

City of
IRWINDALE
AGENDA REPORT

Date: March 12, 2025
To: Honorable Mayor and Members of the City Council
From: Julian A. Miranda, City Manager
Issue: Irwindale Gateway Specific Plan

City Manager's Recommendation:

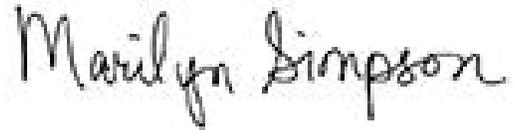
City Manager's Recommendation : That the City Council consider the Planning Commission's Resolutions Nos. 834(24), 835(24), 836(24), 837(24), and 838(24) recommending the City Council certify the FEIR and approve the proposed Irwindale Gateway Specific Plan and associated entitlements; and:

1. Adopt Resolution No. 2025-01-3589, entitled "A RESOLUTION OF THE city council of the CITY OF IRWINDALE (1) CERTIFYing THE ENVIRONMENTAL IMPACT REPORT, STATE CLEARING HOUSE (SCH# 2023020290); (2) ADOPTing THE FINDINGS REQUIRED BY CEQA GUIDELINES, SECTION 15091; (3) ADOPTing THE PROPOSED MITIGATION MONITORING AND REPORTING PROGRAM; AND (4) ADOPTing A STATEMENT OF OVERRIDING CONSIDERATIONS, PURSUANT TO THE CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA) FOR THE IRWINDALE GATEWAY SPECIFIC PLAN";
2. Adopt Resolution No. 2025-02-3590, entitled "A RESOLUTION OF THE city council OF THE CITY OF IRWINDALE AMENDING THE COMMUNITY DEVELOPMENT ELEMENT AND LAND USE PLAN MAP OF THE CITY'S GENERAL PLAN (GPA NO. 02-2022) FROM REGIONAL COMMERCIAL TO SPECIFIC PLAN FOR PROPERTY LOCATED AT 13620 LIVE OAK LANE, IRWINDALE, CA (APNs: 8532-002-046 AND 8532-002-047) AS SET FORTH HEREIN AND MAKING FINDINGS IN SUPPORT THEREOF";
3. Introduce Ordinance No. 787, entitled "AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF IRWINDALE, CALIFORNIA, ADOPTING ZONE ORDINANCE AMENDMENT NO. 02-2023 to add irwindale gateway SPECIFIC PLAN to title 17 of the irwindale municipal code (imc), DEFINING permitted uses, regulating the sizes and locations of buildings, specifying design GUIDELINES and development standards, addressing mobility and connectivity topics, identifying project infrastructure and services, and providing administrative and implementation language for property located at 13620 live oak lane, irwindale, ca (APNs: 8532-002-046 AND 8532-002-047) AND FINDING THE PROJECT CONSISTENT WITH THE CERTIFIED FINAL ENVIRONMENTAL IMPACT REPORT (SCH# 2023020290)";
4. Introduce Ordinance No. 788, entitled "AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF IRWINDALE MODIFYING THE CITY OF IRWINDALE ZONING MAP (ZONE CHANGE NO. 02-2022) FROM M-2 (HEAVY MANUFACTURING) TO IRWINDALE GATEWAY SPECIFIC PLAN for property located at 13620 LIVE OAK LANE, IRWINDALE, CA (APNs: 8532-002-046 AND 8532-002-047) AND FINDING THE PROJECT CONSISTENT WITH THE CERTIFIED ENVIRONMENTAL IMPACT REPORT (SCH# 2023020290)"; and
5. Adopt Resolution No. 2025-05-3593, entitled "A RESOLUTION OF THE city council of the city of irwindale APPROVing TENTATIVE PARCEL MAP NO. 83854 TO CREATE SEVEN (7) PARCELS FOR PROPERTY LOCATED AT 13620 LIVE OAK LANE, IRWINDALE, CA (APNS: 8532-002-046 AND 8532-002-04) in the M-2 (HEAVY Manufacturing) Zone SUBJECT TO CONDITIONS AS SET FORTH HEREIN, MAKING FINDINGS IN SUPPORT THEREOF."

Administrative Action:

Submitted by:

Marilyn Simpson, AICP, Community Development Director



Prepared by:

Brandi Jones, Senior Planner



Reviewed by:

Adrian R. Guerra, City Attorney

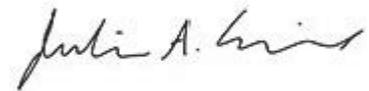


Kambiz Borhani, Finance Director / City Treasurer



Approved by:

Julian A. Miranda, City Manager



Background and Analysis:

REQUEST

On February 26, 2025, the City Council made a substitute motion to reconsider Option 2 in the proposed Specific Plan document. They directed Staff to revise the Irwindale Gateway Specific Plan document to restore all references of Battery Energy Storage Systems (BESS), and accompanying Resolutions and Ordinances.

On January 22, 2025, the City Council continued this item to the February 26, 2025 City Council meeting to be on the Consent Calendar. They directed Staff to revise the Irwindale Gateway Specific Plan document to remove all references to Battery Energy Storage Systems

(BESS), and accompanying Resolutions and Ordinances. A redlined version of the Specific Plan document, dated February 20, 2025, was provided which showed a red ~~strikethrough~~ of deleted text and underline for new text. A clean version of the Specific Plan document, dated February 20, 2025, was also provided where all strikethrough and added text have been deleted and was an exhibit of Ordinance No. 787.

The attached version of the Irwindale Gateway Specific Plan includes the following changes from Legal Counsel and the Planning Commission:

Legal Counsel (January 8, 2025)

- Page 36 – Add additional notes to Battery Energy Storage Systems (BESS) line item.

Existing: 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.

Proposed: 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.

- Page 88 - Add additional language regarding the implementation of Specific Plan.

Existing: 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. The implementation process described herein provides the procedures for review and approval of development within the Specific Plan Area.

Proposed: 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.

Planning Commission (November 14, 2024)

-

- Page 34 – Remove “Asphalt Plants” from the use matrix.

- Page 44 – Revise the language as follows:

Existing: A Spanish contemporary influence is desired 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.

Proposed: A Spanish contemporary influence is ~~desired~~ 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.

In addition to the revised Specific Plan document, Resolution No. 2025-05-3593 was revised to remove Condition of Approval No. B.11, which referenced BESS. Condition of Approval No. B.11 will be reinstated and reads as follows:

B.11 – BESS shall be screened with an 8'-0" high wall where in sight of proximal portions of Live Oak Avenue or Live Oak Lane at Specific Plan build-out.

Fiscal Impact:

None

Attachments:

1. Attachment A: Irwindale Gateway Specific Plan CC 03122025
2. Attachment B: CC Resolution No. 2025-01-3589 FEIR SOC MMRP 03122025 FINAL
3. CC Resolution No. 2025-01-3589 FEIR SOC MMRP EXHIBIT A
4. CC Resolution No. 2025-01-3589 FEIR SOC MMRP EXHIBIT B (FOFSOC)
5. Irwindale Gateway FOF SOC FINAL 10142024
6. CC Resolution No. 2025-01-3589 FEIR SOC MMRP EXHIBIT C (MMRP)
7. Irwindale Gateway MMRP_Final Corrected ToCity 10_23_24
8. Attachment C: CC Resolution No. 2025-02-3590 GPA No. 02-2022 with Land Use Map 03122025 FINAL
9. Attachment D: Ordinance No. 787 ZOA 02-2023 03122025 FINAL
10. Attachment E: Ordinance No. 788 ZC 02-2022 03122025 FINAL
11. Attachment F: CC Resolution No. 2025-05-3593 TPM 83854 03122025 FINAL

IRWINDALE GATEWAY SPECIFIC PLAN

PREPARED BY
SAGECREST PLANNING+ENVIRONMENTAL



SAGECREST
PLANNING + ENVIRONMENTAL

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INTRODUCTION

I.

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.

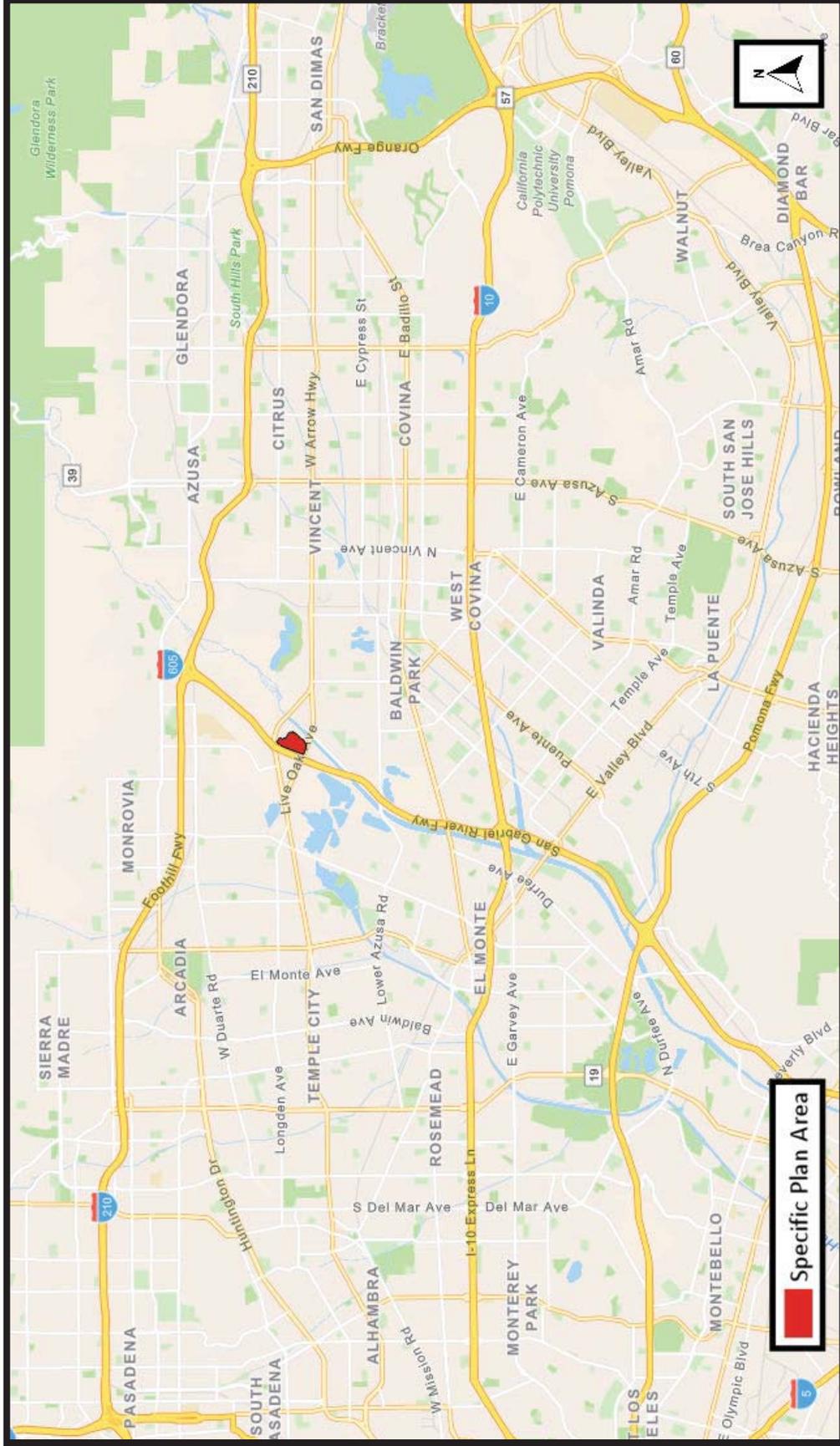


FIGURE 1-2 – VICINITY MAP

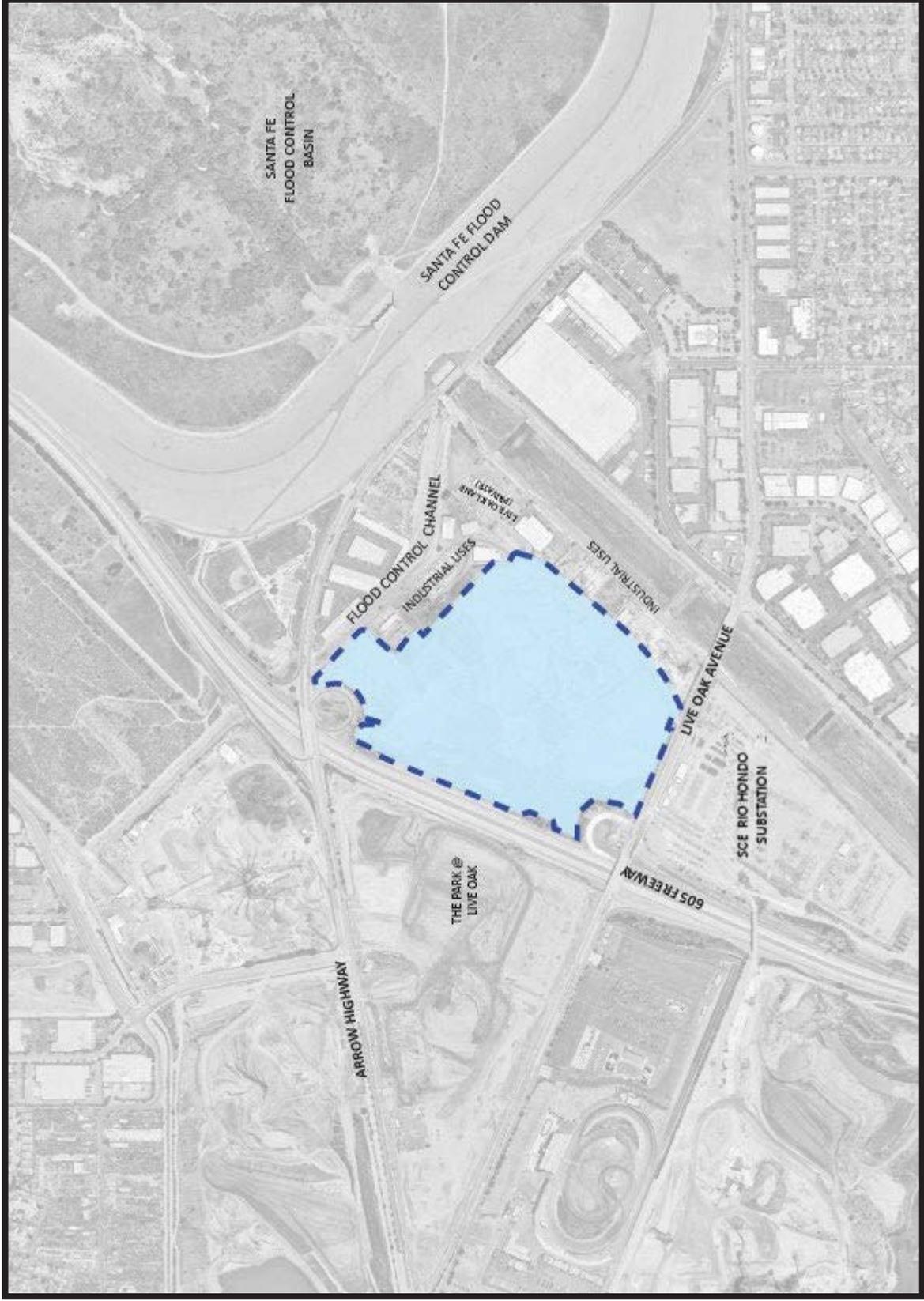


FIGURE 1-3 – AERIAL PHOTOGRAPH

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.

Purpose and Intent of Specific Plan

II.

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.

Relationship to other Land Use Regulations

III.

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 General 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)	
<i>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.</i>	
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.
<i>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.</i>	
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.
<i>Issue Area – Urban Design: The City of Irwindale will continue its efforts in improving the appearance of the community.</i>	
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)	
<i>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.</i>	
<p>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.</p> <p>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.</p>	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.
<i>Issue Area – Traffic and Circulation: The City of Irwindale will strive to improve safe and efficient circulation in the City.</i>	
<p>IE Policy 3: The City of Irwindale will continue to develop and enhance the existing streets and intersections in the City.</p> <p>IE Policy 4: The City of Irwindale will strive to ensure that all new development implements its “fair-share” of infrastructure</p>	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

<p>improvements to offset the potential adverse impacts associated with the additional traffic that will be generated by the new development.</p>	<p>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.</p>
<p>RESOURCE MANAGEMENT ELEMENT (RME)</p>	
<p><i>Issue Area – Natural Resources. The City of Irwindale will continue to cooperate in the maintenance and conservation of the area’s natural resources.</i></p>	
<p>RME Policy 1: The City of Irwindale will continue to work with the quarries and other regulatory agencies to facilitate their reclamation.</p> <p>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.</p>	<p>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.</p>
<p><i>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.</i></p>	
<p>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.</p>	<p>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</p>

	phased out.
<i>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.</i>	
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)	
<i>Issue Area – Emergency Preparedness. The City of Irwindale will strive to maintain the highest levels of readiness to respond to disasters or local emergencies.</i>	
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

<p>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.</p>	<p>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.</p>
<p><i>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.</i></p>	
<p>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.</p>	<p>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.</p>

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.

Land Use

IV.

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:

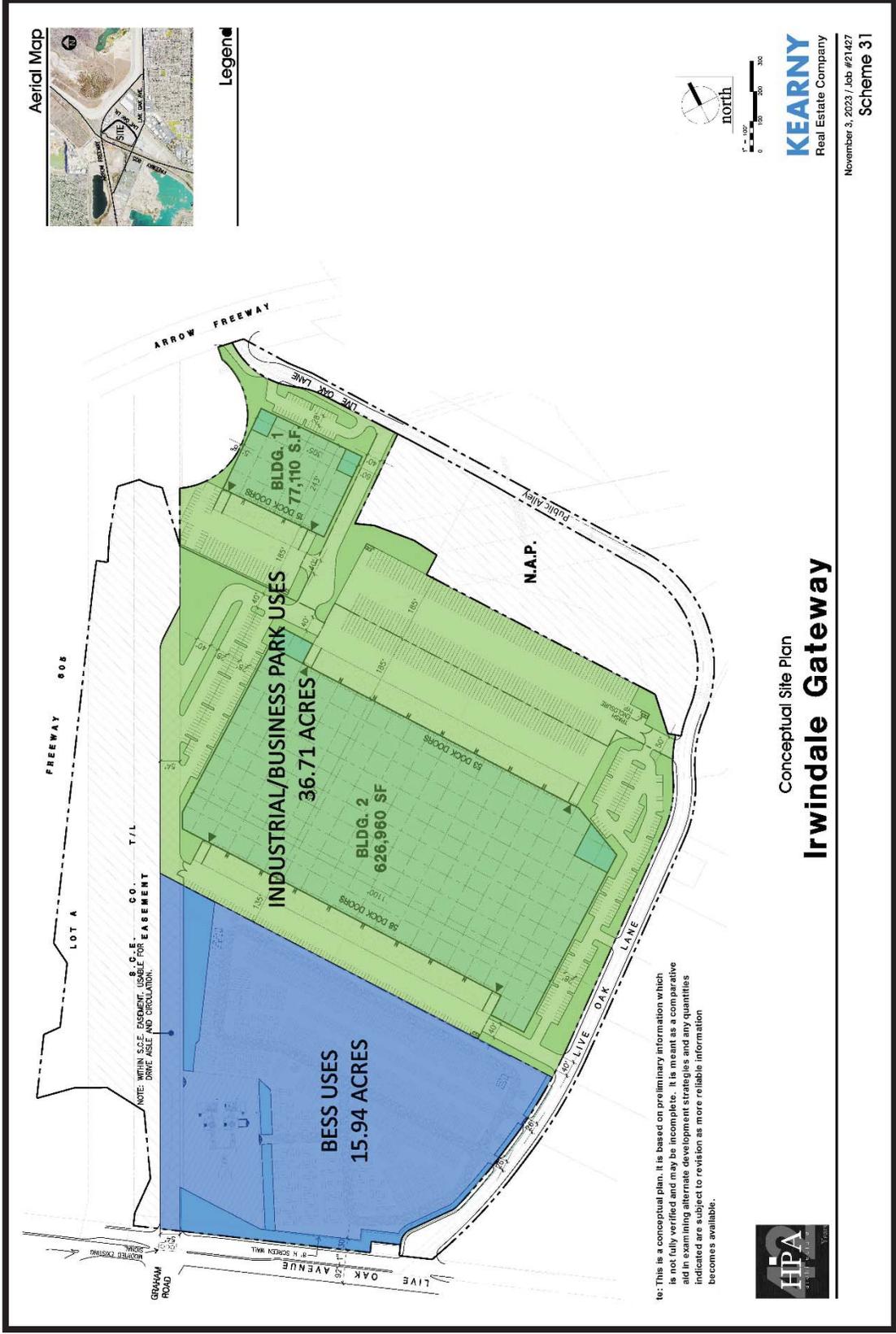
Land Use Plan 1: Consisting of the entire 52.65-acre Development Area (Figure 4-1). If the Development Area is developed to Land Use Plan 1 the entire site would be developed with industrial, manufacturing, warehousing, distribution, fulfillment center, and office uses (collectively, "Industrial and 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



Transportation and Circulation

V.

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.

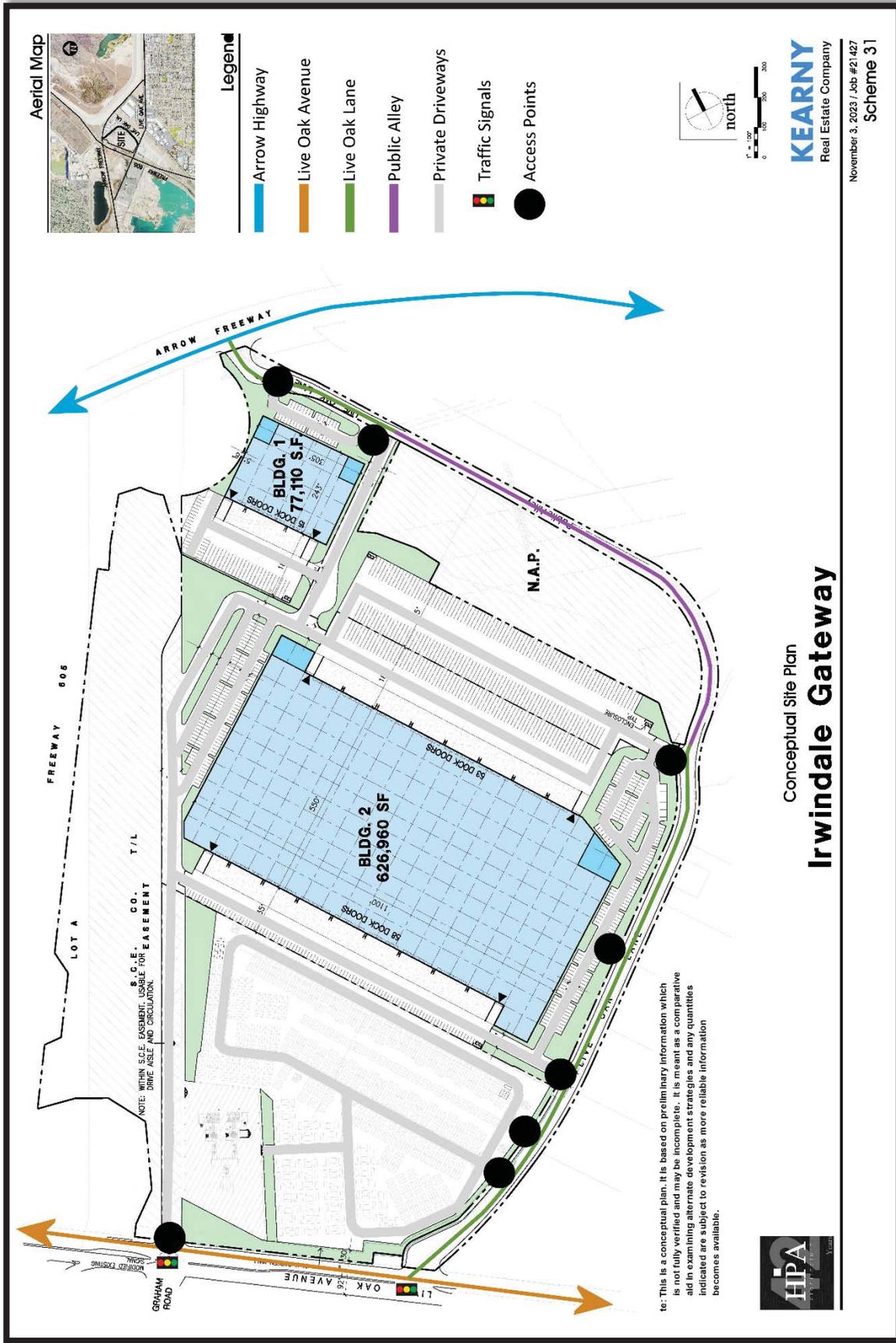


FIGURE 5-1 – CONCEPTUAL CIRCULATION PLAN WITH BESS

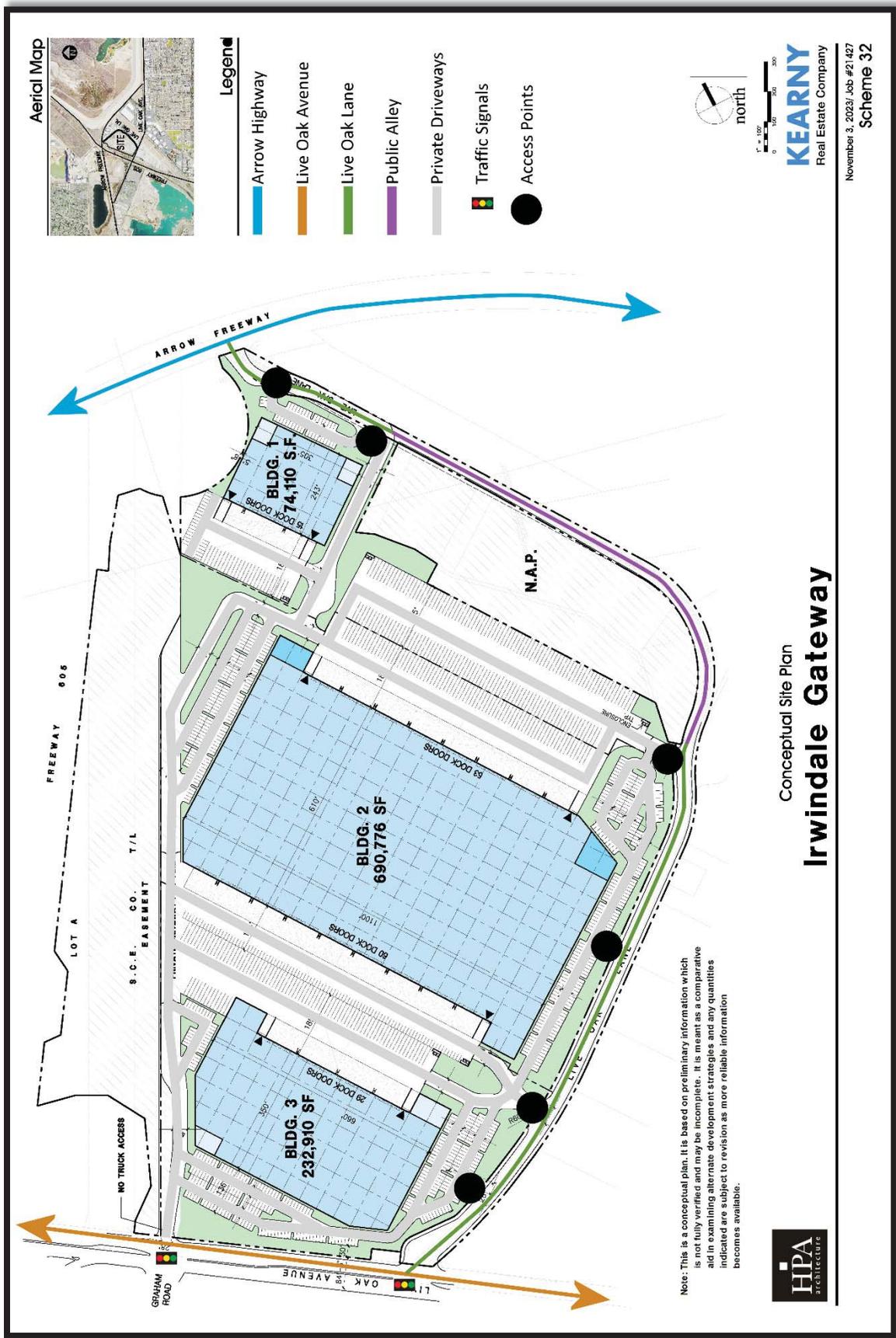


FIGURE 5-2 – CONCEPTUAL CIRCULATION PLAN WITHOUT BESS

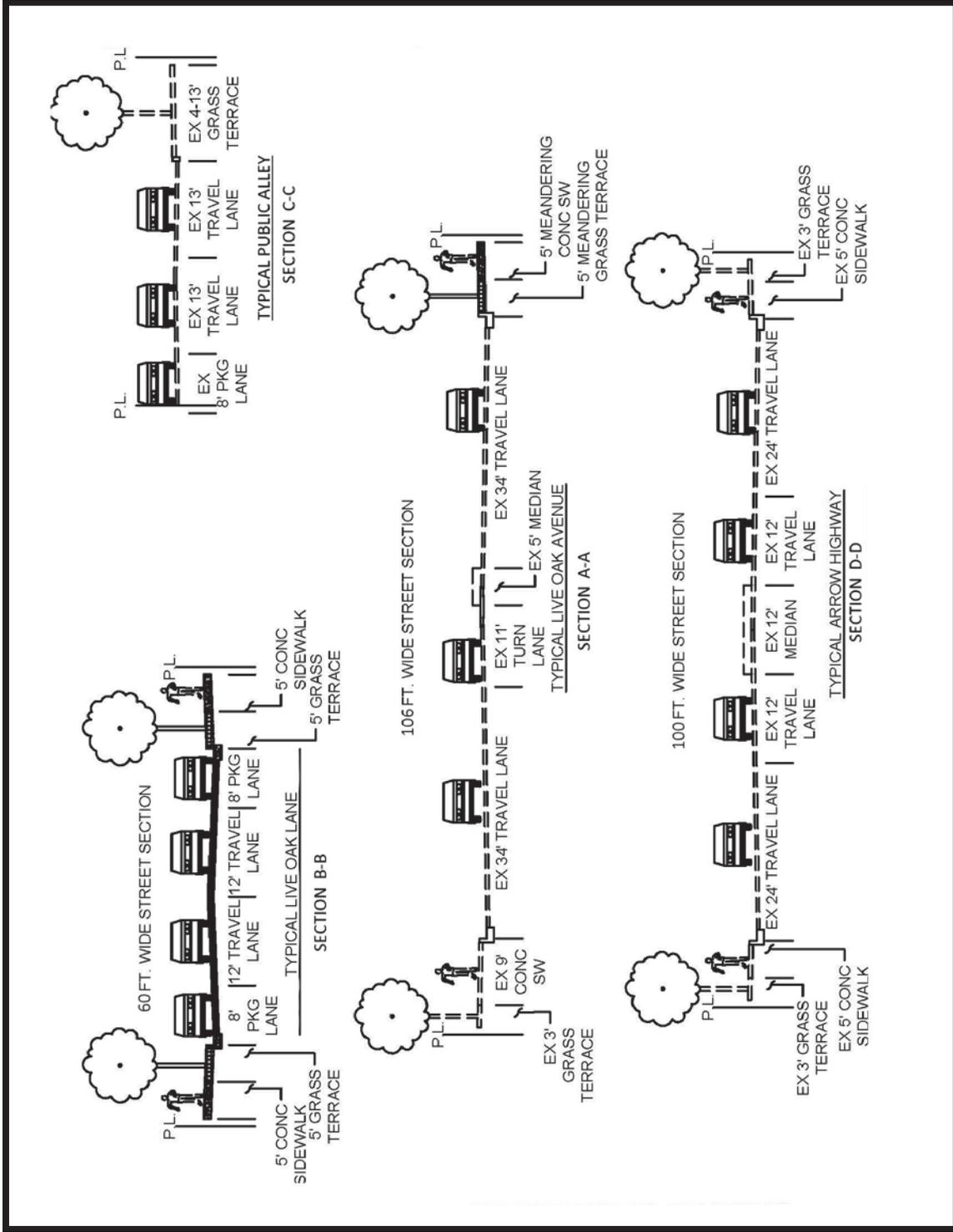
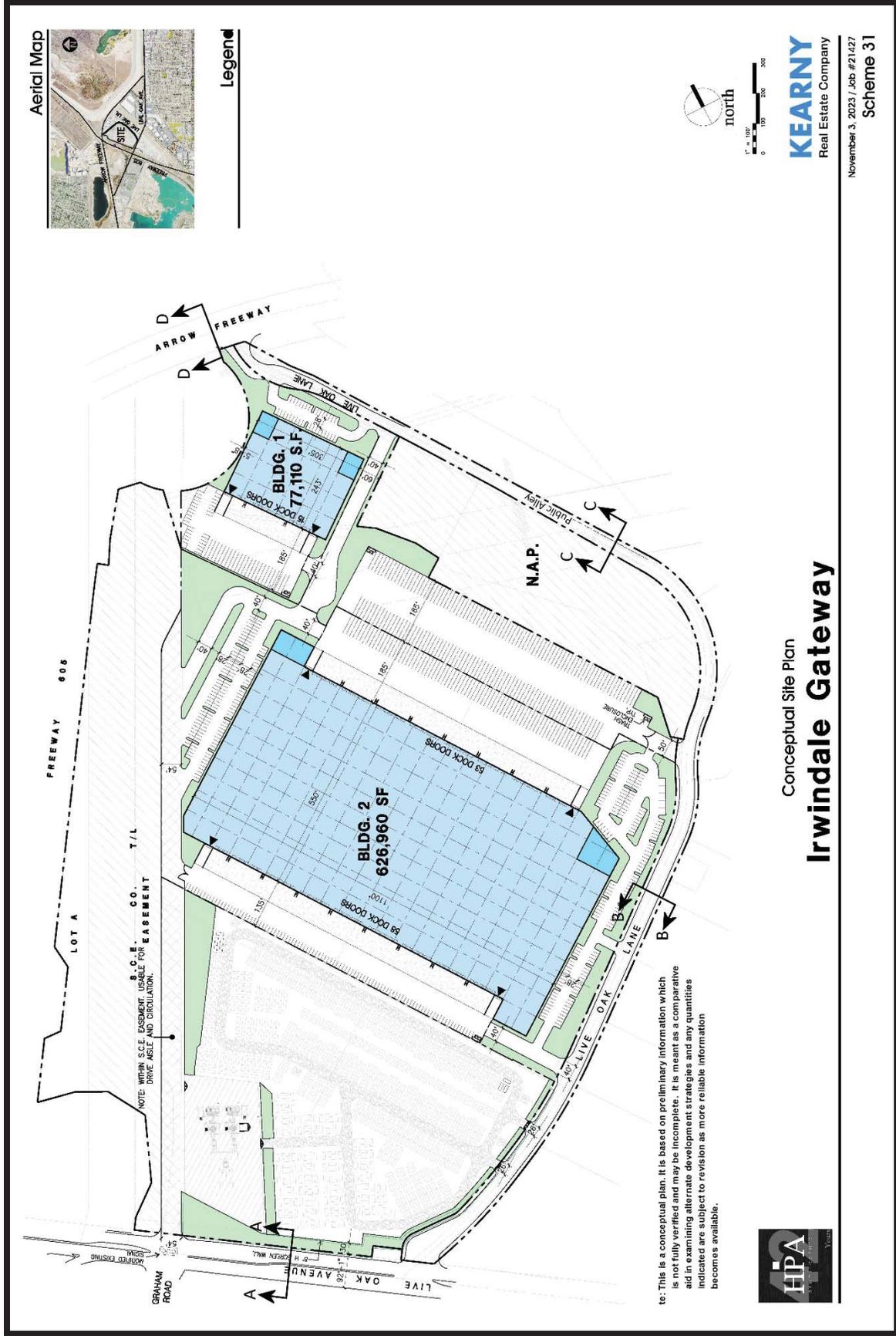


FIGURE 5-3 – TYPICAL ROW CROSS-SECTION



to: This is a conceptual plan. It is based on preliminary information which is not fully verified and may be incomplete. It is meant as a comparative aid in examining alternate development strategies and any quantities indicated are subject to revision as more reliable information becomes available.

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.

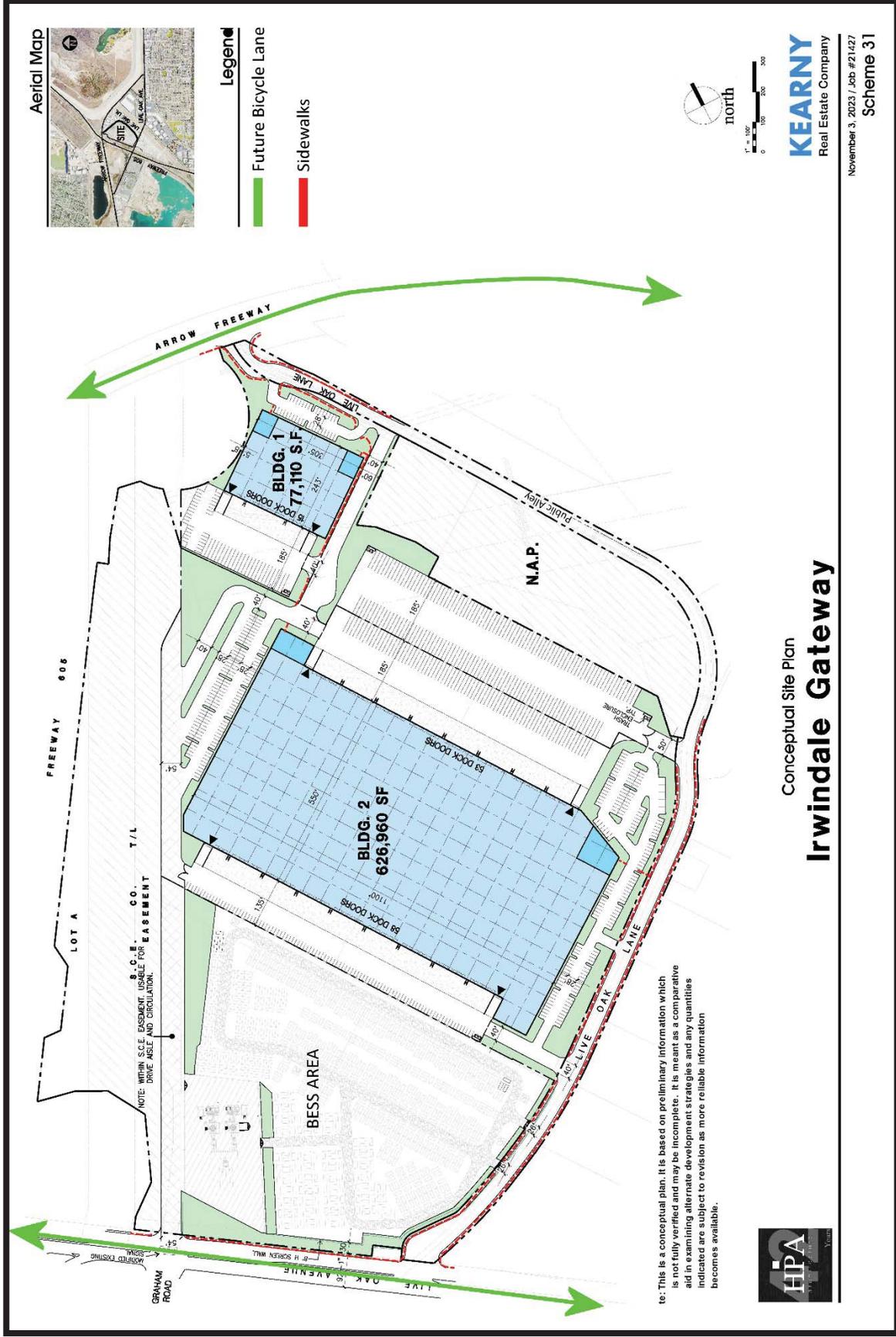


FIGURE 5-5 – CONCEPTUAL NONVEHICULAR ACCESS PLAN WITH BESS

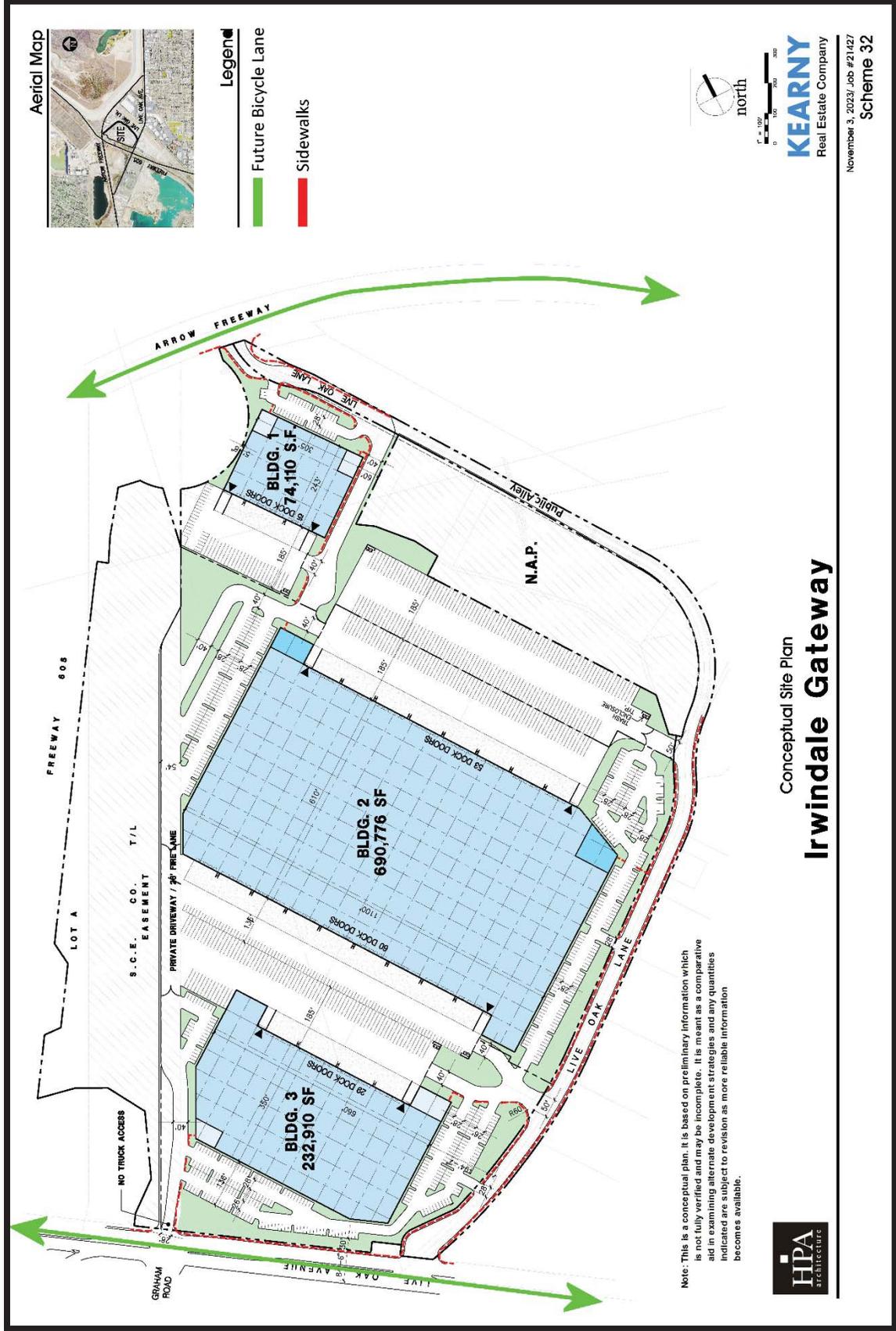


FIGURE 5-6 – CONCEPTUAL NONVEHICULAR ACCESS PLAN WITHOUT BESS

Development Standards

VI.

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	<p>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.</p> <p>The Development Agreement shall comply with any applicable laws or ordinances in effect at the time of Development Agreement approval.</p>
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 Requirements²	
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 Requirements²	
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 an 8-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.

Design Guidelines

VII.

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.

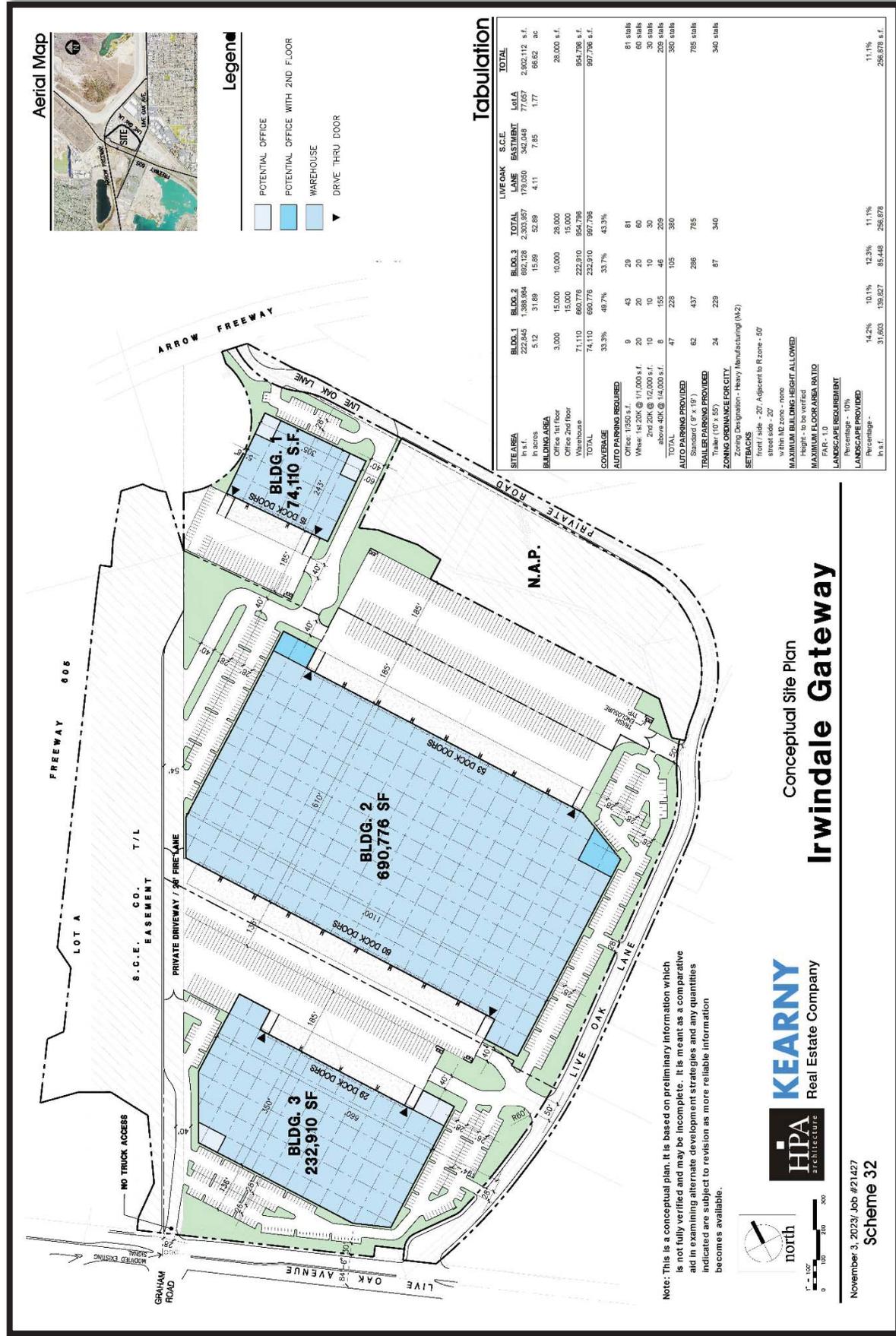


FIGURE 7-2 – CONCEPTUAL SITE PLAN WITHOUT BESS

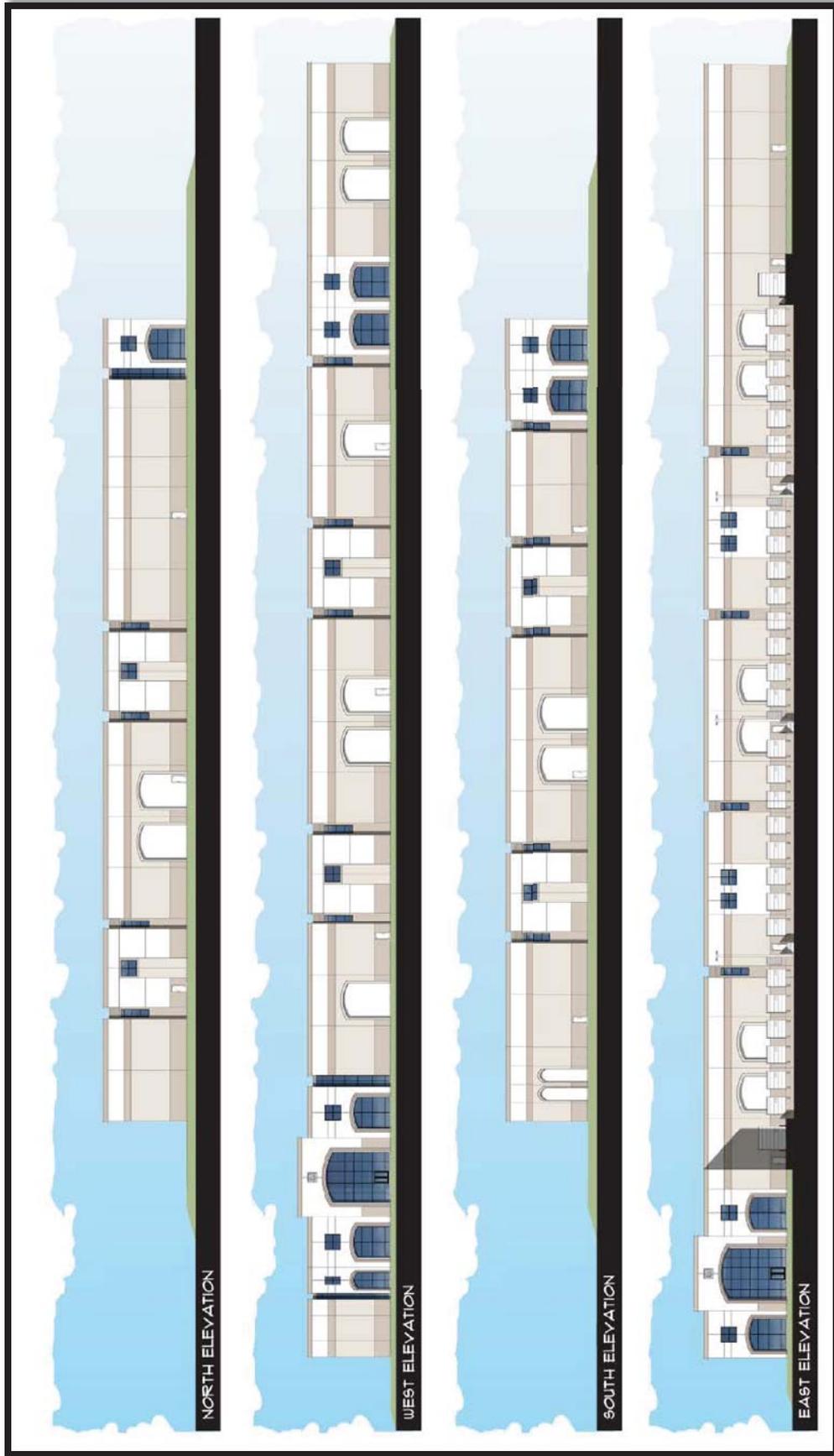


FIGURE 7-3 – CONCEPTUAL BUILDING FORM

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.

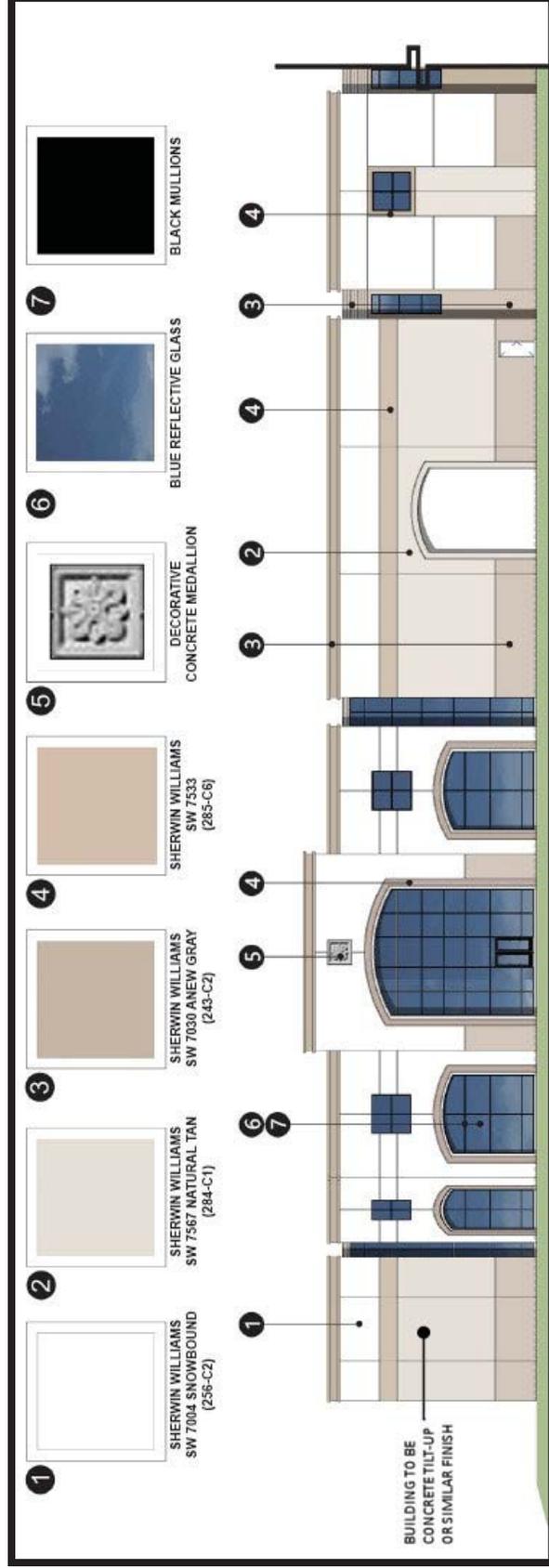


FIGURE 7-4 – COLOR AND MATERIAL PALETTE

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.

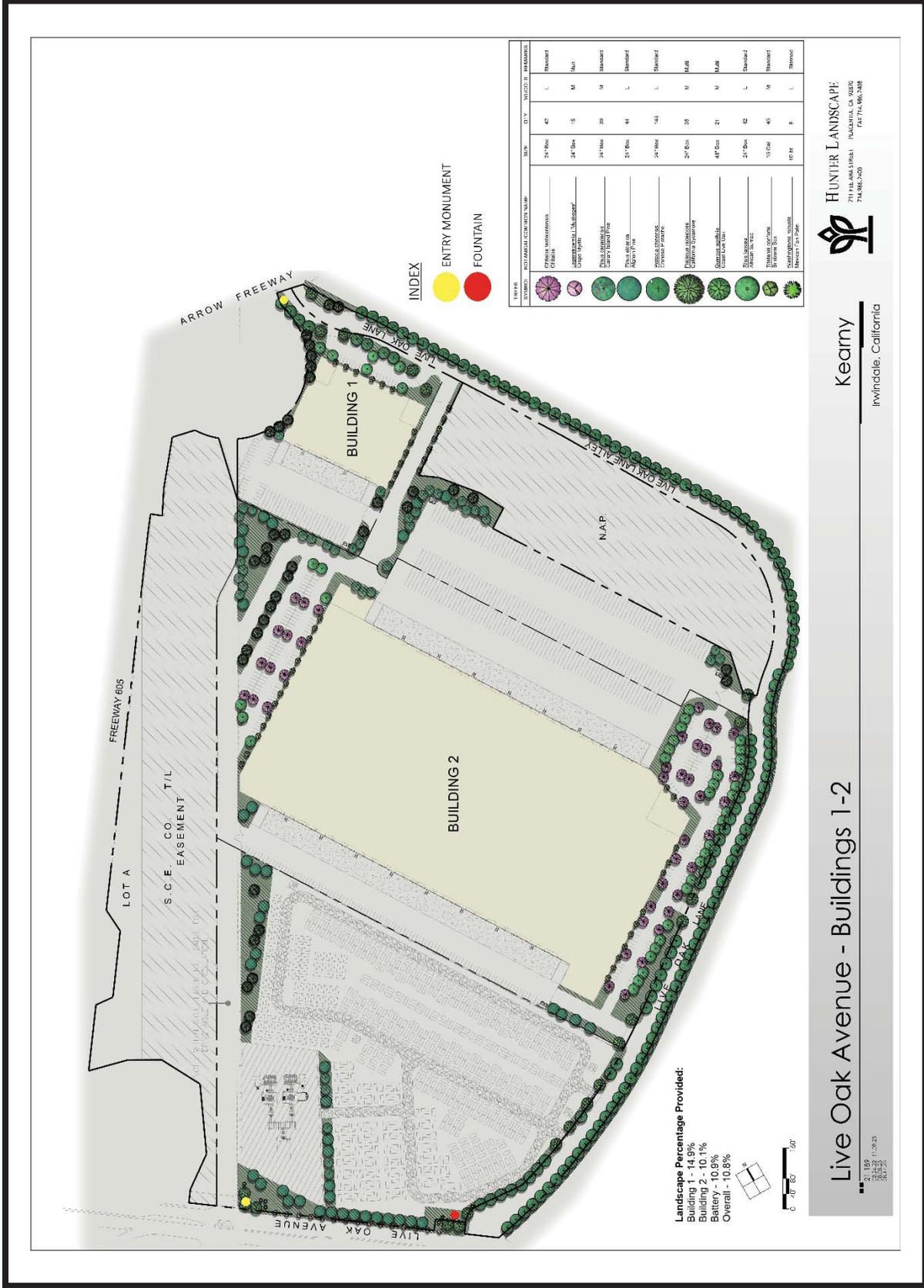


FIGURE 7-6 – CONCEPTUAL LANDSCAPE PLAN WITH BESS

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

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

7.5.2 Entry Treatments and Project Identification

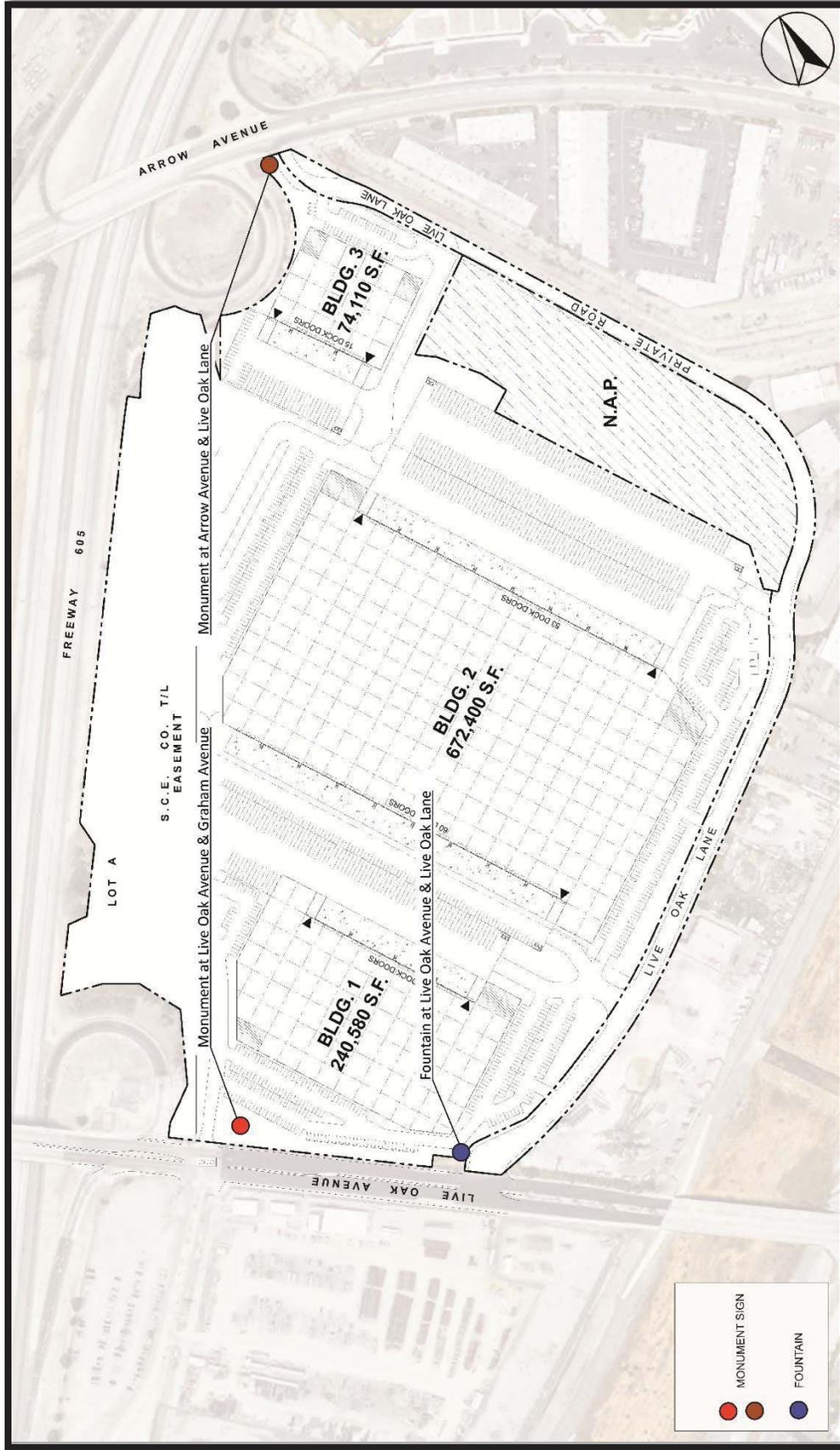
Project Monuments

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.





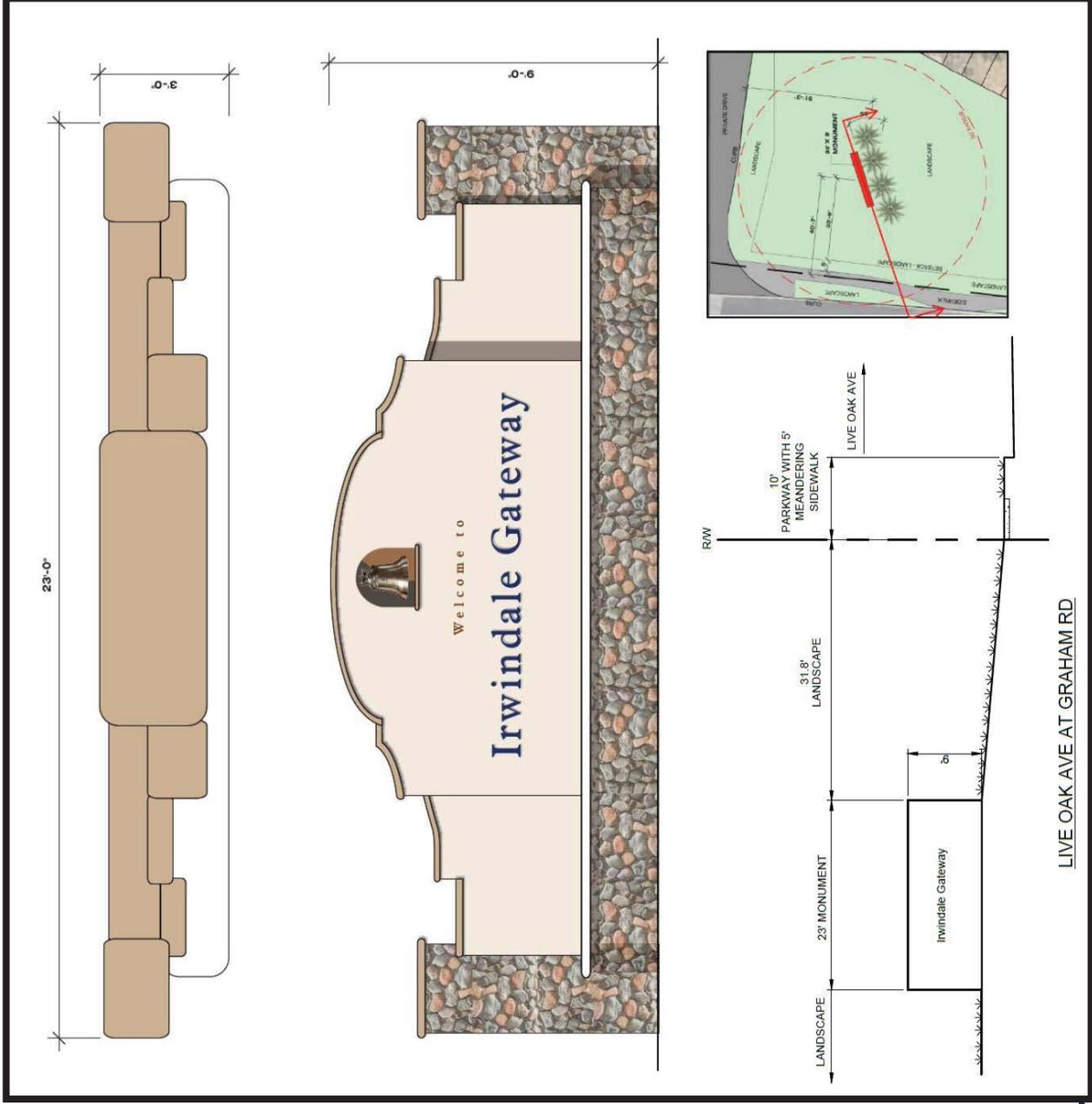
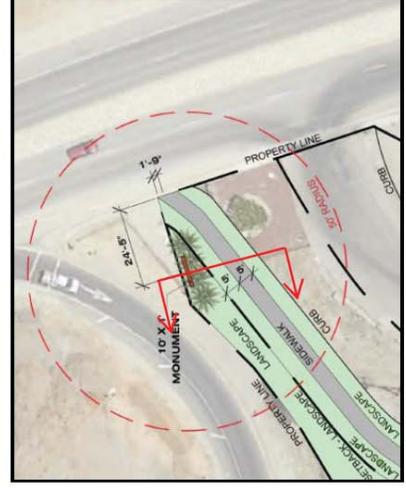
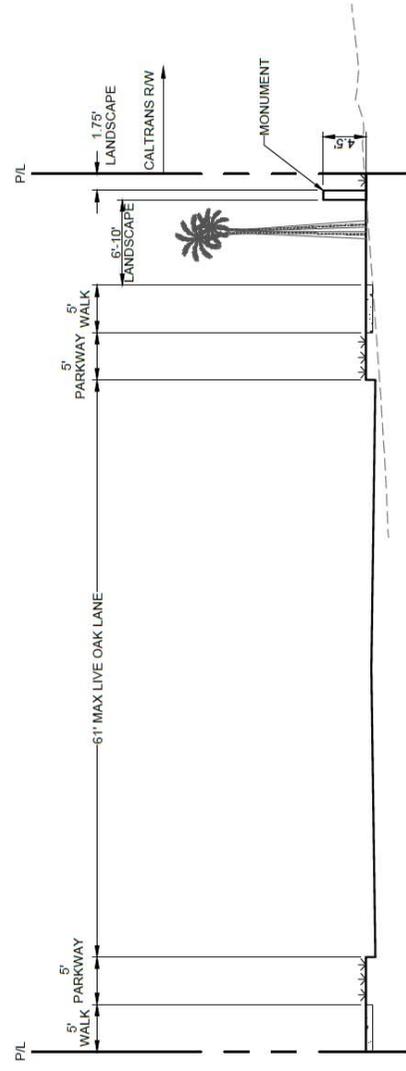
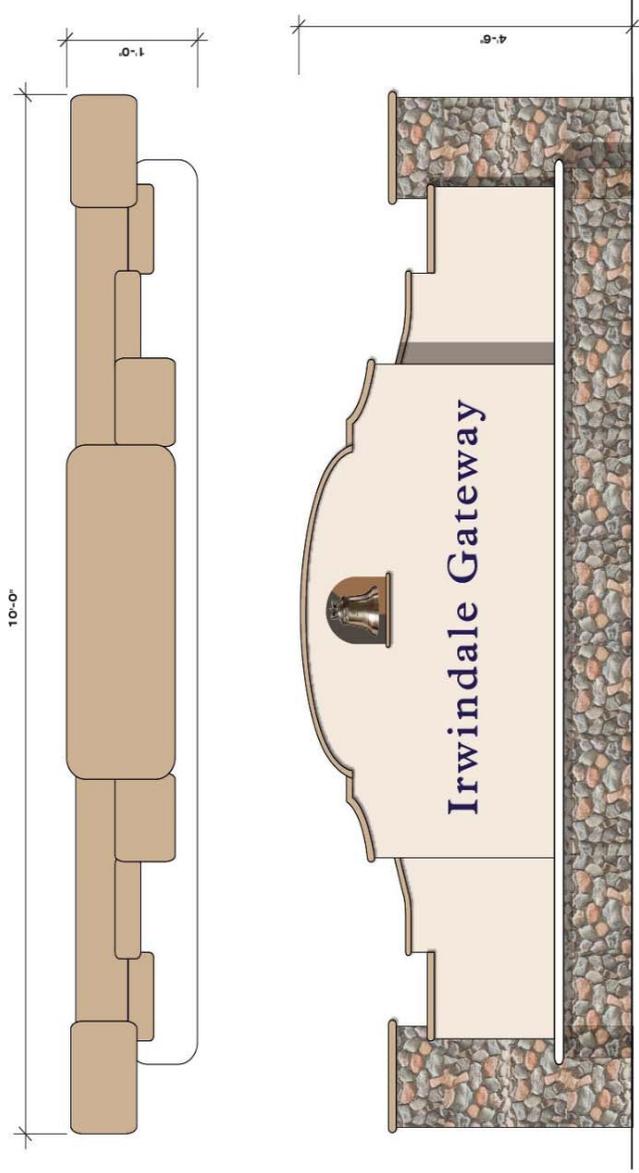


FIGURE 7-10 – ENTRY TREATMENT - LIVE OAK AVENUE AT GRAHAM AVENUE (DETAIL)



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)

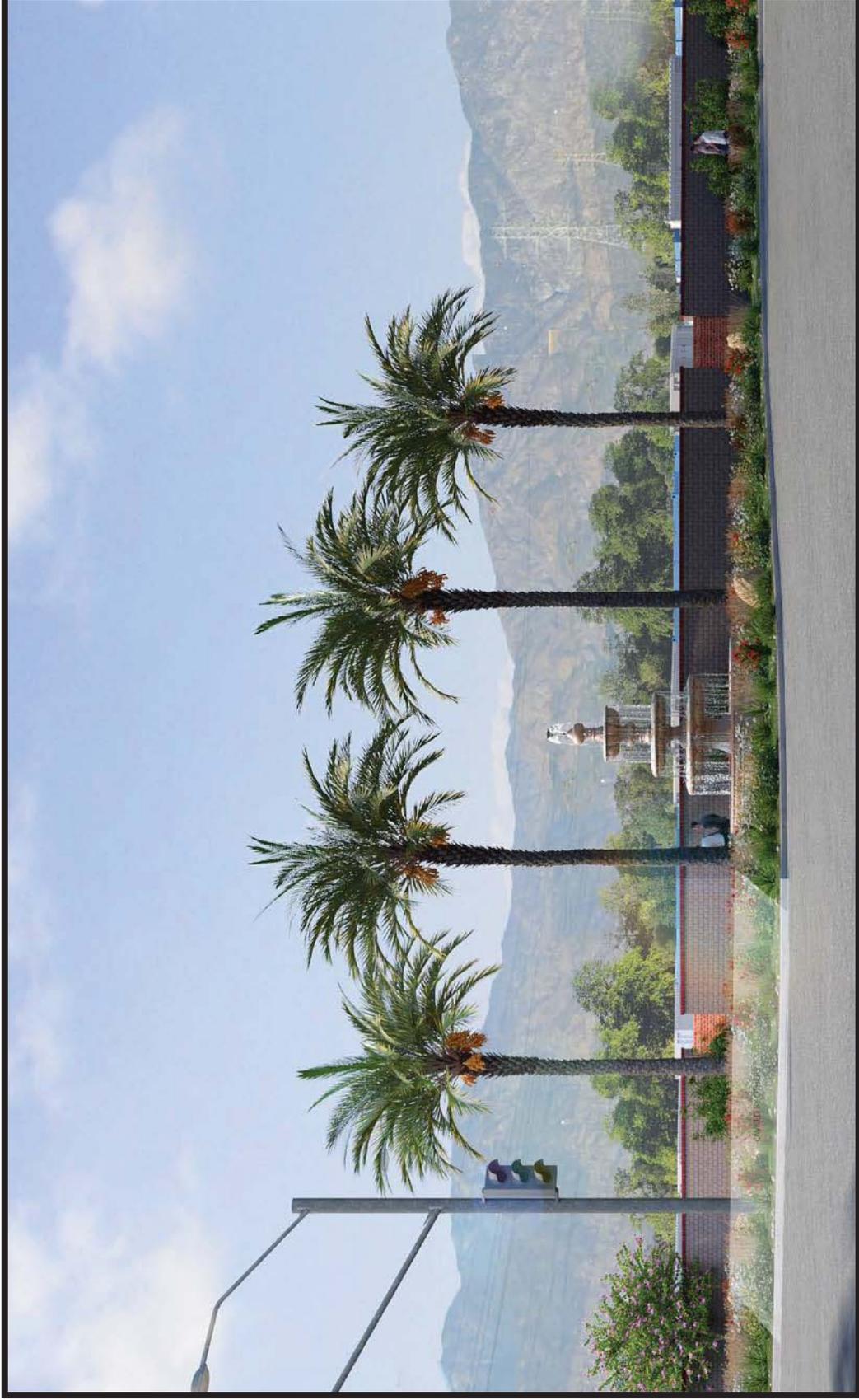


FIGURE 7-13 – ENTRY TREATMENT LIVE OAK AVENUE AT LIVE OAK LANE

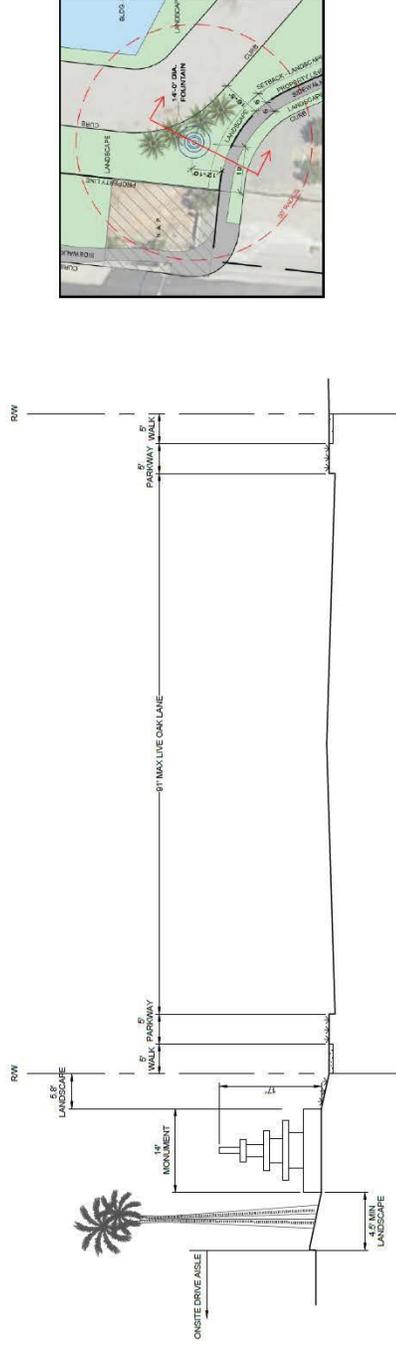
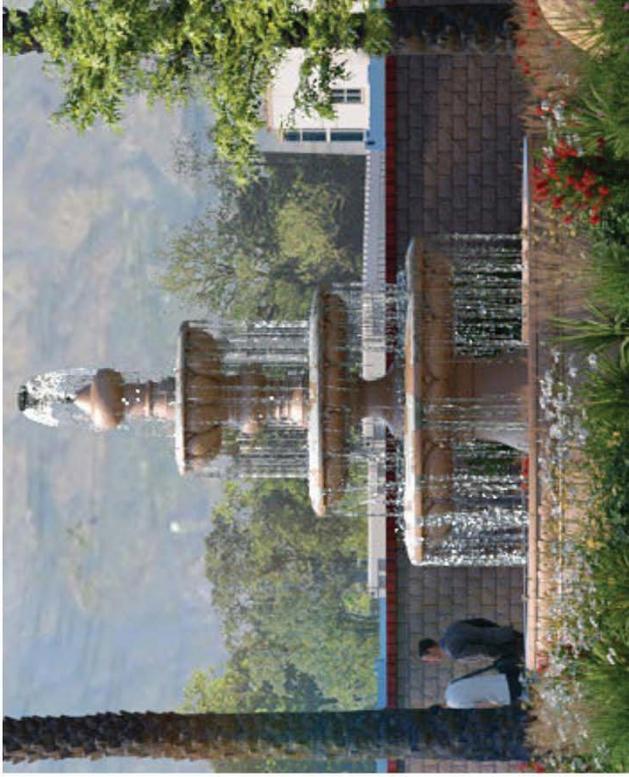


FIGURE 7-14 – ENTRY TREATMENT LIVE OAK AVENUE AT LIVE OAK LANE (DETAIL)

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.

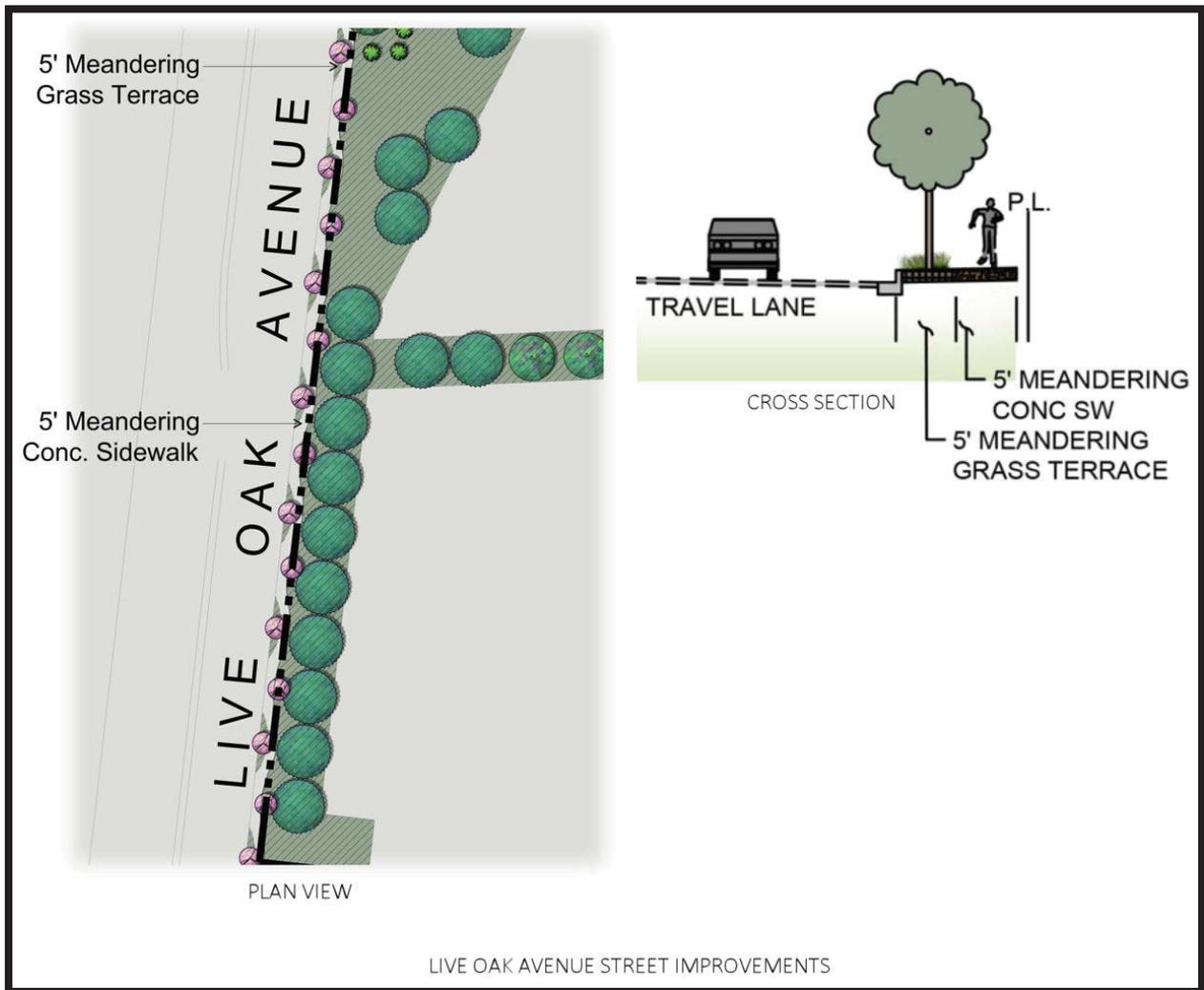


FIGURE 7-15 – STREET IMPROVEMENTS – LIVE OAK AVENUE

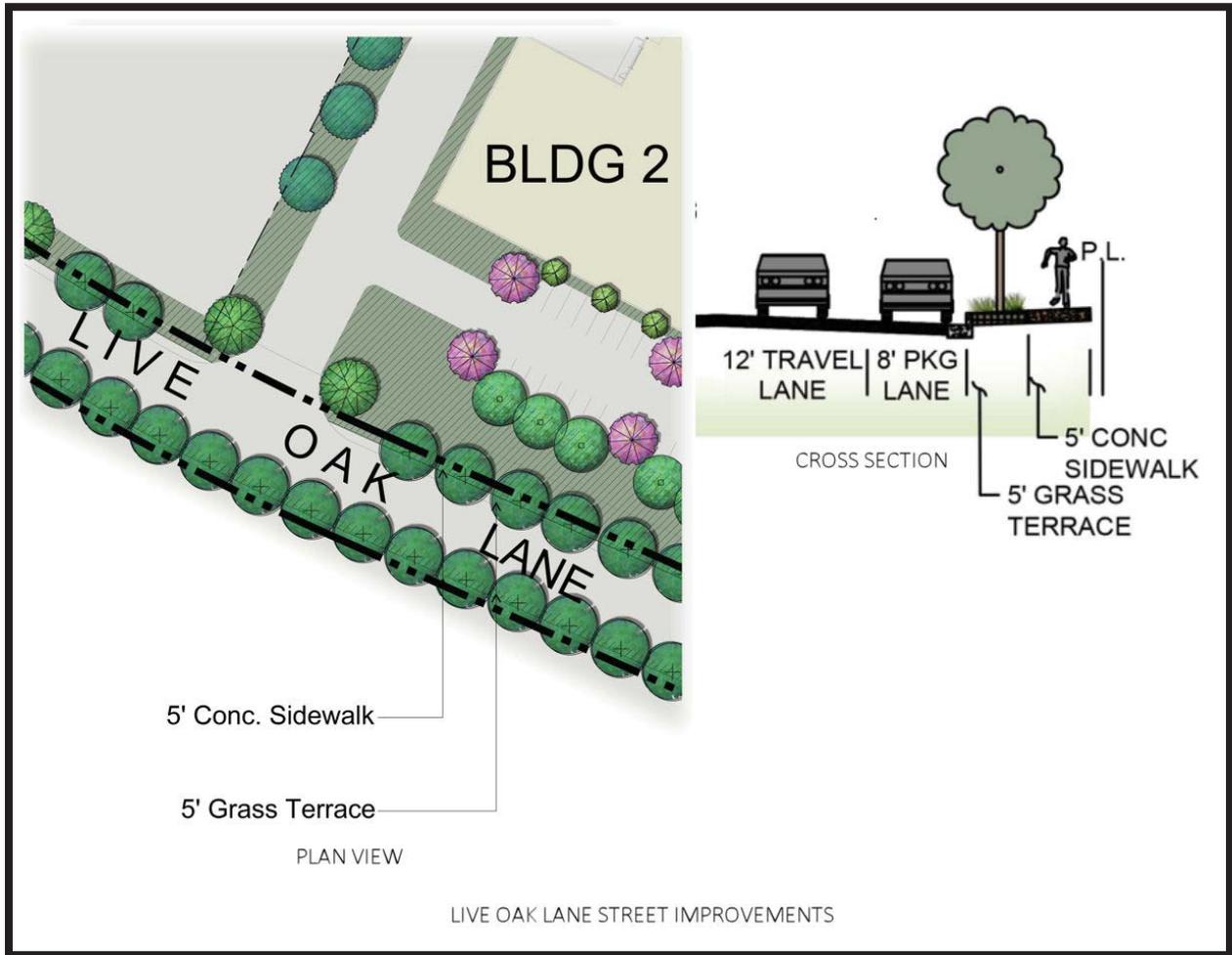


FIGURE 7-16 – STREET IMPROVEMENTS – LIVE OAK LANE

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.

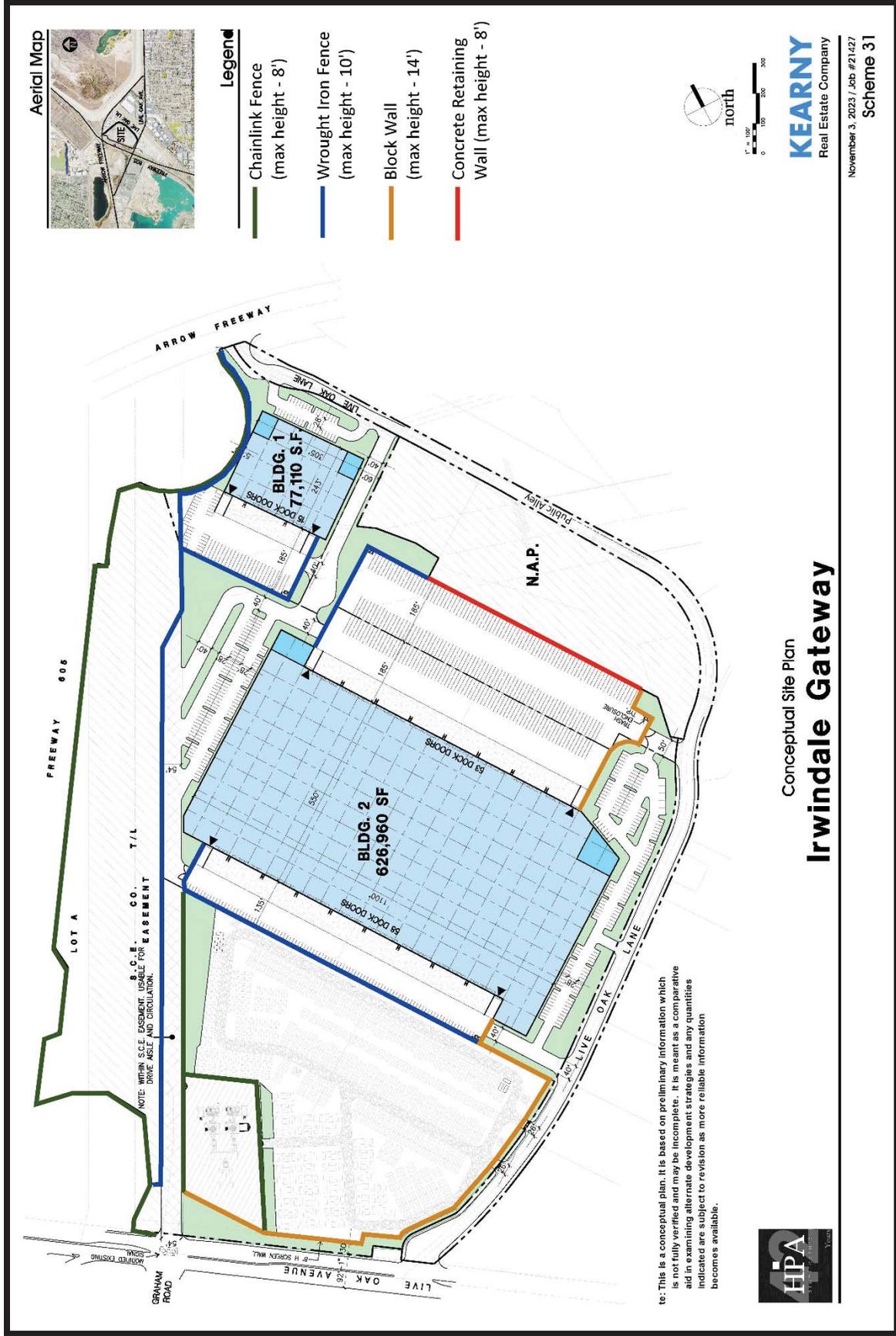


FIGURE 7-17 – FENCE AND WALL PLAN WITH BESS

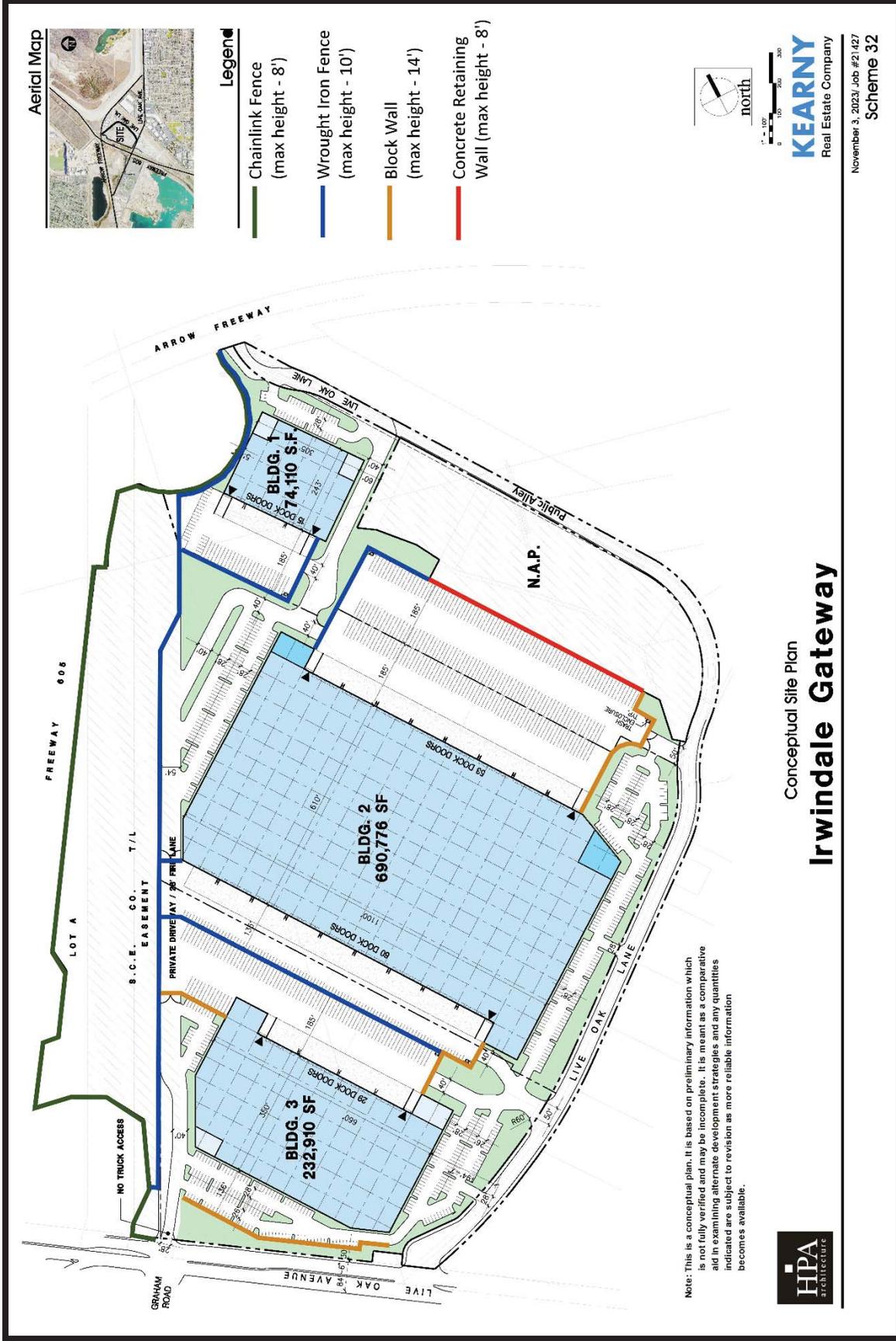


FIGURE 7-18 – FENCE AND WALL PLAN WITHOUT BESS

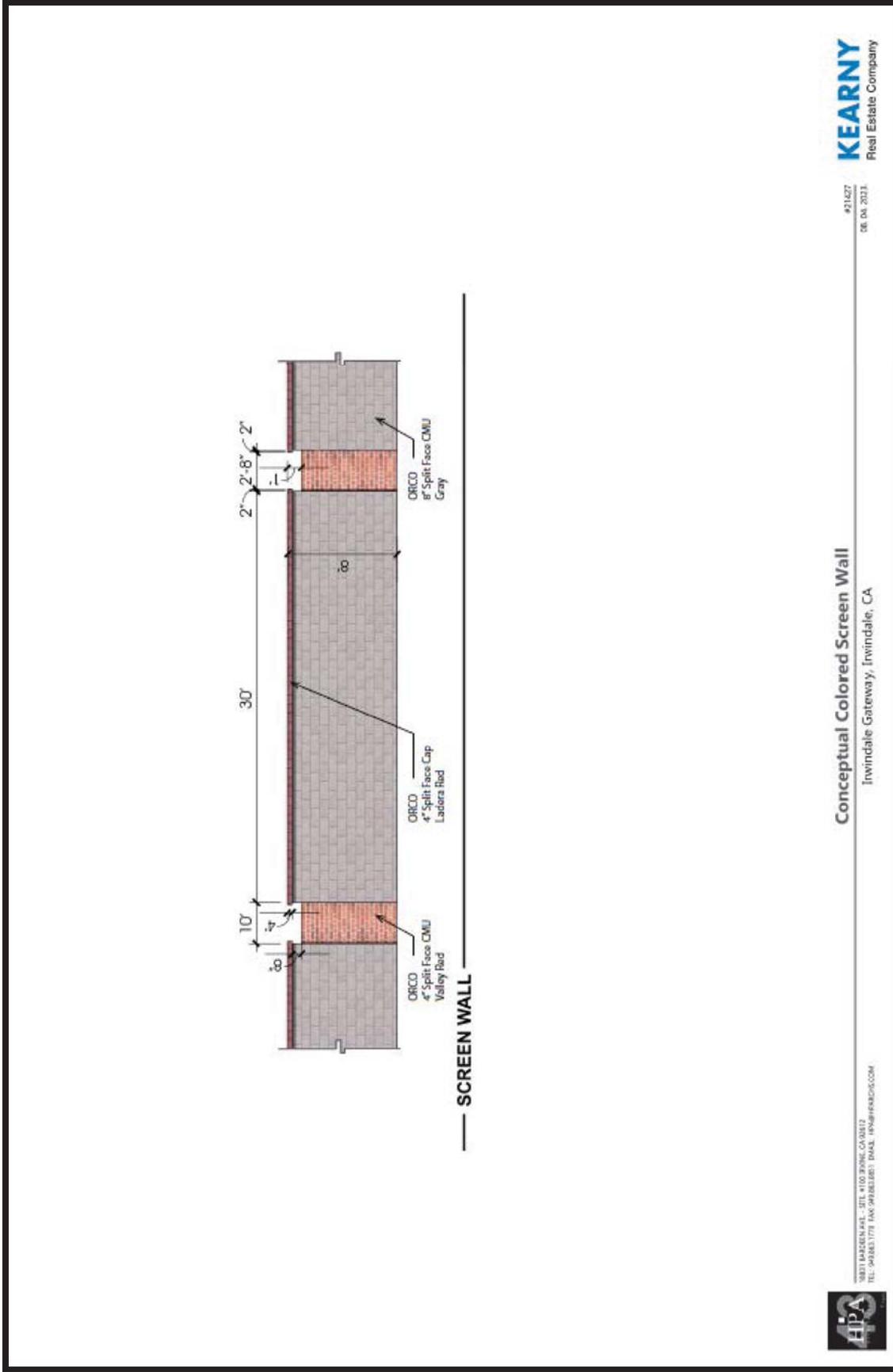


FIGURE 7-19 –WALL PLAN DESIGN

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 devices 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.

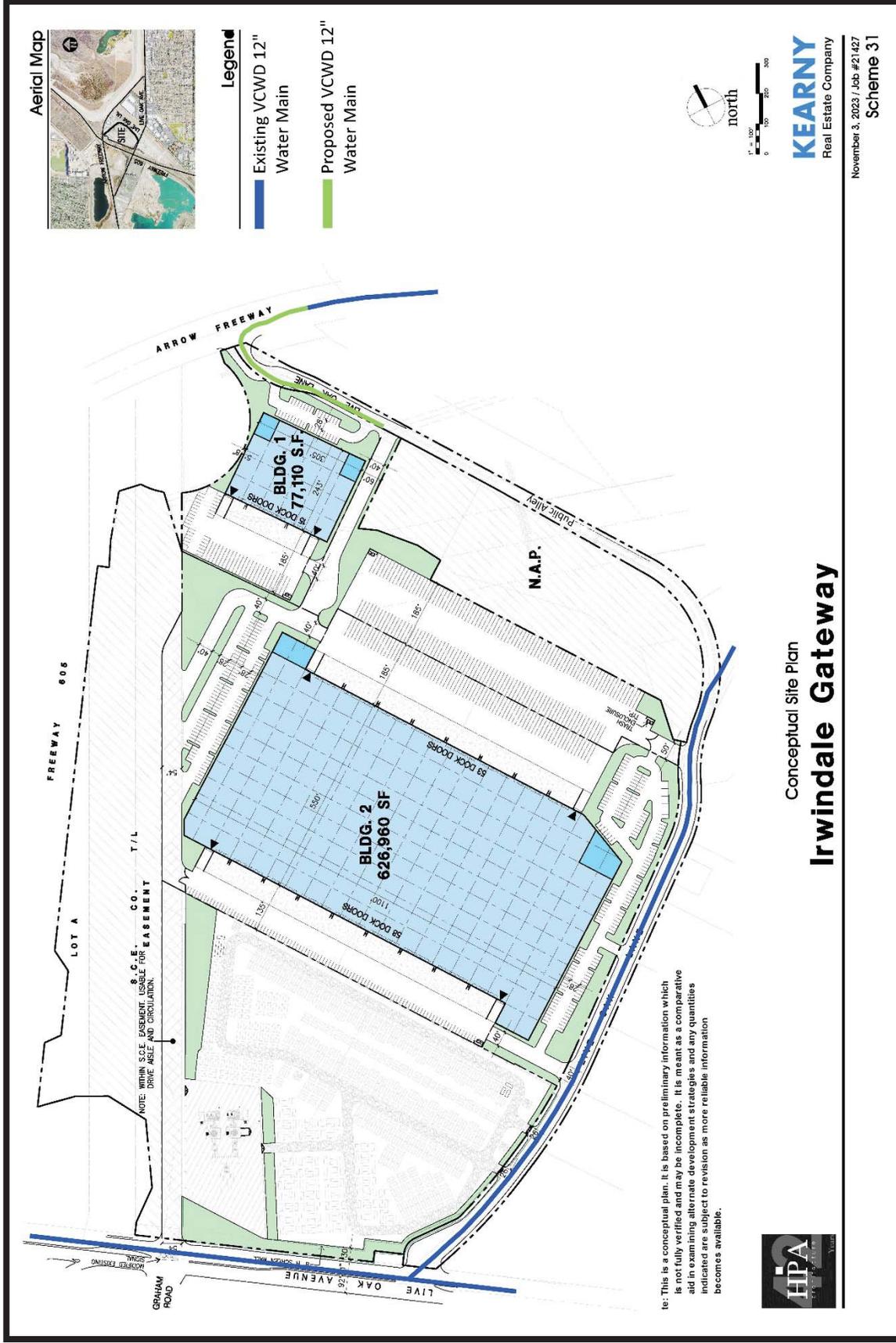


FIGURE 8-1 – CONCEPTUAL WATER PLAN WITH BESS

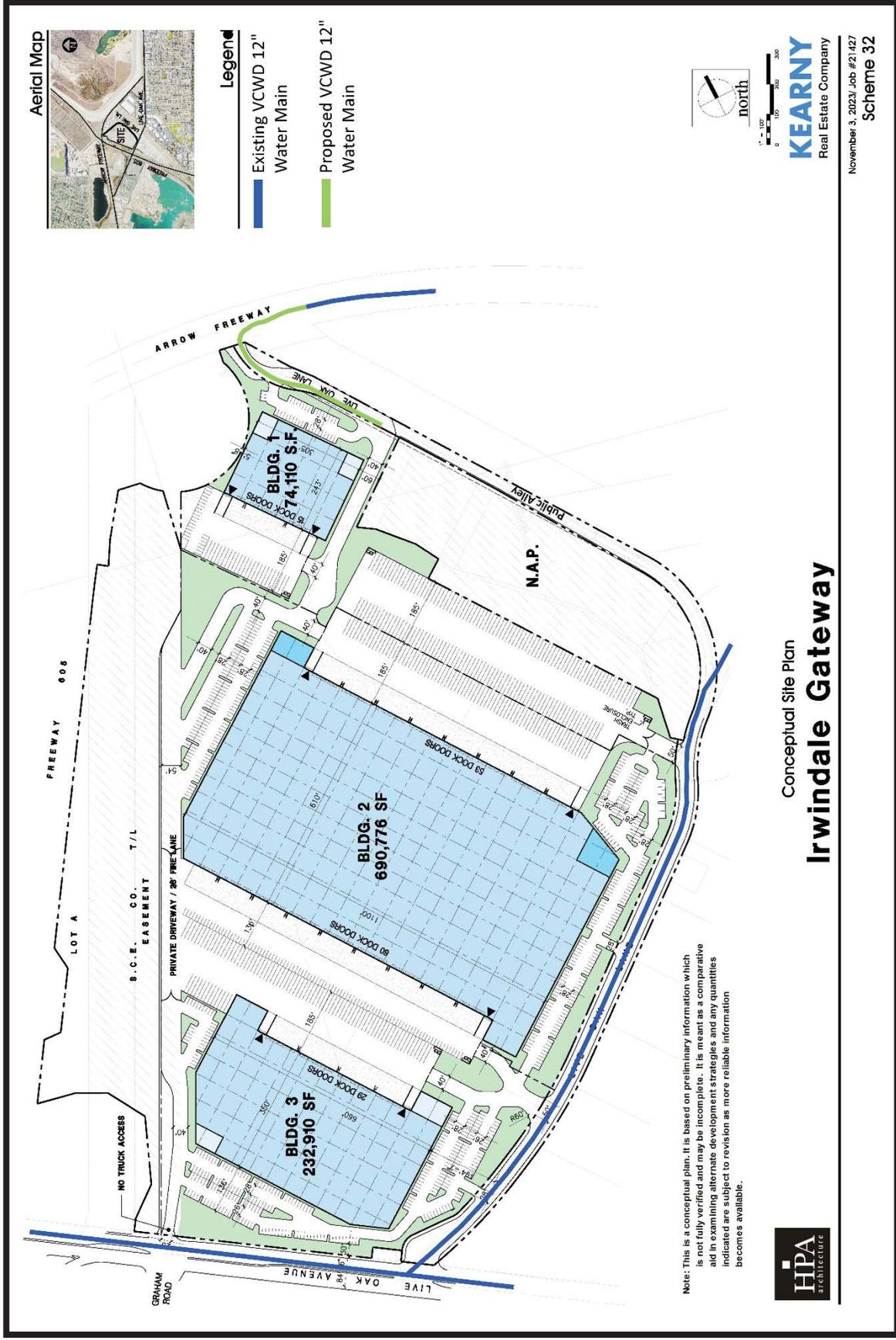


FIGURE 8-2 – CONCEPTUAL WATER PLAN WITHOUT BESS

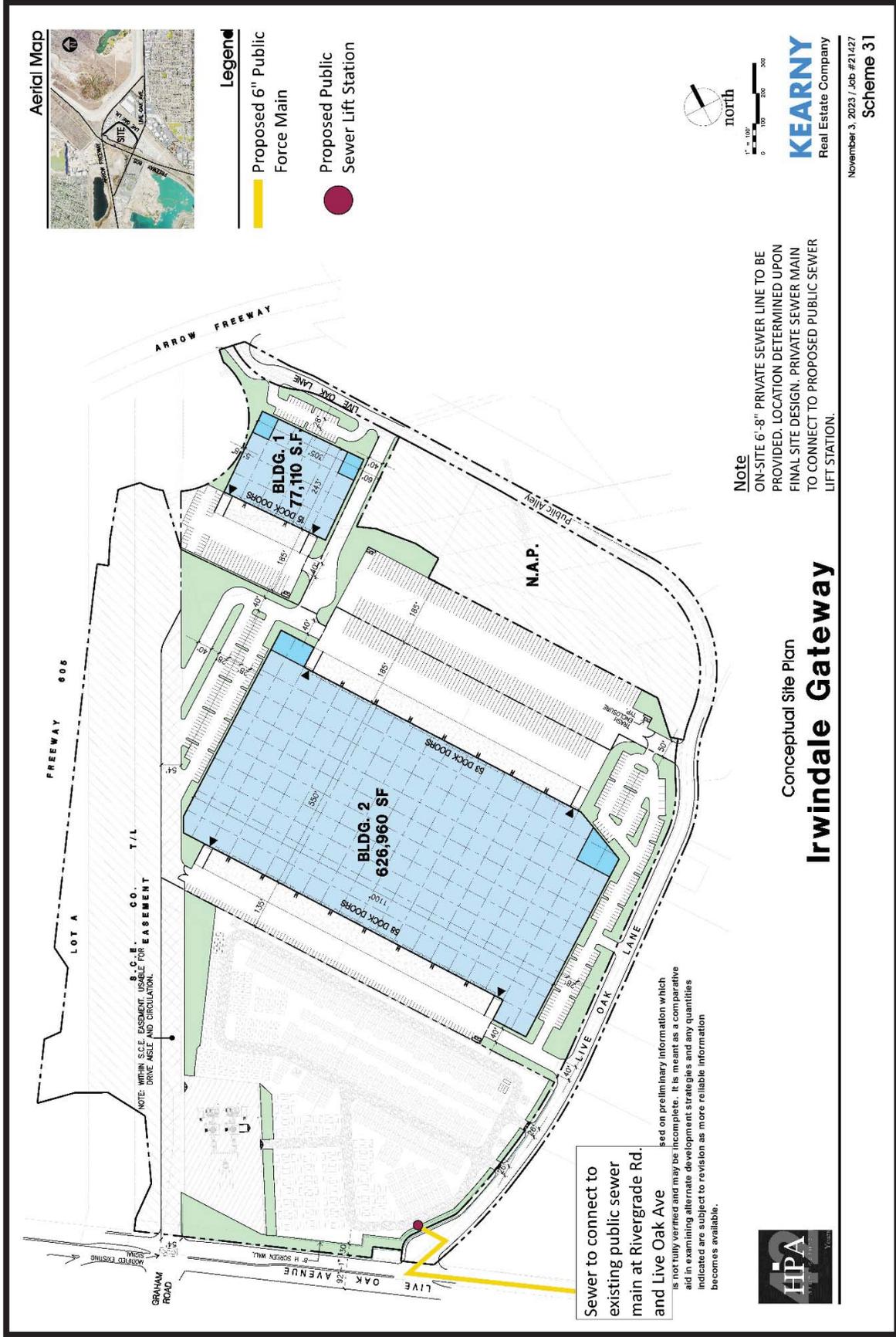


FIGURE 8-3 – CONCEPTUAL SEWER PLAN WITH BSS

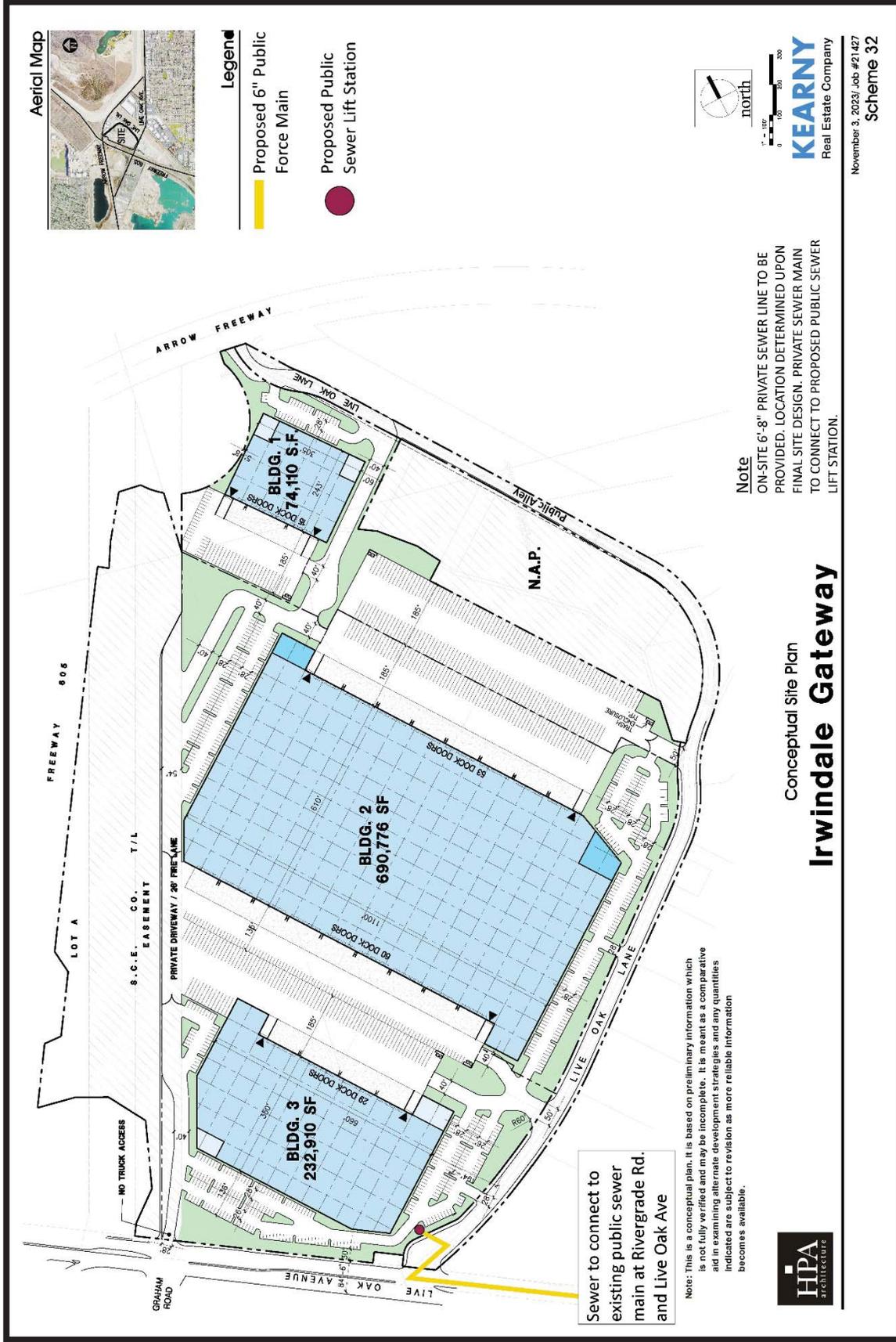


FIGURE 8-4 – CONCEPTUAL SEWER PLAN WITHOUT BESS

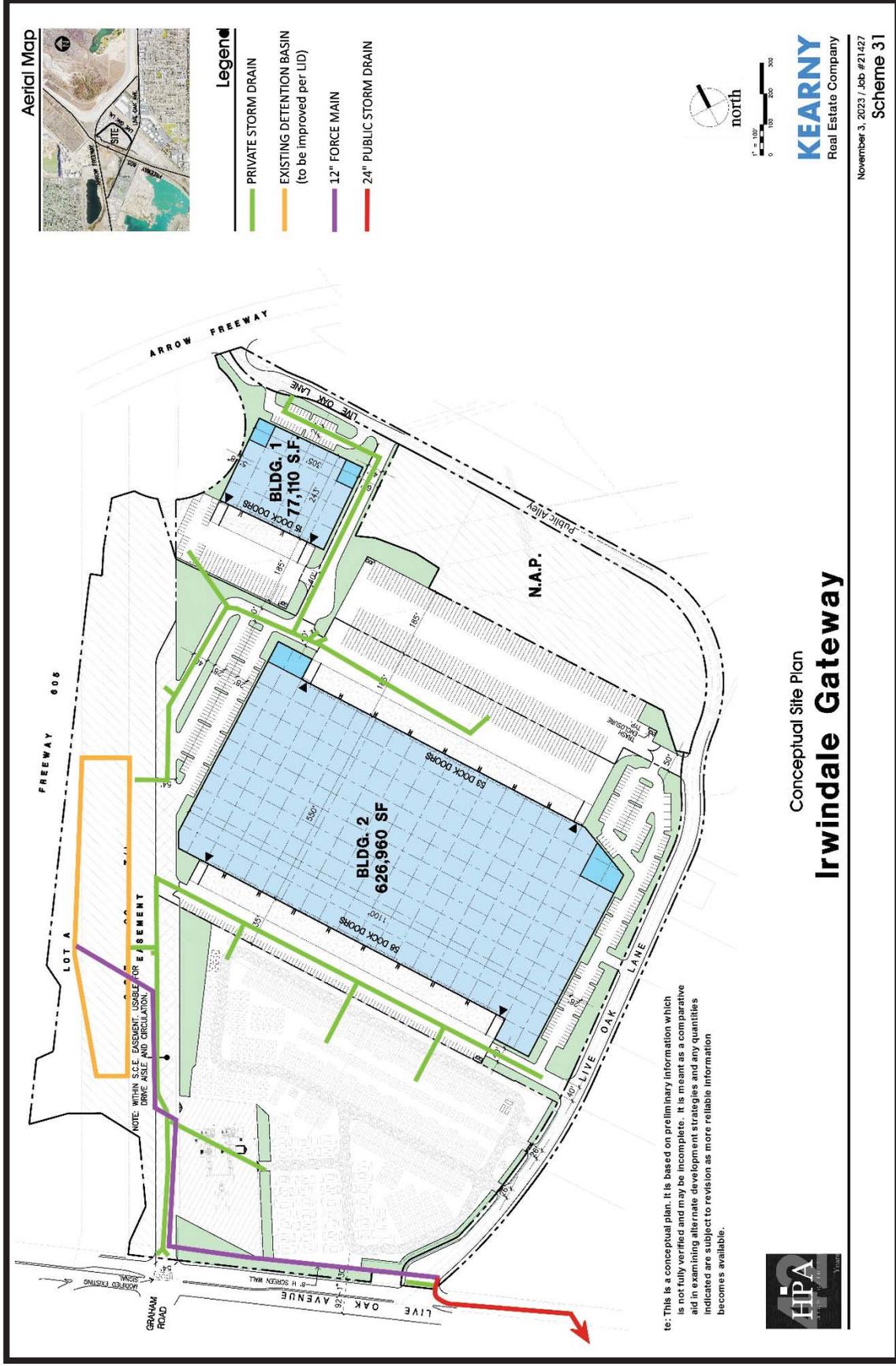


FIGURE 8-5 – CONCEPTUAL STORM WATER MANGEMENT PLAN WITH BESS

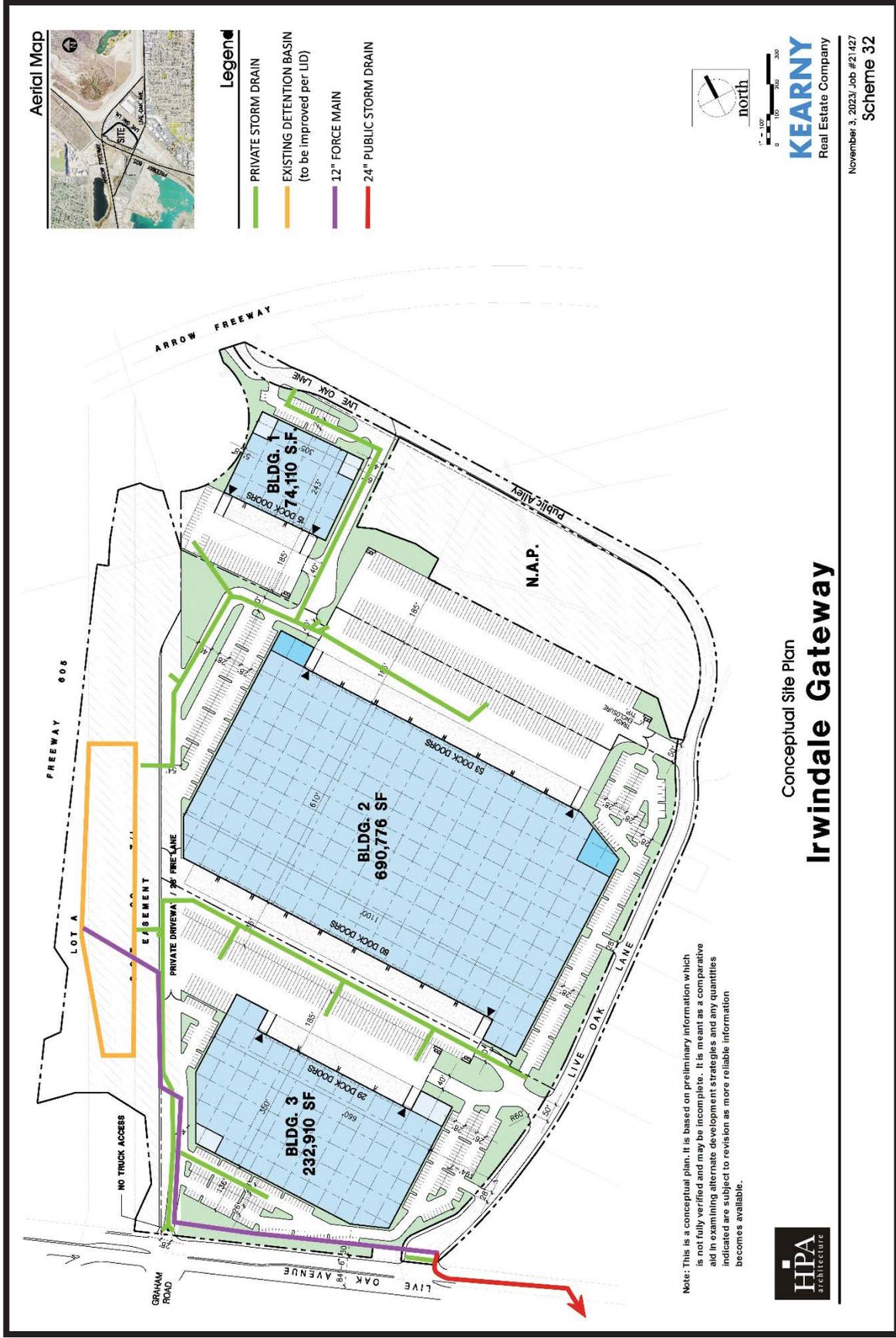


FIGURE 8-6 – CONCEPTUAL STORM WATER MANGEMENT PLAN WITHOUT BESS

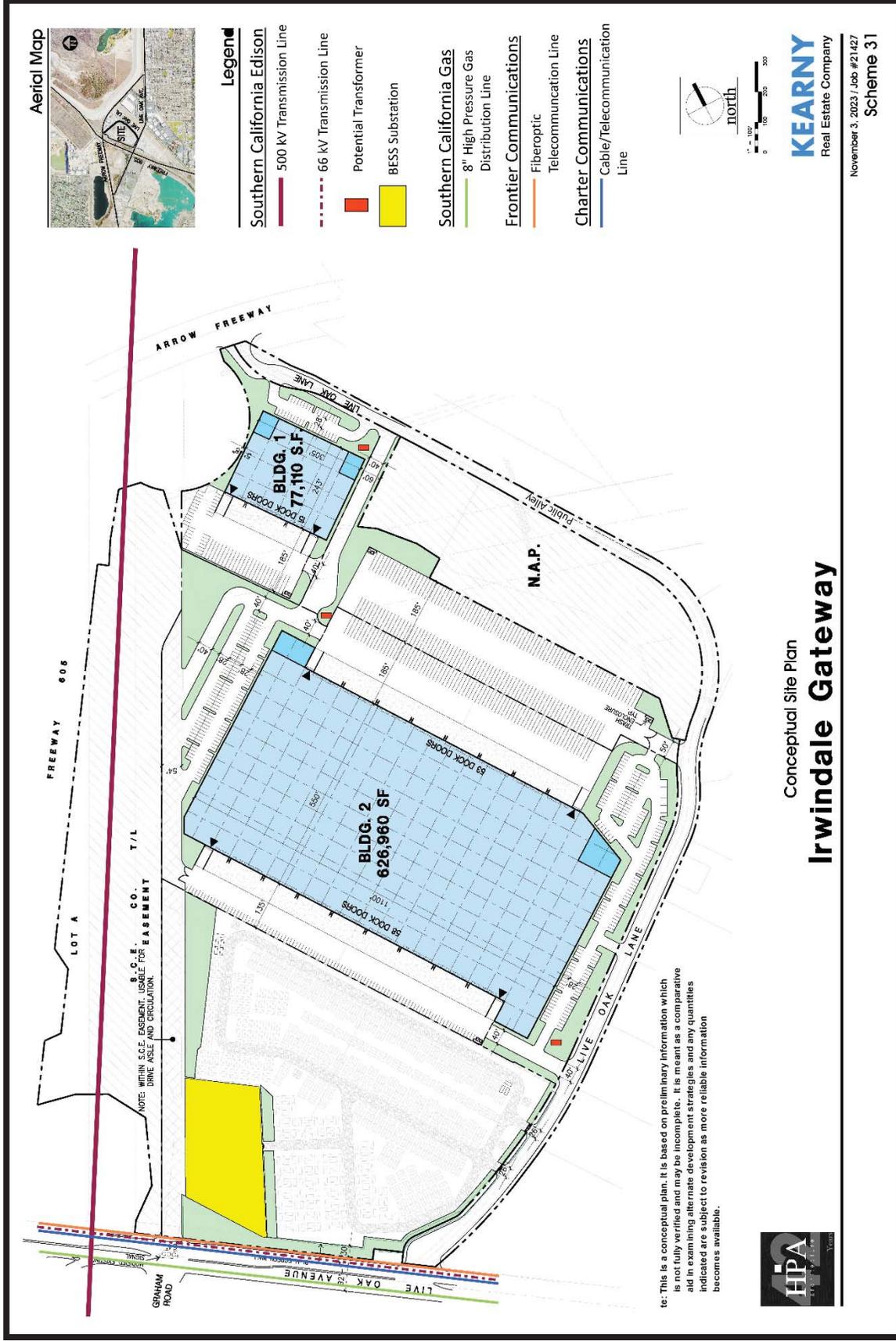


FIGURE 8-7 – CONCEPTUAL DRY UTILITIES PLAN WITH BESS

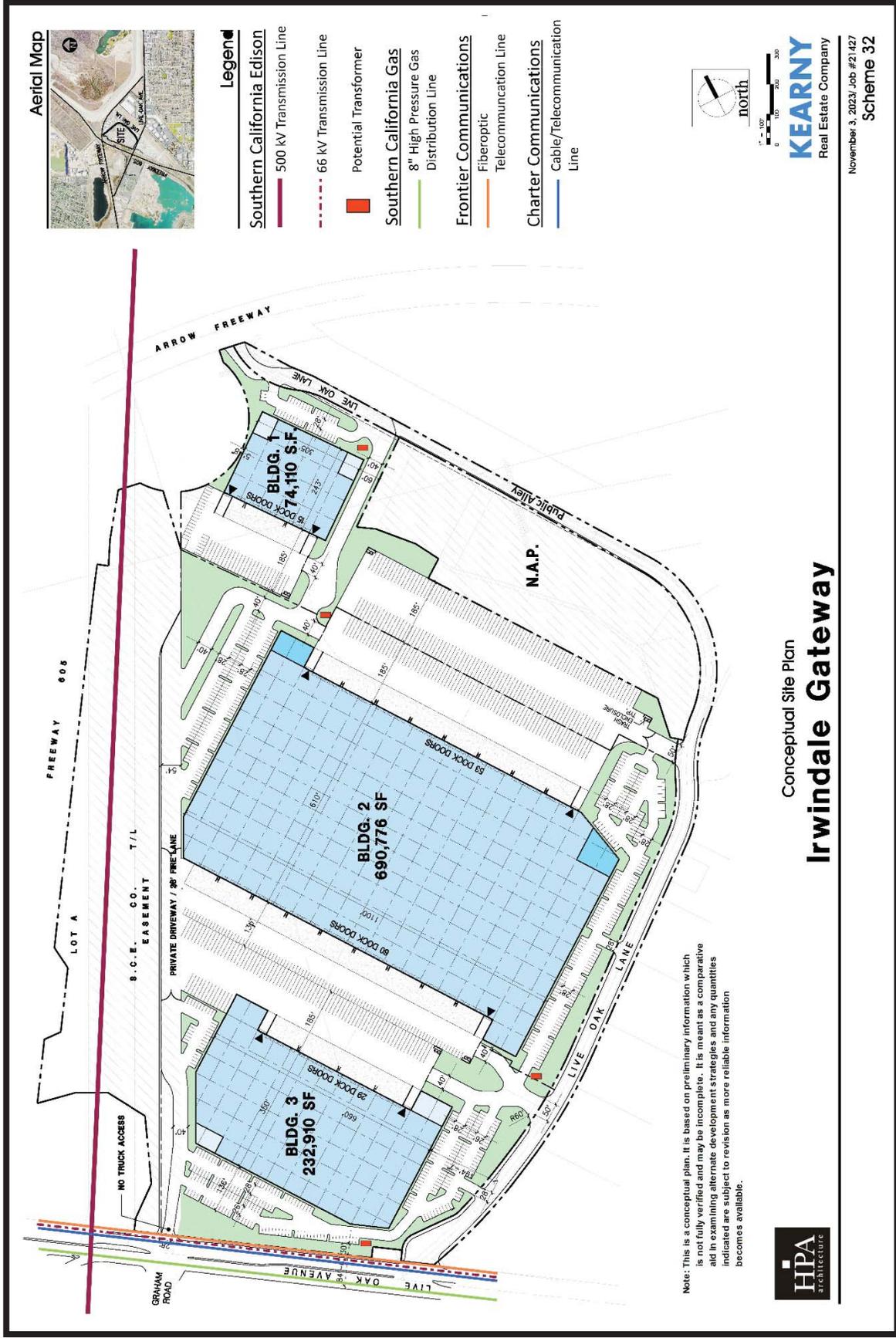


FIGURE 8-8 – CONCEPTUAL DRY UTILITIES PLAN WITHOUT BESS

IMPLEMENTATION

IX.

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 ENTITY¹
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				
Public Alley				
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.

ATTACHMENT “B”

RESOLUTION NO. 2025-01-3589

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF IRWINDALE (1) CERTIFYING THE ENVIRONMENTAL IMPACT REPORT, STATE CLEARING HOUSE (SCH# 2023020290); (2) ADOPTING THE FINDINGS REQUIRED BY CEQA GUIDELINES, SECTION 15091; (3) ADOPTING THE PROPOSED MITIGATION MONITORING AND REPORTING PROGRAM; AND (4) ADOPTING A STATEMENT OF OVERRIDING CONSIDERATIONS, PURSUANT TO THE CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA) FOR THE IRWINDALE GATEWAY SPECIFIC PLAN

A. RECITALS.

- (i) Jeff Dritley, on behalf of KP Irwindale Owner, LLC 1875 Century Park East, Suite 380, Los Angeles, CA 90067, the Applicant, has made the following requests: 1) General Plan Amendment (GPA) No. 02-2022 to change the Land Use Designation from Regional Commercial to Irwindale Gateway Specific Plan; 2) Zone Ordinance Amendment (ZOA) No. 02-2023 to adopt the Irwindale Gateway Specific Plan; 3) Zone Change (ZC) No. 02-2022 to change the Zoning Map designation from M-2 (Heavy Manufacturing) to Irwindale Gateway Specific Plan; and Tentative Parcel Map (TPM) No. 83854 to subdivide the site into seven (7) parcels for property located at 13620 Live Oak Lane – APNs: 8532-002-046 and 8532-002-047; and
- (ii) The proposed Irwindale Gateway Specific Plan (SP), provides for the planned use and long-term development of the property over the next several years; and
- (iii) As a result, the following entitlements are being considered for approval for The Irwindale Gateway Specific Plan:
 - Environmental Impact Report (SCH #2023020290)
 - General Plan Amendment No. 02-2022
 - Zone Ordinance Amendment No. 02-2023
 - Zone Change No. 02-2022
 - Tentative Parcel Map No. 83854
- (iv) In compliance with Public Resources Code Section 21080.4, a Notice of Preparation (“NOP”) was released by the City for public comment on February 10, 2023 and concluded on March 11, 2023. Eleven (11) comments were received during the comment period. The NOP was distributed for public comment to the State Clearinghouse, Office of Planning and Research, responsible agencies, and other interested parties for a 30-day public review. During the 30-day comment period, a Public Scoping meeting was held on March 2, 2023 to gather information for the scope of the Draft EIR. The meeting was held in the Senior Center Dining

Room (16116 Arrow Highway) at 6:00 PM. The oral and written comments received during the meeting were addressed in the Draft EIR; and

- (v) Pursuant to the authority and criteria contained in CEQA, and the City of Irwindale environmental guidelines, the City of Irwindale, as the Lead Agency, has analyzed the project and has prepared an Environmental Impact Report (“EIR”) for the Specific Plan project. The Notice of Availability related to the EIR was released by the City for public comment on May 13, 2024 and concluded on June 27, 2024.
- (vi) Said comments were responded through a Comments and Responses section as part of the FEIR for the Specific Plan; and
- (vii) A copy of the EIR was circulated through the State Clearinghouse (SCH# 2023020290), posted on the City’s website, and was available at the Irwindale Public Library, City Clerk’s Office, and Community Development Department. A copy of the EIR and Mitigation Monitoring and Reporting Program (Exhibit C) was posted on the project’s dedicated website <https://www.irwindaleca.gov/590/13620-Live-Oak-Lane---Irwindale-Gateway->; and
- (viii) The public review period for the Draft EIR ended on June 27, 2024, and ten (10) comments were received during the comment period; and
- (ix) A Final Environmental Impact Report (“FEIR”), SCH# 2023020290 was prepared for the proposed project, including the Draft EIR, comments received on the Draft EIR and responses to those comments, and revisions and corrections to the Draft EIR made in response to comments received, and CEQA Findings of Fact (FOF) and a Statement of Overriding Considerations (SOC) (Exhibit B); and
- (x) The FEIR for the proposed Specific Plan provides an assessment of the environmental impacts, alternatives, and mitigation measures associated with the Specific Plan, and has been prepared in accordance with Public Resources Code Section 21000 *et seq.* (CEQA), and State regulations in Title 14 of the California Code of Regulations, Section 15000 *et seq.* (CEQA Guidelines); and
- (xi) The Planning Commission of the City of Irwindale (Planning Commission) has considered the FEIR and its implementing actions (State Clearinghouse No. SCH# 2023020290) for the Specific Plan, which provides, among other provisions, for the planned use and long-term development of the industrial/commercial business park; and

- (xii) Notice of public hearing before the Planning Commission concerning its consideration of the FEIR was given in accordance with the laws, including CEQA, and policies of the City of Irwindale; and
- (xiii) On October 28, 2024, the Irwindale Planning Commission continued the hearing on this item to a date certain (November 26, 2024); and
- (xiv) The Special Planning Commission Meeting of November 26, 2024 was later rescheduled to November 14, 2024, and
- (xv) Revised notices of public hearing were published, posted, and mailed in accordance with the laws, including CEQA, Government Code and policies of the City of Irwindale; and
- (xvi) On November 14 ,2024, the Planning Commission conducted a duly noticed public hearing on the Irwindale Gateway Specific Plan and corresponding General Plan Amendment No. 02-2022, Zone Change No. 02-2022, Zone Ordinance Amendment No. 02-2023, and Tentative Parcel Map No. 83854 , and the FEIR for the Specific Plan (SCH# 2023020290) at which time, the Planning Commission opened the public hearing, took testimony on the Application, at which time they received input from staff, the Assistant City Attorney, and the Applicant, heard public testimony, discussed the Proposed Project; and closed the public hearing; and
- (xvii) On December 16, 2024, notice of a public hearing before the City Council on the proposed project adoption, was given in accordance with applicable law; and
- (xviii) On January 8, 2025, the City Council continued the hearing on this item to a date certain (January 22, 2025); and
- (xix) On January 22, 2025, the City Council conducted a duly noticed public hearing, as required by law, on the proposed Application at which time oral and documentary evidence was introduced along with the written recommendation of the City of Irwindale City Council, received public testimony, and directed Staff to revise the draft Specific Plan document, Resolutions and Ordinances to remove all references to Battery Energy Storage Systems (BESS), and put on the February 26, 2025 Consent Calendar; and
- (xx) On February 26, 2025, the City Council directed Staff to revise the draft Specific Plan document, Resolutions and Ordinances to restore all references to Battery Energy Storage Systems (BESS), and put on the March 12, 2025 Consent Calendar; and

- (xxi) On March 12, 2025, the City Council adopted the revised Resolutions, Ordinances and Specific Plan document; and
- (xxii) All legal prerequisites to the adoption of this Resolution have occurred.

B. RESOLUTION.

NOW, THEREFORE, BE IT RESOLVED THAT THE CITY COUNCIL of the City of Irwindale, having reviewed and considered the information in the certified FEIR and supporting documents and materials, does hereby find, determine, resolve and order as follows:

1. CITY COUNCIL RECORD RECORD

The proceedings and all evidence introduced before the City Council at its public hearing on the Final EIR held on February 26, 2025, are hereby incorporated into the record of this proceeding. These documents, along with any documents submitted to the decision-makers, including all documents specified under applicable State law shall comprise the entire record of proceedings for any claims under CEQA.

2. FINAL ENVIRONMENTAL IMPACT REPORT CONTENTS

In accordance with CEQA Guidelines, Section 15132, the FEIR consists of the following:

- a. The Draft Environmental Impact Report (DEIR) or a revision of the Draft;
- b. Comments and recommendations received on the DEIR either verbatim or in summary;
- c. A list of persons, organizations, and public agencies comments on the DEIR;
- d. The responses of the Lead Agency to significant environmental points raised in the review and consultation process; and
- e. Any other information added by the Lead Agency.

(All hereafter collectively referred to as “FEIR”)

3. ACCOMPANYING DOCUMENTS TO FEIR.

Documents that shall accompany the FEIR are:

- a. Mitigation Monitoring and Reporting Program; and
- b. Findings of Fact; and
- c. Statement of Overriding Considerations

4. CITY COUNCIL REGARDING CEQA FINDINGS OF FACT, MITIGATION MONITORING AND REPORTING PROGRAM AND STATEMENT OF OVERRIDING CONSIDERATIONS

- a. *Adoption of Findings of Fact.* The City Council approves, accepts as its own, incorporates as if set forth in full herein, and make each and every one of the findings contained in the Findings of Fact, attached as Exhibit “B” of this Resolution.
- b. *Certification of Final Environmental Impact Report.* The City Council hereby certifies that (1) the FEIR has been completed in compliance with CEQA; (2) that it has reviewed and considered the information contained in the FEIR prior to approving the project; and (3) that the FEIR reflects the City Council’s independent judgment and analysis. .
- c. *Adoption of the Mitigation Monitoring and Reporting Program.* As more fully identified and set forth in FEIR and in the Findings of Fact for this Project, which is Exhibit “B” to this Resolution, the City Council finds that the Mitigation Measures described and specifically identified in the above referenced documents are feasible and shall become binding upon the entity (such as the project proponent or the City) assigned thereby to implement the particular Mitigation Measures as identified in the Mitigation Monitoring and Reporting Program.
- d. *Adoption Statement of Overriding Considerations.* Even after the adoption of all feasible mitigation measures and, certain significant or potentially significant environmental effects caused by the Project directly, or cumulatively, will remain. Therefore, the City Council hereby issues and adopts a Statement of Overriding Considerations in the form set forth in the attached Exhibit “B” a copy of which is on file in the office of the City Clerk, identifying the specific economic, legal, social, technological, and other considerations that render the unavoidable significant adverse environmental effects acceptable, either in its current form or as may be modified or amended by the City Council.

BE IT FURTHER RESOLVED THAT a copy of this resolution be transmitted to the City Council and to the Applicant.

The Secretary shall:

- a. Certify to the adoption of this Resolution; and
- b. Forthwith transmit a certified copy of this Resolution, by mail, to the Applicant at the address of record set forth in the Application.

PASSED, APPROVED AND ADOPTED this 12th day of March 2025.

Larry G. Burrola, Mayor

ATTEST:

Laura M. Nieto, MMC
Chief Deputy City Clerk
STATE OF CALIFORNIA }
COUNTY OF LOS ANGELES } ss.
CITY OF IRWINDALE }

I, Laura M. Nieto, Chief Deputy City Clerk of the City of Irwindale, do hereby certify that the foregoing Resolution No. 2025-01-3589 was adopted at a regular meeting of the Irwindale City Council held on the 12th day of March 2025, by the following vote of the Council:

AYES: Councilmembers:

NOES: Councilmembers:

ABSENT: Councilmembers:

ABSTAIN: Councilmembers:

Laura M. Nieto, MMC
Chief Deputy City Clerk

Exhibits:

- A. Final Environmental Impact Report (SCH #2023020290)
<https://www.irwindaleca.gov/DocumentCenter/View/9569/Irwindale-Gateway-FEIR-10282024-FINAL-w-appendices>
- B. CEQA Findings of Fact which include: Impacts Determined to be Less Than Significant; Impacts Mitigated to Less Than Significant; Significant Unavoidable Adverse Impacts; Alternatives Considered and Rejected; and Statement of Overriding Considerations
<https://www.irwindaleca.gov/DocumentCenter/View/9604/Irwindale-Gateway-FOF-SOC-FINAL-10142024>
- C. Mitigation Monitoring and Reporting Program
<https://www.irwindaleca.gov/DocumentCenter/View/9605/Irwindale-Gateway-MMRP-FINAL-10242024>

Resolution No. 2025-01-3589
FEIR, MMRP, SOC
Page 6 of 6

EXHIBIT “A”

**IRWINDALE GATEWAY SPECIFIC PLAN FINAL
ENVIRONMENTAL IMPACT REPORT (FEIR)
WITH APPENDICES**

<https://www.irwindaleca.gov/DocumentCenter/View/9569>

**IRWINDALE GATEWAY SPECIFIC PLAN FINAL
ENVIRONMENTAL IMPACT REPORT (FEIR)
WITHOUT APPENDICES**

<https://www.irwindaleca.gov/DocumentCenter/View/9603>

EXHIBIT “B”

CEQA FINDINGS OF FACT (FOF)
STATEMENT OF OVERRIDING CONSIDERATIONS (SOC)
<https://www.irwindaleca.gov/DocumentCenter/View/9604>

**CEQA FINDINGS OF FACT
AND STATEMENT OF OVERRIDING CONSIDERATIONS
REGARDING THE
FINAL ENVIRONMENTAL IMPACT REPORT
FOR THE
IRWINDALE GATEWAY SPECIFIC PLAN
STATE CLEARINGHOUSE NO. 2023020290**

I. INTRODUCTION

The California Environmental Quality Act (“CEQA”) requires that a number of written findings be made by the lead agency in connection with certification of an environmental impact report (“EIR”) prior to approval of the project pursuant to Sections 15091 and 15093 of the CEQA Guidelines and Section 21081 of the Public Resources Code. The State CEQA Guidelines Section 15091 provides:

- (a) No public agency shall approve or carry out a project for which an EIR has been certified which identifies one or more significant environmental effects of the project unless the public agency makes one or more written findings for each of those significant effects, accompanied by a brief explanation of the rationale for each finding. The possible findings are:
 - 1. Changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect as identified in the EIR.
 - 2. Such changes or alterations are within the responsibility and jurisdiction of another public agency and not the agency making the finding. Such changes have been adopted by such other agency or can or should be adopted by such other agency.
 - 3. Specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make infeasible the mitigation measures or project alternatives identified in the final EIR.
- (b) The findings required by subdivision (a) shall be supported by substantial evidence in the record.
- (c) The finding in subdivision (a)(2) shall not be made if the agency making the finding has concurrent jurisdiction with another agency to deal with identified feasible mitigation measures or alternatives. The finding in subsection (a)(3) shall describe the specific reasons for rejecting identified mitigation measures and project alternatives.

- (d) When making the findings required in subdivision (a)(1), the agency shall also adopt a program for reporting on or monitoring the changes which it has either required in the project or made a condition of approval to avoid or substantially lessen significant environmental effects. These measures must be fully enforceable through permit conditions, agreements, or other measures.
- (e) The public agency shall specify the location and custodian of the documents or other materials which constitute the record of the proceedings upon which its decision is based.
- (f) A statement made pursuant to Section 15093 does not substitute for the findings required by this section.

Public Resources Code Section 21061.1 defines “feasible” to mean “capable of being accomplished in a successful manner within a reasonable period of time, taking into account economic, environmental, social, and technological factors.” CEQA Guidelines section 15364 adds another factor: “legal” considerations. (See *Citizens of Goleta Valley v. Board of Supervisors* (1990) 52 Cal.3d 553, 565 (*Goleta II*).

The concept of “feasibility” also encompasses the question of whether a particular alternative or mitigation measure promotes the underlying goals and objectives of a project. (*California Native Plant Soc. v. City of Santa Cruz* (2009) 177 Cal.App.4th 957, 1001 [“an alternative ‘may be found infeasible on the ground it is inconsistent with the project objectives as long as the finding is supported by substantial evidence in the record’”].) An alternative may also be rejected because it “would not ‘entirely fulfill’ [a] project objective.” *Citizens for Open Government v. City of Lodi* (2012) 205 Cal.App.4th 296, 314-315.) “[F]easibility” under CEQA encompasses ‘desirability’ to the extent that desirability is based on a reasonable balancing of the relevant economic, environmental, social, and technological factors.” (*City of Del Mar v. City of San Diego* (1982) 133 Cal.App.3d 410, 417; see also *Sequoyah Hills Homeowners Assn. v. City of Oakland* (1993) 23 Cal.App.4th 704, 715.)

With respect to a project for which significant impacts are not avoided or substantially lessened, a public agency, after adopting proper findings, may nevertheless approve the project if the agency first adopts a statement of overriding considerations setting forth the specific reasons why the agency found that the project's “benefits” rendered “acceptable” its “unavoidable adverse environmental effects.” (CEQA Guidelines, §§ 15093, 15043, subd. (b); see also Pub. Resources Code, § 21081, subd. (b).) The California Supreme Court has stated, “[t]he wisdom of approving . . . any development project, a delicate task which requires a balancing of interests, is necessarily left to the sound discretion of the local officials and their constituents who are responsible for such decisions. The law as we interpret and apply it simply requires that those decisions be informed, and therefore balanced.” (*Goleta II, supra*, 52 Cal.3d at p. 576.)

When adopting Statements of Overriding Considerations, State CEQA Guidelines Section 15093 further provides:

- (a) CEQA requires the decision-making agency to balance, as applicable, the economic, legal, social, technological, or other benefits of a proposed project against its unavoidable environmental risks when determining whether to approve the project. If the specific economic, legal, social, technological, or other benefits of a proposal project outweigh the unavoidable adverse environmental effects, the adverse environmental effects may be considered “acceptable.”
- (b) Where the lead agency approves a project which will result in the occurrence of significant effects which are identified in the final EIR but are not avoided or substantially lessened, the agency shall state in writing the specific reasons to support its action based on the final EIR and/or other information in the record. This statement of overriding considerations shall be supported by substantial evidence in the record.
- (c) If an agency makes a statement of overriding considerations, the statement should be included in the record of the project approval and should be mentioned in the notice of determination. This statement does not substitute for, and shall be in addition to, findings required pursuant to Section 15091.

Having received, independently reviewed, and considered the Draft Environmental Impact Report (“Draft EIR”) and the Final Environmental Impact Report (“Final EIR”) for the Irwindale Gateway Specific Plan Project, SCH No. 2023020290 (collectively, the “EIR”), as well as all other information in the record of proceedings on this matter, the following Findings of Facts (“Findings”) are hereby adopted by the City of Irwindale (“City”) in its capacity as the CEQA Lead Agency.

These Findings set forth the environmental basis for the discretionary actions to be undertaken by the City for adoption and implementation of the Irwindale Gateway Specific Plan (“proposed project” or “Specific Plan”). This action includes the certification of the following:

- Irwindale Gateway Specific Plan Environmental Impact Report, SCH No. 2023020290

A. DOCUMENT FORMAT

These Findings have been organized into the following sections:

- 1) **Section I** provides an introduction.
- 2) **Section II** provides a summary of the project, overview of the discretionary actions required for approval of the project, and a statement of the project’s objectives.

- 3) **Section III** provides a summary of previous environmental reviews related to the project area that took place prior to the environmental review done specifically for the project, and a summary of public participation in the environmental review for the project.
- 4) **Section IV** sets forth findings regarding the environmental impacts that were determined to be—as a result of the Notice of Preparation (NOP) and consideration of comments received during the NOP comment period—either not relevant to the project or clearly not at levels that were deemed significant for consideration given the nature and location of the proposed project.
- 5) **Section V** sets forth findings regarding significant or potentially significant environmental impacts identified in the Draft EIR that the City has determined are either not significant or can feasibly be mitigated to a less than significant level through the imposition of project design features and/or mitigation measures. In order to ensure compliance and implementation, all of these measures are included in the Mitigation Monitoring and Reporting Program (“MMRP”) for the project and adopted as conditions of the project by the Lead Agency. Where potentially significant impacts can be reduced to less than significant levels through adherence to project design features and/or mitigation measures, these findings specify how those impacts were reduced to an acceptable level. Section 5 also includes findings regarding those significant or potentially significant environmental impacts identified in the Draft EIR that will or may result from the project and which the City has determined cannot feasibly be mitigated to a less than significant level.
- 6) **Section VI** sets forth findings regarding alternatives to the proposed project.
- 7) **Section VII** sets forth the Statement of Overriding Considerations which discusses the economic, legal, social, technological, and other benefits of the proposed project and compares these to the project’s unavoidable environmental risks.

B. RECORD OF PROCEEDINGS

For purposes of CEQA and these Findings, the Record of Proceedings for the Proposed Project consists of the following documents and other evidence, at a minimum:

- The NOP and all other public notices issued by the City in conjunction with the proposed project
- The Draft EIR for the proposed project
- The Final EIR for the proposed project
- All written comments submitted by agencies or members of the public during the public review comment period on the Draft EIR
- All responses to written comments submitted by agencies or members of the public during the public review comment period on the Draft EIR

- All written and verbal public testimony presented during a noticed public hearing for the proposed project
- The Mitigation Monitoring and Reporting Program
- The reports and technical memoranda included or referenced in the Response to Comments
- All documents, studies, EIRs, or other materials incorporated by reference in the Draft EIR and Final EIR
- The Resolutions adopted by the City of Irwindale in connection with the proposed project, and all documents incorporated by reference therein, including comments received after the close of the comment period and responses thereto
- Matters of common knowledge to the City of Irwindale, including but not limited to federal, state, and local laws and regulations
- Any documents expressly cited in these Findings
- Any other relevant materials required to be in the record of proceedings by Public Resources Code Section 21167.6(e)

The documents and other material that constitute the record of proceedings on which these findings are based are located at the City of Irwindale Community Development Department. The custodian for these documents is the City of Irwindale. This information is provided in compliance with Public Resources Code Section 21081.6(a)(2) and 14 California Code Regulations Section 15091(e).

C. CUSTODIAN AND LOCATION OF RECORDS

The documents and other materials that constitute the administrative record for the City's actions related to the project are at the City of Irwindale Community Development Department – Planning Division, 16102 Arrow Highway, Irwindale, CA 91706. The City's Community Development Department – Planning Division is the custodian of the administrative record for the project. Copies of these documents, which constitute the record of proceedings, are and at all relevant times have been and will be available upon request at the City of Irwindale Community Development office. This information is provided in compliance with Public Resources Code Section 21081.6(a)(2) and 14 California Code Regulations Section 15091(e).

II. PROJECT SUMMARY

The Irwindale Gateway Specific Plan (Specific Plan) outlines two (2) options for the development of the project site, both of which are outlined in the Specific Plan. Both options involve developing the project site as an industrial logistics and distribution center, however, Option 2 would develop a Battery Energy Storage System (BESS) on a portion of the site, discussed below. The impacts associated with these two options are discussed and analyzed separately throughout the Draft EIR.

Prior to implementation of the Specific Plan, a majority of the site will have undergone reclamation pursuant to the Nu-Way Live Oak Reclamation Operations Plan. The Operations Plan for site reclamation was approved by the Regional Water Quality Control Board in September 2022 and the rough grading plan for the reclamation was approved by the County of Los Angeles Department of Public Works in September 2022. These reclamation activities are currently underway and the rough graded site per the Operations Plan serves as the baseline for analysis in the Draft EIR.

The Specific Plan includes details, regulations, and conditions necessary for Specific Plans pursuant to California Government Code Section 65451, including:

- The distribution and location of housing, agriculture, and open space, together with regulations establishing height, bulk, and setback limits for such buildings and facilities, including the location of areas such as floodplains or excessively steep or unstable terrain.
- Standards for existing and proposed transportation, sewage, water, and drainage.
- Standards for the conservation, development, and utilization of natural resources, including the prevention, control, and correction of soil erosion caused by subdivision roads or any other sources, and the protection of watershed areas.

A. PROJECT LOCATION

The Specific Plan site is at 13620 Live Oak Lane in the central portion of the City of Irwindale in Los Angeles County. The project site is bordered by Interstate 605 (I-605) to the west, Live Oak Lane to the north and east, and Live Oak Avenue to the south. The Assessor's Parcel Numbers (APNs) for the project site are 8532-002-046 and 8532-002-047. There is also a 9.61-acre Southern California Edison (SCE) easement on the project site. The project site encompasses a former sand and gravel quarry, the NuWay Live Oak Inert Landfill (NuWay Landfill), and a former street-cleaning business.

The site does not include the industrial uses (APNs 8532-002-036, 8532-002-040, and 8532-002-043) that are between the northeast part of the project site and Live Oak Lane, nor does the site boundary include the parcel owned by the Valley County Water District (APN 8532-002-904) at the southeastern corner of the project site.

B. PROJECT DESCRIPTION

Option 1

Option 1 of the Specific Plan would include a 52.65-acre parcel developed as an industrial logistics and distribution center with three buildings and associated parking and loading docks. The remaining 13.99 acres of the site would be used for public rights-of-way and the SCE easement that runs from north to south along the western portion of the site. The three buildings would allow a maximum of 997,796 square feet of building space—954,796 square feet of warehouse space and 43,000 square feet of office space. Trailer, truck, and/or car parking would be included throughout the project site.

Option 2

Option 2 would include a 36.71-acre parcel developed as an industrial logistics and distribution center with two warehousing/office buildings and a 15.94-acre parcel for the 400-megawatt BESS (electric energy storage, transmission and AC/DC and voltage conversion). The two buildings would allow a maximum of 704,070 square feet—668,070 square feet of warehouse space and 36,000 square feet of office space. The preliminary design for the BESS has 353,000 square feet of battery arrays, within which battery enclosures, inverter enclosures, and medium voltage transformers would be arranged. The BESS would be served by an undergrounded electrical tie-line unless applicable agencies (Southern California Edison or California Independent System Operator (CALISO)) require an overhead line. If required, an overhead electric tie-line would consist of three 220-kilovolt conductor cables below an optical ground wire that serves dual purposes of grounding and fiber optic communications. An overhead line would be subject to a Zone Variance application per IMC Chapter 17.32.

C. DISCRETIONARY ACTIONS AND APPROVALS

Project development requires the following discretionary actions and approvals from the City:

- Certification of the Irwindale Gateway Specific Plan EIR
- Approval of City of Irwindale General Plan Amendment
- Approval of City of Irwindale Zone Change
- Approval of City of Irwindale Zone Ordinance Amendment (adopting the Irwindale Gateway Specific Plan)
- Approval of Tentative Parcel Map
- Certification of the Environmental Impact Report SCH No. 2023020290
- Adoption of Findings of Fact and Statement of Overriding Considerations

- Adoption of Mitigation Monitoring and Reporting Program

D. STATEMENT OF PROJECT OBJECTIVES

1. Create a comprehensive master plan for the re-use of a reclaimed sand and gravel quarry, including the development of a utility-scale battery energy storage system.
2. Provide 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.
3. Ensure that infrastructure plans for water, sewer, and drainage are adequately designed for the Specific Plan.
4. Provide a circulation system that meets transportation requirements and minimizes potential adverse impacts on the surrounding area.
5. 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. ENVIRONMENTAL REVIEW AND PUBLIC PARTICIPATION PROCESS

In conformance with CEQA and the State CEQA Guidelines, the City conducted an extensive environmental review of the Proposed Project.

- The City of Irwindale determined that an EIR would be required for the Proposed Project and issued a Notice of Preparation (“NOP”) on February 10, 2023. The NOP was sent to all responsible agencies, trustee agencies, and the Office of Planning Research and posted at the Los Angeles County Clerk-Recorder’s office and on the City’s website on February 10, 2023. The thirty (30)-day public review period extended from February 10, 2023, to March 11, 2023. However, because the scoping meeting was held relatively close to the end date of the comment period, the local comment period was extended to March 18, 2023, to give local individuals and organizations one additional week to submit comments.
- A scoping meeting was held during the NOP review period to solicit additional suggestions on the scope of the Draft EIR. The scoping meeting was held on Thursday March 2, 2023 at 6:00 PM at the Irwindale Community Center. The notice of the public scoping meeting was included in the NOP. Oral and written comments were received during the meeting.
 - The scope of the Draft EIR was determined based on the City’s comments received in response to the NOP. Section 2.3 of the DEIR describes the issues identified for analysis in the Draft EIR.

- The City of Irwindale prepared a Draft EIR, which was made available for a forty-five (45)-day public review period beginning Monday, May 13, 2024 and ending Thursday, June 27, 2024.
 - The complete Draft EIR consists of the analysis of the Specific Plan and all referenced appendices. The Notice of Availability (“NOA”) for the Draft EIR was sent to all interested persons, agencies, and organizations. The Notice of Completion (“NOC”) was sent to the State Clearinghouse in Sacramento for distribution to public agencies. The NOA was posted at the Los Angeles County Clerk-Recorder’s office and published in the San Gabriel Valley Tribune on May 13, 2024. Copies of the Draft EIR were made available for public review at the City of Irwindale City Hall, Irwindale Public Library, and Irwindale Community Development -- Planning Division. The Draft EIR was also made available for download via the City’s website: <https://www.irwindaleca.gov/590/13620-Live-Oak-Lane---Irwindale-Gateway>
- A special meeting of the City of Irwindale Planning Commission is scheduled for October 28, 2024, at 6:30 PM. The meeting will be held in the City of Irwindale Council Chambers, located at 5050 Irwindale Avenue, Irwindale, CA 91706, and online via Zoom.
- Section 15088(b) of Title 14 of the California Code of Regulations (State CEQA Guidelines requires lead agencies to provide written Responses to Comments to public agencies commenting on the Draft EIR at least 10 days prior to certifying the Final EIR. Seven comment letters were received from public agencies.

IV. ENVIRONMENTAL ISSUES THAT WERE DETERMINED NOT TO BE POTENTIALLY AFFECTED BY THE PROPOSED PROJECT

A. IMPACTS DETERMINED TO BE LESS THAN SIGNIFICANT DURING THE SCOPING PROCESS

Based on the public scoping process (including review of NOP responses), in addition to analysis prepared for the Draft EIR, the City determined, based upon the threshold criteria for significance, that none of the environmental topics were determined to have no impact or were found to be less than significant. As a result, all environmental topics were analyzed in Chapter 5 of the EIR.

B. IMPACTS DETERMINED AS “NO IMPACT” AND “LESS THAN SIGNIFICANT IMPACTS” IN THE EIR

This section identifies impacts of the proposed project determined to be less than significant without implementation of project-specific mitigation measures. This determination assumes compliance with existing regulations, as detailed in each respective topical section of Chapter 5 and Chapter 8, *Impacts Found Not to Be Significant*, in the Draft EIR.

- a) Aesthetics.** Implementation of the proposed project under Option 1 or 2 would not obstruct existing views of the San Gabriel Mountains and Puente Hills from surrounding roadways that abut the project site due to the substantially higher elevation of the mountains when compared to the proposed buildings and BESS infrastructure. Additionally, implementation of the proposed Specific Plan would ensure that the proposed development does not conflict with aesthetic related zoning regulations. The Specific Plan also provides standards for lighting and glare to ensure that project development does not adversely affect surrounding receptors. Furthermore, there would be no impacts to scenic corridors or highways since none exist within the vicinity of the project site.
- b) Agricultural and Forestry Resources.** Most of the project site is a former sand and gravel quarry and inert landfill and is currently undergoing remedial grading operations. As such, the project site does not contain any existing agricultural uses, land designated as important farmland by the California Department of Conservation, Williamson Act contracts, or forest/timberland resources. Therefore, development of the site under either Option 1 or 2 would have no impact on agricultural and forestry resources.
- c) Air Quality.** The proposed project would not exceed the South Coast Air Quality Management District’s (AQMD’s) localized significance thresholds for construction and operational emissions under either Option 1 or Option 2. Additionally, the qualified health risk from construction and operational emissions would not exceed South Coast AQMD’s cancer risk and chronic hazards thresholds for either Option 1 or Option 2. The potential health risk associated with a thermal runaway event

of lithium-ion battery systems from the BESS was also evaluated and was determined unlikely to result in substantial toxic air contaminant concentrations for sensitive receptors.

- d) Biological Resources.** The project site is a former sand and gravel quarry and inert landfill. It has been highly disturbed over the last 65 years, with mining on the site commencing in 1957. A majority of the project site is currently undergoing remedial grading operations. The proposed project would not disturb any area that was not previously disturbed by reclamation activities, and the SCE easement would remain undeveloped under proposed conditions. Areas disturbed by reclamation activities have no habitat suitable for the two special species of concern that have been observed and recorded within a mile of the project site, the coast horned lizard or coastal whiptail. Additionally, while the project site is 0.34 miles southwest of the San Gabriel Canyon Significant Ecological Area which provides critical habitat for southwestern willow flycatcher, no suitable habitat for the species exists on the project site and no trees would be removed from the project site during implementation of the Specific Plan. Additionally, the project site does not contain sensitive natural communities or viable riparian habitat that is considered a protected wetland. Project development would take place within the boundaries of the project site and adjacent urban lands to the south including Live Oak Avenue and the Rio Hondo substation and would not impact the San Gabriel River or Santa Fe Flood Control Dam. The proposed project was concluded to have less than significant impacts to biological resources under both Options 1 and 2.
- e) Cultural Resources.** The proposed project would have no impact on historic resources since no historic resources exist on the project site. Additionally, while grading activities under construction of the proposed project have the potential to unearth human remains, existing laws and regulations outline specific procedures in the event of these discoveries that ensure that impacts under both Option 1 and Option 2 are less than significant.
- f) Energy.** The proposed project would not result in a potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation for Option 1 or Option 2. Energy use associated with construction would be temporary. Construction contractors would be required to minimize nonessential idling of construction equipment during construction in accordance with the California Code of Regulations, Title 13, Chapter 9, Article 4.8, Section 2449. Additionally, under Option 2, the proposed project would facilitate greater use of renewable energy sources, therefore decreasing reliance on fossil fuels. All land uses under the proposed project would also comply with the Building Energy Efficiency Standards and the California Green Building Code (CALGreen).

- g) Geology and Soils.** The project site is not located on or near any active surface faults or liquefaction hazard zones. While seismic activity in the project area could lead to ground-shaking, project buildings would comply with California Building Code (CBC) standards. Additionally, the grading to be conducted as part of the Operations Plan prior to implementation of the proposed project would ensure that uneven and unstable ground is filled and that the project site is flat. Erosion resulting from construction of the proposed project would be reduced with compliance with a Storm Water Pollution Prevention Plan (SWPPP) and Irwindale Municipal Code (IMC) and CBC standards. Subsequent geotechnical evaluation would identify engineering recommendations based on final project design, and mandatory compliance with the recommendations of the geotechnical evaluation would ensure impacts associated with other soil hazards including compressible soils, unstable soils, and subsidence would be less than significant for Options 1 and 2. Additionally, either version of the proposed project would not result in significant impacts to paleontological resources since the project site is covered by a thick layer of artificial fill. If the grading activities extend into the native alluvium, paleontological resources could be impacted by the project, though the likelihood is low.
- h) Greenhouse Gas Emissions.** Neither option of the proposed project would conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of GHGs, which include the California Air Resources Board 2022 Scoping Plan and the Southern California Association of Government's (SCAG's) Regional Transportation and Sustainable Communities Strategy (RTP/SCS). For example, the proposed project would comply with the Building Energy Efficiency Standards and CALGreen in addition to supporting GHG emissions reduction measures through the development of BESS under Option 2. Additional ways that the proposed project would support the scoping plan and the RTP/SCS are discussed on page 5.6-24 of the Draft EIR.
- i) Hazards and Hazardous Materials.** Both options of the proposed project would comply with all applicable regulations to ensure that the use, transport, and disposal of hazardous materials under the proposed project would not result in significant impacts. This includes specific fire safety requirements for BESS that are discussed in detail under Impact 5.7-1 of the Draft EIR. Additionally, all existing recognized environmental conditions at the project site would be remediated with impacts being reduced to less than significant under implementation of the Operations Plan. The proposed project would also result in less than significant impacts with respect to emergency service and evacuation access with plan review by the City's Building and Safety Department, along with the Los Angeles County Fire Department and Irwindale Police Department, to ensure adequate site access is maintained and that project driveways would not interfere with circulation on adjacent streets. The project site is not within proximity to an airport and no conditions under the proposed project would exacerbate fire risk.

- j) Hydrology and Water Quality.** Both options of the proposed project would be required to implement a Stormwater Pollution Prevention Plan and comply with the Municipal Code, the erosion control plan, and grading requirements throughout the construction phase of the development accommodated by the Specific Plan. These regulatory requirements would address anticipated pollutants of concern from construction activities. Pursuant to the State Construction General Permit, the MS4 Permit, the Statewide General Permit for Stormwater Discharges Associated with Industrial Activities, Chapter 8.28 of the City's Municipal Code, and requirements of Sections 404 and 401 of the CWA, the Specific Plan would be required to implement federal, State, and local water quality standards; construction phase BMPs; post-construction site design, treatment, and source control measures to help keep pollutants out of stormwater. Additionally, the proposed project would not interfere with groundwater recharge, since the proposed project would have sufficient water supply from the project's water provider Valley County Water District (VCWD). The preliminary hydrology report for the proposed project shows that the that the proposed basin for the project site regulates peak flows from the 50-Year 24-Hour storm event so that the post-development runoff does not exceed 1 cubic-foot-second/acre. The project site is not subject to flooding hazards.
- k) Land Use and Planning.** Neither option under the proposed project would physically divide an existing community. The proposed uses are generally consistent with the land use currently operating on adjacent properties and the project site does not provide access to established communities. An analysis of the project's consistency with relevant plans including the SCAG RTP/SCS, Irwindale General Plan, and Irwindale Zoning Code included in Table 5.9-1, *SCAG 2020-2045 RTP/SCS Goals Consistency Analysis*, and Table 5.9-2, *General Plan Consistency Analysis*, of the Draft EIR. The Specific Plan would be consistent with the applicable policies and goals of these plans.
- l) Mineral Resources.** The project site is in an area designated MRZ-2 and the Irwindale Production Area, however, the site is designated with land uses incompatible with mining in the San Gabriel P-C region and no active mining operations are present on the project site. Furthermore, there are no active mining operations on-site, and past mining operations depleted mineral resources at the project site. There would be no impacts to mineral resources under either option of the proposed project.
- m) Noise.** Construction associated with either option under the proposed project would generate noise-level increases from 0.2 to 0.3 dBA Leq at the nearest receiver locations which would not exceed the 5 dBA threshold for noise increases, consistent with the Irwindale Municipal Code. Additionally, operational noise levels would not exceed 5 dBA for either Option 1 or Option 2 at the nearest receptor locations. Similarly, traffic noise levels as a result of traffic added by the proposed project would not exceed the incremental noise level increase thresholds. Vibration

impacts from construction equipment would not result in damage to nearby receptors.

- n) **Population and Housing.** The proposed project would not result in any new housing in the City but is expected to add approximately 580 long-term new jobs under Option 1 and 475 long-term new jobs under Option 2. These jobs are expected to be filled by residents in the City and region. No direct population growth would occur. Additionally, no housing exists at the project site and therefore no residents or homes would be displaced by the proposed project.
- o) **Public Services.** The Los Angeles County Fire Department (LACFD) would provide fire service to the project site and anticipates that the proposed project would not have a significant impact on the service demands of the station that serves the proposed project. The BESS would be subject to LACFD review and would be required to comply with fire code requirements specific to energy storage systems. The Irwindale Police Department noted that the proposed project would not require expansion of police protection facilities. School and library services would not be impacted by the proposed project because the project would not generate population growth.
- p) **Recreation.** Recreational uses under the proposed project would not be impacted by the proposed project since the project does not involve uses that would generate population in the City.
- q) **Transportation.** Neither option under the proposed project would impact City circulation systems. A Traffic Impact Analysis was conducted for the proposed project and is included as Appendix L2 to the Draft EIR which concluded that signalization at the intersection of Live Oak Avenue and Live Oak Lane would be needed to address traffic impacts from both options of the proposed project. The proposed project would also provide pedestrian amenities and bicycle parking facilities both on the project site and within the surrounding right-of-way, supporting the City's implementation of its Active Transportation Plan. Additionally, the proposed project would not create roadway hazards or result in inadequate emergency access to the project site. The development would comply with fire and building codes, and circulation plans would be reviewed by the Planning Division and LACFD. Furthermore, consistent with the Specific Plan, prior to the issuance of building permits for development projects in the project site that involve a driveway connection point on Live Oak Avenue, the project applicant shall submit a driveway access study to the Irwindale Public Works Department for City review and approval.
- r) **Utilities and Service Systems.** As discussed in the analysis of Impact 5.15-1 and the Sewer Area Study for the proposed project, the existing wastewater infrastructure serving the project site would be able to accommodate the additional flows from development under the Specific Plan. Wastewater from the project site

would be treated at the San Jose Creek Water Reclamation Plant which has capacity to accommodate the wastewater from the proposed project. The total water demand for the project site is anticipated to be 101 acre-feet-year, accounting for water losses, which falls within the residual water supplies available to VCWD. Impacts to stormwater drainage would be less than significant with implementation of the on-site detention basin and the modular wetlands systems at the project site, as discussed further in Sections 5.8 *Hydrology and Water Quality*, and Section 5.15, *Utilities and Service Systems*, of the Draft EIR. Solid waste disposal under the proposed project would be required to comply with various federal, state, and local laws and regulations that govern solid waste disposal. Additionally, the two (2) landfills that would serve the proposed project would have capacity to serve the proposed project. While the Specific Plan would increase energy demand at the site compared to existing conditions, all development would be required to comply with the latest applicable Building Energy Efficiency Standards and CALGreen. The proposed project would represent negligible increases to the natural gas and electricity consumption of its service area.

- s) **Wildfire.** The project site is not in a high Fire Hazard Severity Zone (FHSZ) or very high FHSZ but is adjacent to a very high FHSZ. However, the project site is separated from this FHSZ area due to roadways which would act as fire breaks. The electrical infrastructure of the BESS would undergo maintenance to ensure that there is no fuel buildup that would exacerbate fire risk on- or off-site. The proposed project would therefore not exacerbate fire risk.

V. FINDINGS REGARDING POTENTIALLY SIGNIFICANT ENVIRONMENTAL IMPACTS

The following potentially significant environmental impacts were analyzed in the Draft EIR, and the effects of the project were considered. Because of environmental analysis of the project and the identification of relevant General Plan policies; compliance with existing laws, codes, and statutes; and the identification of feasible mitigation measures, some potentially significant impacts have been determined by the City to be reduced to a level of less than significant, and the City has found—in accordance with CEQA Section 21081(a)(1) and State CEQA Guidelines Section 15091(a) (1)—that “Changes or alterations have been required in, or incorporated into, the project which mitigate or avoid the significant effects on the environment.” This is referred to herein as “**Finding 1.**”

Where the City has determined—pursuant to CEQA Section 21081(a)(2) and State CEQA Guidelines Section 15091(a)(2)—that “Those changes or alterations are within the responsibility and jurisdiction of another public agency and have been, or can and should be, adopted by that other agency,” the City’s finding is referred to herein as “**Finding 2.**”

Where, as a result of the environmental analysis of the project, the City has determined that either (1) even with the identification of project design features, compliance with existing laws, codes and statutes, and/or the identification of feasible mitigation measures, potentially significant impacts cannot be reduced to a level of less than significant, or (2) no feasible mitigation measures or alternatives are available to mitigate the potentially significant impact, the City has found in accordance with CEQA Section 21081(a)(3) and State CEQA Guidelines Section 15091(a)(3) that “Specific economic, legal, social, technological, or other considerations, including considerations for the provision of employment opportunities for highly trained workers, make infeasible the mitigation measures or alternatives identified in the environmental impact report.” This is referred to herein as “**Finding 3.**”

A. IMPACTS MITIGATED TO LESS THAN SIGNIFICANT

The following summary describes impacts of the Proposed Project that, without mitigation, would result in significant adverse impacts. Upon implementation of the mitigation measures provided in the EIR, these impacts would be considered less than significant.

1. Air Quality

Impact 5.2-4: The proposed project would result in other emissions that would adversely affect a substantial number of people. [Threshold AQ-4]

Construction

During construction activities, construction equipment exhaust and application of asphalt and architectural coatings would temporarily generate odors. Any construction-related odor emissions would be temporary and intermittent. Additionally, noxious odors would be

confined to the immediate vicinity of the construction equipment. By the time such emissions reached any sensitive receptor sites, they would be diluted to well below any level of air quality concern. Furthermore, short-term construction-related odors are expected to cease upon the drying or hardening of odor-producing materials. Therefore, impacts associated with construction-generated odors are considered less than significant for both Option 1 and Option 2 of the proposed project.

Operation

The type of facilities that are considered to have objectionable odors include wastewater treatment plants, compost facilities, landfills, solid waste transfer stations, fiberglass manufacturing facilities, paint/coating operations (e.g., auto body shops), dairy farms, petroleum refineries, asphalt batch plants, chemical manufacturing, and food manufacturing facilities. The types of businesses accommodated under the proposed project could result in these types of uses: asphalt plants, automobile and truck repair garages, bakeries and confectionaries (manufacturing and wholesale), bottling plants, computer and electronic parts manufacturing, concrete manufacturing, distribution warehousing and e-commerce fulfillment centers for dry and frozen goods, machinery manufacturing, and product assembly. While these and other types of industrial land uses associated with the proposed project would be required to comply with South Coast AQMD Rule 402, additional measures may be necessary to prevent an odor nuisance. Therefore, certain types of industrial land uses that could be associated with either option of the proposed project may generate potentially significant odor impacts to a substantial number of people.

Mitigation Measure

AQ-2 Prior to future discretionary approval, if it is determined that a project has the potential to emit nuisance odors beyond the property line, an odor management plan shall be prepared by the project applicant, subject to review and approval by the City of Irwindale Community Development Department. Facilities that have the potential to generate nuisance odors include but are not limited to:

- Wastewater treatment plants
- Composting, green waste, or recycling facilities
- Fiberglass manufacturing facilities
- Painting/coating operations
- Large-capacity coffee roasters
- Food-processing facilities

The odor management plan shall show compliance with the South Coast Air Quality Management District's Rule 402 for nuisance odors. The odor management plan shall identify the best available control technologies for toxics (T-BACTs) that will be utilized to reduce potential odors to acceptable levels, including appropriate enforcement mechanisms. T-BACTs may include,

but are not limited to scrubbers (i.e., air pollution control devices) at the industrial facility. T-BACTs identified in the odor management plan shall be identified as mitigation measures in the environmental document and/or incorporated into the site plan.

Finding:

Finding 1 – The City hereby makes Finding 1. Changes or alterations have been required in, or incorporated into, the proposed project that avoid or substantially lessen the significant environmental effect as identified in the EIR. These changes are identified in the form of the mitigation measure(s) above. The City of Irwindale hereby finds that implementation of the mitigation measure(s) is feasible, and the measure(s) is therefore adopted.

2. Cultural Resources

Impact 5.4-2: Development of the project could impact archaeological resources. [Threshold C-2]

The project site is a former sand and gravel quarry and inert landfill. The project site has been highly disturbed over the last approximately 65 years with mining on the site commencing in 1957. When mining operations ceased in approximately 1973, the depleted quarry pits extended to a maximum depth of approximately 120 feet below ground surface. The Nu-Way Live Oak Inert Landfill operated on the site from approximately 1996 to 2005. Under landfill operation, the former quarry was backfilled with inert materials to its capacity at street level. The site operations plan for reclamation describes the excavation, screening, and placement of approximately 8.3 million cubic yards of fill material. Under the operations plan, existing fill is being excavated to a maximum depth of 120 feet. Excavated materials will be screened for noncompliant materials, which will be segregated and disposed of.

The results of the California Historical Resources Information System records search indicated that there are no archeological resources on the project site or within a 0.25-mile radius. Additionally, the Native American Heritage Commission (NAHC) responded on April 21, 2023, with a negative Sacred Lands File search, indicating no record for the presence of Native American sacred land within the project site. Although the project site has a low potential for archaeological resources, previously unidentified subsurface (buried) resources could potentially be uncovered during ground-disturbing activity in areas that have not been excavated during the reclamation activities and for off-site improvements. If such archaeological resources are encountered during project construction, there could be an adverse change of an archaeological resource, resulting in a significant impact. These impacts would apply under both Option 1 and Option 2 of the proposed project. Mitigation Measures CUL-1 and CUL-2 would be implemented as part of the proposed project to mitigate this impact to less-than-significant.

Mitigation Measures:

The following mitigation measures reduce this impact to less than significant:

CUL-1 Prior to the issuance of any permits allowing ground-disturbing activities, the project proponent/operator shall retain a Qualified Archaeologist, defined as an archaeologist meeting the Secretary of the Interior’s Standards for professional archaeology (U.S. Department of the Interior, 2011), to carry out all mitigation measures related to archaeological resources. The contact information for this Qualified Archaeologist shall be provided to the City of Irwindale Community Development Department - Planning Division prior to the commencement of any construction activities on-site.

CUL-2 In the event that unanticipated cultural resources are encountered during any phase of project construction, all construction work within 50 feet of the find shall cease, and the Qualified Archaeologist and designated Native American representative, as defined in Mitigation Measure TCR-2, shall assess the find for importance. Construction activities may continue in other areas. If the discovery is determined to not be significant by the Qualified Archaeologist and/or designated Native American representative, work will be permitted to continue in the area.

If a find is determined to be important by the Qualified Archaeologist and designated Native American representative, he or she shall immediately notify the City. The City shall consult on a finding of eligibility and implement appropriate treatment measures if the find is determined to be eligible for inclusion in the California Register of Historical Resources (CRHR). Work may not resume within the no-work radius until the lead agency, through consultation as appropriate, determines that the site either: (1) is not eligible for the CRHR; or (2) treatment measures have been completed to its satisfaction.

Finding:

Finding 1 – The City hereby makes Finding 1. Changes or alterations have been required in, or incorporated into, the proposed project that avoid or substantially lessen the significant environmental effect as identified in the EIR. These changes are identified in the form of the mitigation measure(s) above. The City of Irwindale hereby finds that implementation of the mitigation measure(s) is feasible, and the measure(s) is therefore adopted.

3. Transportation

Impact 5.13-2: Development accommodated by the Specific Plan would conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b). [Threshold T-2]

Both Options 1 and 2 of the Irwindale Gateway Specific Plan include proposed development of industrial warehousing, associated parking, and loading docks. The project site is currently a vacant lot that is used for a variety of industrial and commercial uses as well as stockpiled materials and debris. Option 1 includes the development of 954,796 square feet of warehouse space and 43,000 square feet of office space. A variety of general warehousing and manufacturing tenants could be accommodated in the three (3) buildings. Option 2 would include two (2) industrial buildings providing 668,070 square feet of warehouse space and 36,000 square feet of office space. Additionally, this option would include a 400-megawatt BESS on approximately 16 acres.

As shown in Table 5.13-1, *Project VMT Characteristics*, in the Draft EIR, the proposed project would result in 20.8 daily Vehicle Miles Traveled (VMT) per employee for both Options 1 and 2, which would exceed the City's threshold of 18.5 daily VMT per employee. Therefore, impacts would be potentially significant without mitigation for both Option 1 and Option 2.

However, as shown in Table 5.13-1, with the implementation of Mitigation Measures T-1 and T-2 the San Gabriel Valley Council of Governments Regional VMT Analysis Tool forecasts the project's VMT to be reduced to 18.4 daily VMT per employee using industry standards measures of effectiveness for VMT reduction measures within the geographic context of the project. The VMT per employee value is below the City's threshold. Therefore, impacts would be less than significant.

Mitigation Measure:

The following mitigation measures would reduce this impact to less than significant:

- T-1 The applicant shall coordinate with Foothill Transit and the City of Irwindale to install a bus stop at Live Oak Avenue and Live Oak Lane for the Foothill Transit Line 492. The design and installation of the bus stop shall be coordinated with Foothill Transit and shall be paid for by the project applicant. The bus stop shall be constructed prior to the issuance of a Certificate of Occupancy for the first development project on the project site.

- T-2 The applicant shall modify the public sidewalk and landscaping along the north side of the portion of Live Oak Avenue that abuts the project site to include accommodation of a Class IV trail consistent with the City of Irwindale Active Transportation Plan to create a portion of the connection to the San Gabriel River Trail. Prior to the issuance of grading plans, the applicant shall submit

the required improvement plans for the Class IV trail to the City of Irwindale's Public Works Department for review and approval.

Finding:

Finding 1 – The City hereby makes Finding 1. Changes or alterations have been required in, or incorporated into, the proposed project that avoid or substantially lessen the significant environmental effect as identified in the EIR. These changes are identified in the form of the mitigation measure(s) above. The City of Irwindale hereby finds that implementation of the mitigation measure(s) is feasible, and the measure(s) is therefore adopted.

4. Tribal Cultural Resources

Impact 5.14-2: The proposed project would cause a substantial adverse change in the significance of a tribal cultural resource that is determined by the lead agency to be significant pursuant to criteria in Public Resources Code section 5024.1(c). [Threshold TCR-1.ii]

The Sacred Lands File (SLF) search conducted by the Native American Heritage Commission (NAHC) did not indicate the presence of known Tribal Cultural Resources (TCRs) within or immediately adjacent to the project site. However, the Gabrieleño Band of Mission Indians–Kizh Nation indicated that the project area is of high importance to the tribe and that there is the potential for unknown and/or buried TCRs to be encountered during construction activities. Should such resources be determined by the lead agency to be significant, the proposed project could result in potentially significant impacts related to the substantial adverse change in the significance of TCRs. Mitigation Measures CUL-1, CUL-2, and TCR-1 through TCR-3 would be implemented as part of the proposed project to mitigate this impact to less than significant. This potential impact applies to both Option 1 and Option 2 and these mitigation measures would be implemented under either option of the proposed project.

Mitigation Measure:

In addition to the following mitigation measures, implementation of Mitigation Measure CUL-1 and CUL-2 would reduce impacts to less than significant.

TCR-1 The project applicant shall retain a Native American monitor from or approved by the Gabrieleño Band of Mission Indians–Kizh Nation. The monitor shall be retained prior to the commencement of any ground-disturbing activity for the subject project at all project locations (i.e., both on-site and any off-site locations that are included in the project description/definition and/or required in connection with the project, such as public improvement work). Ground-disturbing activity shall include, but is not limited to, demolition, pavement removal, potholing, auguring, grubbing, tree removal, boring, grading, excavation, drilling, and trenching.

A copy of the executed monitoring agreement shall be submitted to the lead agency prior to the earlier of the commencement of any ground-disturbing activity, or the issuance of any permit necessary to commence a ground-disturbing activity.

The monitor shall complete daily monitoring logs that will provide descriptions of the relevant ground-disturbing activities; the type of construction activities performed; locations of ground-disturbing activities; soil types; cultural-related materials; and any other facts, conditions, materials, or discoveries of significance to the Tribe. Monitor logs will identify and describe any discovered tribal cultural resources, including but not limited to, Native American cultural and historical artifacts, remains, places of significance, etc. (collectively, tribal cultural resources, or TCRs) as well as any discovered Native American (ancestral) human remains and burial goods. Copies of monitor logs shall be provided to the project applicant/lead agency upon written request to the Tribe.

On-site tribal monitoring shall conclude upon the latter of the following (1) written confirmation to the Kizh from a designated point of contact for the project applicant/lead agency that all ground-disturbing activities and phases that may involve ground-disturbing activities on the project site or in connection with the project are complete; or (2) a determination and written notification by the Kizh to the project applicant/lead agency that no future, planned construction activity and/or development/construction phase at the project site possesses the potential to impact Kizh TCRs.

TCR-2 Upon discovery of any TCRs, all construction activities in the immediate vicinity of the discovery shall cease (i.e., not less than the surrounding 50 feet) and shall not resume until the discovered TCR has been fully assessed by the Kizh monitor and/or Kizh archaeologist. The Kizh shall recover and retain all discovered TCRs in the form and/or manner the Tribe deems appropriate, in the Tribe's sole discretion, and for any purpose the Tribe deems appropriate, including for educational, cultural, and/or historic purposes.

TCR-3 Native American human remains are defined in Public Resources Code 5097.98(d)(1) as an inhumation or cremation and in any state of decomposition or skeletal completeness. Funerary objects, called associated grave goods in Public Resources Code Section 5097.98, are also to be treated according to this statute.

If Native American human remains and/or grave goods are discovered or recognized on the project site, then Public Resources Code 5097.9 as well as Health and Safety Code Section 7050.5 shall be followed. Human remains and grave/burial goods shall be treated alike per California Public Resources Code Sections 5097.98(d)(1) and (2). Preservation in place (i.e., avoidance) is the preferred manner of treatment for discovered human remains and/or burial

goods. Any discovery of human remains/burial goods shall be kept confidential to prevent further disturbance.

Finding:

Finding 1 – The City hereby makes Finding 1. Changes or alterations have been required in, or incorporated into, the proposed project that avoid or substantially lessen the significant environmental effect as identified in the EIR. These changes are identified in the form of the mitigation measure(s) above. The City of Irwindale hereby finds that implementation of the mitigation measure(s) is feasible, and the measure(s) is therefore adopted.

B. SIGNIFICANT AND UNAVOIDABLE SIGNIFICANT IMPACTS THAT CANNOT BE MITIGATED TO BELOW THE LEVEL OF SIGNIFICANCE

The following summary describes the unavoidable adverse impacts of the Proposed Project where either mitigation measures were found to be infeasible, or the mitigation measures are under the control of another lead agency. The following impacts would remain significant and unavoidable:

1. Air Quality

Impact 5.2-1: The proposed project would conflict with or obstruct implementation of the applicable air quality plan (the South Coast AQMD AQMP). [Threshold AQ-1]

Support for this environmental impact conclusion is fully discussed in Section 5.2, *Air Quality*, starting on page 5.2-27 of the Draft EIR.

Though the proposed project would result in an increase in employment, it would not cause the City to reach or exceed the number of jobs forecast by SCAG. And because the Air Quality Management Plan (AQMP) is based on the SCAG forecasts, the proposed project would not substantially conflict with the emissions inventory in the current 2022 AQMP.

Long-term emissions generated by the proposed project would produce criteria air pollutants that exceed the South Coast AQMD significance thresholds for VOC and NO_x during the proposed project Option 1 operations, and for NO_x only during Option 2 operations (see Impact 5.2-3). South Coast AQMD's significance thresholds identify whether a project has the potential to cumulatively contribute to the Southern California Air Basin's (SoCAB's) nonattainment designations. Implementation of the proposed project would result in an increase in the frequency or severity of existing air quality violations; cause or contribute to new violations; or delay timely attainment of the Ambient Air Quality Standards (AAQS). Therefore, overall, the proposed project (Options 1 and 2) would be considered inconsistent with the AQMP, and impacts would be potentially significant.

Mitigation Measures:

The following feasible measures are required to be implemented:

- AQ-1 The construction contractor shall specify in the construction bid that the construction contractor(s) shall only use interior and exterior paints with a low VOC (volatile organic compound) content with a maximum concentration of 0 grams per liter (g/L) for building architectural coating during construction and for future coating to reduce VOC emissions. All building and site plans shall note use of paints with a maximum VOC concentration of 0 g/L. Prior to construction, the construction contractor(s) shall ensure that all construction plans submitted to the City of Irwindale Building and Safety Department and the Community Development Department clearly show this requirement.
- GHG-2 Prior to issuance of an occupancy permit for a new tenant/business entity, the new tenant/business entity shall provide documentation to the City demonstrating the proposed project's buildings would consume 100 percent carbon-free electricity, when feasible and commercially available in accordance with Southern California Edison's approved programs in effect at the time the tenant/business entity seeks issuance of an occupancy permit. Measures to achieve 100 percent carbon-free electricity use for the proposed project's buildings may include, but are not limited to, plans for 100 percent renewable electricity.
- GHG-4 Prior to the issuance of a building permit, the Project Applicant shall provide documentation to the City demonstrating that the project buildings' electrical room is sufficiently sized to hold additional panels that may be needed to supply power for future installation of electric charging systems for electric trucks and power transport refrigeration units (TRUs). Conduit shall be installed from the electrical room to tractor-trailer parking spaces in logical locations on-site to facilitate future electric truck charging. Conduit shall be installed between the electrical room and the loading docks to facilitate the use of electric plug-in TRUs.
- GHG-7 Prior to issuance of an occupancy permit, a new tenant/business entity shall place legible, durable, weather-proof signs at truck access gates, loading docks, and truck parking areas that identify applicable California Air Resources Board (CARB) anti-idling regulations. At a minimum, each sign shall include: 1) instructions for truck drivers to shut off engines when not in use; 2) instructions for drivers of diesel trucks to restrict idling to no more than five minutes once the vehicle is stopped, the transmission is set to "neutral" or "park," and the parking brake is engaged; and 3) telephone numbers of the building facilities manager and CARB to report violations. The City shall conduct a site inspection to ensure that the signs are in place.

- T-1 The applicant shall coordinate with Foothill Transit and the City of Irwindale to install a bus stop at Live Oak Avenue and Live Oak Lane for the Foothill Transit Line 492. The design and installation of the bus stop shall be coordinated with Foothill Transit and shall be paid for by the project applicant. The bus stop shall be constructed prior to the issuance of a Certificate of Occupancy for the first development project on the project site.
- T-2 The applicant shall modify the public sidewalk and landscaping along the north side of the portion of Live Oak Avenue that abuts the project site to include accommodation of a Class IV trail consistent with the City of Irwindale Active Transportation Plan to create a portion of the connection to the San Gabriel River Trail. Prior to the issuance of grading plans, the applicant shall submit the required improvement plans for the Class IV trail to the City of Irwindale's Public Works Department for review and approval.

Finding:

Finding 3 – The City hereby makes Finding 3. Changes or alterations have been required in, or incorporated into, the proposed project that avoid or substantially lessen the significant environmental effect as identified in the EIR. These changes are identified in the form of the mitigation measure(s) above. The City of Irwindale hereby finds that implementation of the mitigation measure(s) is feasible, and the measure(s) is therefore adopted. The City finds that there are no other mitigation measures that are feasible, taking into consideration specific economic, legal, social, technological or other factors, that would mitigate this impact to a less-than-significant level, and further, that specific economic, legal, social, technological, or other considerations, including considerations for the provision of employment and residential opportunities, make infeasible the alternatives identified in the EIR(Public Resources Code §§ 21081(a)(1), (3); Guidelines §§ 15091(a)(1), (3)). As described in the Statement of Overriding Considerations, the City has determined that this impact is acceptable because specific overriding economic, legal, social, technological, or other benefits, including regionwide or statewide environmental benefits, of the proposed project outweigh its significant effects on the environment.

Impact 5.2-2: Construction and operation associated with the proposed project under Option 1 and Option 2 would result in a cumulatively considerable net increase of criteria pollutants that exceed South Coast AQMD's threshold criteria. [Threshold AQ-2]

Support for this environmental impact conclusion is fully discussed in Section 5.2, *Air Quality*, and in particular, starting on page 5.2-28 of the Draft EIR.

Construction

Construction activities produce combustion emissions from various sources, such as on-site heavy-duty construction vehicles, vehicles hauling materials to and from the site, and motor vehicles transporting the construction crew. Construction of the proposed project would generate criteria air pollutants associated with construction equipment exhaust and fugitive dust from site preparation, rough grading, fine grading, utilities trenching, building construction, paving, architectural coating, and finishing and landscaping; off-site improvements; and sewer and storm drain construction. Option 2 would also include installation of the BESS facility on-site. Air pollutant emissions from construction activities on-site would vary daily as construction activity levels change. An estimate of maximum daily construction emissions for Option 1 and Option 2 of the proposed project are provided in Table 5.2-9, *Maximum Daily Regional Construction Emissions (Option 1)*, and Table 5.2-10, *Maximum Daily Regional Construction Emissions (Option 2)*, in the Draft EIR. The tables show the highest daily emissions that would be generated by the overlapping construction activities over the anticipated development period.

Option 1

As shown in Tables 5.2-9, the maximum daily emissions for NO_x, CO, SO₂, PM₁₀, and PM_{2.5} from construction-related activities would be less than their respective South Coast AQMD regional significance threshold values for Option 1. However, VOC emissions from construction activities overlapping with the proposed project's architectural coating phase would exceed the South Coast AQMD Regional construction threshold for Option 1.¹ Therefore, short-term air quality impacts from proposed project-related construction activities would exceed South Coast AQMD's threshold criteria for VOC, and impacts for Option 1 would be potentially significant.

Option 2

As shown in Tables 5.2-10, the maximum daily emissions for NO_x, VOC, CO, SO₂, PM₁₀, and PM_{2.5} from construction-related activities would all be less than their respective South Coast AQMD regional significance threshold values for Option 2. Therefore, short-term air quality impacts from proposed project-related construction activities under Option 2 would be less than significant.

Operation

As shown in Table 5.3-11, *Maximum Daily Regional Operation Emissions (Option 1)*, and Table 5.3-12, *Maximum Daily Regional Operation Emissions (Option 2)*, in the Draft EIR, project-related air pollutant emissions from daily operations would exceed the South Coast AQMD regional emissions thresholds for VOC and NO_x under Option 1 and NO_x under Option 2. The primary sources of long-term criteria air pollutant emissions would be project-generated passenger vehicle and truck trips as well as use of off-road equipment

¹ The maximum daily construction VOC emissions for Option 2 is estimated to be 74.69 lb/day, which is less than the South Coast AQMD threshold for VOC.

on-site such as yard trucks and forklifts. Option 2 would also include operation of the BESS on-site. However, it would not require natural gas use to operate and thus would not generate criteria air pollutant emissions. Emissions of VOC and NO_x that exceed the South Coast AQMD regional threshold would cumulatively contribute to the O₃ nonattainment designation of the SoCAB. Emissions of NO_x that exceed the South Coast AQMD regional significance thresholds would also cumulatively contribute to the particulate matter (PM₁₀ and PM_{2.5}) nonattainment designations of the SoCAB. Therefore, the project would result in a potentially significant impact because it would significantly contribute to the nonattainment designations of the SoCAB.

Mitigation Measure:

The following feasible mitigation measure is required to be implemented:

AQ-1 The construction contractor shall specify in the construction bid that the construction contractor(s) shall only use interior and exterior paints with a low VOC (volatile organic compound) content with a maximum concentration of 0 grams per liter (g/L) for building architectural coating during construction and for future coating to reduce VOC emissions. All building and site plans shall note use of paints with a maximum VOC concentration of 0 g/L. Prior to construction, the construction contractor(s) shall ensure that all construction plans submitted to the City of Irwindale Building and Safety Department and the Community Development Department clearly show this requirement.

Finding:

Finding 3 – The City hereby makes Finding 3. Changes or alterations have been required in, or incorporated into, the proposed project that avoid or substantially lessen the significant environmental effect as identified in the EIR. These changes are identified in the form of the mitigation measure(s) above. The City of Irwindale hereby finds that implementation of the mitigation measure(s) is feasible, and the measure(s) is therefore adopted. The City finds that there are no other mitigation measures that are feasible, taking into consideration specific economic, legal, social, technological or other factors, that would mitigate this impact to a less-than-significant level, and further, that specific economic, legal, social, technological, or other considerations, including considerations for the provision of employment and residential opportunities, make infeasible the alternatives identified in the EIR (Public Resources Code §§ 21081(a)(1), (3); Guidelines §§ 15091(a)(1), (3)). As described in the Statement of Overriding Considerations, the City has determined that this impact is acceptable because specific overriding economic, legal, social, technological, or other benefits, including regionwide or statewide environmental benefits, of the proposed project outweigh its significant effects on the environment.

2. Greenhouse Gas Emissions

Impact 5.6-1: The proposed project would generate greenhouse gas (GHG) emissions, either directly or indirectly, that may have a significant impact on the environment. [Threshold GHG-1]

Support for this environmental impact conclusion is fully discussed in Section 5.6, *Greenhouse Gas Emissions*, and in particular, starting on page 5.6-20 of the Draft EIR.

Operation of development accommodated by under Option 1 would generate up to 2,058 trips per day (non-passenger equivalent) consisting of 1,508 passenger vehicle trips and 550 heavy-heavy duty truck trips. Proposed project development under Option 2 would involve construction and operation of a BESS facility and 704,070 square feet of industrial space. Under Option 2, the proposed project would generate up to 418 truck trips and 1,093 passenger trips for a total of 1,511 trips per day. In addition, operation of the BESS under Option 2 would consume electricity to power its components and to charge its batteries, which would generate GHG emissions. However, as the BESS facility would store excess electricity from the grid for use at a later time, it would lower the need for electricity generated from nonrenewable sources, thereby resulting in a reduction in GHG generation from such sources. Furthermore, the BESS, along with the installation of other battery energy storage facilities, would contribute to CARB's goal for reaching 100 percent renewable energy production, thereby reducing GHG emissions from energy production.

The amount of energy derived from nonrenewable sources available on the electric grid that is used to charge the project's batteries is "too speculative for evaluation" (CEQA Guidelines, Section 15145). The same is true for any attempt to evaluate the amount of GHG emissions caused by the project's charging from nonrenewable sources available on the electric grid. Thus, any attempt to quantify indirect GHG emissions from the project would be too speculative to be of real value and thus is not required by CEQA.

Annual average construction emissions were amortized over 30 years and included in the emissions inventory to account for one-time GHG emissions from the construction phase of development accommodated by the proposed project. The proposed construction- and operation-related emissions of development accommodated by the proposed project are quantified and shown in Table 5.6-5, *Project-Related GHG Emissions (Option 1)*, and Table 5.6-6, *Project-Related GHG Emissions (Option 2)*, in the Draft EIR. As demonstrated in the tables, development and operation associated with the proposed project's annual emissions would exceed the South Coast AQMD bright-line threshold of 3,000 metric tons of carbon dioxide equivalent (MTCO_{2e}) per year. Therefore, GHG emissions generated by the project would be considered to cumulatively contribute to statewide GHG emissions, and impacts are potentially significant.

Mitigation Measures

The following feasible mitigation measures are required to be implemented:

- GHG-1 Prior to the issuance of building permits, the Project Applicant shall provide documentation to the City demonstrating that the project shall install measures listed below. Implementation of these measures shall be verified by the City prior to the issuance of final certificate of occupancy.
- All-electric energy systems.
 - Enhanced window insulation (0.4 U-factor, 0.32 SHGC).
 - Duct insulation (R-6).
 - High efficiency HVAC (EER 15/80 percent AFUE or 8 HSPF).
 - Weather-based irrigation control systems combined with drip irrigation.
 - Low flow toilets, urinals, and bathroom faucets to reduce water usage.
- GHG-2 Prior to issuance of an Occupancy Permit for a new tenant/business entity, the new tenant/business entity shall provide documentation to the City demonstrating the proposed project's buildings would consume 100 percent carbon-free electricity, when feasible and commercially available in accordance with Southern California Edison's approved programs in effect at the time the tenant/business entity seeks issuance of an occupancy permit. Measures to achieve 100 percent carbon-free electricity use for the proposed project's buildings may include, but are not limited to, plans for 100 percent renewable electricity.
- GHG-3 Prior to issuance of an Occupancy Permit for a new tenant/business entity, the project developer/facility owner and tenant/business entity shall provide to the City of Irwindale Community Development Department a signed document (verification document) noting that the project development/facility owner has disclosed to the tenant/business entity the requirement to implement the following measures:
- A solar photovoltaic (PV) system associated with proposed project buildings. The PV system shall be designed to comply with Section 140.10, *Prescriptive Requirements for Photovoltaic and Battery Storage Systems*, of the 2022 Building Energy Efficiency Standards. For purposes of this mitigation measure, battery storage modules are not considered buildings.
 - High-efficiency lights (>50 percent of fixtures) to reduce energy usage.
 - All major end-user appliances (e.g., dishwashers and refrigerators) installed are Energy Star certified or of equivalent energy efficiency where applicable.
 - All landscape equipment (e.g., leaf blower) used for property management shall be electric powered only. The property manager/facility owner shall provide documentation (e.g., purchase, rental, and/or services agreement)

to the Planning Department to verify, to the City's satisfaction, that all landscaping equipment utilized will be electric powered, as allowed.

- Truck check-in points shall be inside the project site to ensure no trucks are queuing on local roadway(s).
- All on-site outdoor cargo-handling equipment (including yard trucks, hostlers, yard goats, pallet jacks, forklifts, generators, pumps, and other on-site equipment) shall be electric or non-diesel fueled. All on-site indoor forklifts shall be powered by electricity.
- All truck/dock bays that serve cold storage facilities within the proposed buildings shall be electrified to facilitate plug-in capabilities and support use of electric standby and/or hybrid electric transport refrigeration units.
- Prior to the issuance of a building permit, the site plan shall include the minimum number of automobile electric vehicle charging stations in accordance with the requirements of the Tier 2 Nonresidential Voluntary Measures of CALGreen Section A5.106.5.3, Electric vehicle (EV) charging, required by the California Code of Regulations Title 24.

In addition, the project developer/facility owner has provided the following:

- Occupants/tenants shall be provided documentation on the United States Environmental Protection Agency's SmartWay program.
- Occupants/tenants shall be provided documentation on funding opportunities, such as the Carl Moyer Program, that provide incentives for using cleaner-than—required engines and equipment.

This verification document shall be signed by authorized agents for the project developer/facility owner and tenant/business entities. In addition, if applicable, the tenant/business entity shall provide documentation (e.g., purchase or rental agreement) to the City of Irwindale Community Development Department to verify, to the City's satisfaction, compliance with these measures.

GHG-4 Prior to the issuance of a building permit, the Project Applicant shall provide documentation to the City demonstrating that the project buildings' electrical room is sufficiently sized to hold additional panels that may be needed to supply power for future installation of electric charging systems for electric trucks and power transport refrigeration units (TRUs). Conduit shall be installed from the electrical room to tractor-trailer parking spaces in logical locations on-site to facilitate future electric truck charging. Conduit shall be installed between the electrical room and the loading docks to facilitate the use of electric plug-in TRUs.

GHG-5 In accordance with the City of Irwindale's Municipal Code Chapter 17.66, *Trip Reduction and Travel Demand Measures*, shall make provision for each of the

TDM measures outlined in Subsection 17.66.030(B), *Development Standards* and shall comply with the *Monitoring* requirements in Section 17.66040. The project applicant shall demonstrate compliance with each measure in a written report submitted to the city prior to the issuance of a building permit and show compliance prior to the issuance of Certificate of Occupancy. The Transportation Demand Management (TDM) Program shall include detailed strategies for reducing the use of single occupant vehicles by employees by increasing carpool/vanpool participation and transit use. Additionally, the TDM program may provide for alternative work or compressed work schedules to reduce the number of days an employee commutes to work.

- GHG-6 Prior to the issuance of a building permit, the site plan shall include surface parking lots to provide parking for low-emitting, fuel-efficient, and carpool/van vehicles associated with trips to the proposed project's buildings. At minimum, the number of preferential parking spaces shall equal to the Tier 2 Nonresidential Voluntary Measures of CALGreen Section A5.106.5.1.2. In addition, the site plan shall also include automobile electric vehicle charging stations equal to the Tier 2 Nonresidential Voluntary Measures of CALGreen.
- GHG-7 Prior to issuance of an occupancy permit, a new tenant/business entity shall place legible, durable, weather-proof signs at truck access gates, loading docks, and truck parking areas that identify applicable California Air Resources Board (CARB) anti-idling regulations. At a minimum, each sign shall include: 1) instructions for truck drivers to shut off engines when not in use; 2) instructions for drivers of diesel trucks to restrict idling to no more than five minutes once the vehicle is stopped, the transmission is set to "neutral" or "park," and the parking brake is engaged; and 3) directional text on the sign shall read "To Truck Route" with a directional arrow, and 4) telephone numbers of the building facilities manager and CARB to report violations. The City shall conduct a site inspection to ensure that the signs are in place.

Finding:

Finding 3 – The City hereby makes Finding 3. Changes or alterations have been required in, or incorporated into, the proposed project that avoid or substantially lessen the significant environmental effect as identified in the EIR. These changes are identified in the form of the mitigation measure(s) above. The City of Irwindale hereby finds that implementation of the mitigation measure(s) is feasible, and the measure(s) is therefore adopted. The City finds that there are no other mitigation measures that are feasible, taking into consideration specific economic, legal, social, technological or other factors, that would mitigate this impact to a less-than-significant level, and further, that specific economic, legal, social, technological, or other considerations, including considerations for the provision of employment and residential opportunities, make infeasible the alternatives identified in the EIR, as discussed in Section D of these Findings (Public Resources Code §§ 21081(a)(1), (3); Guidelines §§ 15091(a)(1), (3)). As described in the

Statement of Overriding Considerations, the City has determined that this impact is acceptable because specific overriding economic, legal, social, technological, or other benefits, including regionwide or statewide environmental benefits, of the proposed project outweigh its significant effects on the environment.

VI. FINDINGS REGARDING ALTERNATIVES

CEQA requires that an EIR include a discussion of reasonable project alternatives that would “feasibly attain most of the basic objectives of the project, but would avoid or substantially lessen any significant effects of the project, and evaluate the comparative merits of the alternatives” (CEQA Guidelines § 15126.6[a]).

A. ALTERNATIVES CONSIDERED AND REJECTED DURING THE SCOPING/PROJECT PLANNING PROCESS

The following is a discussion of the alternatives considered during the scoping and planning process and the reasons why they were not selected for detailed analysis in the EIR.

1. Alternative Development Area

CEQA requires that the discussion of alternatives focus on alternatives to the project or its location that are capable of avoiding or substantially lessening any significant effects of the project. Only locations that would avoid or substantially lessen any of the significant effects of the project need be considered for inclusion in the EIR (CEQA Guidelines Section 15126.6[f][2][A]). Key factors in evaluating the feasibility of potential off-site locations for EIR project alternatives include:

- If it is in the same jurisdiction.
- Whether development as proposed would require a General Plan Amendment.
- Whether the project applicant could reasonably acquire, control, or otherwise have access to the alternative site (or the site is already owned by the proponent). (CEQA Guidelines Section 15126.6[f][1])

As shown in Figure 4-3, *City of Irwindale Cumulative Projects within Two Miles of the Proposed Project*, and Figure 4-4, *Cumulative Projects within Two Miles of the Proposed Project in Surrounding Jurisdictions*, and detailed in corresponding Tables 4-1 and 4-2, in the Draft EIR, the project area is characterized by high development activity. Four (4) of the five (5) approved or pending projects within the City of Irwindale are, as with the proposed project, industrial warehousing developments. Limited opportunities for new projects remain in the City, and the applicant does not own or have options on other properties within the City of Irwindale area or surrounding area.

Moreover, the proposed project site’s location is key to the applicant’s project objectives. Key to their proposal is the proximate access to the Interstate 605 (I-605) and on- and off-ramps. A critical site component for Option 2 that includes the BESS facility is the site’s adjacency to an existing substation.

For these reasons, an alternate project site was not evaluated as a feasible project alternative.

2. Alternative Land Use

The following alternative land uses for the project site were reviewed for their potential to reduce or eliminate the significant impacts associated with the project as proposed while attaining most of the project's basic objectives:

- **Retail.** A market analysis was conducted by The Concord Group (TCG) for potential retail and hotel use of the project site (Concord Group 2022). This report is included as Appendix N of the Draft EIR. The analysis was conducted in light of the City embarking on a General Plan update and with an objective to determine the viability of site development in accordance with the site's Regional Commercial designation. TCG arrived at the following high-level conclusions regarding the market potential of the property:
 - Large-scale, anchored format retail (regional mall, big box center, neighborhood center) is neither market nor financially feasible, due to the following factors:
 - Poor retail conditions nationally, characterized by oversupply, declining availability of anchor tenants, department store revenue decline and growth of e-commerce (see Appendix N, Exhibit II-1, of the Draft EIR).
 - Inferior visibility compared to existing stock which favors locations off I-10 and I-210, with traffic counts that are 35 percent to 50 percent higher than that along the I-605 near the project site (see Appendix N, Exhibit II-2A, of the Draft EIR).
 - The demographic character locally and associated median incomes and home values are inferior to other established retail locations in the greater market area (see Appendix N, Exhibit II-4, of the Draft EIR).
 - Two major malls are located within five-miles of the project site, while nearly all major big box anchors have a presence within a three-mile radius (Appendix N, Exhibit II-5C and II-5D, of the Draft EIR).
 - The neighborhood location and market area retail dynamics could support the development of smaller format, convenience retail centers servicing the local workforce and drive-by traffic along I-605.
 - The immediate surrounding land uses are problematic for attracting large-scale retail tenants to this location. Large-scale asphalt operators and overhead powerlines are not attractive for potential retail and hotel users.

This alternative was, therefore, rejected for further analysis.

- **Hotel.** Based on The Concord Group report, the location of the project site, adjacent to the I-605, is not a desired location for hotels. The market opportunity of a hotel development targeting leisure or business travel is weak in the current climate of the San Gabriel Valley. Market conditions have not recovered from the COVID-19 downturn as occupancy and average daily rates are still well below 2019 levels. The

site is not suited for leisure travel, and the surrounding land uses do not support development for business travel hotels as they are all located along the employment corridors of the I-10 and I-210. The immediate surrounding land uses are problematic for attracting hotel and large-scale retail tenants to this location. Large-scale asphalt operators and overhead powerlines are not attractive for potential retail and hotel users. There is also an oversupply of hotels within a 5-mile radius, with three (3) hotels totaling 389 rooms either completed or under construction in Monrovia and Duarte since the 2022 Concord Report. For these reasons, a hotel use was not evaluated further as a viable project alternative.

- **Office.** An all-office space alternative would not be economically viable. According to a recent report regarding the economic viability of office real estate by CBRE Group, Inc., office vacancy rates continue to rise in the Greater Los Angeles area due to companies adopting hybrid-flexible work from home schedules for their employees, low asking-lease rates, and businesses downsizing. Additionally, the Greater Los Angeles office market has posted a negative net absorption for five quarters straight (-3,272,532 square feet), meaning there is a surplus of office space in the Greater Los Angeles area, which means investing in the development of excess office space would not be economically viable. This alternative was, therefore, rejected for further analysis.

B. ALTERNATIVES SELECTED FOR FURTHER ANALYSIS

The following alternatives were determined to represent a reasonable range of alternatives with the potential to feasibly attain most of the basic objectives of the Proposed Project but avoid or substantially lessen any of the significant effects of the project. Table 7-6, *Summary of Proposed Project and Alternatives Impacts*, of the Draft EIR, identifies how each of the alternatives selected for further analysis compare to the Proposed Project. Table 7-7, *Ability of Each Alternative to Meet the Project Objectives*, of the Draft EIR, provides a summary of the ability of the alternatives to achieve the project objectives.

1. No Project/No Development Alternative

As with the proposed project, under this alternative, implementation of the Nu-Way Live Oak Reclamation Operations Plan would be fully implemented. The landfill reclamation is not part of the proposed project. As such the site would be rough graded in accordance with the Operations Plan and any remaining structures would be removed. Existing structures located in the northwest corner of the project site, however, are not within the grading plan approved for the Operations Plan (see Figure 3-5, *Rough Grading Plan and Remedial Grading Over-Excavation*, in the Draft EIR). Under the No Project/No Development plan, these structures would remain. The balance of the site would remain undeveloped and rough graded.

This alternative would result in similar impacts to 5 impact categories, reduce or eliminate impacts to 12 environmental impacts, and increase impacts to 3 categories. Impacts would

be similar for agricultural, biological, and mineral resources; population and housing; and recreation. This alternative would reduce impacts for air quality, cultural resources, energy, geology and soils, greenhouse gases, hazards, land use and planning, noise, public services, tribal cultural resources, utilities, and wildfire. The significant, unavoidable project-related impacts would be eliminated under the No Project alternative. Because the beneficial improvements under the proposed project for aesthetic, hydrology, and transportation would not occur under this alternative, the impacts to these categories would be considered greater than the proposed project. Overall, impacts under this alternative would be decreased in comparison to the proposed project.

The No Project alternative would meet none of the proposed project's objectives.

Finding:

This alternative is rejected because it would not meet any of the objectives of the proposed project and would therefore result in none of the benefits of the proposed project including the economic benefits to the City from developing a new warehouse distribution, logistics, and fulfillment center. This alternative would also increase impacts to aesthetics, hydrology and water quality, and transportation since no site improvements would be implemented. As a result, specific economic, legal, social, technological, or other considerations, including provision of employment and residential opportunities, make infeasible this project alternative for the reasons identified in the EIR. Since the site would remain vacant, the site would not provide employment or residential opportunities and would not provide revenues to support infrastructure improvements.

2. Existing General Plan Alternative

Under this alternative, the site would be developed consistent with the existing land use designation, Regional Commercial (RC). The RC land use designation encourages a mix of commercial, office professional, and light manufacturing uses along a number of high-visibility traffic corridors. Given that commercial retail and office uses have been determined not to be economically viable for this site, this alternative has been defined to focus on light manufacturing with very minimal retail square footage. The site is zoned M-2 (Heavy Manufacturing) for which the zoning ordinance describes a variety of over 100 different allowed manufacturing-type uses. The RC designation defines a floor area ratio of 2.0 to 1.0. The current zone does not have a maximum building height. The market analysis for the project site concludes that the site could support the development of smaller format, convenience retail centers serving the local workforce and drive-by traffic along I-605. Specifically, this alternative includes a total of 10,000 square feet to support a fast-food restaurant, gas station, and convenience mart, as described in the TCG report. Since a new Specific Plan use would require a General Plan Amendment, this alternative only includes one option and assumes a Floor Area Ratio (FAR) of 2.0 for the manufacturing use on approximately 49 acres resulting in (approximately 4.3 million square feet [SF] along with the 10,000 SF of retail use.

This alternative would only reduce impacts to one category in comparison to the proposed project: land use and planning. This is because the project would be consistent with the existing General Plan land use designation and would not require a General Plan amendment. This alternative would result in similar impacts to ten (10) impact categories and increased impacts to nine (9) categories. Impacts would be similar for agricultural, biological, and cultural resources; hazards; hydrology; minerals; recreation; transportation; tribal cultural resources; and wildfire. This alternative would increase impacts to aesthetics, air quality, energy, geology, greenhouse gases, noise, population and housing, public services, and utilities. As with the proposed project, impacts to air quality and greenhouse gas emissions would remain significant and unavoidable. Overall, impacts under this alternative would be increased in comparison to the proposed project.

The Existing General Plan alternative would achieve two (2) of the project objectives. It is assumed that with compliance of existing regulations and City and other agency requirements and permitting reviews, that this alternative would ensure adequately designed infrastructure and circulation systems (Objectives Nos. 3 and 4). Although this alternative could provide state-of-the-art buildings that accommodate various industrial and manufacturing uses, the existing General Plan would not allow warehousing distribution and logistics uses at this project site (Objective No. 2). Similarly, it would not permit a battery energy storage system as stipulated in Objective No. 1. And finally, although this alternative would comply with existing City land use, zoning and design guidelines, it would not provide project-specific detailed guidelines and standards for architecture, landscaping, walls, fencing, lighting, and entry treatments that are required in a specific plan (Objective No. 5).

Finding:

This alternative is rejected because it would not reduce impacts when compared to the proposed project with the exception of land use and planning since no General Plan Amendment and rezone would be required. Additionally, it would only meet two project objectives. Therefore, this alternative would not result in most of the benefits of the proposed project including the development of a warehousing and logistics center and/or a BESS and detailed design guidelines and development standards. As a result, specific economic, legal, social, technological, or other considerations, including provision of employment and residential opportunities, make infeasible this project alternative for the reasons identified in the EIR.

3. Reduced Intensity Alternative

This alternative includes the same land uses as the proposed project but assumes that the warehousing square footage is reduced sufficiently to eliminate the significant greenhouse gas emissions impact of the proposed project. It would accommodate up to 116,018 SF of warehousing plus 5,225 SF of office space (approximately 12 percent of the proposed project SF) and could be designed with a BESS use (which is assumed to be the same acreage as the proposed project) as a second option. The warehousing

square footage for the BESS option is reduced the same proportion as the Option 1 reduction (12 percent of the warehousing SF for proposed project Option 2).

This alternative would reduce impacts to nine (9) environmental impacts, result in similar impacts to nine (9) categories, and increase two (2) impacts. It would reduce impacts to air quality, cultural resources, greenhouse gas emissions, hazards, noise, public services, tribal cultural resources, and utilities. This alternative would eliminate the significant, unavoidable impact to greenhouses gases. Impacts would be similar for agricultural resources, biological resources, geology, hydrology, minerals, population and housing, recreation, transportation, and wildfire. Impacts to aesthetics and land use and planning would be greater than the proposed project. As with the proposed project, impacts to air quality would remain significant and unavoidable. Overall, impacts under this alternative would be reduced in comparison to the proposed project.

The Reduced Intensity alternative would represent a similar project as the proposed project, but with a substantial reduction in building square footage. It would offer an Option 1 scenario as well as an Option 2 scenario that could accommodate a battery energy storage system (BESS) identical to the proposed project's BESS (Objectives Nos. 1 and 2). The land uses (both warehousing and the BESS) would require a General Plan amendment, and it is assumed that a Specific Plan would be prepared. Along with City and service providers' requirements and review, the Specific Plan would ensure that infrastructure plans (water, sewer, and drainage) are adequately designed (Objective No. 3). Similarly, the Specific Plan and City/agency reviews would ensure that circulation improvements minimize potential adverse impacts in the project area (Objective No. 4). Finally, a Specific Plan would provide detailed guidelines and standards for architecture, landscaping, walls, fencing, lighting, and entry treatments that are required in a Specific Plan (Objective No. 5). Although the Reduced Intensity Alternative has the potential to meet each of the project objectives, the success of achieving these objectives would be dependent upon the economic viability of the land uses defined. There is no certainty that the limited use required to avoid a significant greenhouse gas impact would be sufficient to finance the required infrastructure and amenities outlined in a Specific Plan. Moreover, with such a limited warehousing use within the large site (52 acres under Option 1 and 37 acres under Option 2), much of the site would be vacant.

Finding:

This alternative is rejected because it would not avoid significant impacts to air quality and would increase impacts to aesthetics and land use and planning. While this alternative would meet the objectives of the proposed project, a large portion of the project site would remain vacant and the limited scale of the development could decrease the economic viability of this alternative to the extent that the improvements defined in the Specific Plan would no longer be feasible to finance. As a result, specific economic, legal, social, technological, or other considerations, including provision of higher-paying employment opportunities, make infeasible this project alternative for the reasons identified in the EIR.

4. Truck Trailer Storage Alternative

This alternative was previously considered by the project applicant. A conceptual site plan is shown as Figure 7-1, *Truck Trailer Parking Project Alternative*, in the Draft EIR. The plan included a total of 2,062 tractor trailer parking stalls and a 40,726 SF building accommodating warehousing and office space. This alternative was considered for the entire site, and an Option 2 has not been evaluated.

This alternative would reduce impacts to seven (7) environmental impacts, have similar impacts to eleven (11) categories, and increase two (2) impacts in comparison to the proposed project. It would reduce impacts to air quality, energy, geology, greenhouse gas emissions, hazards, public services, and utilities. Impacts would be similar for agricultural, biological and cultural resources; hydrology, mineral resources, noise, population and housing, recreation, transportation, tribal cultural resources, and wildfire. It would increase impacts to aesthetics and land use and planning. As with the proposed project, impacts to air quality and greenhouse gas emissions would remain significant and unavoidable. Overall, impacts under this alternative would be reduced in comparison to the proposed project.

The Truck Trailer Storage alternative would substantially reduce the overall building square footage, but would develop most of the site, much like the proposed project. This alternative would only meet two (2) out of the five (5) project objectives. Specifically, this alternative would only meet Objective Nos. 3 and 4. It would ensure that infrastructure plans for water, sewer, and drainage are adequately designed for the project area and would provide a circulation system that meets transportation requirements and minimizes potential adverse impacts. Since it is unlikely that a Specific Plan would be prepared for this use, it would not 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 (Objective No. 5). A comprehensive master plan for the re-use of a reclaimed sand and gravel quarry including the development of a utility scale battery energy storage would not be a part of this alternative (Objective No. 1). Lastly, as the warehousing square footage is limited to one 40,726 SF building (which includes 4,000 SF office), it would not provide 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 (Objective No. 2).

Finding:

This alternative is rejected because it would not reduce significant and unavoidable impacts to air quality and greenhouse gases and would increase impacts to aesthetics and land use and planning. Furthermore, this alternative would only meet two (2) out of the five (5) project objectives, therefore lacking a Specific Plan with guidelines and standards to develop the site, an option for BESS development, and the development of state-of-the-art buildings for industrial and manufacturing uses. As a result, specific

economic, legal, social, technological, or other considerations, including provision of employment opportunities, make infeasible this project alternative for the reasons identified in the EIR.

C. ENVIRONMENTALLY SUPERIOR ALTERNATIVE

CEQA requires a lead agency to identify the “environmentally superior alternative,” and in cases where the “No Project” Alternative is environmentally superior to the proposed project, the environmentally superior development alternative must be identified. In this case, the No Project alternative would be considered the environmentally superior alternative. As summarized in Table 7-6, *Summary of Project and Alternative Impacts*, in the Draft EIR, the No Project alternative would reduce 12 impacts and eliminate both of the significant, unavoidable impacts of the proposed project (air quality and greenhouse gases). The Reduced Intensity alternative is identified as “environmentally superior” to the proposed project. This alternative reduces nine (9) of the impacts of the proposed project and only increases two (2) impacts (aesthetics and land use and planning). It eliminates the significant greenhouse gas impact of the proposed project.

VII. STATEMENT OF OVERRIDING CONSIDERATIONS

A. INTRODUCTION

The City of Irwindale is the Lead Agency under CEQA for preparation, review and certification of the EIR for the proposed project. As the Lead Agency, the City is also responsible for determining the potential environmental impacts of the proposed action and which of those impacts are significant, and which can be mitigated through imposition of mitigation measures to avoid or minimize those impacts to a level of less than significant. CEQA then requires the Lead Agency to balance the benefits of a proposed action against its significant unavoidable adverse environmental impacts in determining whether or not to approve the proposed project. In making this determination the City is guided by CEQA Guidelines Section 15093, Statement of Overriding Considerations, which states:

- a. CEQA requires the decision-making agency to balance, as applicable, the economic, legal, social, technological, or other benefits of a proposed project against its unavoidable environmental risks when determining whether to approve the project. If the specific economic, legal, social, technological, or other benefits of a proposed project outweigh the unavoidable adverse environmental effects, the adverse environmental effects may be considered “acceptable.”
- b. When the lead agency approves a project which will result in the occurrence of significant effects which are identified in the final EIR but are not avoided or substantially lessened, the agency shall state in writing the specific reasons to support its action based on the final EIR and/or other information in the record. The statement of overriding considerations shall be supported by substantial evidence in the record.
- c. If an agency makes a Statement of Overriding Considerations, the statement should be included in the record of the project approval and should be mentioned in the notice of determination. This statement does not substitute for, and shall be in addition to, findings required pursuant to Section 15091.

In addition, Public Resources Code Section 21081(b) requires that where a public agency finds that specific economic, legal, social, technological, or other considerations, including considerations for the provision of employment opportunities for highly trained workers, make infeasible the mitigation measures or alternatives identified in an EIR and thereby leave significant unavoidable effects, the public agency must also find that overriding economic, legal, social, technological, or other benefits of the project outweigh the significant effects of the project.

Pursuant to Public Resources Code Section 21081(b) and the State CEQA Guidelines Section 15093, the City has balanced the benefits of the proposed project against the unavoidable adverse impacts associated with the project and has adopted all feasible mitigation measures with respect to these impacts. The City also has examined alternatives to the proposed project, none of which both meets the project objectives and is environmentally preferable to the proposed project, for the reasons discussed in the Findings and Facts in Support of Findings.

The City of Irwindale, as the Lead Agency for this project, and having reviewed the EIR for the proposed project, and reviewed all written materials within the City's public record and heard all oral testimony presented at public hearings, adopts this Statement of Overriding Considerations, which has balanced the benefits of the project against its significant unavoidable adverse environmental impacts in reaching its decision to approve the project.

B. PROJECT BENEFITS IN SUPPORT OF THE STATEMENT OF OVERRIDING CONSIDERATIONS

The City, after balancing the specific economic, legal, social, technological, and other benefits of the project, has determined that the unavoidable adverse environmental impacts identified above may be considered acceptable due to the following specific considerations, which outweigh the unavoidable, adverse environmental impacts of the project, and each of which, standing alone, is sufficient to support approval of the project, in accordance with CEQA Section 21081(b) and CEQA Guidelines Section 15093. The specific economic, legal, social, technological, or other benefits of the project are as follows:

1. Implements the Objectives Established for the Proposed Project

The proposed project is a Specific Plan that provides guidelines and standards for the development of the project site as an industrial and manufacturing hub, including plans that specifically address utility infrastructure requirements and circulation within and around the site. The Specific Plan also addresses the re-use of the project site for both the industrial/manufacturing uses in addition to BESS. Therefore, the proposed project would implement each objectives of the proposed project, as listed in Section II.D, *Statement of Project Objectives*.

2. Develops a Currently Under-Utilized Brownfield Site

The project site has formerly hosted a quarry, the Nu-Way Live Oak Inert Landfill, and a street-sweeping business, but since the closing of operations for each of these uses, undergone remedial grading and largely remained vacant. The proposed Specific Plan envisions the long-term development of the project site as hub for industrial businesses to thrive and encourage further economic investment in the City of Irwindale. The proposed uses would maximize the location the project site which is

proximate to the on- and off-ramps of Interstate 605, thereby allowing easy access for heavy-duty trucks to a major transport route, by-passing local streets. The contemporary design for the industrial and business park uses would also enhance the visual quality of the currently vacant site. Due to the former and surrounding uses of the site, its development with industrial, manufacturing, and potentially BESS uses are consistent with other land uses and the visual character of the area. This would also assist the City in the concentrating non-residential uses away from residential uses in the City. These two (2) land uses can often be incompatible due to the operational characteristics of non-residential uses, which by their nature, can result in traffic congestion, air emissions, and industrial light and noise. Overall, the Specific Plan provides an opportunity to develop an underutilized site with uses that are both appropriate for the site and that would increase the economic output of the City.

3. Provides Consistency with the General Plan

As described in Section 3.1 of the Specific Plan, the proposed project provides a framework for the development of the project site that is consistent with the City's General Plan goals. For example, the Specific Plan serves as a plan to transition a former quarry site into a productive and beneficial use for the City, consistent with Policy CDE 2 in the Community Development Element. The Specific Plan would also implement a comprehensive plan for the site that is consistent with its designation, per Policies CDE 3 and 5. The Specific Plan also provides high quality design, a plan for property maintenance, and entry treatments, consistent with Policies CDE 12, 14, and 15, respectively. The Specific Plan also outlines its consistency with Policies in the Infrastructure Element, Resource Management Element, and Public Safety Element.

4. Creates Jobs, Provides Economic Benefits, and Meets Demands for Industrial Space

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. The analysis in the Draft EIR assumes that up to 580 long-term new jobs would be created by the proposed project.

The proposed project would provide much-needed flexible industrial space to fulfill the needs of the growing industrial sector. The greater Southern California region is expected to continue to see strong demand for industrial facilities driven by the needs of retail and e-commerce users for facilities with modern amenities to maximize distribution efficiency, as well by as the scarcity of available facilities and land to develop such facilities in the more expensive and constrained Los Angeles, Orange County, San Bernardino and Riverside area industrial markets. Both options under the Specific Plan envision industrial/manufacturing uses, with the design focusing on the

expectation that some of the proposed space would be used for warehousing, logistics, and fulfillment uses. The Specific Plan would result in the benefit of supporting the goods movement industry in decreasing lead times for delivery of consumer products and increasing the local supply of goods for regional consumers.

5. Provides Enhanced Utility Infrastructure for the Project Site

The proposed project would construct utility improvements throughout the project site to accommodate the proposed development. This includes the construction of water lines that would connect to the existing 12-inch main line on Live Oak Lane, a new 6-inch force main sewer line that would drain south and east on Live Oak Avenue to the existing 10-inch sewer line on Live Oak Avenue and Rivergrade Road, and a new 24-inch gravity storm drain that connects to the existing storm drain on Live Oak Avenue. Dry utilities, including electricity and natural gas service, would also be installed.

6. Improves the Circulation System of the Project Site and Surrounding Area

The proposed circulation system under the proposed project is described in detail within Chapter 3, *Project Description*, of the Draft EIR and in the proposed Specific Plan. In addition to internal drive aisles and a sidewalk network within the project site, the proposed project would include off-site improvements that while also accommodating the uses of the proposed project, would provide benefits to other users of the City's circulation system in the project area. Such improvements include:

- A 750 feet of a five-foot-wide, meandering public sidewalk and minimum 20-foot-wide landscaped parkway on the north side of the portion of Live Oak Avenue that abuts the project site.
- Expansion of Live Oak Lane to improve it to the City's standard of 60 feet.
- Construction of minimum five-foot-wide sidewalks along both sides of Live Oak Lane and ten-foot-wide landscaped setbacks along the portion of Live Oak Lane that abuts the project site.
- Installation of a new traffic signal at the Live Oak Lane and Live Oak Avenue intersection.
- Installation of five (5) new public streetlights along the north side of Live Oak Lane abutting the project site and eight (8) new public streetlights along the east side of Live Oak Lane abutting the project site.
- Construction of a meandering sidewalk and parkway along the south side of Arrow Highway.
- Modification of the public sidewalk and landscaping along the north side of the portion of Live Oak Avenue that abuts the project site to accommodate

a Class IV trail consistent with the City of Irwindale Active Transportation Plan to create a portion of the connection to the Class IV San Gabriel River Trail.

7. Improves the Aesthetic Character of the Project Site

The proposed Specific Plan includes development standards and design guidelines that direct the design of the proposed project within specific parameters. These standards and guidelines include a variety of features that aim to increase the visual appeal of the development. This includes requirements to screen the BESS equipment through walls or landscaping when in proximity to the surrounding streets and using screening materials compatible with the design and architecture of the building. The Specific Plan encourages diverse building designs while promoting consistency among all buildings to maintain visual cohesiveness. It also has standards for the design of building façades that face view corridors of the surrounding streets that would offer an inviting design to passing pedestrians and motorists. The project site would also be fully landscaped as shown in Figures 3-12, *Preliminary Landscape Plan for Option 1*, and 3-13, *Preliminary Landscape Plan for Option 2*, of the Draft EIR. The proposed project's landscaping and green-space plan is thus focused on ornamental landscaping. Entry treatments at the project site's prominent intersections would include monument signage, water features, flowering accent and palm trees, groundcover, and shrub masses.

C. CONCLUSION

The City Council of Irwindale has balanced the project's benefits against the significant unavoidable impacts. The City Council finds that the proposed project's benefits, outweigh the proposed project's significant unavoidable impacts, and these impacts, therefore, are considered acceptable in the light of the proposed project's benefits. The City Council finds that each of the benefits described above is an overriding consideration, independent of the other benefits, that warrants approval of the proposed project notwithstanding the proposed project's significant unavoidable impacts.

EXHIBIT “C”

MITIGATION MONITORING AND REPORTING PROGRAM (MMRP)

<https://www.irwindaleca.gov/DocumentCenter/View/9605>

October 2024 | Mitigation Monitoring and Reporting Program
State Clearinghouse No. 2023020290

IRWINDALE GATEWAY SPECIFIC PLAN MITIGATION MONITORING AND REPORTING PROGRAM

City of Irwindale

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1. Introduction

1.1 PURPOSE OF MITIGATION MONITORING AND REPORTING PROGRAM

This Mitigation Monitoring and Reporting Program (MMRP) has been developed to provide a vehicle by which to monitor mitigation measures and conditions of approval outlined in the Irwindale Gateway Specific Plan Draft Environmental Impact Report (Draft EIR), State Clearinghouse No. 2023020290. The MMRP has been prepared in conformance with Section 21081.6 of the Public Resources Code and City of Irwindale Monitoring Requirements. Section 21081.6 states:

- (a) When making findings required by paragraph (1) of subdivision (a) of Section 21081 or when adopting a mitigated negative declaration pursuant to paragraph (2) of subdivision (c) of Section 21080, the following requirements shall apply:
 - (1) The public agency shall adopt a reporting or monitoring program for the changes made to the project or conditions of project approval, adopted in order to mitigate or avoid significant effects on the environment. The reporting or monitoring program shall be designed to ensure compliance during project implementation. For those changes which have been required or incorporated into the project at the request of a responsible agency or a public agency having jurisdiction by law over natural resources affected by the project, that agency shall, if so requested by the lead or responsible agency, prepare and submit a proposed reporting or monitoring program.
 - (2) The lead agency shall specify the location and custodian of the documents or other material which constitute the record of proceedings upon which its decision is based.

The State CEQA Guidelines Section 15097 provides clarification of mitigation monitoring and reporting requirements and guidance to local lead agencies on implementing strategies. The reporting or monitoring program must be designed to ensure compliance during project implementation. The City of Irwindale is the lead agency for the proposed project and is therefore responsible for implementing the MMRP. The MMRP has been drafted to meet the requirements of Public Resources Code Section 21081.6 as a fully enforceable monitoring program.

The MMRP consists of the mitigation program and the measures to implement and monitor the mitigation program. The MMRP defines the following for the mitigation measure outlined in Table 1, *Mitigation Monitoring Requirements*:

- **Definition of Mitigation.** The mitigation measure contains the criteria for mitigation, either in the form of adherence to certain adopted regulations or identification of the steps to be taken in mitigation.

1. Introduction

- **Responsible Party or Designated Representative.** Unless otherwise indicated, the project applicant is the responsible party for implementing the mitigation, and the City of Irwindale or a designated representative is responsible for monitoring the performance and implementation of the mitigation measures. To guarantee that the mitigation measure will not be inadvertently overlooked, a supervising public official acting as the Designated Representative is the official who grants the permit or authorization called for in the performance. Where more than one official is identified, permits or authorization from all officials shall be required.
- **Time Frame.** In each case, a time frame is provided for performance of the mitigation measure or review of evidence that mitigation has taken place. The performance points selected are designed to ensure that impact-related components of project implementation do not proceed without establishing that the mitigation is implemented or ensured. All activities are subject to the approval of all required permits from local, state, and federal agencies with permitting authority over the specific activity.

The numbering system in Table 1 corresponds with the numbering system used in the Draft EIR. The last column of the MMRP table will be used by the parties responsible for documenting when implementation of the mitigation measure has been completed. The ongoing documentation and monitoring of mitigation compliance will be completed by the City of Irwindale. The completed MMRP and supplemental documents will be kept on file at the City of Irwindale Community Development Department.

1.2 PROJECT LOCATION

The Irwindale Gateway Specific Plan (Specific Plan) site is at 13620 Live Oak Lane in the central portion of the City of Irwindale in Los Angeles County. The project site is bordered by Interstate 605 (I-605) to the west, Live Oak Lane to the north and east, and Live Oak Avenue to the south. The Assessor's Parcel Numbers (APNs) for the project site are 8532-002-046 and 8532-002-047. There is also a 9.61-acre Southern California Edison (SCE) easement on the project site. The project site encompasses a former sand and gravel quarry, the NuWay Live Oak Inert Landfill (NuWay Landfill), and a former street-cleaning business. A majority of the project site is currently undergoing an active reclamation. The Nu-Way Live Oak Reclamation Operations Plan was approved by the Regional Water Quality Control Board in 2022 and is to be completed prior to implementation of the Specific Plan. The rough graded site per the Operations Plan serves as the baseline conditions for implementation of the Specific Plan.

The site does not include the industrial uses (APNs 8532-002-036, 8532-002-040, and 8532-002-043) that are between the northeast part of the project site and Live Oak Lane, nor does the site boundary include the parcel owned by the Valley County Water District (APN 8532-002-904) at the southeastern corner of the project site.

1.3 PROJECT SUMMARY

The Specific Plan outlines two options for the development of the project site. A land use comparison is shown in Table 1-1, *Proposed Land Use, Option 1 and Option 2*. One of these two options would be the end use for the project site after reclaiming the property. The project would also include the dedication of Live Oak Lane along the proposed project's frontage to improve the street to the City's standard of 60 feet; installation of a new

1. Introduction

traffic signal at the Live Oak Lane/Live Oak Avenue intersection; 2,100 feet of new public water main; and 750 feet of new public sidewalk.

Table 1-1 Proposed Land Use, Option 1 and Option 2

Development Option	Land Use	Acres	Permitted Building/Structure Use	Square Feet/Other Details
Option 1	Industrial/Business Park	52.65 ac	General light industrial, manufacturing, warehouse/distribution, e-commerce fulfillment center	<ul style="list-style-type: none"> • Up to 1,000,000 sf of building space • Conceptual plan: 954,796 sf of warehouse space and 43,000 sf of office space
Option 2	Industrial/Business Park	36.71 ac	General light industrial, manufacturing, warehouse/distribution, e-commerce fulfillment center	<ul style="list-style-type: none"> • Up to 705,000 sf of building space • Conceptual plan: 668,070 sf of warehouse space and 36,000 sf of office space
	Battery Energy Storage System (BESS)	15.94 ac	Electric energy storage, transmission, and AC/DC and voltage conversion	<ul style="list-style-type: none"> • Battery/Inverter/medium voltage transformer array area: Appx. 353,000 sf • Roads and parking: Appx. 91,000 sf • Collector Substation: Appx. 87,000 sf • Aux. Transformer Pads: Appx. 2,000 sf

1.3.1 Option 1

Option 1 would include a 52.65-acre parcel developed as an industrial logistics and distribution center with three buildings and associated parking and loading docks. The remaining 13.99 acres of the site would be used for public rights-of-way and the SCE easement that runs from north to south along the western portion of the site. The three buildings would allow a maximum of 997,796 square feet of building space—954,796 square feet of warehouse space and 43,000 square feet of office space (see Table 1-2, *Building Square Footage, Option 1*). Trailer, truck, and/or car parking would be included throughout the project site.

Table 1-2 Building Square Footage, Option 1

Buildings	Building Square Feet		
	Warehouse	Office	Total
Building 1	222,910	10,000	232,910
Building 2	660,776	30,000	690,776
Building 3	71,110	3,000	74,110
Total	954,796	43,000	997,796

1. Introduction

Option 2

Option 2 would include a 36.71-acre parcel developed as an industrial logistics and distribution center with two warehousing/office buildings and a 15.94-acre parcel for the 400-megawatt BESS (electric energy storage, transmission and AC/DC and voltage conversion). The two buildings would allow a maximum of 704,070 square feet—668,070 square feet of warehouse space and 36,000 square feet of office space (see Table 1-3, *Building Square Footage, Option 2*). The preliminary design for the BESS has 353,000 square feet of battery arrays, within which battery enclosures, inverter enclosures, and medium voltage transformers would be arranged. The BESS would be served by an undergrounded electrical tie-line unless applicable agencies (Southern California Edison or California Independent System Operator (CALISO)) require an overhead line. If required, an overhead electric tie-line consisting of three 220-kilovolt conductor cables below an optical ground wire that serves dual purposes of grounding and fiber optic communications. An overhead line would be subject to a Zone Variance application per IMC Chapter 17.32.

Table 1-3 Building Square Footage, Option 2

Buildings	Building Square Feet		
	Warehouse	Office	Total
Building 1	599,960	30,000	626,960
Building 2	71,110	6,000	77,110
Total	668,070	36,000	704,070

2. Mitigation Monitoring and Reporting Requirements

Project-specific mitigation measures have been categorized in matrix format, as shown in Table 1. The matrix identifies the environmental factor, specific mitigation measures, schedule, and responsible monitor. The mitigation matrix will serve as the basis for scheduling the implementation of, and compliance with, all mitigation measures.

2. Mitigation Monitoring and Reporting Requirements

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2. Mitigation Monitoring and Reporting Requirements

Table 2-1 Mitigation Monitoring and Reporting Requirements

Mitigation Measure	Responsibility for Implementation	Timing	Responsibility for Monitoring	Monitor (Signature Required) (Date of Compliance)
AIR QUALITY				
<p>AQ-1</p> <p>The construction contractor shall specify in the construction bid that the construction contractor(s) shall only use interior and exterior paints with a low VOC (volatile organic compound) content with a maximum concentration of 0 grams per liter (g/L) for building architectural coating during construction and for future coating to reduce VOC emissions. All building and site plans shall note use of paints with a maximum VOC concentration of 0 g/L. Prior to construction, the construction contractor(s) shall ensure that all construction plans submitted to the City of Irwindale Building and Safety Department and the Community Development Department clearly show this requirement.</p>	<p>Future Project Applicants, Construction Contractor</p>	<p>Prior to construction</p>	<p>City of Irwindale Building and Safety Department City of Irwindale Community Development Department</p>	
<p>AQ-2</p> <p>Prior to future discretionary approval, if it is determined that a project has the potential to emit nuisance odors beyond the property line, an odor management plan shall be prepared by the project applicant, subject to review and approval by the City of Irwindale Community Development Department. Facilities that have the potential to generate nuisance odors include but are not limited to:</p> <ul style="list-style-type: none"> • Wastewater treatment plants • Composting, green waste, or recycling facilities • Fiberglass manufacturing facilities • Painting/coating operations • Large-capacity coffee roasters • Food-processing facilities <p>The odor management plan shall show compliance with the South Coast Air Quality Management District's Rule 402 for nuisance odors. The odor management plan shall identify the best available control technologies for toxics (T-BAC Ts) that will be utilized to reduce potential odors to acceptable levels.</p>	<p>Future Project Applicants</p>	<p>Prior to issuance of an Occupancy Permit for a new tenant/business entity</p>	<p>City of Irwindale Community Development Department City of Irwindale Code Enforcement Division</p>	

2. Mitigation Monitoring and Reporting Requirements

Table 2-1 Mitigation Monitoring and Reporting Requirements

Mitigation Measure	Responsibility for Implementation	Timing	Responsibility for Monitoring	Monitor (Signature Required) (Date of Compliance)
<p>including appropriate enforcement mechanisms. T-BACTs may include, but are not limited to scrubbers (i.e., air pollution control devices) at the industrial facility. T-BACTs identified in the odor management plan shall be identified as mitigation measures in the environmental document and/or incorporated into the site plan.</p>				
CULTURAL RESOURCES				
<p>CUL-1 Prior to the issuance of any permits allowing ground-disturbing activities, the project proponent/operator shall retain a Qualified Archaeologist, defined as an archaeologist meeting the Secretary of the Interior's Standards for professional archaeology (U.S. Department of the Interior, 2011), to carry out all mitigation measures related to archaeological resources. The contact information for this Qualified Archaeologist shall be provided to the City of Irwindale Planning Department prior to the commencement of any construction activities on-site.</p>	Future Project Applicant's Qualified Archaeologist	Prior to grading permits	City of Irwindale Community Development Department	
<p>CUL-2 In the event that unanticipated cultural resources are encountered during any phase of project construction, all construction work within 50 feet of the find shall cease, and the Qualified Archaeologist and designated Native American representative, as defined in Mitigation Measure TCR-2, shall assess the find for importance. Construction activities may continue in other areas. If the discovery is determined to not be significant by the Qualified Archaeologist and designated Native American representative, work will be permitted to continue in the area. If a find is determined to be important by the Qualified Archaeologist and designated Native American representative, he or she shall immediately notify the City. The City shall consult on a finding of eligibility and implement appropriate treatment measures if the find is determined to be eligible for inclusion in the California Register of Historical</p>	Future Project Applicant's Qualified Archaeologist/Native American Representative	During construction	City of Irwindale Community Development Department	

2. Mitigation Monitoring and Reporting Requirements

Table 2-1 Mitigation Monitoring and Reporting Requirements

Mitigation Measure	Responsibility for Implementation	Timing	Responsibility for Monitoring	Monitor (Signature Required) (Date of Compliance)
<p>Resources (CRHR). Work may not resume within the no-work radius until the lead agency, through consultation as appropriate, determines that the site either: (1) is not eligible for the CRHR; or (2) treatment measures have been completed to its satisfaction.</p>				
GREENHOUSE GAS EMISSIONS				
<p>GHG-1</p> <p>Prior to the issuance of building permits, the Project Applicant shall provide documentation to the City demonstrating that the project shall install measures listed below. Implementation of these measures shall be verified by the City prior to the issuance of final Certificate of Occupancy.</p> <ul style="list-style-type: none"> • All-electric energy systems. • Enhanced window insulation (0.4 U-factor, 0.32 SHGC). • Duct insulation (R-6). • High efficiency HVAC (EER 15/80 percent AFUE or 8 HSPF). • Weather-based irrigation control systems combined with drip irrigation. • Low flow toilets, urinals, and bathroom faucets to reduce water usage. 	<p>Future Project Applicants</p>	<p>Prior to the issuance of building permits (documentation provisions) and prior to final Certificate of Occupancy (verification)</p>	<p>City of Irwindale Building and Safety Department City of Irwindale Community Development Department</p>	
<p>GHG-2</p> <p>Prior to issuance of an Occupancy Permit for a new tenant/business entity, the new tenant/business entity shall provide documentation to the City demonstrating enrollment in a 100 percent carbon-free electricity energy plan such as Southern California Edison's Green Rate program. If a 100 percent carbon-free electricity plan is not available, the responsible party shall enroll in an energy plan with the next highest carbon-free electricity until a 100 percent carbon-free electricity energy plan becomes available. Measures to achieve 100 percent carbon-free electricity use for the</p>	<p>Tenants/Business Entities</p>	<p>Prior to issuance of an Occupancy Permit</p>	<p>City of Irwindale Building and Safety Department</p>	

2. Mitigation Monitoring and Reporting Requirements

Table 2-1 Mitigation Monitoring and Reporting Requirements

Mitigation Measure	Responsibility for Implementation	Timing	Responsibility for Monitoring	Monitor (Signature Required) (Date of Compliance)
<p>proposed project's building may include but are not limited to 100 percent renewable electricity. If such carbon-free electricity energy plans are waitlisted, the responsible party shall sign up on the waiting list until such time a plan is available.</p>	<p>Project Developer/Facility Owners & Tenant/Business Entities</p>	<p>Prior to issuance of an Occupancy Permit for a new tenant/business entity</p>	<p>City of Irwindale Building and Safety Department City of Irwindale Community Development Department</p>	
<p>GHG-3 Prior to issuance of an Occupancy Permit for a new tenant/business entity, the project developer/facility owner and tenant/business entity shall provide to the City of Irwindale Community Development Department a signed document (verification document) noting that the project development/facility owner has disclosed to the tenant/business entity the requirement to implement the following measures. With the exception of the landscape equipment requirement (4th bullet), this measure shall not apply to the BESS:</p> <ul style="list-style-type: none"> • A solar photovoltaic (PV) system associated with proposed project buildings. The PV system shall be designed to comply with Section 140.10, Prescriptive Requirements for Photovoltaic and Battery Storage Systems, of the 2022 Building Energy Efficiency Standards. For purposes of this mitigation measure, battery storage modules are not considered buildings. • High-efficiency lights (>50 percent of fixtures) to reduce energy usage. • All major end-user appliances (e.g., dishwashers and refrigerators) installed are Energy Star certified or of equivalent energy efficiency where applicable. • All landscape equipment (e.g., leaf blower) used for property management shall be electric powered only. The property manager/facility owner shall provide documentation (e.g., purchase, rental, and/or services agreement) to the Planning Department to verify, to the City's satisfaction, that 				

2. Mitigation Monitoring and Reporting Requirements

Table 2-1 Mitigation Monitoring and Reporting Requirements

Mitigation Measure	Responsibility for Implementation	Timing	Responsibility for Monitoring	Monitor (Signature Required) (Date of Compliance)
<p>all landscaping equipment utilized will be electric powered, as allowed.</p> <ul style="list-style-type: none"> Truck check-in points shall be inside the project site to ensure no trucks are queuing on local roadway(s). All on-site outdoor cargo-handling equipment (including yard trucks, hostlers, yard goats, pallet jacks, forklifts, generators, pumps, and other on-site equipment) shall be electric or non-diesel fueled. All on-site indoor forklifts shall be powered by electricity. All truck/dock bays that serve cold storage facilities within the proposed buildings shall be electrified to facilitate plug-in capabilities and support use of electric standby and/or hybrid electric transport refrigeration units. Prior to the issuance of a building permit, the site plan shall include the minimum number of automobile electric vehicle charging stations in accordance with the requirements of the Tier 2 Nonresidential Voluntary Measures of CALGreen Section A5.106.5.3, Electric vehicle (EV) charging, required by the California Code of Regulations Title 24. <p>In addition, the project developer/facility owner has provided the following:</p> <ul style="list-style-type: none"> Occupants/tenants shall be provided documentation on the United States Environmental Protection Agency's SmartWay program. Occupants/tenants shall be provided documentation on funding opportunities, such as the Carl Moyer Program, that provide incentives for using cleaner-than—required engines and equipment. <p>This verification document shall be signed by authorized agents for the project developer/facility owner and tenant/business entities. In addition, if applicable, the tenant/business entity shall provide documentation (e.g.,</p>				

2. Mitigation Monitoring and Reporting Requirements

Table 2-1 Mitigation Monitoring and Reporting Requirements

	Mitigation Measure	Responsibility for Implementation	Timing	Responsibility for Monitoring	Monitor (Signature Required) (Date of Compliance)
GHG-4	<p>purchase or rental agreement) to the City of Irwindale Community Development Department to verify, to the City's satisfaction, compliance with these measures.</p> <p>Prior to the issuance of a building permit, the Project Applicant shall provide documentation to the City demonstrating that the project buildings' electrical room is sufficiently sized to hold additional panels that may be needed to supply power for future installation of electric charging systems for electric trucks and power transport refrigeration units (TRUs). Conduit shall be installed from the electrical room to tractor-trailer parking spaces in logical locations on-site to facilitate future electric truck charging. Conduit shall be installed between the electrical room and the loading docks to facilitate the use of electric plug-in TRUs. This mitigation measure shall not apply to the BESS.</p>	Future Project Applicants	Prior to issuance of building permits	City of Irwindale Building and Safety Department	
GHG-5	<p>In accordance with the City of Irwindale's Municipal Code Chapter 17.66, Trip Reduction and Travel Demand Measures, the project shall make provision for each of the TDM measures outlined in Subsection 17.66.030(B), Development Standards and shall comply with the Monitoring requirements in Section 17.66.040. The project applicant shall demonstrate compliance with each measure in a written report submitted to the city prior to the issuance of a building permit and show compliance prior to the issuance of Certificate of Occupancy. The Transportation Demand Management (TDM) Program shall include detailed strategies for reducing the use of single occupant vehicles by employees by increasing carpool/vanpool participation and transit use. Additionally, the TDM program may provide for alternative work or compressed work schedules to reduce the number of days an employee commutes to work. This mitigation measure shall not apply to the BESS.</p>	Project Applicant/Tenant/Business Entities	Prior to issuance of building permits (submit written report) and prior to Certificate of Occupancy (verify compliance)	City of Irwindale Community Development Department City of Irwindale Public Works/Engineering Department	

2. Mitigation Monitoring and Reporting Requirements

Table 2-1 Mitigation Monitoring and Reporting Requirements

Mitigation Measure	Responsibility for Implementation	Timing	Responsibility for Monitoring	Monitor (Signature Required) (Date of Compliance)
<p>GHG-6</p> <p>Prior to the issuance of a building permit, the site plan shall include surface parking lots to provide parking for low-emitting, fuel-efficient, and carpool/van vehicles associated with trips to the proposed project's buildings. At minimum, the number of preferential parking spaces shall equal to the Tier 2 Nonresidential Voluntary Measures of CALGreen Section A5.106.5.1.2. In addition, the site plan shall also include automobile electric vehicle charging stations equal to the Tier 2 Nonresidential Voluntary Measures of CALGreen. This measure shall not apply to the BESS.</p>	<p>Future Project Applicants</p>	<p>Prior to issuance of building permits</p>	<p>City of Irwindale Building and Safety Department</p>	
<p>GHG-7</p> <p>Prior to issuance of an Occupancy Permit, a new tenant/business entity shall place legible, durable, weather-proof signs at truck access gates, loading docks, and truck parking areas that identify applicable California Air Resources Board (CARB) anti-idling regulations. At a minimum, each sign shall include: 1) instructions for truck drivers to shut off engines when not in use; 2) instructions for drivers of diesel trucks to restrict idling to no more than three minutes once the vehicle is stopped, the transmission is set to "neutral" or "park," and the parking brake is engaged; and 3) directional text on the sign shall read "To Truck Route" with a directional arrow, and 4) telephone numbers of the building facilities manager and CARB to report violations. The City shall conduct a site inspection to ensure that the signs are in place. This measure shall not apply to the BESS.</p>	<p>Tenant/Business Entities</p>	<p>Prior to issuance of Occupancy Permits</p>	<p>City of Irwindale Community Development Department</p>	
TRANSPORTATION				
<p>T-1</p> <p>The Applicant shall coordinate with Foothill Transit and the City of Irwindale to install a bus stop at Live Oak Avenue and Live Oak Lane for the Foothill Transit Line 492. The design and installation of the bus stop shall be coordinated with Foothill Transit and shall be paid for by the project applicant. The bus stop shall be constructed prior to the issuance of a</p>	<p>Future Project Applicants</p>	<p>Prior to issuance of Certificate of Occupancy for the first development at the project site</p>	<p>City of Irwindale Public Works/Engineering Department</p>	

2. Mitigation Monitoring and Reporting Requirements

Table 2-1 Mitigation Monitoring and Reporting Requirements

Mitigation Measure	Responsibility for Implementation	Timing	Responsibility for Monitoring	Monitor (Signature Required) (Date of Compliance)
<p>Certificate of Occupancy for the first development project on the project site.</p>				
<p>T-2 The Applicant shall modify the public sidewalk and landscaping along the north side of the portion of Live Oak Avenue that abuts the project site to include accommodation of a Class IV trail consistent with the City of Irwindale Active Transportation Plan to create a portion of the connection to the San Gabriel River Trail. Prior to the issuance of grading plans, the Applicant shall submit the required improvement plans for the Class IV trail to the City of Irwindale's Public Works Department for review and approval.</p>	<p>Future Project Applicants</p>	<p>Prior to the Issuance of grading permits</p>	<p>City of Irwindale Community Development Department City of Irwindale Public Works/Engineering Department</p>	
TRIBAL CULTURAL RESOURCES				
<p>TCR-1 The project applicant shall retain a Native American Monitor from or approved by the Gabrieleño Band of Mission Indians – Kizh Nation. The monitor shall be retained prior to the commencement of any ground-disturbing activity for the subject project at all project locations (i.e., both on-site and any off-site locations that are included in the project description/definition and/or required in connection with the project, such as public improvement work). Ground-disturbing activity shall include, but is not limited to, demolition, pavement removal, potholing, auguring, grubbing, tree removal, boring, grading, excavation, drilling, and trenching. A copy of the executed monitoring agreement shall be submitted to the lead agency prior to the earlier of the commencement of any ground-disturbing activity, or the issuance of any permit necessary to commence a ground-disturbing activity. The monitor shall complete daily monitoring logs that will provide descriptions of the relevant ground-disturbing activities, the type of construction activities performed, locations of ground-disturbing activities, soil types, cultural-</p>	<p>Future Project Applicants/Native American Monitor</p>	<p>Prior to ground-disturbing activities/during construction</p>	<p>City of Irwindale Building and Safety Department City of Irwindale Community Development Department</p>	

2. Mitigation Monitoring and Reporting Requirements

Table 2-1 Mitigation Monitoring and Reporting Requirements

Mitigation Measure	Responsibility for Implementation	Timing	Responsibility for Monitoring	Monitor (Signature Required) (Date of Compliance)
<p>related materials, and any other facts, conditions, materials, or discoveries of significance to the Tribe. Monitor logs will identify and describe any discovered Tribal Cultural Resources (TCRs), including but not limited to, Native American cultural and historical artifacts, remains, places of significance, etc., (collectively, tribal cultural resources, or "TCR"), as well as any discovered Native American (ancestral) human remains and burial goods. Copies of monitor logs shall be provided to the project applicant/lead agency upon written request to the Tribe.</p> <p>On-site tribal monitoring shall conclude upon the latter of the following (1) written confirmation to the Kizh from a designated point of contact for the project applicant/lead agency that all ground-disturbing activities and phases that may involve ground-disturbing activities on the project site or in connection with the project are complete; or (2) a determination and written notification by the Kizh to the project applicant/lead agency that no future, planned construction activity and/or development/construction phase at the project site possesses the potential to impact Kizh TCRs.</p>	<p>Future Project Applicants, Construction Contractors, & Kizh monitor and/or Kizh archaeologist.</p>	<p>During construction upon discovery of TCRs</p>	<p>City of Irwindale Building and Safety Department City of Irwindale Community Development Department</p>	
<p>TCR-2</p> <p>Upon discovery of any TCRs, all construction activities in the immediate vicinity of the discovery shall cease (i.e., not less than the surrounding 50 feet) and shall not resume until the discovered TCR has been fully assessed by the Kizh monitor and/or Kizh archaeologist. The Kizh shall recover and retain all discovered TCRs in the form and/or manner the Tribe deems appropriate, in the Tribe's sole discretion, and for any purpose the Tribe deems appropriate, including for educational, cultural and/or historic purposes.</p>				

2. Mitigation Monitoring and Reporting Requirements

Table 2-1 Mitigation Monitoring and Reporting Requirements

Mitigation Measure	Responsibility for Implementation	Timing	Responsibility for Monitoring	Monitor (Signature Required) (Date of Compliance)
<p>TCR-3 Native American human remains are defined in PRC 5097.98 (d)(1) as an inhumation or cremation, and in any state of decomposition or skeletal completeness. Funerary objects, called associated grave goods in Public Resources Code Section 5097.98, are also to be treated according to this statute.</p> <p>If Native American human remains and/or grave goods are discovered or recognized on the project site, then Public Resource Code 5097.9 as well as Health and Safety Code Section 7050.5 shall be followed. Human remains and grave/burial goods shall be treated alike per California Public Resources Code section 5097.98(d)(1) and (2). Preservation in place (i.e., avoidance) is the preferred manner of treatment for discovered human remains and/or burial goods. Any discovery of human remains/burial goods shall be kept confidential to prevent further disturbance.</p>	<p>Future Project Applicants</p>	<p>During construction</p>	<p>City of Irwindale Building and Safety Department City of Irwindale Community Development Department</p>	

ATTACHMENT "C"

RESOLUTION NO. 2025-02-3590

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF IRWINDALE AMENDING THE COMMUNITY DEVELOPMENT ELEMENT AND LAND USE PLAN MAP OF THE CITY'S GENERAL PLAN (GPA NO. 02-2022) FROM REGIONAL COMMERCIAL TO SPECIFIC PLAN FOR PROPERTY LOCATED AT 13620 LIVE OAK LANE, IRWINDALE, CA (APNS: 8532-002-046 AND 8532-002-047) AS SET FORTH HEREIN AND MAKING FINDINGS IN SUPPORT THEREOF

A. RECITALS.

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B. RESOLUTION.

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Resolution No. 2025-02-1530

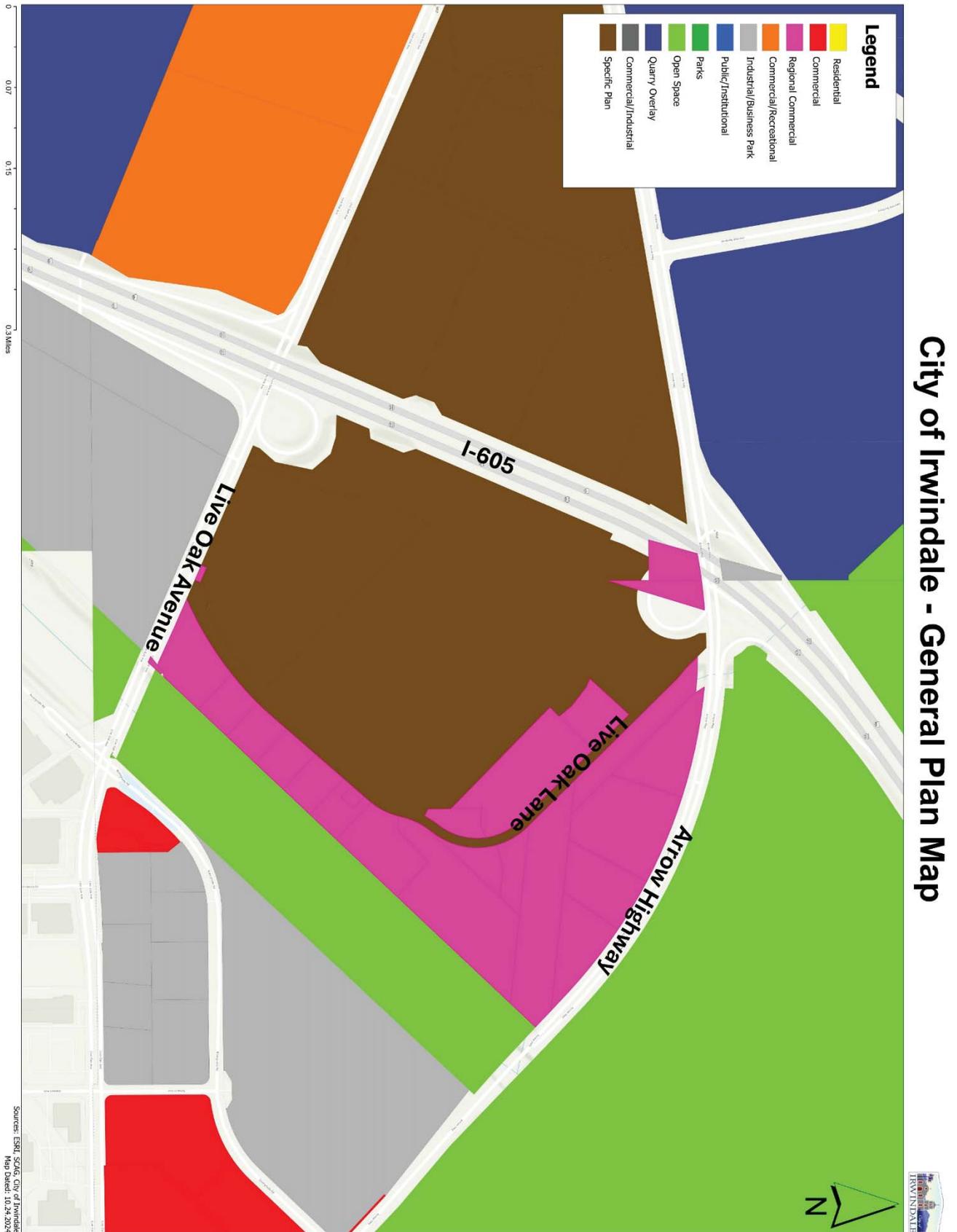
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EXHIBIT "A"



ATTACHMENT “D”

ORDINANCE NO. 787

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF IRWINDALE, CALIFORNIA, ADOPTING ZONE ORDINANCE AMENDMENT NO. 02-2023 TO ADD IRWINDALE GATEWAY SPECIFIC PLAN TO TITLE 17 OF THE IRWINDALE MUNICIPAL CODE (IMC), DEFINING PERMITTED USES, REGULATING THE SIZES AND LOCATIONS OF BUILDINGS, SPECIFYING DESIGN GUIDELINES AND DEVELOPMENT STANDARDS, ADDRESSING MOBILITY AND CONNECTIVITY TOPICS, IDENTIFYING PROJECT INFRASTRUCTURE AND SERVICES, AND PROVIDING ADMINISTRATIVE AND IMPLEMENTATION LANGUAGE FOR PROPERTY LOCATED AT 13620 LIVE OAK LANE, IRWINDALE, CA (APNS: 8532-002-046 AND 8532-002-047) AND FINDING THE PROJECT CONSISTENT WITH THE CERTIFIED FINAL ENVIRONMENTAL IMPACT REPORT (SCH# 2023020290)

WHEREAS, Jeff Dritley, on behalf of KP Irwindale Owner, LLC 1875 Century Park East, Suite 380, Los Angeles, CA 90067, the Applicant, has made the following request: 1) Zone Ordinance Amendment (ZOA) No. 02-2023 to add Irwindale Gateway Specific Plan to Title 17 of the Irwindale Municipal Code for property located at 13620 Live Oak Lane – APNs: 8532-002-046 and 8532-002-047. (This ZOA is being processed concurrently with FEIR State Clearinghouse No. 2023020290, GPA No. 02-2022, ZC No. 02-2022, and TPM No. 83854); and

WHEREAS, Government Code Section 65450 allows for the adoption of a specific plan after the legislative body has adopted a General Plan, and the planning agency may, or if so directed by the legislative body, shall, prepare specific plans for the systematic implementation of the General Plan for all or part of the area covered by the General Plan. A specific plan may be adopted/amended per Government Code Section 65453; and

WHEREAS, the proposed project will allow for the establishment of the Irwindale Gateway Specific Plan. The Specific Plan area within the City is currently located at 1360 Live Oak Lane (APNS: 8532-002-046 and 8532-002-047); and

WHEREAS, an electronic copy of the proposed Specific Plan is available on the City’s website <https://www.irwindaleca.gov/590/13620-Live-Oak-Lane---Irwindale-Gateway->, printed copies are available at the Irwindale Public Library, City Clerk’s Office, and the Community Development Department; and

WHEREAS, the proposed Specific Plan, provides for the planned use and long-term development of the business park and;

WHEREAS, pursuant to the authority and criteria contained in the California Environmental Quality Act (CEQA) of 1970, as amended, and the City of Irwindale environmental guidelines, the City, as the Lead Agency, has analyzed the project and has prepared an Environmental Impact Report (“EIR”). The EIR was circulated for public

review for 45 days from May 13, 2024 through June 27, 2024. A copy of the EIR was circulated through the State Clearinghouse (SCH# 2023020290), posted on the City's website, and was available at the Irwindale Public Library, City Clerk's Office, and Community Development Department. A copy of the EIR and Mitigation Monitoring and Reporting Program was posted on the project's dedicated website <https://www.irwindaleca.gov/590/13620-Live-Oak-Lane---Irwindale-Gateway->; and

WHEREAS, the public review period for the Draft EIR ended on June 27, 2024; and

WHEREAS, a Final Environmental Impact Report (SCH# 2023020290) was prepared for the proposed project, including the Draft EIR, comments received on the Draft EIR and responses to those comments, and revisions and corrections to the Draft EIR made in response to comments received; and

WHEREAS, on October 28, 2024, the Irwindale Planning Commission continued its hearing on this item to a date certain (November 26, 2024); and

WHEREAS, the Special Planning Commission meeting of November 26, 2024 was later rescheduled to November 14, 2024, and

WHEREAS, revised notices of public hearing were published, posted, and mailed in accordance with the laws, including CEQA, the Government Code, and policies of the City of Irwindale; and

WHEREAS, on November 14, 2024, the Planning Commission conducted a duly noticed Special public hearing on the Irwindale Gateway Specific Plan and corresponding Zone Ordinance Amendment No. 02-2023, and adopted PC Resolution No. 836(24), recommending that the City Council adopt an ordinance adopting the Irwindale Gateway Specific Plan; and

WHEREAS, notice of a public hearing before the City Council on the proposed Specific Plan adoption, was given in accordance with applicable law; and

WHEREAS, on January 8, 2025, the Irwindale Planning Commission continued its hearing on this item to a date certain (January 22, 2025); and

WHEREAS, on January 22, 2025, the City Council conducted a duly noticed public hearing, as required by law, on the proposed Application at which time oral and documentary evidence was introduced along with the written recommendation of the City of Irwindale City Council, received public testimony, and directed Staff to revise the draft Specific Plan document, Resolutions and Ordinances to remove all references to Battery Energy Storage Systems (BESS), and put on the February 26, 2025 Consent Calendar; and

WHEREAS, on February 26, 2025, the City Council directed Staff to revise the draft Specific Plan document, Resolutions and Ordinances to restore all references to Battery Energy Storage Systems (BESS), and put on the March 12, 2025 Consent Calendar; and

WHEREAS, on March 12, 2025, the City Council adopted the revised Resolutions, Ordinances and Specific Plan document; and

WHEREAS, a copy of the proposed Specific Plan as presented to the City Council is on file with the Community Development Department, City Clerk's Office, and additional printed copies are also posted at the Irwindale Public Library, and an electronic copy is provided on the project's dedicated webpage; and

WHEREAS, the City Council has considered the staff report and all of the information, evidence, and testimony received at the public hearing, including the recommendation of the Planning Commission; and

WHEREAS, all legal prerequisites to the adoption of this Resolution have occurred.

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF IRWINDALE DOES ORDAIN AS FOLLOWS:

SECTION 1. The Recitals above are true and correct and incorporated herein by this reference.

SECTION 2. Based upon substantial evidence presented to the City Council during the public hearing, including written staff reports and verbal testimony, all of which shall constitute the entire record of this matter, the City Council hereby finds and determines:

a. The Irwindale Gateway Specific Plan is consistent with the Irwindale General Plan, as amended through General Plan Amendment No. 02-2022. The Property was previously contemplated in the City's General Plan as a landfill in the stage of reclamation. The Nu-Way Live Oak Reclamation Operations Plan is currently active and expected to be completed in approximately 2026. Upon completion of reclamation, the property will be graded to match the adjacent grade. The final reclaimed and rough graded site, consistent with the previous General Plan designation, serves as the baseline for the Irwindale Gateway Specific Plan.

General Plan Amendment No. 02-2022 processed concurrently designates the site as the Irwindale Gateway Specific Plan. The Irwindale Gateway Specific Plan is intended to encourage the highest and best use for the subject property to guide the development of a former landfill and sand and gravel quarry into a productive site based on its unique characteristics and will be in the best interests and welfare

of the City and its residents. The Specific Plan is therefore consistent with the City's General Plan Land Use Designations and the Zoning Designation, as amended.

Furthermore, the Community Development Element of the General Plan promotes several policies that support the adoption of the Specific Plan and associated entitlements. Community Development Element Policy 1 strives to preserve the overall mix of land uses and development in the community. Community Development Element Policy 3 seeks to ensure that the type, location, and intensity of all new development and intensified developments adhere to the requirements specified in its particular land use category. Community Development Element Policy 5 promotes the comprehensive development consistent with the General Plan as opposed to piecemeal and incremental planning. The Irwindale Gateway Specific Plan implements policies set forth in the General Plan, to provide direction for the development of the business park over several years, addresses sustainable practices on and off-site, promotes compatibility with surrounding areas, and provides a unique and flexible policy document that facilitates orderly development of the site.

b. Based on the above findings, the Irwindale Gateway Specific Plan and the City Council's adoption thereof complies with Government Code Section 65450 *et seq.*

SECTION 3. Based upon the substantial evidence and testimony received at the public hearing and the findings and conclusions set forth hereinabove, the City Council hereby accepts the recommendation of the Planning Commission and hereby adopts the Irwindale Gateway Specific Plan, on file with the Community Development Department and as presented to the City Council at the time of the adoption of this Ordinance.

SECTION 4. Pursuant to the authority and criteria contained in the California Environmental Quality Act (CEQA) of 1970, as amended, and the City of Irwindale environmental guidelines, the City Council finds that the Environmental Impact Report (EIR) for The Irwindale Gateway Specific Plan (State Clearinghouse (SCH) No. 2023020290), including the Mitigation Monitoring and Reporting Program and Findings of Fact and Statement of Overriding Considerations adequately describes the Project and its potential impacts, as well as the impacts potentially resulting from the approval of the Irwindale Gateway Specific Plan for the purposes of CEQA review, and it is consistent with the analysis of the Project within the City Council certified Final Environmental Impact Report, adopted Mitigation Monitoring and Reporting Program, adopted Findings of Fact, and adopted Statement of Overriding Considerations.

SECTION 5. If any section, subsection, subdivision, paragraph, sentence, clause or phrase, or portion of this Ordinance is, for any reason, held to be unconstitutional or invalid or ineffective by any court of competent jurisdiction, such decision shall not affect the validity or effectiveness of the remaining portions of this

Ordinance or any part thereof. The City Council hereby declares that it would have adopted this Ordinance and each section, subsection, subdivision, paragraph, sentence, clause or phrase of this Ordinance irrespective of the fact that one or more sections, subsections, subdivisions, paragraphs, sentences, clauses or phrases be declared unconstitutional or invalid or ineffective. To this end, the provisions of this Ordinance are declared severable.

SECTION 6. This Ordinance shall take effect thirty (30) days after its adoption. The City Council hereby authorizes and directs the Mayor and the Chief Deputy City Clerk to execute this Ordinance on behalf of the City of Irwindale forthwith upon its adoption.

SECTION 7. The Chief Deputy City Clerk shall certify as to the passage of this Ordinance and shall cause the same to be published and/or posted at the designated locations in the City of Irwindale.

PASSED, APPROVED AND ADOPTED this 26th day of February 2025.

Larry G. Burrola, Mayor

ATTEST:

Laura M. Nieto, MMC
Chief Deputy City Clerk
STATE OF CALIFORNIA }
COUNTY OF LOS ANGELES } ss.
CITY OF IRWINDALE }

I, Laura M. Nieto, Chief Deputy City Clerk of the City of Irwindale, do hereby certify that the foregoing Ordinance No. 787 was duly introduced at a regular meeting of the Irwindale City Council held on the 12th day of March 2025, and was duly approved and adopted on second reading at its regular meeting held on the 26th day of March 2025, by the following vote of the Council:

AYES: Councilmembers:

NOES: Councilmembers:

ABSENT: Councilmembers:

ABSTAIN: Councilmembers:

Laura M. Nieto, MMC
Chief Deputy City Clerk

Exhibit:

- A. Irwindale Gateway Specific Plan (dated March X, 2025)
(insert link)

ATTACHMENT "E"

ORDINANCE NO. 788

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF IRWINDALE MODIFYING THE CITY OF IRWINDALE ZONING MAP (ZONE CHANGE NO. 02-2022) FROM M-2 (HEAVY MANUFACTURING) TO IRWINDALE GATEWAY SPECIFIC PLAN FOR PROPERTY LOCATED AT 13620 LIVE OAK LANE, IRWINDALE, CA (APNS: 8532-002-046 AND 8532-002-047) AND FINDING THE PROJECT CONSISTENT WITH THE CERTIFIED ENVIRONMENTAL IMPACT REPORT (SCH# 2023020290)

WHEREAS the City of Irwindale, California, Ordinance No. 69 (Ordinance) hereby authorizes the City of Irwindale to amend the City of Irwindale Zoning Map (Zone Change No. 02-2022) to change the zoning of the property located at 13620 Live Oak Lane, Irwindale, California (APNs: 8532-002-046 and 8532-002-047) from M-2 (Heavy Manufacturing) to Irwindale Gateway Specific Plan for Property Located at 13620 Live Oak Lane, Irwindale, California (APNs: 8532-002-046 and 8532-002-047) and finding the project consistent with the Certified Environmental Impact Report (SCH# 2023020290);

WHEREAS the City of Irwindale, California, Ordinance No. 69 (Ordinance) hereby authorizes the City of Irwindale to amend the City of Irwindale Zoning Map (Zone Change No. 02-2022) to change the zoning of the property located at 13620 Live Oak Lane, Irwindale, California (APNs: 8532-002-046 and 8532-002-047) from M-2 (Heavy Manufacturing) to Irwindale Gateway Specific Plan for Property Located at 13620 Live Oak Lane, Irwindale, California (APNs: 8532-002-046 and 8532-002-047) and finding the project consistent with the Certified Environmental Impact Report (SCH# 2023020290);

WHEREAS the City of Irwindale, California, Ordinance No. 69 (Ordinance) hereby authorizes the City of Irwindale to amend the City of Irwindale Zoning Map (Zone Change No. 02-2022) to change the zoning of the property located at 13620 Live Oak Lane, Irwindale, California (APNs: 8532-002-046 and 8532-002-047) from M-2 (Heavy Manufacturing) to Irwindale Gateway Specific Plan for Property Located at 13620 Live Oak Lane, Irwindale, California (APNs: 8532-002-046 and 8532-002-047) and finding the project consistent with the Certified Environmental Impact Report (SCH# 2023020290);

WHEREAS the City of Irwindale, California, Ordinance No. 69 (Ordinance) hereby authorizes the City of Irwindale to amend the City of Irwindale Zoning Map (Zone Change No. 02-2022) to change the zoning of the property located at 13620 Live Oak Lane, Irwindale, California (APNs: 8532-002-046 and 8532-002-047) from M-2 (Heavy Manufacturing) to Irwindale Gateway Specific Plan for Property Located at 13620 Live Oak Lane, Irwindale, California (APNs: 8532-002-046 and 8532-002-047) and finding the project consistent with the Certified Environmental Impact Report (SCH# 2023020290);

WHEREAS the City of Irwindale, California, Ordinance No. 69 (Ordinance) hereby authorizes the City of Irwindale to amend the City of Irwindale Zoning Map (Zone Change No. 02-2022) to change the zoning of the property located at 13620 Live Oak Lane, Irwindale, California (APNs: 8532-002-046 and 8532-002-047) from M-2 (Heavy Manufacturing) to Irwindale Gateway Specific Plan for Property Located at 13620 Live Oak Lane, Irwindale, California (APNs: 8532-002-046 and 8532-002-047) and finding the project consistent with the Certified Environmental Impact Report (SCH# 2023020290);

WHEREAS the City of Irwindale, California, Ordinance No. 69 (Ordinance) hereby authorizes the City of Irwindale to amend the City of Irwindale Zoning Map (Zone Change No. 02-2022) to change the zoning of the property located at 13620 Live Oak Lane, Irwindale, California (APNs: 8532-002-046 and 8532-002-047) from M-2 (Heavy Manufacturing) to Irwindale Gateway Specific Plan for Property Located at 13620 Live Oak Lane, Irwindale, California (APNs: 8532-002-046 and 8532-002-047) and finding the project consistent with the Certified Environmental Impact Report (SCH# 2023020290);

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WHEREAS Upon the passage of the City of Irwindale Resolution No. 2025-02-1530, the City Council of the City of Irwindale, California, does hereby find and determine that the City of Irwindale is in need of a new City Manager and that it is in the best interests of the City of Irwindale to hire a City Manager to manage the City of Irwindale.

WHEREAS, the City of Irwindale is in need of a new City Manager and that it is in the best interests of the City of Irwindale to hire a City Manager to manage the City of Irwindale.

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF IRWINDALE DOES ORDAIN AS FOLLOWS:

SECTION 1. The City of Irwindale hereby ordains and enacts the following as a part of the City Code:

SECTION 2. The City of Irwindale hereby ordains and enacts the following as a part of the City Code:

- F. The City of Irwindale hereby ordains and enacts the following as a part of the City Code:
 - g. The City of Irwindale hereby ordains and enacts the following as a part of the City Code:
 7. The City of Irwindale hereby ordains and enacts the following as a part of the City Code:

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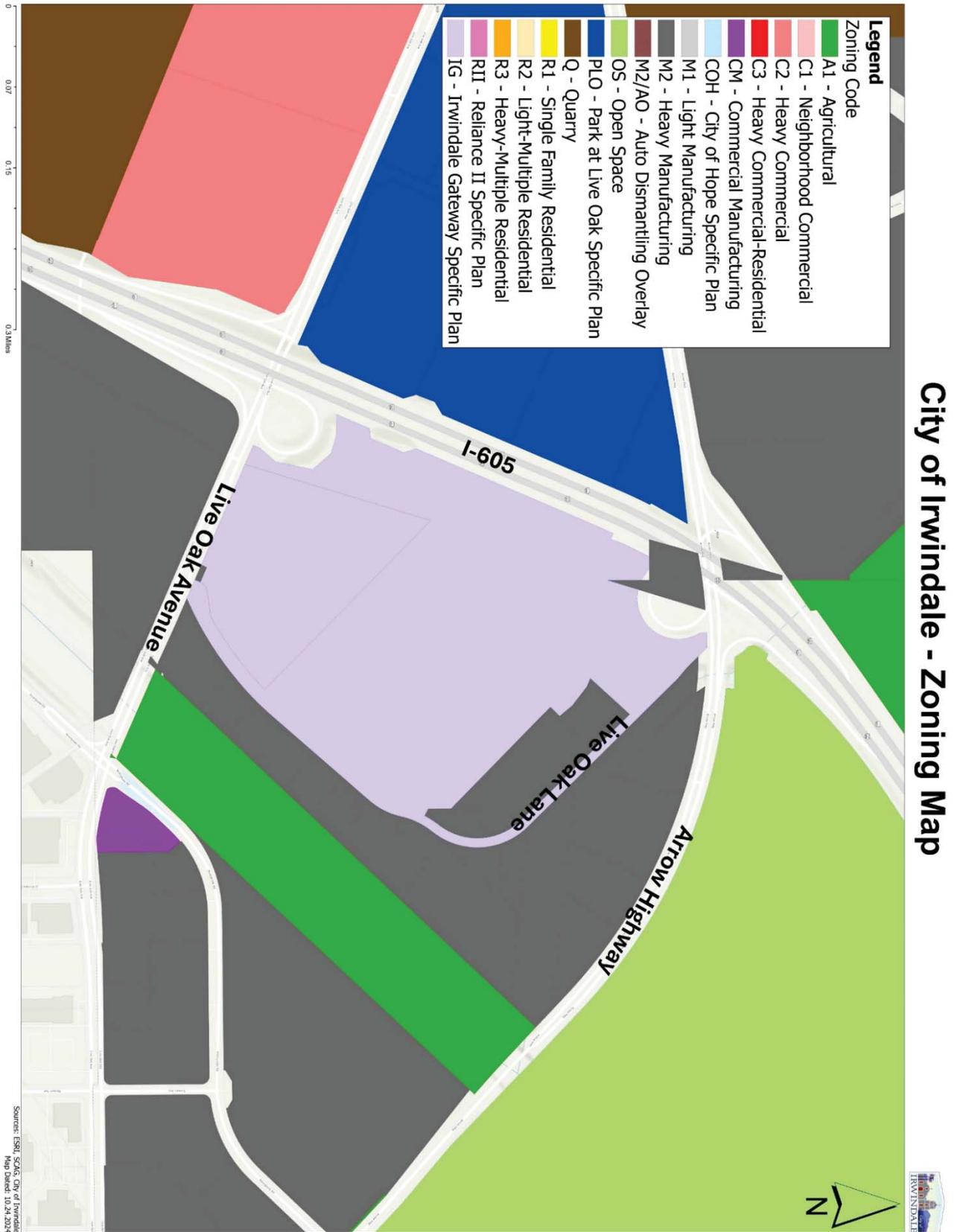
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EXHIBIT "A"



Resolution No. 2025-02-1530
 8 9 A No. 02-2022
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ATTACHMENT “F”

RESOLUTION NO. 2025-05-3593

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF IRWINDALE APPROVING TENTATIVE PARCEL MAP NO. 83854 TO CREATE SEVEN (7) PARCELS FOR PROPERTY LOCATED AT 13620 LIVE OAK LANE, IRWINDALE, CA (APNS: 8532-002-046 AND 8532-002-04) IN THE M-2 (HEAVY MANUFACTURING) ZONE SUBJECT TO CONDITIONS AS SET FORTH HEREIN, MAKING FINDINGS IN SUPPORT THEREOF

A. RECITALS.

- (i) Jeff Dritley, on behalf of KP Irwindale Owner, LLC 1875 Century Park East, Suite 380, Los Angeles, CA 90067, the Applicant, has made the following request: 1) Tentative Parcel Map (TPM) No. 83854 to create seven (7) parcels for property located at 13620 Live Oak Lane – APNs: 8532-002-046 and 8532-002-047. (This TPM is being processed concurrently with FEIR State Clearinghouse No. 2023020290, GPA No. 02-2022, ZOA No. 02-2023, and ZC No. 02-2022); and
- (ii) The proposed application will allow for the creation of seven (7) individual parcels for future industrial development in accordance with the proposed Specific Plan and the Subdivision Map Act.
- (iii) Pursuant to the authority and criteria contained in the California Environmental Quality Act (CEQA) of 1970, as amended, and the City of Irwindale environmental guidelines, the City, as the Lead Agency, has analyzed the project and has prepared an Environmental Impact Report (“EIR”). The EIR was circulated for public review for 45 days from May 13, 2024 through June 27, 2024. A copy of the EIR was circulated through the State Clearinghouse (SCH# 2023020290), posted on the City’s website, and was available at the Irwindale Public Library, City Clerk’s Office, and Community Development Department. A copy of the EIR and Mitigation Monitoring and Reporting Program was posted on the project’s dedicated website <https://www.irwindaleca.gov/590/13620-Live-Oak-Lane---Irwindale-Gateway->; and
- (iv) The public review period for the Draft EIR ended on June 27, 2024; and
- (v) A Final Environmental Impact Report (SCH# 2023020290) was prepared for the proposed project, including the Draft EIR, comments received on the Draft EIR and responses to those comments, and revisions and corrections to the Draft EIR made in response to comments received; and

- (vi) On October 28, 2024, the Irwindale Planning Commission continued the hearing on this item to a date certain (November 26, 2024); and
- (vii) The Special Planning Commission meeting of November 26, 2024 was later rescheduled to November 14, 2024; and
- (viii) Revised notices of public hearing were published, posted, and mailed in accordance with the laws, including CEQA, the Government Code, and policies of the City of Irwindale; and
- (ix) On November 14, 2024, the Planning Commission conducted a duly noticed Special public hearing on the Irwindale Gateway Specific Plan and corresponding Zone Ordinance Amendment No. 02-2023, at which time, the Planning Commission opened the public hearing, took testimony on the Application, at which time they received input from staff, the Assistant City Attorney, and the Applicant, heard public testimony, discussed the Proposed Project; and closed the public hearing; and
- (x) On December 16, 2024, notice of a public hearing before the City Council on the proposed project adoption, was given in accordance with applicable law; and
- (xi) On January 8, 2025, the City Council continued the hearing on this item to a date certain (January 22, 2025); and
- (xii) On January 22, 2025, the City Council conducted a duly noticed public hearing, as required by law, on the proposed Application at which time oral and documentary evidence was introduced along with the written recommendation of the City of Irwindale City Council, received public testimony, and directed Staff to revise the draft Specific Plan document, Resolutions and Ordinances to remove all references to Battery Energy Storage Systems (BESS), and put on the February 26, 2025 Consent Calendar; and On February 26, 2025, the City Council directed Staff to revise the draft Specific Plan document, Resolutions and Ordinances to restore all references to Battery Energy Storage Systems (BESS), and put on the March 12, 2025 Consent Calendar; and
- (xiii) On March 12, 2025, the City Council adopted the revised Resolutions, Ordinances and Specific Plan document; and
- (xiv) All legal prerequisites to the adoption of this Resolution have occurred.

B. RESOLUTION.

NOW, THEREFORE, it is hereby found, determined and resolved by the City Council of the City of Irwindale as follows:

1. The City Council hereby specifically finds that all of the facts set forth in Recitals, Part A, of this Resolution are true and correct and are incorporated herein by this reference.

2. Based upon substantial evidence presented to this City Council during the public hearing conducted with regard to the Application, including written staff reports, verbal testimony, site plans and Conditions of Approval attached hereto as Exhibit "A," this City Council hereby specifically finds as follows:

Tentative Parcel Map 83854

a. The proposed map is consistent with the General Plan, applicable specific plans, and the Zoning Code.

The proposed map is for the subdivision of a property for development of industrial and commercial uses. The subject property has a General Plan land use designation of Regional Commercial and is zoned M-2 (Heavy Manufacturing). The proposed map is being processed concurrently with General Plan Amendment (GPA) No. 02-2022 to amend the Community Development Element and Land Use Plan Map to designate the property as Irwindale Gateway Specific Plan, ZOA 02-2023 to adopt the Irwindale Gateway Specific Plan, and ZC 02-2022 to change the Zoning Map designation from M-2 (Heavy Manufacturing) to Irwindale Gateway Specific Plan. The Specific Plan proposes an industrial business park to include development standards concerning a) facilities and improvements; b) pedestrian and vehicular ingress, egress, and internal circulation; c) setbacks; d) height of buildings; e) mechanical and utility service equipment; f) landscaping; g) grading; h) lighting; i) parking; j) drainage; and k) intensity of land use so as to avoid traffic congestion, to ensure the public health, safety, and welfare, and to prevent adverse effects on surrounding properties. The proposed project involves redevelopment of a site that is a former landfill, and sand and gravel quarry. Therefore, the proposed map is consistent with the General Plan, as amended, the Irwindale Gateway Specific Plan, and the Zoning Code.

b. The design or improvement of the proposed subdivision is consistent with the General Plan, applicable specific plans, and the Zoning Code.

The proposed project is for development of an industrial business park. The proposed map is being processed concurrently with General Plan Amendment (GPA) No. 02-2022 to amend the Community Development Element and Land Use Plan Map to designate the property as Irwindale Gateway Specific Plan, ZOA 02-2023 to adopt the Irwindale Gateway Specific Plan, and ZC 02-2022 to change the Zoning Map designation from M-2 (Heavy Manufacturing) to Irwindale Gateway Specific Plan. The Specific Plan proposes an industrial business park to include development. The design and improvement of the proposed subdivision is consistent with development standards established in

the Specific Plan document with respect to land use, building height, parking, and landscaping.

c. The site is physically suitable for the type of development proposed.

The 66.64-acre site is suitable for the proposed Specific Plan industrial business park development, which provides for a maximum of 997,796 feet of building space, with private driveways and drive aisles, landscaping, and parking areas. The site is ±66.64-acres site currently served by an existing private street, Live Oak Lane. Live Oak Lane in its entirety, is a part of the subject property. As part of the improvements, a total of 2,160 feet of Live Oak Lane will be dedicated to the City and improved to the City's standard of 60'-0". The remaining areas are already paved and will be converted to a public alley to connect the northern and southern sections of Live Oak Lane. In addition to the improved roadways, there will also be new sidewalk and landscaped setbacks.

d. The site is physically suitable for the proposed density or intensity of development.

The 66.64-acre site is likewise suitable for the proposed intensity of the Specific Plan industrial business park, which provides for a maximum of 997,796 feet of building space, with private driveways and drive aisles, landscaping, and parking areas. The site is ±66.64-acres site currently served by an existing private street, Live Oak Lane. Live Oak Lane in its entirety, is a part of the subject property. As part of the improvements, a total of 2,160 feet of Live Oak Lane will be dedicated to the City and improved to the City's standard of 60'-0". The remaining areas are already paved and will be converted to a public alley to connect the northern and southern sections of Live Oak Lane. In addition to the improved roadways, there will also be new sidewalk and landscaped setbacks.

e. The design of the subdivision or the proposed improvements are not likely to cause substantial environmental damage nor substantially and avoidably injure fish or wildlife or their habitat.

The design or proposed improvements of the subdivision will not cause any substantial environmental damage or substantially injure fish, wildlife, or their habitats, or cause serious public health problems in that the Application will create seven (7) parcels from two (2) parcels in an area that has been planned for industrial and commercial uses. The subdivision is located on a former landfill and sand and gravel quarry within an urbanized area and is not the habitat of fish or wildlife. Pursuant to the authority and criteria contained in the California Environmental Quality Act (CEQA) of 1970, as amended, and the City of Irwindale environmental guidelines, the City, as the Lead Agency, has analyzed the project and has prepared an Environmental Impact Report

("EIR"), for The Irwindale Gateway Specific Plan (State Clearinghouse (SCH) No. 2023020290), including the Mitigation Monitoring and Reporting Program and Findings of Fact and Statement of Overriding Considerations which adequately describes the Project and its potential impacts, as well as the impacts potentially resulting from the approval of the Irwindale Gateway Specific Plan for the purposes of CEQA review, and the proposed Tentative Parcel Map is consistent with the analysis of the Project.

- f. *The design of the subdivision or type of improvements will not pose a threat to the public health, safety, and welfare.*

The design of the subdivision and improvements will not pose a threat to the public health, safety, and welfare. Adequate fire and police protection is available to serve the project. Uses permitted and conditionally permitted within the proposed project are required to meet all Federal, State and local health and safety codes and regulations.

- g. *The design of the subdivision or the type of improvements will not conflict with easements acquired by the public at large for access through or use of property within the proposed subdivision.*

There is an existing, 9.61-acre Southern California Edison (SCE) easement on the western portion of the site. Part of the Specific Plan's infrastructure plan includes the development of a new detention basin within this easement for the collection of project storm water flows. However, this will not conflict with easements acquired by the public at large for access through or use of the property within the proposed subdivision.

- h. *Any discharge of waste from the proposed subdivision into an existing sewer system would not result in violation of existing requirements prescribed by the California Regional Water Quality Control Board.*

The proposed subdivision is served by an existing City sewer system and is required to comply with all requirements of the California Regional Water Quality Control Board.

- i. *The requirements of CEQA have been satisfied.*

Pursuant to Pursuant to the authority and criteria contained in the California Environmental Quality Act (CEQA) of 1970, as amended, and the City of Irwindale environmental guidelines, the City, as the Lead Agency, has analyzed the project and has prepared an Environmental Impact Report ("EIR"), SCH# 2023020290. Even after the adoption of all feasible Mitigation Measures as identified in the Mitigation Monitoring and Reporting Program (MMRP), certain significant or potentially significant environmental effects caused by the Project

directly, or cumulatively, will remain and a Statement of Overriding Considerations is recommended to be adopted as part of the project.

3. Pursuant to the authority and criteria contained in the California Environmental Quality Act (CEQA) of 1970, as amended, and the City of Irwindale environmental guidelines, the City, as the Lead Agency, has analyzed the project and has prepared an Environmental Impact Report (“EIR”). The EIR was circulated for public review for 45 days from May 13, 2024 through June 27, 2024. A copy of the EIR was circulated through the State Clearinghouse (SCH# 2023020290), posted on the City’s website, and was available at the Irwindale Public Library, City Clerk’s Office, and Community Development Department. A copy of the EIR and Mitigation Monitoring and Reporting Program was posted on the project’s dedicated website <https://www.irwindaleca.gov/590/13620-Live-Oak-Lane---Irwindale-Gateway->. The EIR for The Irwindale Gateway Specific Plan (State Clearinghouse (SCH) No. 2023020290), including the Mitigation Monitoring and Reporting Program and Findings of Fact and Statement of Overriding Considerations adequately describe the Project and its potential impacts, as well as the impacts potentially resulting from the approval of the Irwindale Gateway Specific Plan for the purposes of CEQA review, and the proposed Tentative Parcel Map is consistent with the analysis of the Project.

4. Based upon the substantial evidence and conclusions set forth herein above, this City Council hereby approves the Application subject to the conditions set forth in Exhibit “A” attached hereto and by this reference incorporated herein, which conditions are deemed necessary to protect the public health, safety and general welfare and are reasonable and proper in accordance with the intent and purposes of Title 16 and Title 17 of the Irwindale Municipal Code.

5. The Secretary shall:

- a. Certify to the adoption of this Resolution; and
- b. Forthwith transmit a certified copy of this Resolution, by mail, to the Applicant at the address of record set forth in the Application.

PASSED, APPROVED AND ADOPTED this 12th day of March 2025.

Larry G. Burrola, Mayor

ATTEST:

Laura M. Nieto, MMC
Chief Deputy City Clerk
STATE OF CALIFORNIA }

COUNTY OF LOS ANGELES } ss.
CITY OF IRWINDALE }

I, Laura M. Nieto, Chief Deputy City Clerk of the City of Irwindale, do hereby certify that the foregoing Resolution No. 2025-05-3593 was adopted at a regular meeting of the Irwindale City Council held on the 12th day of March 2025, by the following vote of the Council:

AYES: Councilmembers:

NOES: Councilmembers:

ABSENT: Councilmembers:

ABSTAIN: Councilmembers:

Laura M. Nieto, MMC
Chief Deputy City Clerk

Exhibits:

A: Conditions of Approval

EXHIBIT “A”

CITY COUNCIL RESOLUTION NO. 2025-05-3593

**Tentative Parcel Map No. 83854
KP Irwindale Owner, LLC
13620 Live Oak Lane – The Irwindale Gateway Specific Plan**

A. GENERAL

1. Tentative Parcel Map No. 83854, a true and correct copy attached hereto, allows for the subdivision of the property, which will result in the creation seven (7) lettered parcels as described on the plans dated **November 26, 2024**.
2. The Applicant shall defend, indemnify and hold harmless the City of Irwindale, its agents, officers, or employees from any claims, damages, action, or proceeding against the City or its agents, officers, or employees to attack, set aside, void or annul, any approval of the City, its advisory agencies, appeal boards, or legislative body concerning Tentative Parcel Map 83854. The City will promptly notify the permittee of any such claim, action, or proceeding against the City and will cooperate fully in the defense.
3. The use and improvements authorized by this Tentative Parcel Map shall conform to the plans as finally approved by the City as conditioned herein, and any appreciable modification of the plans or mode of operation, as determined by the City Engineer/Building Official and Community Development Manager/City Planner, shall require the prior approval of the City Council pursuant to the amendment of the Tentative Parcel Map.
4. The Applicant agrees to allow City inspectors access to the site to reasonably inspect the site during normal working hours to assure compliance with these conditions and other codes. Any and all fees required to be paid to any public agency shall be paid prior to obtaining any permits for this project.
5. The Applicant shall maintain and use the project location and facility thereon in full compliance with all codes, standards, policies and regulations imposed by the City, County, State, or Federal agencies with jurisdiction over the facility.
6. It shall be required that the subject location and its contents, including but not limited to, structures, fences or garden/block walls, and vehicles are maintained free and clear of any graffiti. The Applicant shall be held responsible for the immediate removal of any and all graffiti found on-site within 48 hours of its application.

7. To the extent that lighting is governed by the Specific Plan, any inconsistencies shall be subject to the requirements of the IMC. Illumination intensity during hours of darkness shall be as follows:
 - To illuminate parking lots or parking structures and their pedestrian links that provide more than five parking spaces for use by the general public, shall 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.
 - To illuminate aisles and passageways within a Building complex, provide a maximum of one-half to one foot-candle of maintained lighting.
8. The premises will be secured with appropriate security lighting, and shall comply with the Specific Plan. A photometric lighting plan shall be submitted, subject to the review and approval of the Community Development Department and the Police Department.
9. In accordance with the provisions of Government Code Section 66020(d)(1), the imposition of fees, dedications, reservations, or exactions for this project are subject to protest by the applicant at the time of approval or conditional approval of the project, or within 90 days after the date of imposition of the fees, dedications, reservations, or exactions imposed on the project.
10. Property owner and/or their designee shall require tenants to provide information regarding their employees' transportation to and from work, within one (1) year but no earlier than nine (9) months of the issuance of the tenant's Occupancy Permit or when building occupancy reaches 85%, whichever occurs first. Each property tenant shall be required to provide the information to the Public Works/Engineering and Community Development Departments. Employee data may be collected by a survey, employee interview or other selected method and shall include the following information: 1) transportation mode(s) used to commute to work, 2) number of days mode used per week, 3) distance of round trip, and 4) city of origin. The results of the data collection shall be tabulated in a clear format. The results shall be submitted to the Public Works/Engineering and Community Development Departments within thirty (30) days of data tabulation. Non-compliance may be subject to enforcement action, including but not limited to penalties.

B. COMMUNITY DEVELOPMENT DEPARTMENT

1. The following conditions shall apply unless the item is addressed in the Specific Plan; in which case the Specific Plan shall govern.

2. All landscaping for the project shall be drought resistant low water with drip irrigation, low flow bubblers and water efficient rotor heads where applicable. Native plants shall be used where feasible.
3. Landscape and irrigation plans shall be prepared by a licensed landscape architect, and are subject to the approval of the Community Development Director and the City Engineer. Landscape plans shall be consistent with the Commercial and Industrial Design Guidelines. Landscape plans shall be consistent with the Specific Plan. Vision clearance shall be maintained at all vehicle entrances and exits. Landscape planters throughout the site shall incorporate river rock.
4. Project landscaping shall comply with Irwindale Municipal Code Chapter 15.30, "Water Efficient Landscape Standards and Guidelines."
5. A complete, permanent, automatic irrigation system shall be provided for all landscaped areas.
6. All landscaped planters shall be surrounded by a six (6) inch horizontal concrete curb.
7. The following invasive plants shall not be used in landscaping:
 - *Carpobrotus edulis* (ice plant)
 - *Hedera helix*, *H. Hibernica*, *H. canariensis* (English ivy, Irish ivy, Algerian ivy)
 - *Vinca Major* (periwinkle)
 - *Pennisetum setaceum* and all cultivars and varieties (fountain grass)
 - *Cortaderia selloana*, *C. jubata* and all cultivars and varieties (pampas grass)
 - *Retama monosperma*, *Genista monspessulana*, *Cytisus striatus*, *Cytisus scoparius*, and *Spartium junceum* (broom – bridal, French, Portuguese, Scotch, Spanish)
 - *Acacia Cyclops* (acacia or western coastal wattle)
 - *Myoporum laetum* (myoporum)
 - *Washingtonia robusta* and *Phoenix canariensis* (Mexican fan palm and Canary Island date palm)
 - *Schinus terevinthifolius* (Brazilian pepper)
 - *Eucalyptus globules*, *E. camaldulensis* (eucalyptus, blue gum, and red gum)
8. All plant material, including trees, shall be maintained in good condition and replaced in the event they die or become diseased.
9. All perimeter fencing, block walls, etc. shall be maintained in satisfactory condition in accordance with all applicable codes.
10. All utility equipment such as backflow units and transformers shall be screened with evergreen screen shrubs as allowed.

11. BESS shall be screened with an 8'-0" high wall where in sight of proximal portions of Live Oak Avenue or Live Oak Lane at Specific Plan build-out.
12. Any masonry walls and gates shall be decorative consistent with the design criteria set forth in the Specific Plan. The design of the walls and gates shall be subject to the review and approval of the Community Development Department.
13. All building design and construction, including the type, texture, color, and durability of the exterior building materials shall comply with the design criteria set forth in the Specific Plan.
14. Trash enclosures (6'-0" high min.) with solid metal self-closing and self-latching gates shall be provided. The enclosures shall be covered and built with decorative materials to match the type, texture, and color of the materials used in the construction of the buildings. Gates shall remain closed at all times when the trash receptacles are not in use.
15. All rooftop mechanical equipment, including heating and air conditioning units, antennas, and other electronic devices, shall be completely and decoratively screened from view from all public rights of way and adjacent properties and shall be integrated into the design and construction of the buildings¹. All rooftop equipment and screening shall be shown on the plans and elevations, and shall be consistent with the building design and construction materials in texture and color. Such rooftop equipment screening shall be subject to the review and approval of the Community Development Department.
16. The street numbers for the development shall be painted on the rooftop of each building in such a manner that it is clearly visible to public safety personnel and shall be a minimum five (5) feet in length painted with minimum one (1) foot wide brush strokes. Rooftop numbers shall be shown on the plans submitted for plan check.
17. A lighting plan shall be submitted for approval by the Community Development Manager/City Planner describing lighting fixtures for parking lot and building exterior lighting. Lighting fixtures shall be designed to shield light and/or directs light in a downward direction to minimize light spillover to adjacent residential areas.
18. Applicant shall obtain approval from the Community Development Director or their designee for a comprehensive sign program for all project signs prior to construction or installation of any signs on the project site.
19. The Applicant shall comply with the provisions of Irwindale Municipal Code Chapter 17.66, "Trip Reduction and Travel Demand Measures." All required trip

¹ Photovoltaic equipment is exempt from this requirement.

reduction and travel demand measures applicable to the project pursuant to Chapter 17.66 shall be indicated on plans at the time of plan check.

20. A chain link fence with green screening shall be installed and maintained around the perimeter of the site at all times during construction.
21. Applicant shall at all times comply with the Irwindale Municipal Code Noise Standards (as may be amended) as measured at the Site boundary. Additionally, if noise impacts exceed the applicable noise standard contained in the Irwindale Municipal Code, Applicant shall take necessary actions and implement procedures to bring the operations into compliance with this Code.
22. To the extent feasible, Applicant shall participate in Southern California Edison's "Savings by Design" program.
23. Development shall adhere to all Mitigation Measures identified in the adopted Mitigation Monitoring and Reporting Program (MMRP), made a part of the Final Environmental Impact Report (SCH# 2023020290) associated with the project in compliance with the California Environmental Quality Act (CEQA).
24. The Applicant shall prepare Covenants, Conditions and Restrictions (CC&Rs) for the development, subject to the review and approval of the City Engineer, Community Development Department, and the City Attorney.
25. Cultural Resources. If a potential Native American resource is uncovered during ground disturbance activities, the Applicant shall halt work in the immediate area of the find, promptly inform the Community Development Department of the suspected presence of that Native American resource, cease earth-disturbing activities in proximity thereto, and retain a qualified professional archaeologist and a culturally-affiliated Native American monitor acceptable to the City for the purpose of examining the potential Native American resource in order to determine whether it is a "tribal cultural resource" as defined in Section 21074(a) of the Public Resources Code (PRC) and/or a "unique cultural resource" as defined in Section 21083.2(g) of the PRC. No additional ground disturbance activities shall occur in the immediate location of the potential Native American resource until all information recovery has been completed, a report filed with the City, and that report made available to interested representatives of Native American tribes that are traditionally and culturally affiliated with the project area.
26. Any future private street/drive shall be subject to City review and approval. Applicant shall be responsible for the design and installation of all required off-site signage related to Irwindale Gateway Specific Plan development.
27. This project shall be subject to Development Impact Fees.

C. FIRE DEPARTMENT

FINAL MAP REQUIREMENTS

FAILURE TO COMPLY WITH THE FINAL MAP REVIEW PRIOR TO RECORDATION, MAY RESULT IN THE BUILDING PLANS NOT BEING APPROVED DURING THE FIRE DEPARTMENT FIRE PREVENTION ENGINEERING SECTION BUILDING PLAN REVIEW.

1. The Final Map shall be submitted to our office for review and approval prior recordation. Access as noted on the Tentative and the Exhibit Maps shall comply with Title 21 (County of Los Angeles Subdivision Code) and Section 503 of the Title 32 (County of Los Angeles Fire Code), which requires an all-weather access surface to be clear to sky.
2. The Private Driveways proposed as private streets for access throughout the development shall be labeled as "Private Driveway" on the Final Map. The portion of the private driveway intended for fire apparatus access shall be identified as "Fire Lane" on the Final Map. All widths and dimensions shall be clearly delineated with a reciprocal access agreement is required for all private driveways. Compliance required prior to Final Map clearance.
3. A common access agreement shall be required for the private driveway since multiple units are sharing the same access. Such language shall be included in the Covenant, Conditions and Restrictions (CC&R) document and shall be submitted to the Fire Department for review prior to Final Map clearance.
4. Fire hydrant improvement plans shall be submitted for review and approval prior final map clearance.

WATER SYSTEM REQUIREMENTS

5. All hydrants shall measure 6"x 4"x 2-1/2" brass or bronze, conforming to current AWWA standard C503 or approved equal and shall be installed in accordance with the County of Los Angeles Fire Code.
6. The required fire flow for the public fire hydrants for this project is 4,000 GPM at 20 psi residual pressure for four (4) hours.
7. All required PUBLIC fire hydrants shall be installed, tested, and accepted prior to beginning construction. Fire Code 501.4.
8. Install 13 new public fire hydrants as Indicated on the Tentative Map.
9. Additional private on-site fire hydrants will be required during the building plan check phase. All required private on-site fire hydrants shall be installed, tested, and approved prior to building occupancy. Fire Code 901.5.1.

- 10. All on-site fire hydrants shall be installed a minimum of 25' feet from a structure or protected by a two (2) hour rated firewall. Exception: For fully sprinkled multi-family structures, on-site hydrants may be installed a minimum of 10 feet from the structure. Indicate compliance prior to project proceeding to the public hearing process. Fire Code Appendix C106.1.
- 11. The required fire flow for the on-site fire hydrants is 2,500 GPM at 20 psi residual pressure for two (2) hours.
- 12. Vehicular access must be provided and maintained serviceable throughout construction to all required fire hydrants. All required fire hydrants shall be installed, tested, and accepted prior to construction.

D. PUBLIC WORKS/ENGINEERING

STREETS

- 1. All off-site improvements within the Public Right-of-Way shall be performed in accordance with City Standards to the satisfaction of the City Engineer. Construction plans shall be reviewed and approved by the City Engineer.
- 2. The owner/developer shall dedicate and construct full width improvements (60 foot right of way, 40' curb to curb) on Live Oak Lane and bear the full cost of design, engineering, installation, construction management and inspection. All improvements shall be constructed in accordance with the City standards to the satisfaction of the City Engineer. Construction plans shall be reviewed and approved by the City Engineer.
- 3. Adequate “on-site” parking shall be provided per City requirements.
- 4. The owner/developer shall reimburse the City for the actual cost for the installation, replacement or modification of traffic control signs, striping and pavement markings required in conjunction with the development.
- 5. The owner/developer shall design and construct ADA accessible driveway approaches, sidewalks, and curb ramps and remove all existing driveways and parkway drains along Live Oak Lane and frontage of Live Oak Avenue. All improvements shall be constructed in accordance with the City standards to the satisfaction of the City Engineer.
- 6. The owner and/or developer shall remove and reconstruct all damaged or deficient sidewalk, driveways, curb and gutter as directed by the City Engineer.
- 7. The owner/developer shall be responsible for the repair of all damage to public improvements in the public right-of-way resulting from construction-related

activities, including, but not limited to, the movement and/or delivery of equipment, materials and soil to and/or from the site.

8. The owner/developer shall bear the full cost of installing streetlights and/or upgrading the existing streetlights along Live Oak Avenue frontage and Live Oak Lane to more energy-efficient fixtures (LED). Street lighting upgrade shall meet the City of Irwindale and County of Los Angeles Street Lighting Design Standards.
9. Street right-of-way shall be dedicated to the City of Irwindale as follows:
 - a. Two-foot right-of-way along Live Oak Avenue at the project frontage for public sidewalk.
 - b. Right-of-way as required at the intersections of Live Oak Lane and Arrow Highway and Live Oak Lane and Live Oak Avenue sidewalk, intersection and roadway improvements and traffic signals.
 - c. Right-of-way along Live Oak Lane for a public alley fronting APN's 8532-002-020, 8532-002-040, 8532-002-043, 8532-002-036, 8532-002-019, and 8532-002-027.

CITY UTILITIES

10. Storm drains, catch basins, connector pipes, and appurtenances for the site-specific storm drain system shall be designed and constructed in accordance with Los Angeles County standards and the City Engineer's requirements. The owner/developer shall submit grading and drainage plans to the City Engineer for review and approval. The grading and drainage plans shall be prepared by a licensed civil engineer and comply with Los Angeles County grading permit requirements. A hydrology study shall be included with the drainage plan.
11. The owner/developer shall pay for the entire cost for the design, engineering construction and inspection of any upgrade to the water main and connections as required by the serving water company for the proposed development.
12. The owner/developer shall obtain a Storm Drain Connection Permit from the City of Irwindale and/or Los Angeles County Flood Control District for connection(s) to the existing storm drain system.
13. Fire hydrants shall be installed as required by the Fire Department. Existing public fire hydrants adjacent to the site, if any, shall be upgraded if required by the City Engineer and/or Fire Department.
14. Sanitary sewers shall be constructed in accordance with City specifications to serve the subject development. The plans for the sanitary sewers shall be

approved by the City Engineer. A sewer study shall be submitted along with the sanitary sewer plans.

15. Prior to the issuance of building permits, the owner/developer shall provide a will-serve letter from the water utility provider to the City.

TRAFFIC

16. All points of access to the proposed development shall be reviewed and approved by the City Engineer. Project driveways on Live Oak Avenue may be required to allow only right-in and right-out movements. Proper signage shall be installed on the project site.
17. Owner/developer shall bear the full cost to design and install a new traffic signal at the intersection of Live Oak Avenue and Live Oak Lane. The improvements shall consist of all necessary traffic signal equipment, signal timing, lane configuration, vehicle detection and striping. Plans shall be reviewed and approved by the City Engineer.

MAPPING

18. Final parcel map shall be prepared and submitted to the Public Works Engineering Department for review and approval. The applicant shall be responsible for all fees associated with the review and processing of the final map. The developer shall comply with Los Angeles County's Digital Subdivision Ordinance (DSO) and submit final maps to the City and County in digital format.
19. The owner/developer, under the direction of a certified land surveyor and at no cost to the City, shall install all required property boundary monuments, centerline ties and City monuments subject to the City Engineer's approval.
20. The owner/developer shall provide, at no cost to the City, one mylar print of the recorded parcel map from the County of Los Angeles Department of Public Works.
21. An Easement Agreement for all easements (e.g., roadway, reciprocal access; surface drainage; utilities, etc.) shall be prepared for each parcel, and shall be executed and recorded in the Office of the Los Angeles County Recorder. Such agreements and any CC&Rs shall be subject to the approval of the City Attorney, City Planner and City Engineer.

MISCELLANEOUS

22. The owner/developer shall comply with all requirements of the County Sanitation District, make application for and pay the sewer maintenance fee.

23. A grading plan shall be submitted for grading/drainage approval to the City Engineer. The owner shall pay grading/drainage review fees in conjunction with this submittal. A professional civil engineer registered in the State of California shall prepare the grading plans under the current Irwindale adopted Building Codes at the time of submittals.
24. The owner/developer shall comply with the National Pollutant Discharge Elimination System (NPDES) program and shall require the general contractor to implement storm water/urban runoff pollution prevention controls and Best Management Practices (BMPs) on all construction sites in accordance with the City Code. The owner/developer will also be required to submit a Certification for the project and may be required to prepare a Storm Water Pollution Prevention Plan (SWPPP). Projects over five acres in size will be required to file a Notice of Intent (NOI) with the State Water Resources Control Board (SWRCB). The owner/developer can obtain the current application packet by contacting the SWRCB, Construction Storm Water Unit, at (866) 563-3107 or by downloading the forms from their website at: www.waterboards.ca.gov/water_issues/programs/stormwater/construction.shtml. The project shall also conform to the City's Ordinance regarding the requirements for the submittal of a Standard Urban Storm Water Mitigation Plan ("SUSMP"), and the requirements of Low Impact Development ("LID"). The SUSMP includes a requirement to implement Post Construction BMPs to infiltrate the first 3/4" of runoff from all storm events and to control peak-flow discharges.
25. Unless exempted by the Los Angeles Regional Water Quality Control Board, a Covenant and Restriction ensuring the provisions of the approved SWPPP shall also be required.
26. Any changes to the site plan shall be reviewed and approved by the City Engineer.
27. Prior to the approval of the Tract Map the owner/developer shall either construct or post security for all public improvements to be shown on the Tentative Map 83854 and items listed under Public Works/Engineering.
28. Prior to the issuance of a building permit, the project site shall be graded and backfilled to the adjacent street grade elevation, subject to the review and approval of the City Engineer/Building Official.

E. PUBLIC WORKS SERVICES

1. All walls that face the public right-of-way shall implement anti-graffiti management practices (such as planting vines on the walls). Applicant shall be responsible for graffiti removal to all walls that face the public right-of-way in a timely manner.
2. Onsite trash enclosure areas shall have sufficient space for solid waste and organic waste receptacles and shall be covered from the elements with a solid roof

structure per Title 14, Division 7, Section 17313 of the California Code of Regulations and Building Code Manual County of Los Angeles Department of Public Works Building and Safety Division 312 Article 2.

3. Tenants must adhere to the SB 1383 regulations set forth by CalRecycle under California Code of Regulations Title 14, Division 7, Chapter 3 and outlined in the Irwindale Municipal Code Section 08.22 Specific Regulations for Organic Waste Disposal Reduction, Recycling, and Solid Waste, which includes the diversion of edible food to food recovery organizations and services.
4. The owner and/or applicant shall remove and reconstruct all damaged, deficient, or substandard sidewalk, driveways, curb, and gutter as directed by the Director of Engineering and the Public Services Director.
5. The owner and/or applicant shall resurface the entire private road/alley and any roadway that will be dedicated public right-of-way (Live Oak Lane) to its entirety and restripe limit line/STOP.
6. The owner and/or applicant is responsible for obtaining encroachment permit(s) from the City prior to commencing any type of work in the public right-of-way.
7. Any work within easements on the project site shall require proper approval and permits from the easement holder (City of Irwindale, County of Los Angeles, Southern California Edison, etc.).
8. Vehicles shall not block the sidewalk or be parked on the public right-of-way along property frontage.
9. All pedestrian and approach ramps in the public right-of-way shall meet ADA requirements. Pedestrian ramps shall have brick red truncated domes in the public right-of-way.
10. The tenant and owner of the property are responsible for the removal of any accidental or illegal dumping of debris on private property. It is not the responsibility of the City of Irwindale to remove any accidental or illegal dumping of items from private property.
11. All utilities and signs within the public right-of-way shall meet horizontal and vertical ADA clearance requirements.
12. Any landscaping, including an irrigation system, in the public right-of-way or any property that is dedicated to the City of Irwindale for maintenance purposes must be approved by the Public Services Director, or designee, as part of the permitting process. Property owner is required to maintain at its sole expense all landscaping in the public right-of-way, including the parkway.