurea'*) Fortnight Lily (*Dietes bicolor*)

PLANT TYPE	PLANTS
	Indian Hawthorn (*Rhaphiolepis indica*) Waxleaf Privet (*Ligustrum japonicum 'texanum'*) Mock Orange (*Pittosporum Tobira*) Tuscan Blue Rosemary (*Rosmarinus o. 'tuscan blue'*) Texas Sage (*Leucophyllum frutescens*)
GROUND COVERS	Desert Carpet (*Acacia redolens*) Autumn Sage (*Salvia greggii*) Deer Grass (*Muhlenbergia rigens*) Small Cape Rush (*Chondropetalum tectrorum*) Dwarf Mat Rush (*Lomandra longifolia 'breeze'*) Dwarf Yellow Bush Lantana (*Lantana m. 'dwarf yellow'*) Mexican Sage Bush (*Salvia leucantha*) Star Jasmine (*Trachelospermum jasminoides*) Creeping Rosemary (*Rosmarinus o. 'prostratus'*) Tall Fescue (*Festuca arundinacea*)

7.5.2 Entry Treatments and Project Identification

Project Monuments

Three (3) project monuments (signs and water features) are provided to identify the Development Area. A monument sign fronting Live Oak Avenue across from Graham Avenue will provide identification on the south end of the Development Area (see Figures 7-8 and 7-9). This monument will be highly visible from the I-605 Live Oak offramp. A second monument sign at the project entry on Live Oak Lane at the intersection with Arrow Highway will provide identification on the north end of the Development Area (see Figures 7-10 and 7-11). A fountain at Live Oak Lane and Live Oak Avenue will provide an attractive welcome as motorists and pedestrians enter the Development Area (See Figure 7-12). The entry treatments are designed to provide distinctive visual statements and emphasize the Development Area's contemporary aesthetic.

The project monuments described and illustrated herein are designed to provide a strong sense of arrival to employees, visitors, and passing motorist, to identify the distinctiveness of the Development Area, and to complement and reinforce the Development Area's general architectural and landscape theme. Implemented entry treatments may differ slightly from the concepts presented herein; however, all corner entry treatments provided within the Development Area shall be consistent in theme and character. The designs of these entry treatments are conceptually shown below. Each location provides a monument sign and landscaping consisting of water features, accent palm trees, drought tolerant ground cover and shrub masses, screen shrubs, and street trees. Flowering and colorful plant material is recommended.

Building Site Entry Treatments

Entry treatments for building sites may be provided at driveways connecting to Live Oak Avenue or Live Oak Lane. The locations of such driveways will be determined at the time Buildings are designed and oriented in the Development Area as part of implementing development projects. Building entry treatments are meant to identify Building occupants and welcome employees and visitors to the site. The designs of typical Building entry treatments are conceptually shown below, and may include signs, flowering accent trees, drought tolerant groundcover and shrub masses, evergreen screen trees, and enhanced Building entry paving.

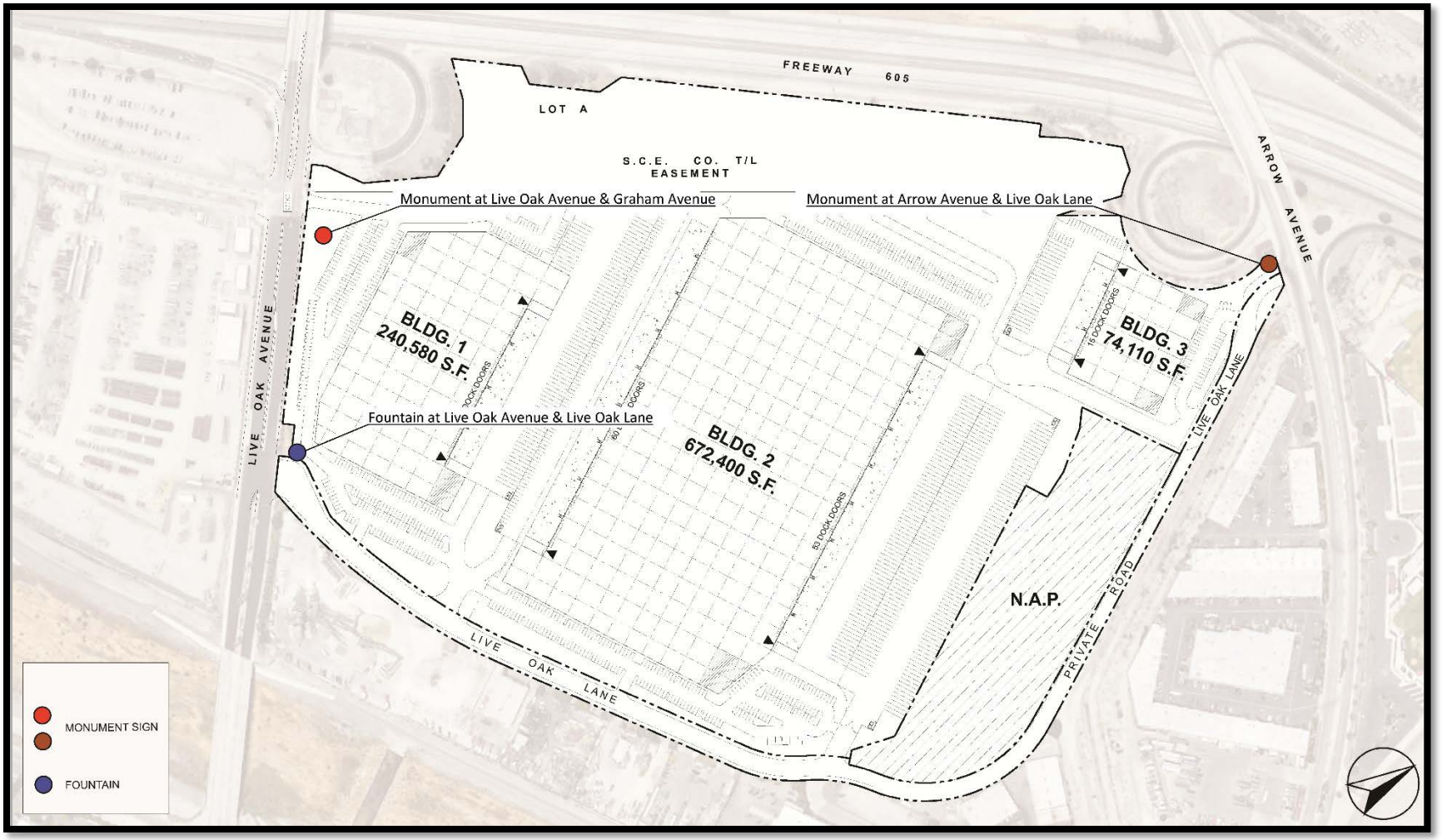


FIGURE 7-8 – ENTRY TREATMENT LOCATION MAP

FIGURE 7-9 – ENTRY TREATMENT - LIVE OAK AVENUE AT GRAHAM AVENUE

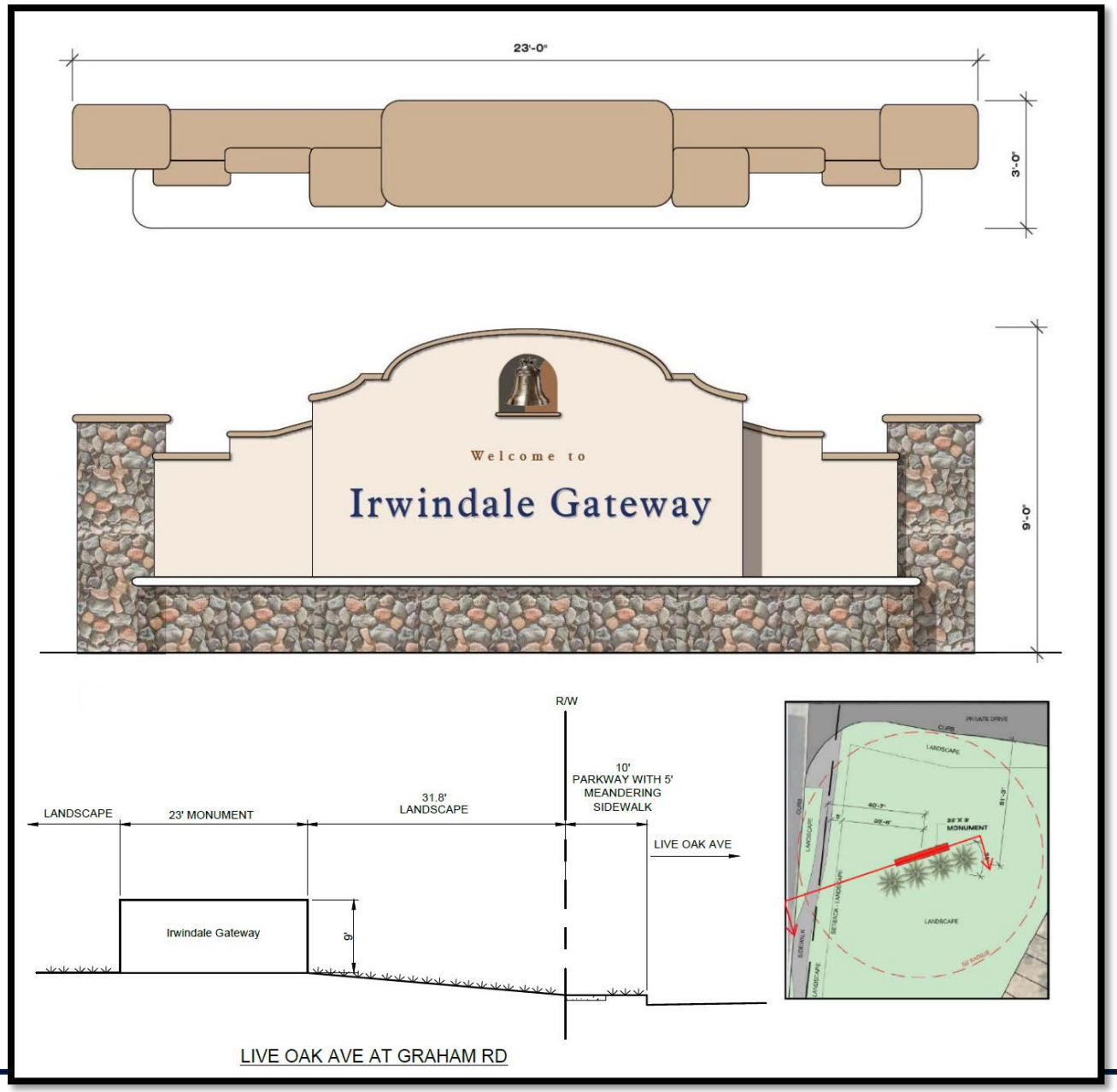
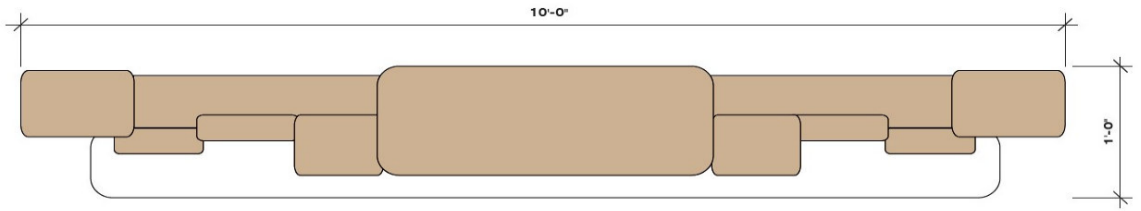
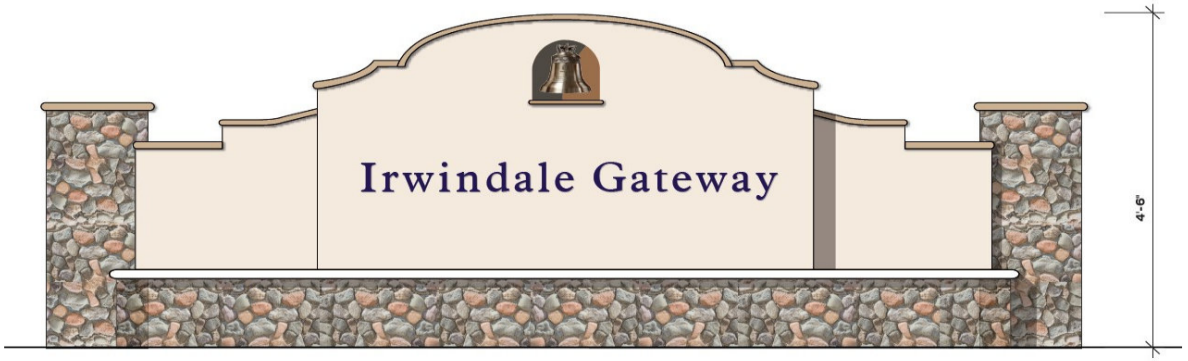
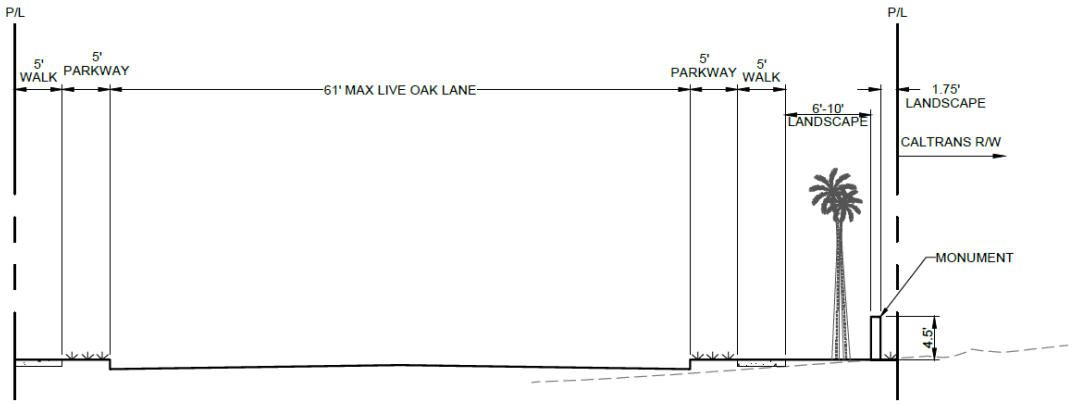


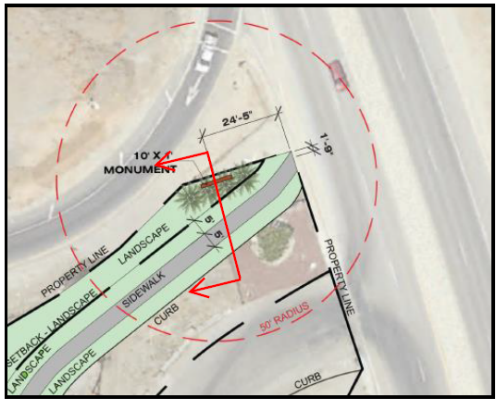
FIGURE 7-10 – ENTRY TREATMENT - LIVE OAK AVENUE AT GRAHAM AVENUE (DETAIL)

FIGURE 7-11 – ENTRY TREATMENT – ARROW HIGHWAY AT LIVE OAK LANE





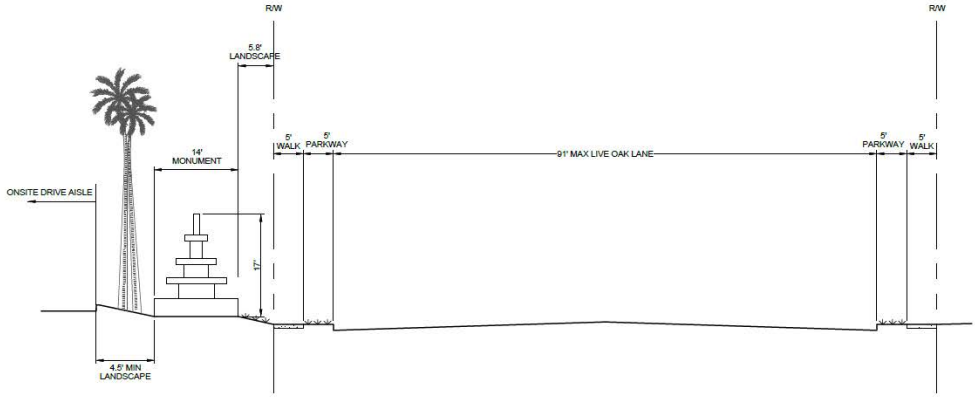


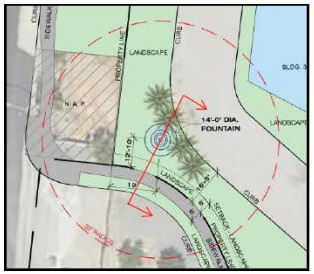


ARROW HWY AT LIVE OAK LANE

FIGURE 7-12 – ENTRY TREATMENT – ARROW HIGHWAY AT LIVE OAK LANE (DETAIL)

FIGURE 7-13 – ENTRY TREATMENT LIVE OAK AVENUE AT LIVE OAK LANE





LIVE OAK AVE AT LIVE OAK LANE

FIGURE 7-14 – ENTRY TREATMENT LIVE OAK AVENUE AT LIVE OAK LANE (DETAIL)

7.5.3 Streetscapes

Streetscape landscaping within the Specific Plan plays a critical role in establishing a strong sense of place and character. In addition, streetscapes serve functional purposes, including screening undesirable functional elements of a building site from public view.

Live Oak Avenue Streetscape

The southern boundary of the Specific Plan abuts Live Oak Avenue. The interface with Live Oak Avenue is designed to feature a five-foot wide parkway with street trees and a five-foot wide sidewalk between the parkway and property line (see Figure 7-13). A backdrop of trees along parking lot perimeters, and screen shrubs along with assorted drought tolerant groundcovers is proposed to provide a physical and visual buffer from Live Oak Avenue. At this interface, an assortment of evergreen and deciduous canopy street trees along with palm tree clusters and screen shrubs is expected.

Live Oak Lane Streetscape

The eastern boundary of the Specific Plan abuts Live Oak Avenue. Within the Specific Plan, the streetscape of Live Oak Lane is planted with a combination of evergreen and deciduous trees, low shrubs, and masses of groundcovers to create a visually pleasing experience for pedestrians and passing motorists (see Figure 7-14). A five-foot wide parkway with street trees and a five-foot wide sidewalk between the parkway and property line is also proposed. The landscaping plant palette for the streetscape should link the roadway to the rest of the Development Area and should reflect the Development Area's landscape design theme.

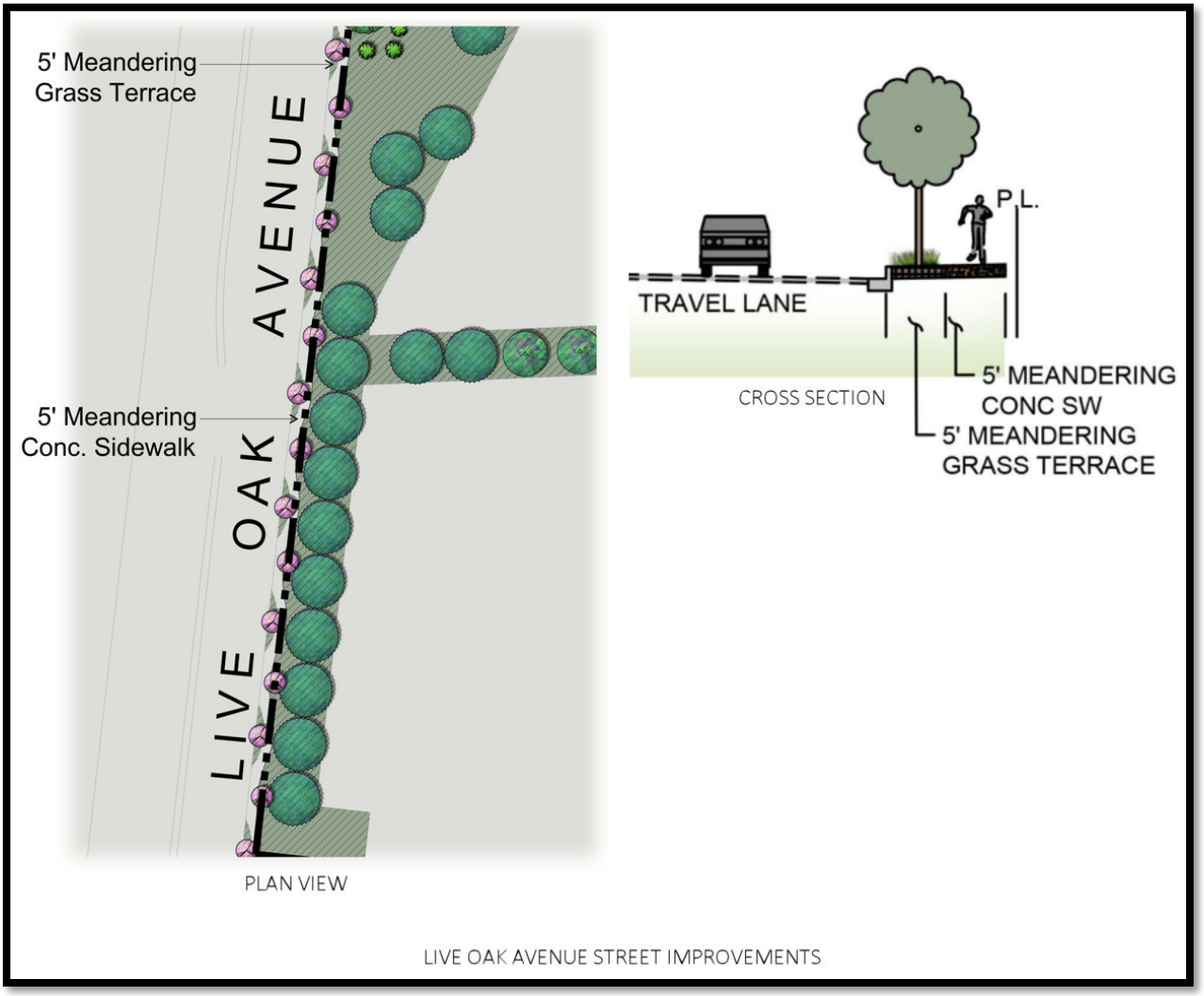


FIGURE 7-15 – STREET IMPROVEMENTS – LIVE OAK AVENUE

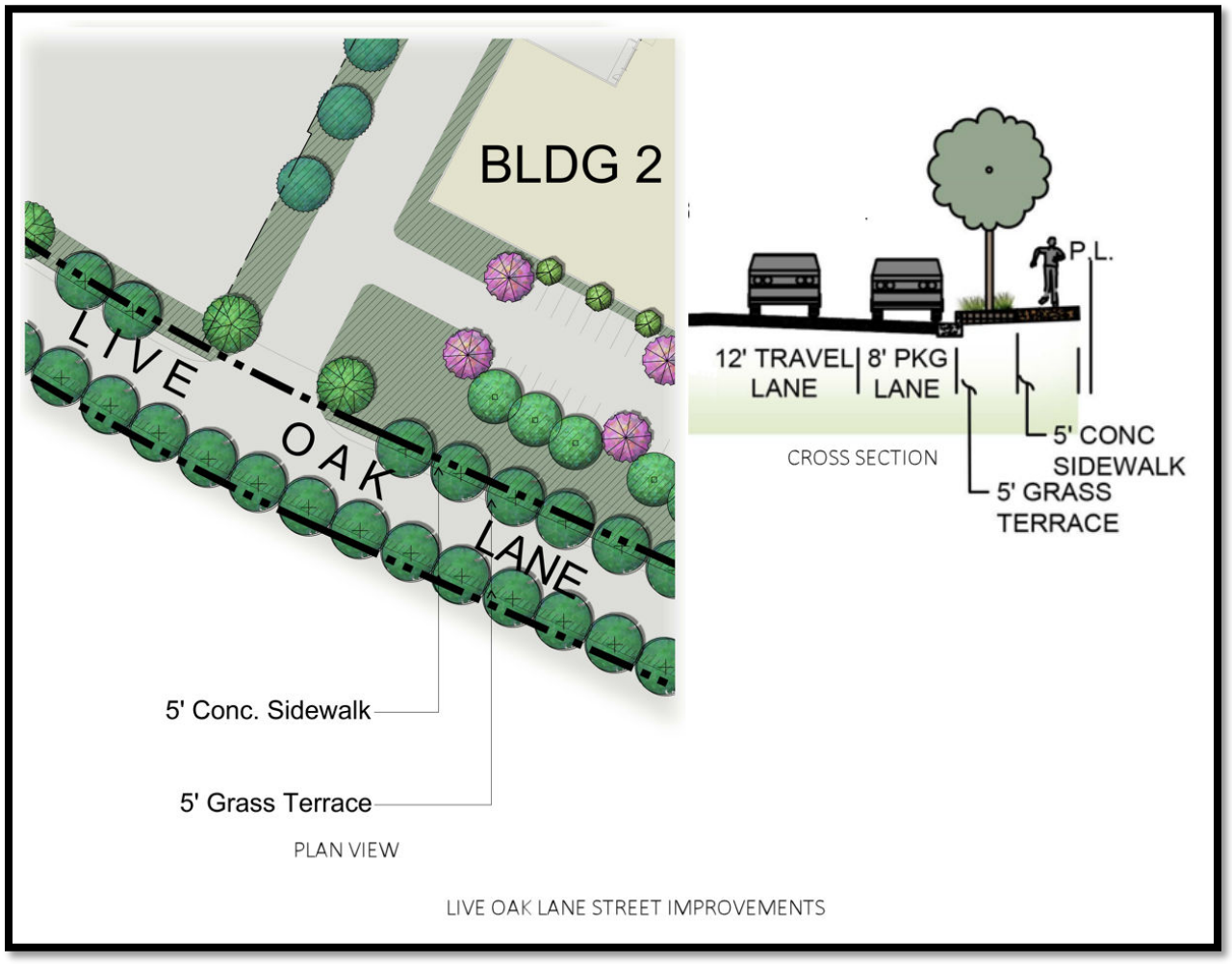


FIGURE 7-16 – STREET IMPROVEMENTS – LIVE OAK LANE

7.6 Fences and Walls

The final locations and details of walls and fences will be determined during implementation of the Specific Plan when building footprints and orientations are known. Implementing projects may modify the locations and/or details of the walls and fences described below and illustrated in Figures 7-15, 7-16, and 7-17, provided that any modifications are consistent with the spirit and intent of these guidelines.

The existing 6-foot-tall chain link fence along the western border of the Specific Plan abutting I-605 will remain in place. Tubular steel fencing is expected within individual building sites around loading and dock areas, truck yards, and surface detention basins. Tubular steel fencing is designed to range from 4 to 10 feet in height, consisting of tubular steel pickets.

Solid screen walls may be provided within individual building sites around loading and dock areas, truck yards, and parking lots. A solid wall is preferred over fencing when complete visual screening is necessary, or for noise attenuation. Screen walls are designed to be a height of 14 feet tall, as measured from the high side of the wall. Screen walls may be constructed of a decorative masonry, decorative CMU block, or concrete panel; provided, however, that a screen wall of decorative CMU block approximately 620’ long shall be located along the southern boundary of the Development Area to screen the area from Live Oak Avenue. Landscaping, including trees, should be planted along the outer face of the screen wall (i.e., facing Live Oak Avenue or Live Oak Lane) to minimize the perceived size and scale of the wall.

The locations and details of walls and fences internal to the Development Area will be determined in conjunction with development of each site. Internal walls and fences may be provided along the perimeter of parking and loading areas and between building pad areas for screening and security. All internal walls visible from public streets or public viewing areas shall be built with attractive, durable materials that are compatible with other design elements of the Specific Plan.

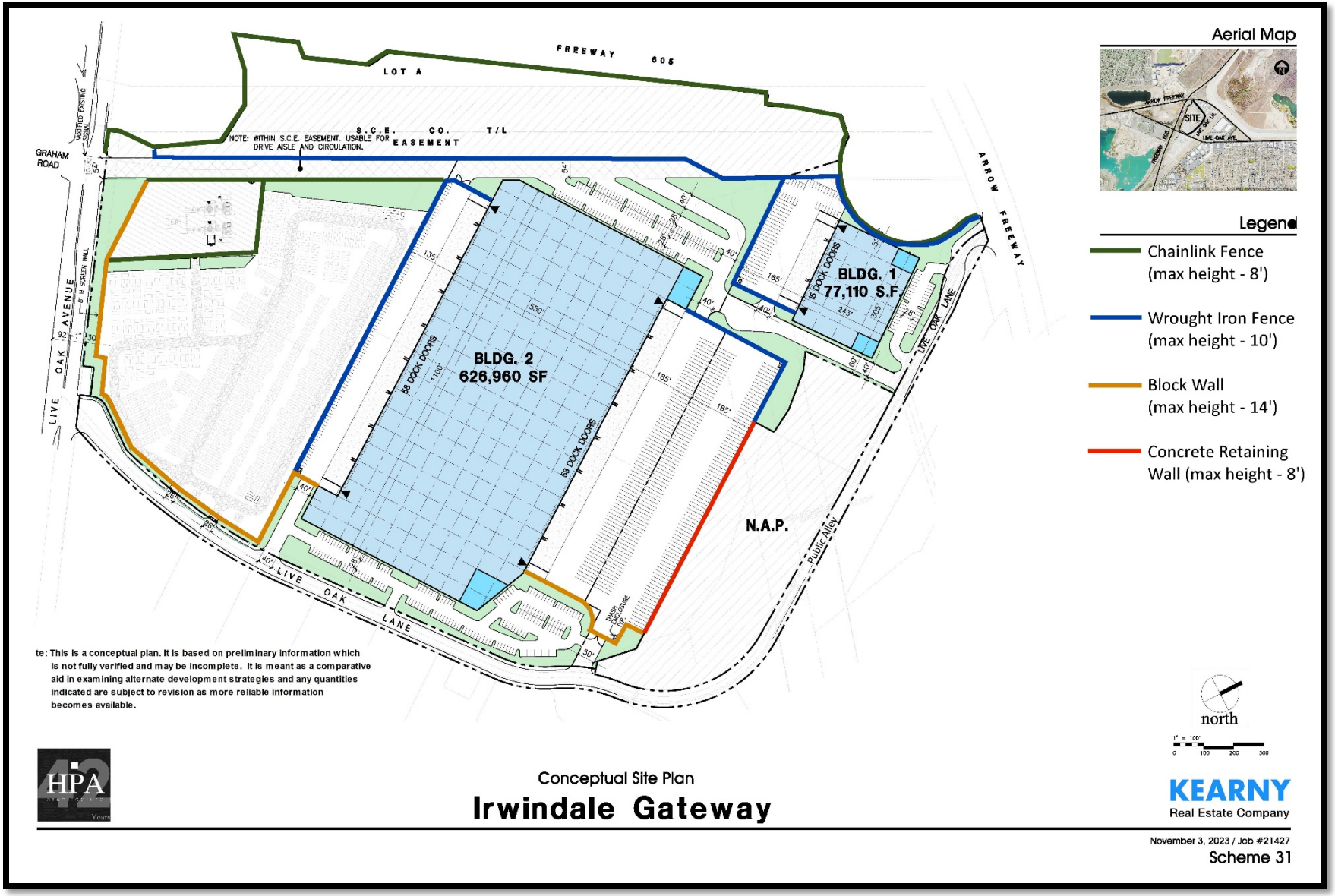


FIGURE 7-17 – FENCE AND WALL PLAN WITH BESS

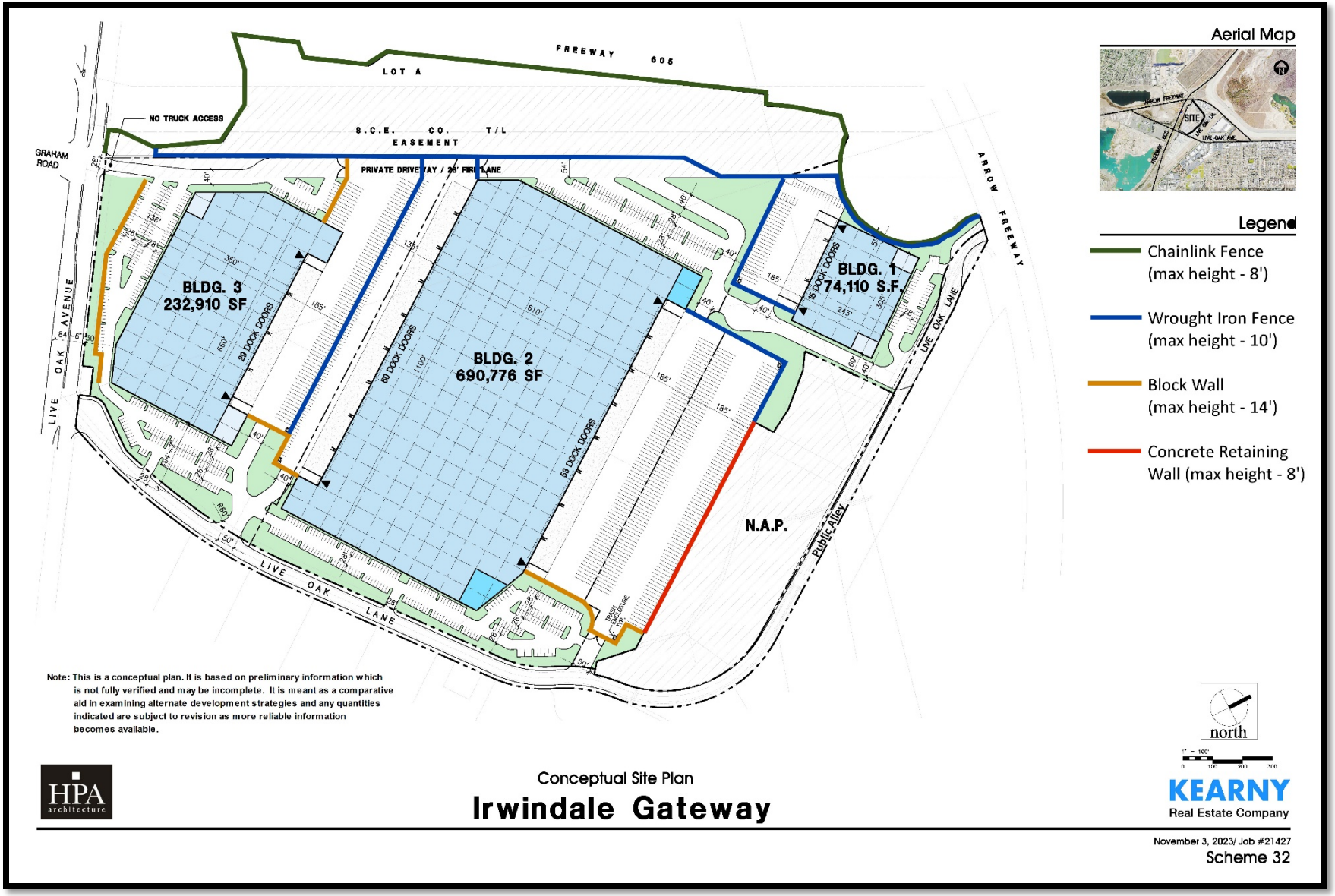
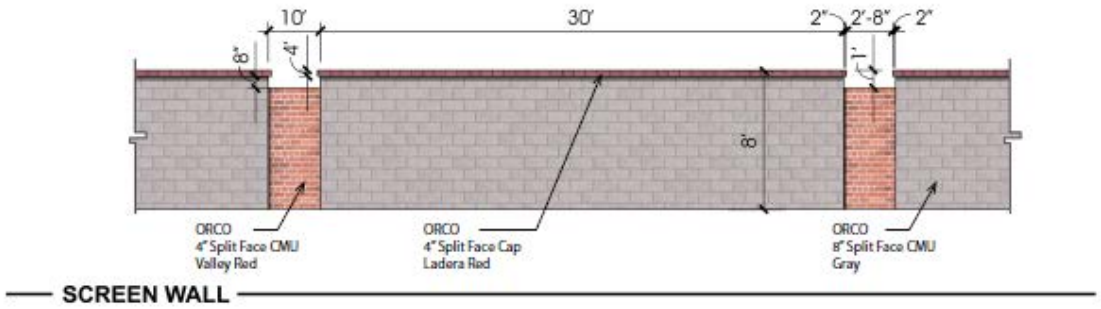


FIGURE 7-18 – FENCE AND WALL PLAN WITHOUT BESS



Conceptual Colored Screen Wall

Irwindale Gateway, Irwindale, CA

#21427

08. 04. 2023.

KEARNY Real Estate Company

FIGURE 7-19 –WALL PLAN DESIGN

7.7 Lighting

Outdoor lighting of the Development Area is an essential architectural component that provides aesthetic appeal, enhances safe pedestrian and vehicular circulation, and adds to security. Lighting within the public right-of-way shall adhere to applicable City of Irwindale requirements.

All lighting on private property in the Development Area should adhere to the following guidelines:

1. Minimize glare and "spill over" light onto public streets and adjacent properties by using downward-directed lights and/or cutoff devises on outdoor lighting fixtures, including spotlights, floodlights, electrical reflectors, and other means of illumination for signs, structures, parking, loading, unloading, and similar areas. Where desired, illuminate trees and other landscape features by concealed light fixtures. Limit light spillover or trespass to one-quarter foot-candle or less, measured from within five feet of any adjacent property line.
2. Exterior lighting shall produce a maximum initial illuminance of no greater than 0.5 horizontal and vertical footcandles at the site boundary and beyond.
3. The maximum height of free-standing, outdoor light fixtures shall be 35 feet. The maximum height for outdoor bollard-type lighting shall be four (4) feet. Overall, light fixtures shall be the minimum height necessary to maintain pedestrian and motorist safety and facilitate site operations and security.
4. Select all lighting fixtures used in the Development Area from the same – or complementary – family of fixtures with respect to design, materials, fixture color, and light color.
5. Lights should be unbreakable, recessed, or otherwise designed to reduce the problems associated with damage and replacement of fixtures.
6. Neon, flashing and gyrating lighting are prohibited.
7. Locate all electrical meter pedestals and light switch/control equipment in areas with minimum public visibility or screen them with appropriate plant materials.
8. Illuminate parking lots, loading dock areas, pedestrian walkways, Building entrances, and public sidewalks to the level necessary for Building operation and security reasons. Dimmers and motion detectors are permitted. Lighting shall have automatic shut off features between dawn and dusk.
9. Use exterior lights to accent entrances, plazas, activity areas, and special features.
10. Provide for illumination intensity during hours of darkness as follows:
    a. To illuminate parking lots or parking structures and their pedestrian links that provide more than five parking spaces for use by the general public, provide a minimum coverage of one foot-candle of light with a maximum of eight foot-candles on the parking or walkway surface, unless otherwise approved by the City of Irwindale for visibility and security.
    b. To illuminate aisles and passageways within a Building complex, provide a maximum of one-half to one foot-candle of maintained lighting.
11. Low intensity, energy-conserving night lighting is preferred, such as fixtures equipped with light emitting diodes (LED).
12. High Pressure Sodium (HPS) light fixtures are prohibited for site lighting.

Utility Infrastructure Plan VIII

8. Utility Infrastructure

Buildout of the Specific Plan requires the installation of water, sewer, storm water drainage dry utility infrastructure, and solid waste disposal as described below. All utility infrastructure improvements are required to be installed in accordance with applicable City of Irwindale and public service provider design standards and specifications.

8.1 Water

As shown on Figures 8-1 and 8-2, Conceptual Water Plan, Valley County Water District provides water infrastructure to service the Specific Plan area. An existing 12" Valley County Water District main is located in Live Oak Lane, a private road. To service the Development Area with domestic water, including fire protection service and irrigated landscaping, a connection would be made to the existing line to service future buildings and facilities. Water and fire service would be provided with a new 12-inch main comprising private on-site loop system that connects to the existing water line in Live Oak Lane. Alternatively, the water district may require new infrastructure to loop its system through Live Oak Lane. All water service and connection to the distribution system shall be reviewed and approved by the Valley County Water District.

8.2 Sanitary Sewer

As shown on Figures 8-3 and 8-4, Conceptual Sewer Plan, the Specific Plan provides private sewer infrastructure for the interior of the Development Area. Connections to existing public sewer mains are located off-site within Live Oak Avenue to the southeast of the Development Area. The sanitary sewer system for the Development Area will utilize 6"-8" on site private sewer lines, which will be conveyed to a proposed public 6" force main sewer line that drains east on Live Oak Avenue to the existing 10" VCP sewer line on Live Oak Avenue and Rivergrade Road. The private sewer infrastructure collects wastewater flows from the Development Area and conveys these flows to the off-site existing public sewer mains within Live Oak Avenue. All private sewer infrastructure will be installed on-site beneath private driveways and drive aisles, and/or parking lots/truck courts to facilitate access for routine maintenance and/or repair. Locations and alignments of all sewer mains, laterals and connection points shall be subject to the approval of the City Engineer from the City of Irwindale Public Works Department.

8.3 Storm Water Drainage

Prior to use of the Development Area property as a quarry, stormwater flowed across the site from the north and east to the southwest and would leave the site at its southwest corner and discharge to an existing unimproved drainage basin located on the western portion of the Specific Plan within an SCE easement area. As shown on Figures 8-5 and 8-6, Conceptual Storm Water Management Plan the Specific Plan's storm water management system will mimic the property's historical drainage pattern. Storm water flows will be conveyed across the Development Area via a backbone storm drain network to a detention/infiltration basin, which will be constructed pursuant to the approved LID and will replace the existing unimproved drainage basin. A storm drain lift station will convey water southeast through a 12" private force main and into a proposed 24" public storm drain within Live Oak Avenue, and then into the San Gabriel River.

Low Impact Development (LID) site design strategies and Best Management Practice (BMP) control measures promote the use of natural infiltration (where permitted), evaporation, and use of stormwater. LID strategies include, in order of priority: 1) bioretention/infiltration systems, 2) capture and reuse systems, 3) high efficiency biofiltration systems, and 4) proprietary filtration systems. The primary LID measure for the Development Area includes detention basins, capable of retaining the required water quality volumes, designed with either soft bottoms and/or dry wells for infiltration purposes as water quality measures. Where feasible, subsurface storage chambers that serve as water quality infiltration measures can be implemented within the Development Area. The type and extent of the water quality infiltration measures will ultimately be determined based on geotechnical report findings and recommendations for the Development Area. If infiltration is restricted or not feasible in some areas, based on the geotechnical report findings, then capture and reuse, bio-filtration and/or inlet filters as water quality measures are allowed as treatment control BMPs within the Development Area. All LID and BMP features shall comply with the City of Irwindale Building Code and will require grading and drainage permits from the Building & Safety Division.

8.4 Dry Utilities

As shown on Figures 8-7 and 8-8, Dry Utilities, the Development Area will connect to existing dry utilities (electric, gas, and communication systems) installed within Live Oak Avenue. All dry utilities internal to the Development Area will be installed underground in utility trenches. The locations of trenches, lateral connections, transformers, switches, pull boxes, and dry utility manholes will be determined at the time Buildings are positioned in conjunction with implementing development.

A BESS facility may include an onsite “collector” substation that would connect via a 230 kV underground electric tie-line to a Point of Interconnection (POI) at the existing Southern California Edison (SCE) Edison Rio Hondo Substation located south of Live Oak Avenue. The electrical tie-line shall be undergrounded unless the applicable agency(ies), including but not limited to Southern California Edison or California Independent System Operator (CALISO), reject the proposed underground line. If the applicable agency(ies) require an overhead tie-line, the Applicant shall be subject to a Zone Variance application per IMC Chapter 17.32. The overhead line would transition to underground at a transition pole. The underground portion of the electric tie-line would consist of conduits containing electric power cables, fiber optic communications cable, and a grounding conductor within an approximately 3’-0” wide and 3’-0” deep, high-strength concrete encasement that would be a minimum of 3’-0” below the surface. Impacts related to the undergrounding of the electric tie-line would not result in a net increase of impacts of the proposed projects.

8.5 Solid Waste Disposal

The City currently contracts with Athens Services to provide businesses with a full spectrum of solid waste disposal that includes routine trash removal, recyclable collection, organic waste collection, bulky item removal (upon request only), and hazardous waste removal. And a restaurant food waste composting pilot program. Accordingly, all refuse collection services will be available to the development from Athens Services. The development shall provide trash enclosures to accommodate the size, type, and number of bins required for the uses on site.

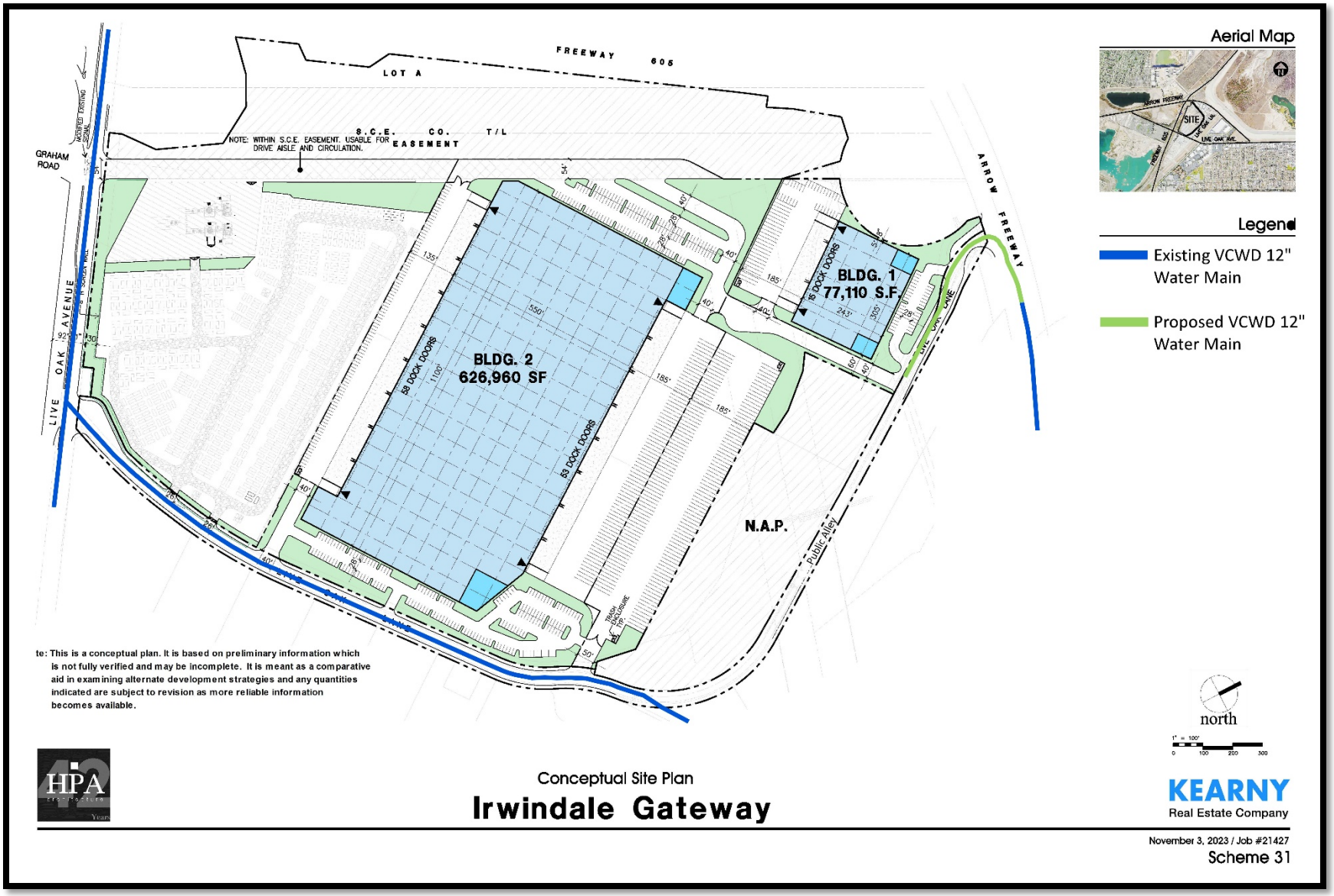


FIGURE 8-1 – CONCEPTUAL WATER PLAN WITH BESS

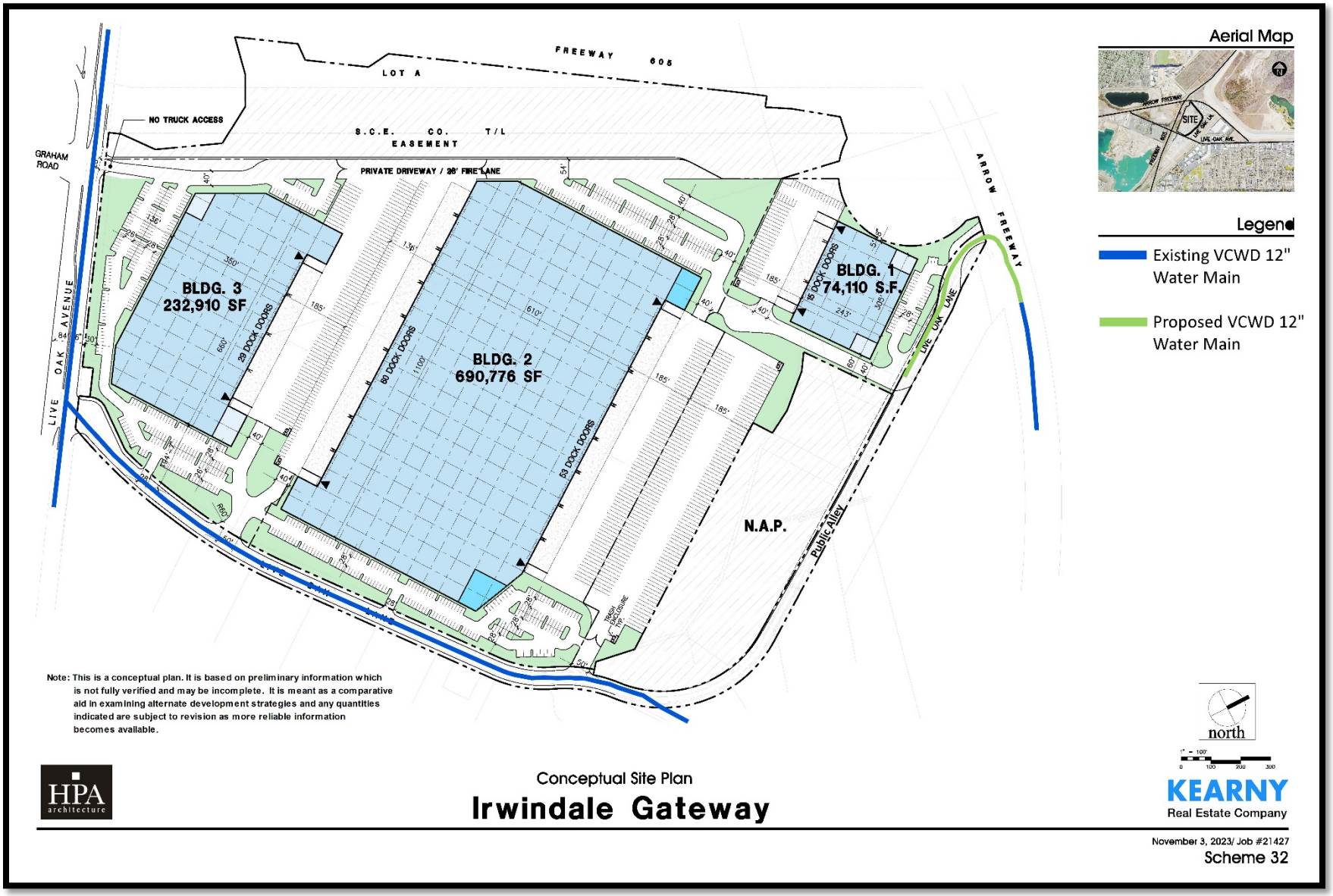


FIGURE 8-2 – CONCEPTUAL WATER PLAN WITHOUT BESS

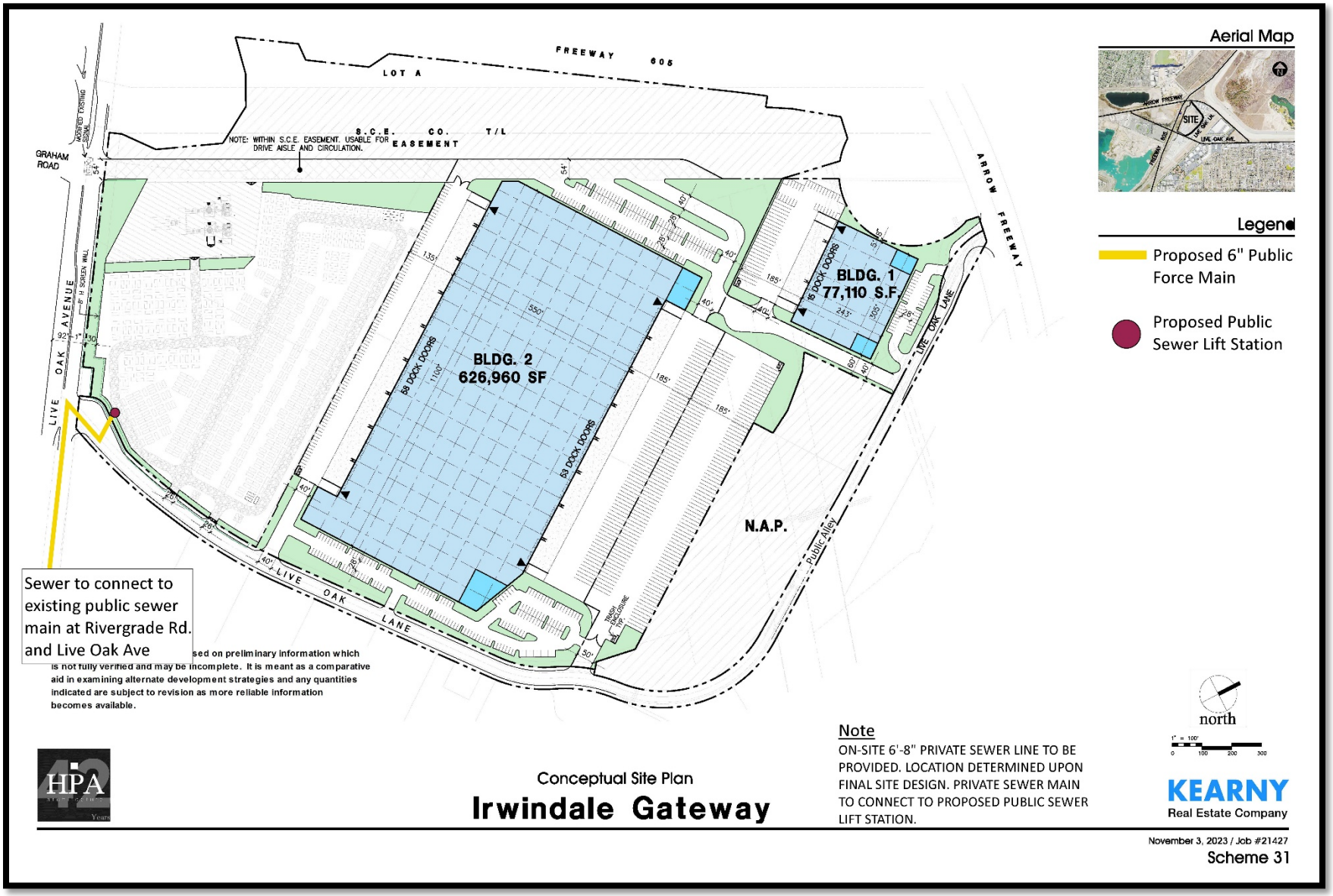


FIGURE 8-3 – CONCEPTUAL SEWER PLAN WITH BESS

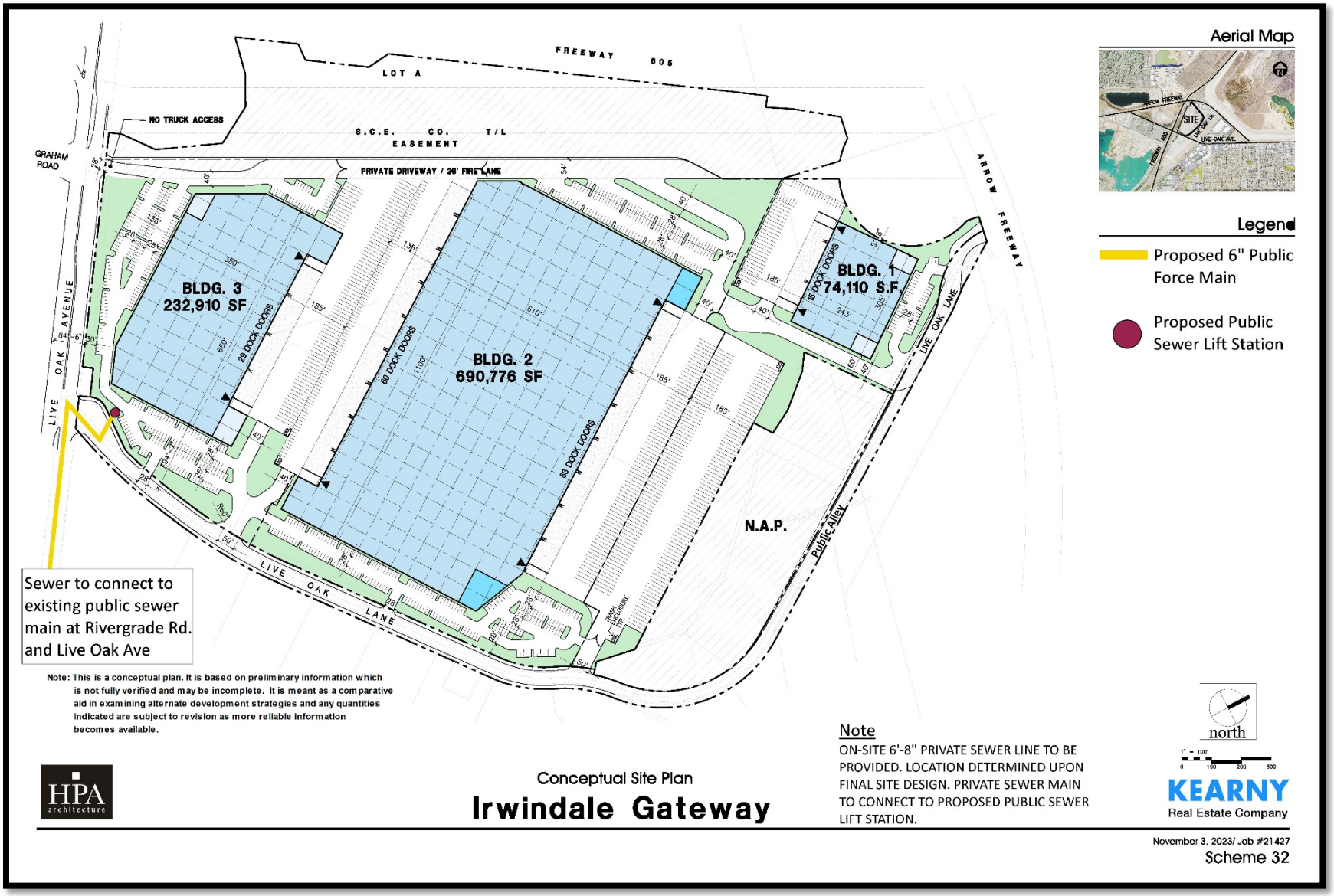


FIGURE 8-4 – CONCEPTUAL SEWER PLAN WITHOUT BESS

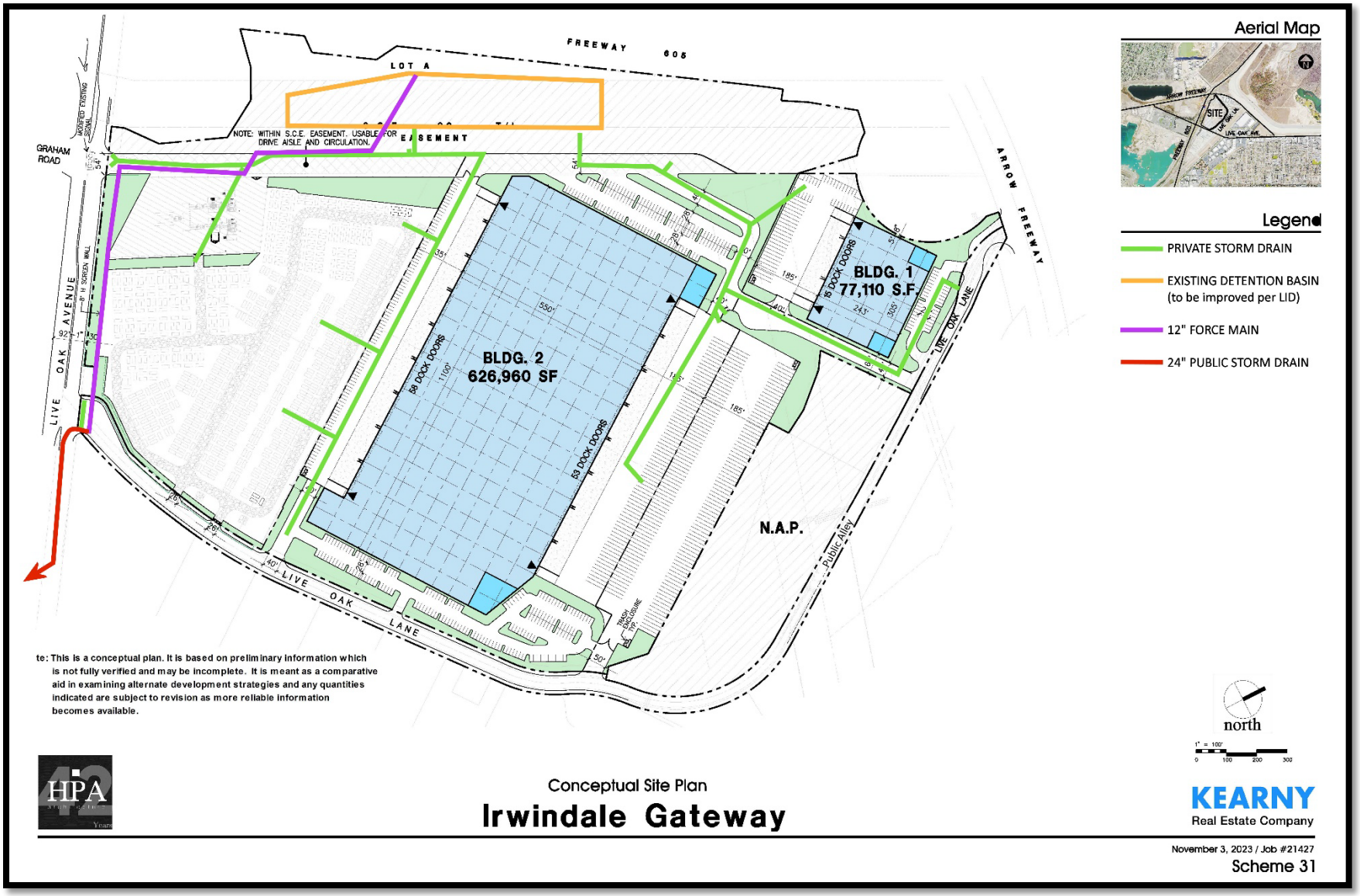


FIGURE 8-5 – CONCEPTUAL STORM WATER MANGEMENT PLAN WITH BESS

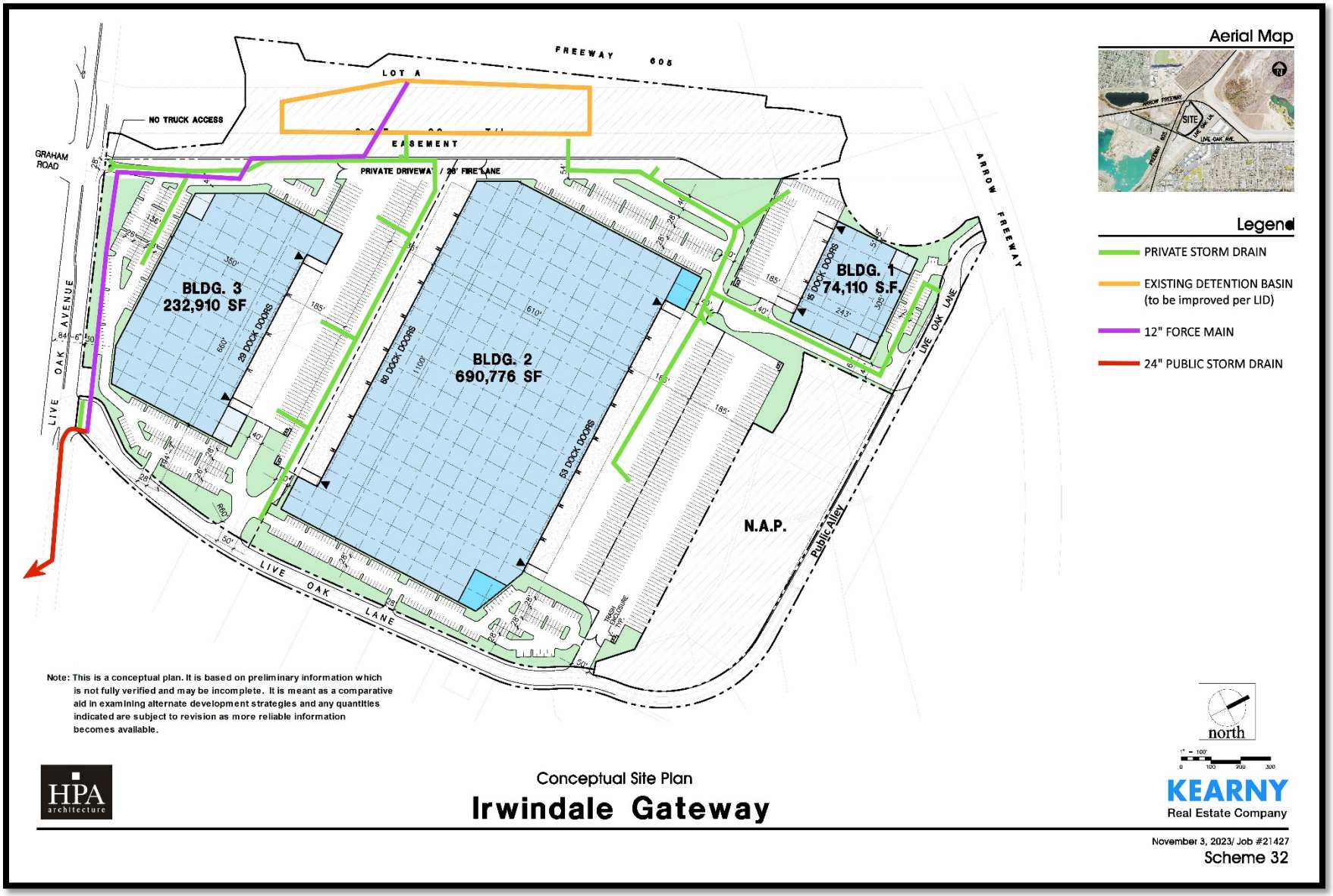


FIGURE 8-6 – CONCEPTUAL STORM WATER MANGEMENT PLAN WITHOUT BESS

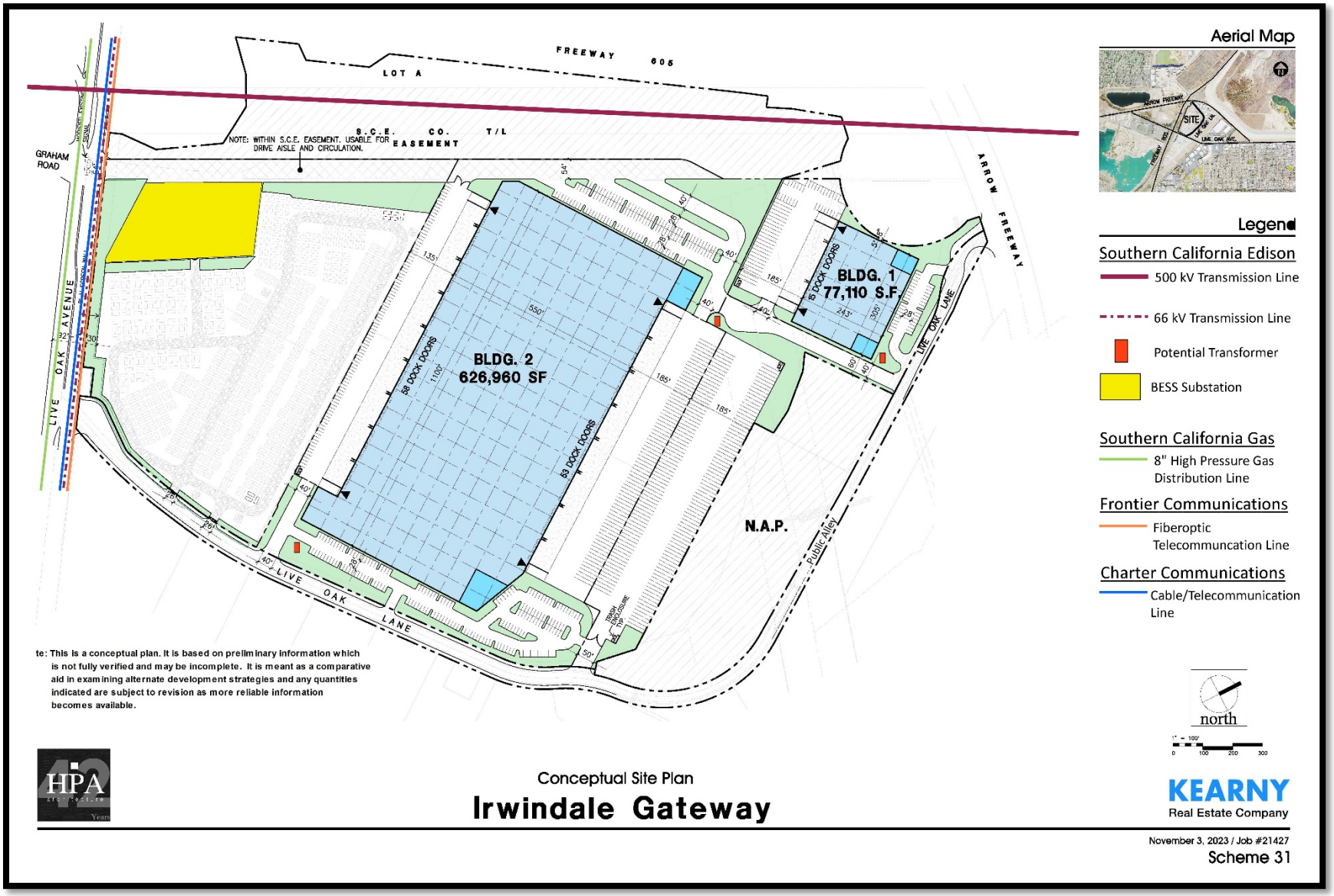


FIGURE 8-7 – CONCEPTUAL DRY UTILITIES PLAN WITH BESS

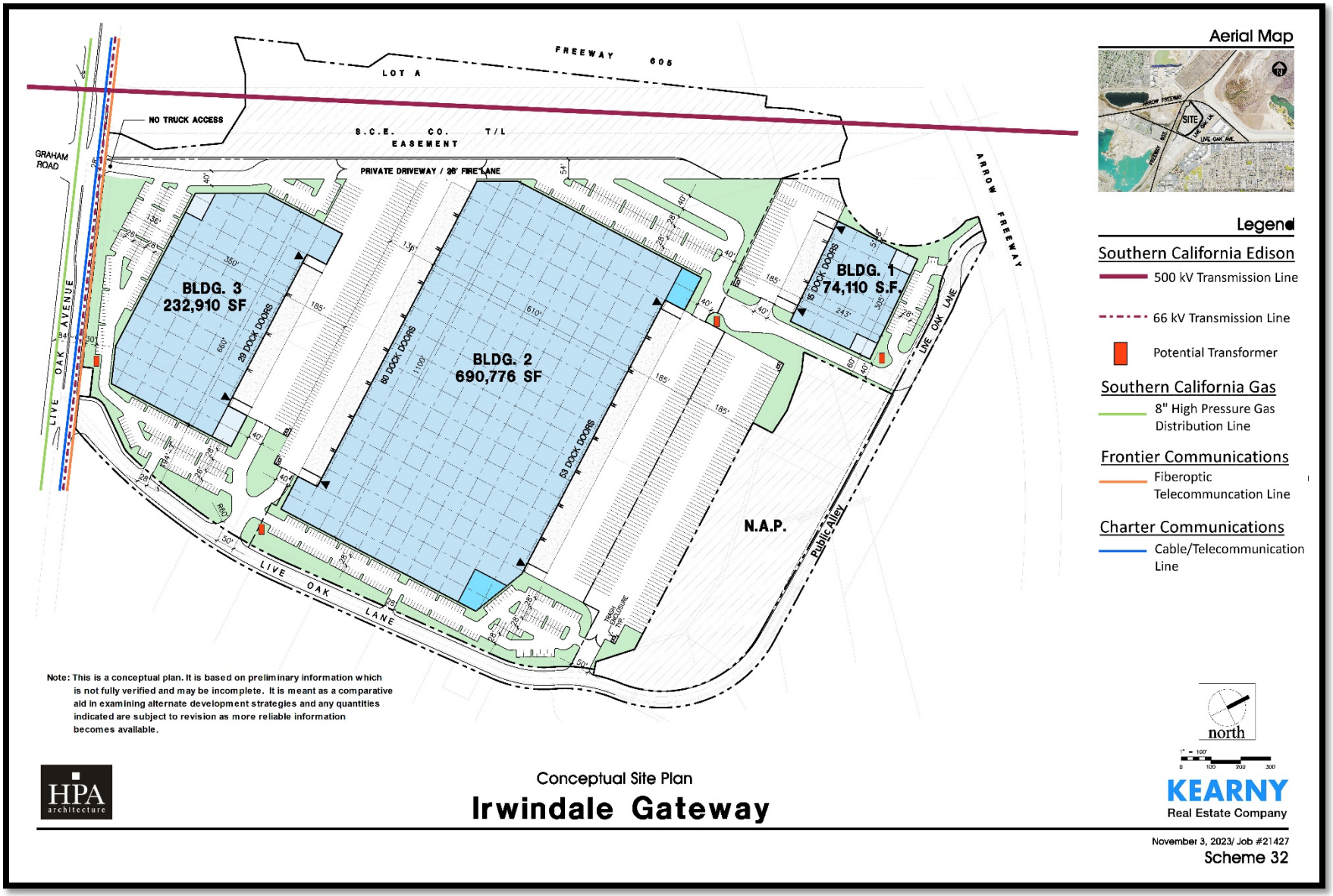


FIGURE 8-8 – CONCEPTUAL DRY UTILITIES PLAN WITHOUT BESS

IX. IMPLEMENTATION

9. Implementation

9.1 Overview

This section establishes the implementation and review process required for development proposed within the Specific Plan Area This section provides general administrative provisions; review and approval procedures; and implementation measures, including short-term and ongoing tasks. The provisions contained in the Specific Plan constitute the primary land use and development standards for the Development Area. While the entire Specific Plan constitutes the zoning for the Specific Plan area, Section 6, Development Standards, contains specific zoning regulations for the Development Area. Upon adoption of the Specific Plan by the City of Irwindale, all on- and off-site improvements shall be consistent with the development standards and design guidelines set forth in Sections 6, 7, and 8 of this Specific Plan.

Implementation of development within the Development Area shall be subject to City approval of lot line adjustments, site plan review, plot plans, subdivision reviews, building permits, and other planning approvals, and permits that may be required by the City of Irwindale pursuant to the Specific Plan or the City of Irwindale Municipal Code, including compliance with any applicable development standards whether set forth herein or in the City of Irwindale Municipal Code. The implementation process described herein provides the procedures for review and approval of development within the Specific Plan Area.

9.2 Severability

If any portion of this Specific Plan is declared to be invalid or ineffective in whole or in part, such decision shall not affect the validity of the remaining portions hereof. The legislative body hereby declares that they would have enacted these regulations and each portion thereof irrespective of the fact that any one or more portions be declared invalid or ineffective.

9.3 Interpretations and Determinations

Requests for interpretations of this Specific Plan and verifications relating to prior approvals or permits may be made to the Community Development Director. Requests shall be in writing. The decision of the Community Development Director on such requests may be appealed pursuant to Chapter 17.25 (Common Procedures) of the IMC.

9.4 Site Plan and Design Review

All development within the Development Area shall be subject to Site Plan and Design Review, as set in the Chapter 17.27 (Site Plan and Design Review) of the IMC.

9.5 Conditional Use Permits

Conditional Use Permits are provided for the individual review of uses at specific locations, as outlined in Table 6-1 to ensure that their operation will be compatible with surrounding areas and uses.

Applications for Conditional Use Permits shall be reviewed pursuant to Chapter 17.28 (Use Permits) of the IMC.

9.6 Minor Variance

As part of a Site Plan and Design Review application, the Community Development Director or Planning Commission, as applicable, may grant a minor variance to the development standards listed in the Specific Plan, pursuant to Chapter 17.31 (Minor Variances) of the IMC.

9.7 Amendments to the Specific Plan

All modifications to the Specific Plan that do not meet the criteria of a minor modification (see Section 9.6) or any applicable interpretation made pursuant to Section 9.3 shall require an amendment to the Specific Plan Amendments shall be processed in accordance with § 65453, et. seq. of the California Government Code, which requires Specific Plan Amendments be reviewed and adopted in the same manner as a General Plan and Chapter 17.35 of the IMC.

9.8 Subdivision

If a proposed project requires a subdivision, the subdivision shall be consistent with and serve to implement the policies and provisions of the Specific Plan and all applicable City policies and ordinances as required by Title 16 (Subdivisions) of the IMC. All subdivisions shall be authorized through the approval of a map or other approval in compliance with Title 16 (Subdivisions) of the IMC and the California Subdivision Map Act for Land.

9.9 Financing of Development in Development Area

Development in the Specific Plan Area and any off-site improvements to roadways or infrastructure required as conditions of approval or mitigation measures identified as part of the Environmental Impact Report prepared for the project pursuant to CEQA and adopted by the City shall be privately funded. All development shall be subject to Development Impact Fees and any other applicable fees.

9.10 Maintenance Plan

The public and private improvements constructed within the Specific Plan Area shall be maintained through a combination of public and private entities as described in Table 9-2.

Major infrastructure costs may be offset by public assistance such as a Community Facility District (CFD) or other special districts to provide funding for the construction of a variety of public facilities and the provision of public services. City Council approval is a prerequisite for the implementation of all special district-financing mechanisms.

For common areas located within the Development Area, a Private Maintenance Association(s) shall be established with recorded covenants, conditions and restrictions to govern allocation of maintenance responsibilities among property owners. Maintenance of public facilities shall be the responsibility of the appropriate public agency.

TABLE 9-2 | MAINTENANCE RESPONSIBILITIES

FACILITY	PRIVATE MAINTENANCE ASSOCIATION	CITY OF IRWINDALE	PUBLIC UTILITY	OTHER MAINTENANCE ENTITY[1]
CIRCULATION & RELATED FACILITIES				
Live Oak Avenue				
Pavement & Curbs		X		
Landscaping within public right-of-way, including medians and parkways		X		
Sidewalks		X		
Pavement & Curbs		X		
Landscaping within public right-of-way, including medians and parkways		X		
Sidewalks		X		
Live Oak Lane		X		
Public Alley		X		
Private Drive Aisles	X			
Parking Lots, including landscaping	X			
Traffic Signals[3]		X		
Traffic Signs				
Within public right-of-way		X		
Within private property	X			
Streetlights				
Within public right-of-way			X	
Within private property	X			
Truck Traffic Management Plan Directional Signage	X			
LANDSCAPING & RELATED FACILITIES				
Common area landscaping, including entry treatments at Live Oak Avenue and Arrow Highway	X			
Monuments and Signage	X			
Walls and Fences	X			
UTILITY INFRASTRUCTURE				
On-site water facilities/infrastructure	X		X	
On-site sanitary sewer facilities/infrastructure	X	X		
Private storm water drainage facilities/infrastructure	X			
Public storm water drainage facilities/infrastructure		X		X
Dry utilities (electricity, natural gas, communications systems)			X	X

TABLE 9-2 | MAINTENANCE RESPONSIBILITIES

FACILITY	PRIVATE MAINTENANCE ASSOCIATION	CITY OF IRWINDALE	PUBLIC UTILITY	OTHER MAINTENANCE ENTITY[1]

Notes:
1. Other Maintenance Entities may include Caltrans, utility providers, and other public/private entities that may maintain billboards and stormwater drainage facilities on-site.
2. Traffic signals may require maintenance easements for the City to access and maintain the traffic signals.

9.11 California Environmental Quality Act

An Environmental Impact Report (the "EIR") prepared in compliance with the requirements of the California Environmental Quality Act ("CEQA") for the Specific Plan identified environmental impacts associated with the project requiring mitigation.

The EIR identifies potential impacts resulting from development and establishes mitigation measures to reduce the impacts to a less than significant level. As the Lead Agency, the City of Irwindale has adopted a Mitigation Monitoring and Reporting Program (MMRP) as part of this Specific Plan.

The EIR will serve as the primary environmental clearance document for the Specific Plan and all future development undertaken within the Specific Plan Area. The EIR is considered the primary environmental clearance document for the implementation of the project, including infrastructure, roadway, and any other related on-/off-site improvements. Development applications that require discretionary review will be examined in consultation with the EIR to determine if additional environmental documentation is required. No further analysis would be conducted on projects determined to be exempt from CEQA or in full compliance with the adopted EIR. However, the project applicant will be required to submit documentation evidencing said development is allowed and in conformance with the Specific Plan and that the potential environmental effects are within the parameters analyzed within the EIR.