

THE PARK @ LIVE OAK SPECIFIC PLAN



**DEVELOPED BY:
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**CITY OF IRWINDALE
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TABLE OF CONTENTS

<u>SECTION</u>	<u>PAGE</u>
CHAPTER 1. INTRODUCTION	1
A. Organization of this Specific Plan.....	1
B. Overview	1
C. Location and Setting	3
D. Background.....	3
E. Statement of Objectives	6
F. Summary of the Land Use Plan	7
G. Specific Plan Authority	8
H. Relationship to the City of Irwindale General Plan	9
CHAPTER 2. DEVELOPMENT PLAN	10
A. Land Use Plan	10
1. <i>Industrial/Business Park</i>	12
2. <i>Commercial/Industrial</i>	12
B. Conceptual Circulation and Access Plan.....	13
1. <i>Vehicular Circulation</i>	13
2. <i>Non-Vehicular Circulation</i>	15
C. Utility Infrastructure Plan	16
1. <i>Water</i>	16
2. <i>Sanitary Sewer</i>	17
3. <i>Storm Water Drainage</i>	17
4. <i>Dry Utilities</i>	17
D. Grading Plan.....	18
E. Conceptual Landscaping and Greenspace Plan	18

<u>SECTION</u>	<u>PAGE</u>
CHAPTER 3. DEVELOPMENT STANDARDS	19
A. Purpose and Intent.....	19
B. Definition of Terms	19
C. Applicability	19
D. Permitted, Conditional, and Ancillary Uses	19
E. Commercial Uses	20
E. Development Standards for Industrial and Business Park Uses	27
<i>a. Industrial/Business Park Uses – Arrow Highway or Live Oak Avenue</i> <i>Development Standards</i>	29
<i>b. Industrial/Business Park Uses – Private Drive A & B Development Standards</i>	30
<i>c. Industrial/Business Park Uses – Interstate 605 Development Standards</i>	31
F. Development Standards for Commercial Uses	32
<i>a. Commercial Uses – Arrow Highway or Live Oak Avenue Development Standards</i>	34
<i>b. Commercial Uses – Private Drive A & B Development Standards</i>	35
<i>c. Commercial Uses – Interstate 605 Development Standards</i>	36
G. Parking Standards	37
H. Planning Area Summary	38
CHAPTER 4. DESIGN GUIDELINES	39
A. Purpose and Intent.....	39
B. Design Theme	40
C. General Architecture Design Guidelines	41
1. <i>Architectural Design Theme</i>	41
2. <i>Building Form</i>	42
3. <i>Building Materials, Colors, and Textures</i>	44
4. <i>Windows and Doors</i>	46
5. <i>Functional Elements</i>	47
6. <i>Lighting</i>	49

<u>SECTION</u>	<u>PAGE</u>
D. Supplemental Guidelines for Industrial/Business Park Uses	51
E. Supplemental Guidelines for Commercial Uses	53
F. Landscape Design Guidelines	55
1. <i>Plant Palette</i>	56
2. <i>Live Oak Avenue Interface</i>	58
3. <i>Arrow Highway Interface</i>	59
4. <i>Interstate 605 Interface</i>	60
5. <i>Private Drive A and Private Drive B Streetscape</i>	61
6. <i>Entry Treatments</i>	62
7. <i>Fences and Walls</i>	64
CHAPTER 5. IMPLEMENTATION PLAN	65
A. Severability	65
B. Procedure for Implementing Development.....	65
C. Amendments to the Specific Plan.....	71
D. Conceptual Phasing Plan.....	72
E. Roadway Infrastructure Improvements	72
F. State Highway System Facilities	76
G. Truck Traffic Management Plan.....	77
H. Maintenance Plan	82
CHAPTER 6. GENERAL PLAN CONSISTENCY	84

LIST OF FIGURES

<u>FIGURE</u>	<u>TITLE</u>	<u>PAGE</u>
Figure 1-1	Vicinity Map.....	4
Figure 1-2	Aerial Photograph	5
Figure 2-1	Conceptual Land Use Plan.....	A-1
Figure 2-2	Conceptual Vehicular Circulation and Access Plan.....	A-2
Figure 2-3	Roadway Cross-Sections	A-3
Figure 2-4	Conceptual Non-Vehicular Circulation and Mobility Plan.....	A-4
Figure 2-5	Conceptual Water Plan	A-5
Figure 2-6	Conceptual Sanitary Sewer Plan	A-6
Figure 2-7	Conceptual Storm Water Management Plan.....	A-7
Figure 2-8	Conceptual Landscaping and Greenspace Plan	A-8
Figure 5-1	Northbound Truck Route Plan and Conceptual Signage.....	A-9
Figure 5-2	Southbound Truck Route Plan and Conceptual Signage.....	A-10

LIST OF TABLES

<u>TABLE</u>	<u>TITLE</u>	<u>PAGE</u>
Table 2-1	Land Use Plan Statistical Summary.....	11
Table 3-1	Permitted Uses	20
Table 3-2	Industrial/Business Park Uses – Arrow Highway or Live Oak Avenue Development Standards.....	29
Table 3-3	Industrial/Business Park Uses – Private Drive A & B Development Standards.....	30
Table 3-4	Industrial/Business Park Uses – Interstate 605 Development Standards.....	31
Table 3-5	Commercial Uses – Arrow Highway or Live Oak Avenue Development Standards	34
Table 3-6	Commercial Uses – Private Drive A & B Development Standards	35
Table 3-7	Commercial Uses – Interstate 605 Development Standards.....	36
Table 3-8	Minimum Parking Requirements.....	37
Table 3-9	Planning Area Summary	38
Table 4-1	Plant Palette	56
Table 5-1	Implementing Development Approval Authority	67
Table 5-2	Maintenance Responsibilities.....	82
Table 6-1	General Plan Consistency.....	84

CHAPTER 1 | INTRODUCTION

THE PARK @ LIVE OAK Specific Plan provides for the development of a state-of-the-art employment and retail center on an approximately 78.3-acre property in the City of Irwindale, California. THE PARK @ LIVE OAK is designed as a place where businesses can prosper, attract economic investment to the City of Irwindale, and provide goods, services, and job opportunities to the surrounding community and region.

A. ORGANIZATION OF THIS SPECIFIC PLAN

This Specific Plan is a regulatory document. It establishes the land use designations, building intensities, development standards (zoning), design guidelines, and implementation procedures for THE PARK @ LIVE OAK property. In addition, circulation and other infrastructure improvements such as water, wastewater, and storm water drainage systems are addressed by this Specific Plan to ensure their proper sizing and timely installation.

This Specific Plan is organized into the following sections:

- Chapter 1 – Introduction
- Chapter 2 – Development Plan
- Chapter 3 – Development Standards
- Chapter 4 – Design Guidelines
- Chapter 5 – Implementation Plan
- Chapter 6 – General Plan Consistency

Following this introductory section, each Specific Plan section builds from information provided in the preceding sections. Therefore, it is recommended that users of this Specific Plan read the document in its entirety to understand the full scope of directives and objectives for THE PARK @ LIVE OAK.

B. OVERVIEW

The 78.3-acre Specific Plan property is the site of a former sand and gravel quarry. At the time this Specific Plan was prepared, an inert debris fill operation was underway to enable re-use of the site with land uses that will continue the property's positive economic contribution to the City of Irwindale and surrounding area.

Situated immediately west of Interstate 605 (I-605), THE PARK @ LIVE OAK is poised to successfully accommodate uses that rely on access to the local and regional transportation network, such as industrial, business park, and commercial uses. The I-605 Freeway forms the eastern boundary of the Specific Plan area with the I-605/Live Oak Avenue interchange located immediately southeast of the property and the I-605/Arrow Highway interchange located to the immediate northeast. In addition, the

property has access to an established local roadway network and is within walking distance (one-quarter mile) to the nearest Foothill Transit bus stop (Line 492) on East Live Oak Avenue. Furthermore, the Port of Long Beach and the Port of Los Angeles, which serve as major gateways to international trade, are located only 30 miles to the southwest of the site.

This Specific Plan guides development of THE PARK @ LIVE OAK by setting forth a development plan, infrastructure plans, phasing plan, development standards, and design guidelines that address building placement, architectural style, landscaping and other design elements. The substantive design elements create visual interest, unity, and compatibility through the consistent use of similar (but not identical) exterior building materials, colors, and façade treatments. In addition, a cohesive landscaping program is presented to provide pleasing views of the property from on- and off-site locations. Altogether, the various elements of the built environment at THE PARK @ LIVE OAK will enhance the visual quality of the site and blend the new employment and retail center into Irwindale's authentic physical character. Its contemporary design with a nod to Irwindale's legacy architectural style is an attractive asset for the City and improves the aesthetic character of the site compared to its past quarry and fill operations.

From a long-term operational perspective, THE PARK @ LIVE OAK accommodates industrial, business park, and commercial uses. These types of uses attract economic investment, jobs, and business opportunities to the City of Irwindale and assist in maintaining sustained economic stability and growth.

SPECIFIC PLAN OVERVIEW

LAND USE DESIGNATION	ACRES (AC)	MAXIMUM USABLE BUILDING SQUARE FOOTAGE (SF)
Industrial/Business Park	39.3	A maximum of 1,550,000 SF of building floor space is permitted, of which a minimum of 15,000 SF of commercial floor space is required and a maximum of 98,600 SF of commercial floor space is permitted in areas designated Commercial/Industrial.
Commercial/Industrial	39.0	
TOTAL	78.3 AC	1,550,000 SF

C. LOCATION AND SETTING

As shown on Figure 1-1, *Vicinity Map*, THE PARK @ LIVE OAK is located in the western portion of the City of Irwindale, immediately west of I-605, north of Live Oak Avenue, and south of Arrow Highway. To the southeast is the City of Baldwin Park and to the southwest is the City of El Monte.

Due to THE PARK @ LIVE OAK's proximity to the cities of Baldwin Park and El Monte, the industrial, business park, and commercial uses of the Specific Plan are expected to attract economic benefits not only to the City of Irwindale, but also to these other nearby cities and beyond as the result of secondary spending on goods and services.

As shown on Figure 1-2, *Aerial Photograph*, surrounding land uses include the Irwindale Speedway, located on the south side of Live Oak Avenue, and the United Rock No. 2, No. 3, and No. 4 quarries, located on the north side of Arrow Highway. THE PARK @ LIVE OAK will be one of the first quarry properties to redevelop in its general vicinity, potentially acting as a catalyst for other improvements in the area.

D. BACKGROUND

THE PARK @ LIVE OAK is the site of a former quarry owned by United Rock Products Corporation, which operated on the property under the name "The Nu-Way Arrow Land Reclamation Facility" from the 1960s until 2002. In 2002, quarry activities ceased and the site was destined for reclamation as required by the State Surface Mining and Reclamation Act of 1975 (SMARA). On November 8, 1991, the California State Mines and Geology Board approved a reclamation plan for the site. The reclamation plan stated that "the site will be backfilled, if required by law, to a minimum elevation of 32 feet above mean sea level, which is ten feet above the historic high groundwater elevation of the site." In 2002, the previous owners of Nu-Way Arrow Land Reclamation entered into a tolling agreement with the City of Irwindale which requires a minimum of 3.6 million tons of backfill averaged over three-year intervals. The fill operation is expected to be complete in about 2020.

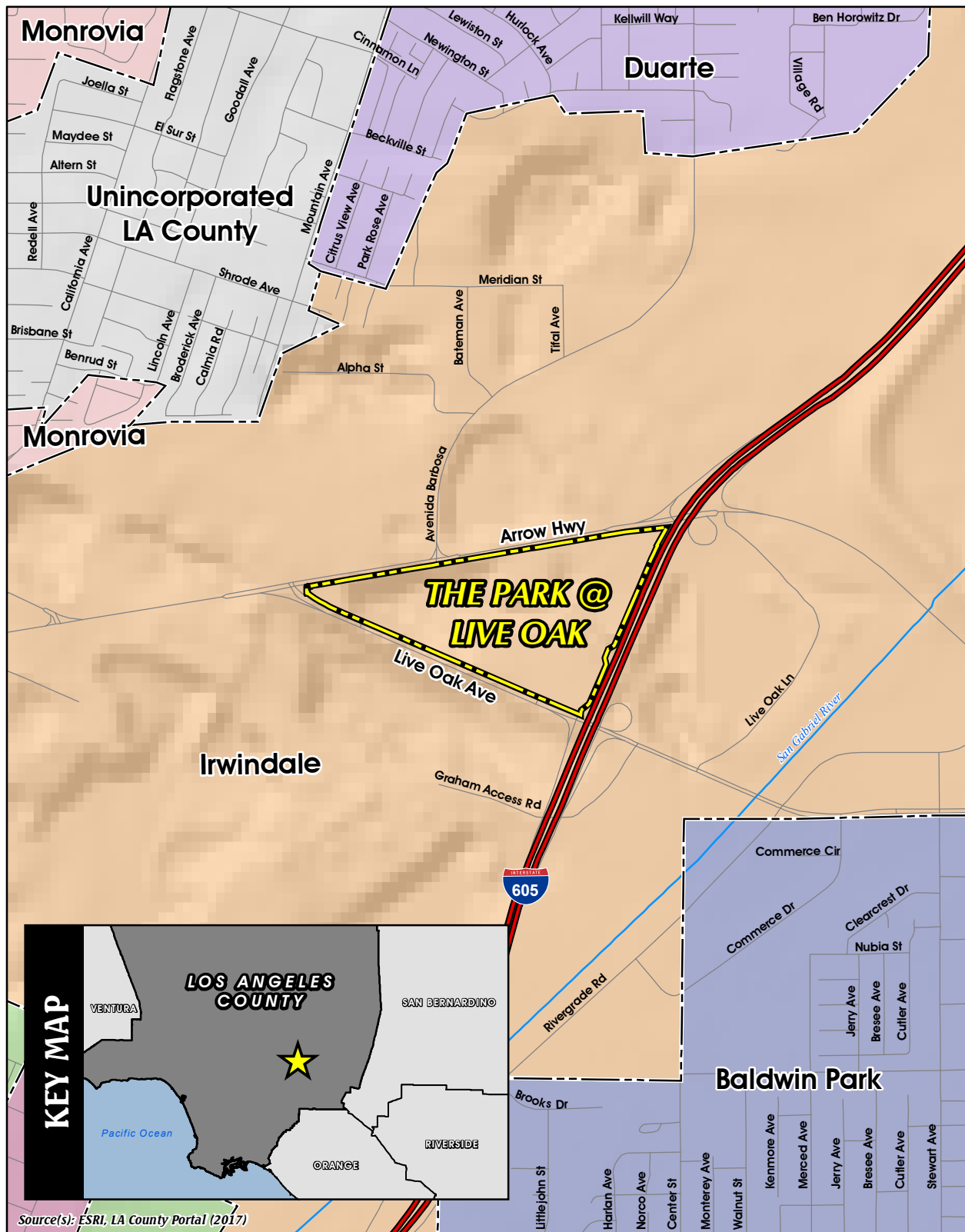


Figure 1-1



VICINITY MAP

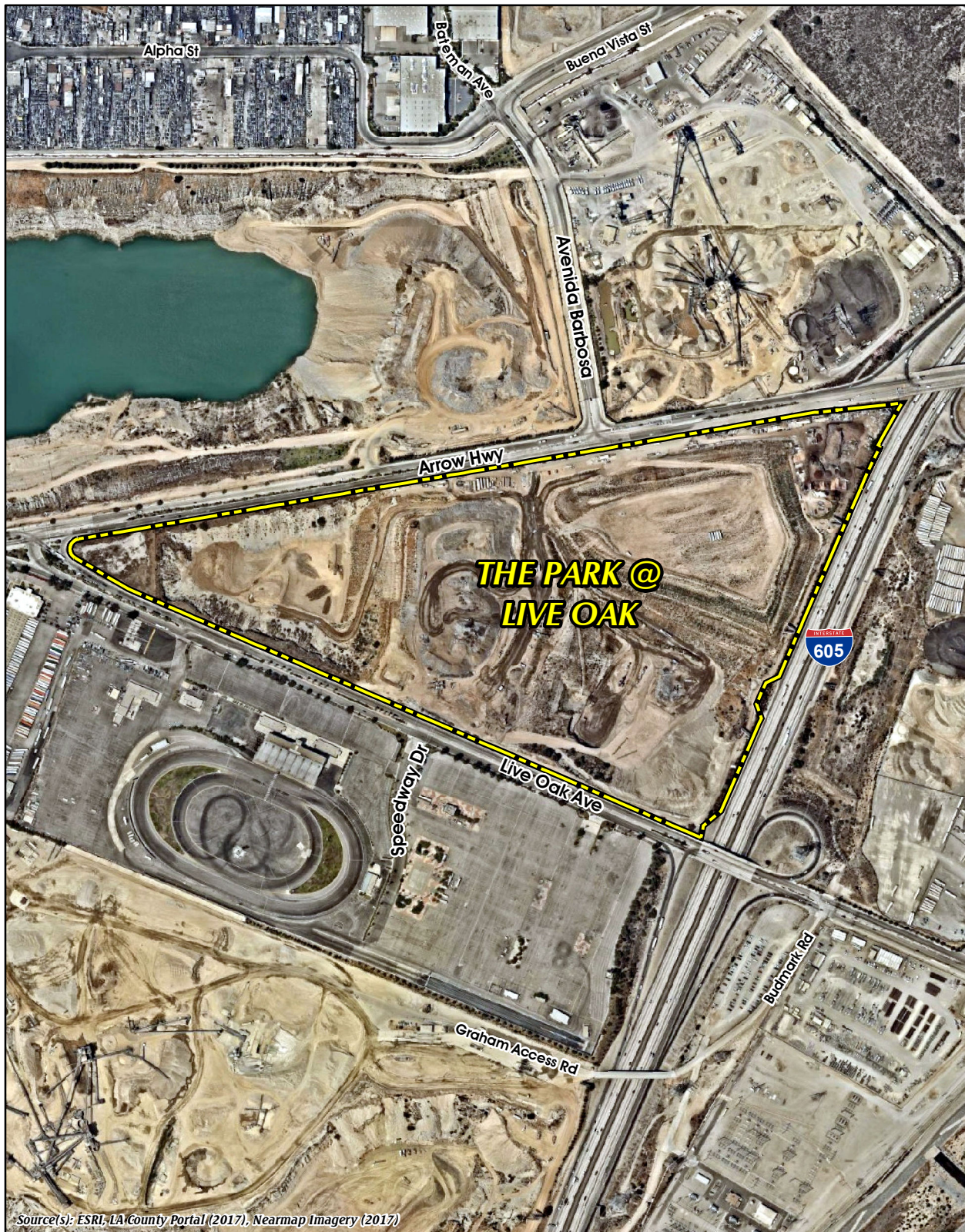
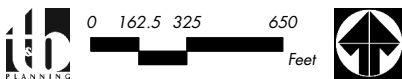


Figure 1-2



AERIAL PHOTOGRAPH

E. STATEMENT OF OBJECTIVES

To ensure the functional integrity, economic viability, and positive aesthetic appearance of THE PARK @ LIVE OAK, the following planning and development goals were established:

- Create a comprehensive master plan for the reclamation of a former sand and gravel quarry to provide a mix of industrial, business park, and commercial uses.
- Provide economic opportunities and economic and job growth in the City of Irwindale by diversifying the City's available range of industrial, commercial, and employment-generating uses.
- Provide for a master-planned, job-producing development in close proximity to I-605 on- and off-ramps to accommodate uses that benefit from access to the regional transportation system.
- Be responsive to changes in the economy and the ways that people shop for goods by accommodating uses that support warehousing to consumer goods movement, such as manufacturing and assembly, distribution facilities, fulfillment centers, logistics warehousing, and parcel delivery.
- Allow for the accommodation of industrial, manufacturing and assembly, warehouse distribution, logistics, and fulfillment center buildings that are designed to attract a wide range of users and are economically competitive with other contemporary buildings of these types in the region.
- Provide access to commercial retail support uses along Live Oak Avenue and Arrow Highway to help meet the day-to-day retail commercial needs of the community, including residents, employees, and visitors.
- Identify and provide for the installation, operation, and ongoing maintenance of water, sewer, drainage, and road facility infrastructure to adequately service the Specific Plan area.
- Provide guidelines and standards for architecture, walls, fencing, signage, lighting, and entry treatments within THE PARK @ LIVE OAK that provide a well-defined identity for the development.
- Provide guidelines and standards for landscaping and building systems that are aimed at reducing domestic water use, energy use, and fossil fuel consumption in THE PARK @ LIVE OAK.

F. SUMMARY OF THE LAND USE PLAN

The 78.3-acre THE PARK @ LIVE OAK Specific Plan allows for the development of an employment and retail center spread across seven (7) planning areas. A “planning area” is a specific geographic area to which development standards are uniformly applied. In THE PARK @ LIVE OAK, three (3) planning areas are designated for Industrial/Business Park development and four (4) planning areas are designated for Commercial/Industrial development. Refer to Chapter 2, *Development Plan*, for more information about each planning area.

A maximum of 1,550,000 SF of building floor space is permitted in THE PARK @ LIVE OAK, of which a majority of the buildings are envisioned to contain uses such as light industrial, manufacturing, assembly, warehousing, distribution, fulfillment center, and parcel delivery operations. In and across the planning areas that are designated Commercial/Industrial, a minimum of 15,000 SF of commercial floor space is required and a maximum of 98,600 SF of commercial floor space is permitted. Commercial uses are not allowed in the planning areas designated Industrial/Business Park, as the intent is to locate commercial uses only in Commercial/Industrial planning areas positioned along Arrow Highway and in the location along Live Oak Avenue positioned directly across from the Irwindale Speedway entrance. An overview of the seven (7) planning areas is as follows:

INDUSTRIAL/BUSINESS PARK PLANNING AREAS – 39.9 ACRES

Three (3) planning areas located interior to the Specific Plan area and adjacent to Live Oak Avenue are designated Industrial/Business Park. These areas are primarily intended for the development of light industrial, manufacturing, assembly, warehousing, distribution, fulfillment center, and parcel delivery uses. No commercial development is permitted in these planning areas.

- Planning Area 1: 28.3 acres
- Planning Area 2: 6.4 acres
- Planning Area 3: 4.6 acres

COMMERCIAL/INDUSTRIAL PLANNING AREAS – 39.0 ACRES

The Specific Plan consists of four (4) planning areas designated for Commercial/Industrial development. These planning areas permit the development of all of the uses allowed in the Industrial/Business Park Planning Areas (Planning Areas 1, 2, and 3), in addition to a variety of commercial uses. A minimum of 15,000 SF of commercial floor space is required and a maximum of 98,600 SF of commercial floor space is permitted in and across Planning Areas 1A, 2A, 3A, and 4.

- Planning Area 1A: 12.5 acres
- Planning Area 2A: 10.2 acres
- Planning Area 3A: 12.1 acres
- Planning Area 4: 4.2 acres

G. 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. While the City of Irwindale General Plan covers the entire City, THE PARK @ LIVE OAK Specific Plan concentrates only on the approximately 78.3-acre Specific Plan property. Any development standard not specifically addressed in the Specific Plan shall be governed by the City's Municipal Code.

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 which specify all 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 between the policies of the City of Irwindale General Plan and THE PARK @ LIVE OAK property. THE PARK @ LIVE OAK 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 set of plans, regulations, conditions, and programs for guiding the systematic development of the Specific Plan.

All future development plans and implementing actions within THE PARK @ LIVE OAK are required to be consistent with the regulations set forth in this Specific Plan and with all other applicable City, State, and federal regulations.

H. RELATIONSHIP TO THE CITY OF IRWINDALE GENERAL PLAN

This Specific Plan defines the methods and requirements for development of THE PARK @ LIVE OAK property to ensure that applicable General Plan policies are implemented and, also, to ensure that THE PARK @ LIVE OAK, as governed by this Specific Plan, is consistent with applicable provisions of the City of Irwindale General Plan. The General Plan sets forth long-term goals for the City's growth and development as mandated by State law. The General Plan is a long-term policy document that covers the topics of community development, housing, infrastructure, resource management, and public safety.

Prior to the adoption of this Specific Plan, the City of Irwindale General Plan designated the 78.3-acre property for "Regional Commercial" land uses. The General Plan states that the Regional Commercial designation "encourages a balanced mix of commercial, office professional, and light manufacturing uses along a number of high visibility traffic corridors." This Specific Plan strengthens and diversifies economic opportunities for the site by providing for a mix of industrial/business park and commercial/industrial uses generally consistent with the General Plan's vision for the property but requires a General Plan Amendment to change the site's land use to a new land use designation of "Specific Plan" to reflect its planned mix of land uses within THE PARK @ LIVE OAK Specific Plan that includes a wider range of commercial and industrial uses. A Zone Change is required to amend the City of Irwindale's Zoning Map to change the existing zoning classifications of the site from "Heavy Manufacturing" (M-2) and "Quarry Overlay Zone" (Q) to "Specific Plan" to allow for the development of a variety of commercial and industrial uses. In addition, a Zone Ordinance Amendment is required to adopt THE PARK @ LIVE OAK Specific Plan. Refer to Chapter 6, *General Plan Consistency*, for more information.

CHAPTER 2 | DEVELOPMENT PLAN

THE PARK @ LIVE OAK establishes a mixture of industrial/business park and commercial/industrial land uses arranged in a manner that offers visibility of, and direct access to, commercial uses from Arrow Highway and Live Oak Avenue, while accommodating industrial and business park uses across a majority of the property to attract economic investment and jobs to the City of Irwindale. To those ends, THE PARK @ LIVE OAK is designed as a contemporary employment and retail center that takes advantage of the property's physical condition as a reclaimed quarry and its location adjacent to I-605 and the local arterial roadway network.

Provided within this section are descriptions of THE PARK @ LIVE OAK'S land use plan, the internal and abutting vehicular and non-vehicular circulation systems, and the plans for infrastructure including but not limited to water, sewer, storm water, and utilities. This section also describes the general landscaping concept, more information on which is found in Chapter 4, *Design Guidelines*.

A. LAND USE PLAN

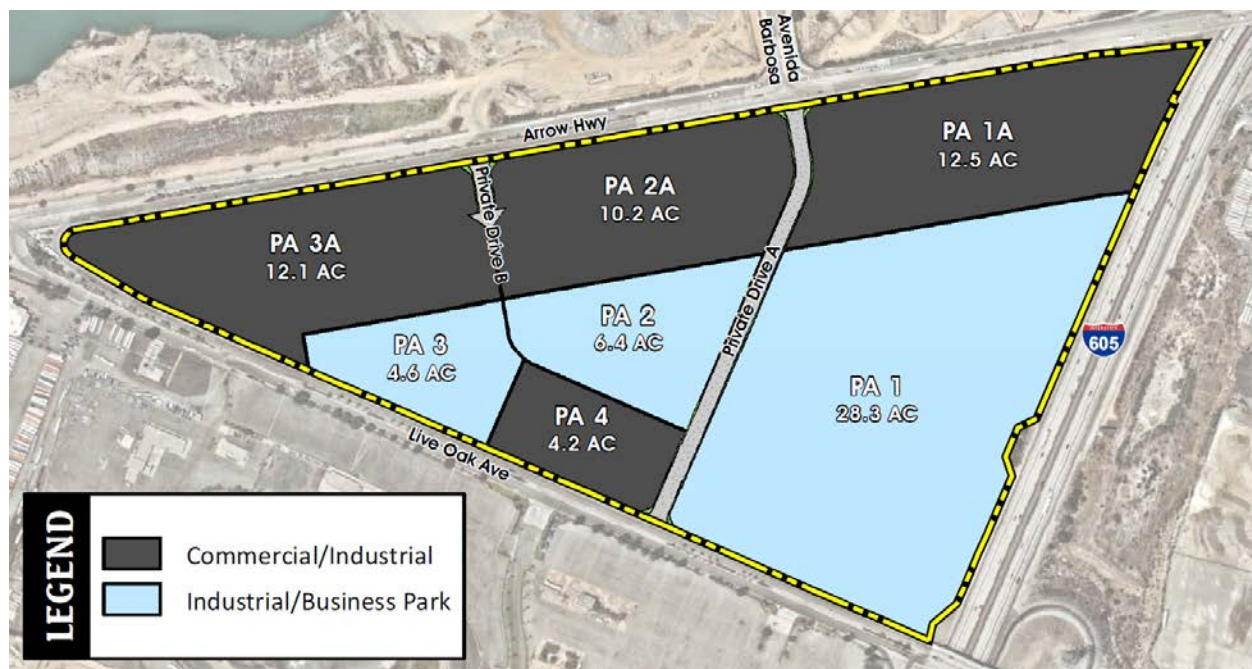
This Specific Plan provides two land use designations: Industrial/Business Park and Commercial/Industrial. For planning purposes, THE PARK @ LIVE OAK Specific Plan property is divided into seven (7) planning areas.

- Planning Area 1 – Industrial/Business Park
- Planning Area 1A – Commercial/Industrial
- Planning Area 2 – Industrial/Business Park
- Planning Area 2A – Commercial/Industrial
- Planning Area 3 – Industrial/Business Park
- Planning Area 3A – Commercial/Industrial
- Planning Area 4 – Commercial/Industrial

Figure 2-1, *Conceptual Land Use Plan*, depicts the physical arrangement of land uses, planning areas, and the major roadways within and abutting the Specific Plan property. Table 2-1, *Land Use Plan Statistical Summary*, lists each planning area and their respective land use designation and acreage. Refer to Chapter 3, *Development Standards*, for the specific land use and development standards applicable to each planning area.

TABLE 2-1 LAND USE PLAN STATISTICAL SUMMARY

PA	LAND USE DESIGNATION	ACRES (AC)		MAXIMUM USABLE BUILDING SQUARE FOOTAGE (SF)
		INDUSTRIAL/ BUSINESS PARK	COMMERCIAL/ INDUSTRIAL	
1	Industrial/Business Park	28.3	--	A maximum of 1,550,000 SF of building floor space is permitted, of which a minimum of 15,000 SF of commercial floor space is required and a maximum of 98,600 SF of commercial floor space is permitted in areas designated Commercial/Industrial.
1A	Commercial/Industrial	--	12.5	
2	Industrial/Business Park	6.4	--	
2A	Commercial/Industrial	--	10.2	
3	Industrial/Business Park	4.6	--	
3A	Commercial/Industrial	--	12.1	
4	Commercial/Industrial	--	4.2	
TOTALS		39.3 AC	39.0 AC	1,550,000 SF
		78.3 AC		



Conceptual Land Use Plan. Refer to Figure 2-1 in Appendix for a larger copy.

1. INDUSTRIAL/BUSINESS PARK PLANNING AREAS – 39.3 ACRES

Three planning areas (Planning Areas 1, 2, and 3) encompassing a total of 39.3 acres are designated “Industrial/Business Park.” Industrial/Business Park uses typically attract both passenger car and truck traffic that benefit from a short, direct route to the regional transportation (freeway) system. To facilitate vehicular access to and from the uses in these planning areas, Private Drive A is designed to traverse through the Specific Plan area and provide an interior connection between Live Oak Avenue and Arrow Highway.

Industrial/business park buildings are generally envisioned to be over 50,000 SF in size that house users such as general light industrial, manufacturing, assembly, warehouse/distribution, parcel delivery, and e-commerce fulfillment center operations. Some of these users require large buildings that can exceed 800,000 SF. Planning Area 1, adjacent to I-605, is targeted as an area that could accommodate the largest of these building types within THE PARK @ LIVE OAK.

To ensure a cohesive and well-integrated development, buildings constructed within Planning Areas 1, 2, and 3 may be constructed across planning area boundaries and cross over into adjacent planning areas, subject to all of the applicable standards and guidelines contained in Chapter 3, *Development Standards*, and Chapter 4, *Design Guidelines*, of this Specific Plan. Refer to those sections for more information.

2. COMMERCIAL/INDUSTRIAL – 39.0 ACRES

Four planning areas totaling 39.0 acres are designated “Commercial/Industrial.” Planning Areas 1A, 2A, and 3A are located along the northern boundary of the Specific Plan area along Arrow Highway. Planning Area 4 is located in the southern portion of the Specific Plan area directly across Live Oak Avenue from the Irwindale Speedway entrance. These planning areas are intended to accommodate all of the uses permitted in the Industrial/Business Park Planning Areas (Planning Areas 1, 2, and 3), in addition to a variety of commercial uses. A minimum of 15,000 SF of commercial floor space is required and a maximum of 98,600 SF of commercial floor space is permitted in and across Planning Areas 1A, 2A, 3A, and 4. Until at least 15,000 SF of commercial floor space is constructed and in operation in the Specific Plan area, a minimum of 1.0 acre will be reserved for this purpose in either Planning Area 1A, 2A, 3A, or 4, with adequate vehicular access for commercial use.

Planning Areas 1A, 2A, 3A, and 4 are the best suited locations in the Specific Plan area for attracting market-driven commercial uses that can serve nearby employees, residents, visitors, and passers-by, including travelers on I-605. All of the commercial uses may be developed in one of the Commercial/Industrial planning areas or may be noncontiguous and spread across Planning Areas 1A, 2A, 3A, and/or 4. Commercial uses are envisioned as point-of-sale convenience services, such as food service and restaurants, general and specialty retail, fueling station, and personal and professional services. Development in Planning Areas 1A, 2A, 3A, and 4 is subject to all of the applicable standards and guidelines contained in Chapter 3, *Development Standards*, and Chapter 4, *Design Guidelines*, of this Specific Plan. Refer to those sections for more information.

B. CONCEPTUAL CIRCULATION AND ACCESS PLAN

The circulation concept for THE PARK @ LIVE OAK, as illustrated on Figure 2-2, *Conceptual Vehicular Circulation and Access 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 businesses located within the Specific Plan area.

1. VEHICULAR CIRCULATION

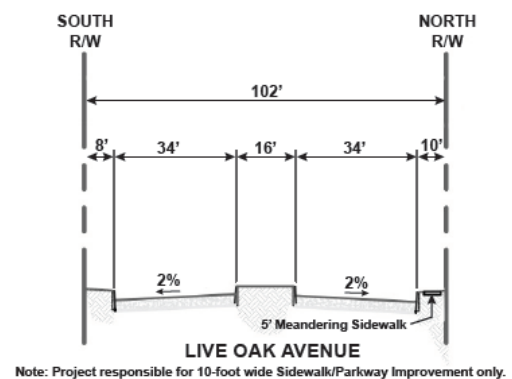
Vehicular access to THE PARK @ LIVE OAK is provided via Live Oak Avenue, which parallels the southern boundary of the Specific Plan, and Arrow Highway, which parallels the northern boundary of the Specific Plan.

Interior to THE PARK @ LIVE OAK, Private Drive A is designed as a backbone road that provide a means of connection between Live Oak Avenue and Arrow Highway. Private Drive A has connection points at both Arrow Highway and Live Oak Avenue. Private Drive B has a connection point at Arrow Highway. The ultimate alignments of Private Drives A and B within the interior of the Specific Plan area will be determined and designed in conjunction with implementing development projects. In addition, private driveway connections to Live Oak Avenue and Arrow Highway are permitted with proper spacing to provide entrances and exits for automobiles and trucks.

As shown on Figure 2-2, *Conceptual Vehicular Circulation and Access Plan*, and Figure 2-3, *Roadway Cross-Sections*, the following facilities are the primary components of THE PARK @ LIVE OAK's vehicular circulation network. Refer to Chapter 5, *Implementation Plan*, for additional circulation improvement standards.

LIVE OAK AVENUE

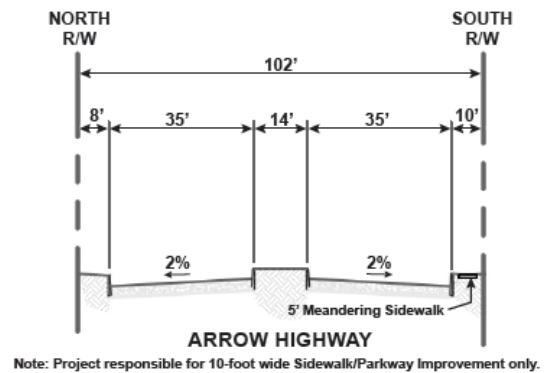
Live Oak Avenue forms the southern boundary of the Specific Plan area and southern boundary of Planning Areas 1, 3, 3A, and 4. This public roadway provides east/west access to the Specific Plan area and a connection point to and from I-605. In its fully improved condition, the segment of Live Oak Avenue abutting THE PARK @ LIVE OAK features a 102-foot-wide right-of-way (ROW), including 34 feet of pavement in the north travel lane, 34 feet of pavement in the south travel lane, a 16-foot-wide raised center median, curb and gutter improvements, and an existing 8-foot-wide sidewalk on the south side of the street. As part of THE PARK @ LIVE OAK's development, a 5-foot wide meandering sidewalk and 5-foot wide landscaped parkway occurs on the north side of the street. THE PARK @ LIVE OAK is responsible only for the construction of the meandering sidewalk and parkway along the north side of Live Oak Avenue; the existing travel lanes will remain. All frontage improvements to Live Oak Avenue are required to comply with applicable City of Irwindale requirements, including sight distance



requirements. Private Drive A (described below) connects to Live Oak Avenue. Direct driveway connections to/from buildings abutting Live Oak Avenue in Planning Areas 1, 3, 3A, and 4 will be permitted with proper spacing.

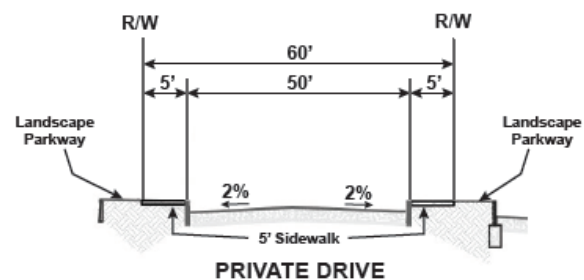
ARROW HIGHWAY

Arrow Highway forms the northern boundary of the Specific Plan area and the northern boundary of Planning Areas 1A, 2A, and 3A. This public roadway provides east/west access to the Specific Plan area and from I-605. In its fully improved condition, the segment of Arrow Highway abutting THE PARK @ LIVE OAK features a 102-foot-wide ROW, including 35 feet of pavement in each direction, a 14-foot-wide raised center median, an existing 8-foot wide sidewalk/landscaped parkway on the north side of the street, and a 5-foot-wide meandering sidewalk and 5-foot wide landscaped parkway on the south side of the street. As part of THE PARK @ LIVE OAK'S development, the existing curb-adjacent sidewalk along the Specific Plan's frontage will be removed and replaced with a 5-foot wide meandering sidewalk. THE PARK @ LIVE OAK is responsible only for the construction of the sidewalk and parkway along the south side of Arrow Highway; the existing travel lanes will remain. All frontage improvements to Arrow Highway are required to comply with applicable City of Irwindale requirements, including sight distance requirements. Private Drive A and Private Drive B (described below) connect to Arrow Highway. Direct driveway connections to/from buildings abutting Arrow Highway in Planning Areas 1A, 2A, and 3A are permitted with proper spacing.



PRIVATE DRIVES A AND B

Private Drives A and B are private collector roads interior to THE PARK @ LIVE OAK Specific Plan. Private Drive A provides a connection between Arrow Highway and Live Oak Avenue; traffic signals will occur at the connection points. Private Drive B also connects to Arrow Highway, with its ultimate alignment within the Specific Plan determined and designed in conjunction with implementing development projects. Private Drives A and B will be accessible from public streets and provide unrestricted access into, out of, and within the Specific Plan area. Both Private Drive A and Private Drive B feature a pavement width of 50 feet and a minimum 5-foot-wide sidewalk on each side.



PRIVATE DRIVEWAYS AND DRIVE AISLES

Private driveways and drive aisles are permitted to connect individual building sites within THE PARK @ LIVE OAK to Live Oak Avenue, Arrow Highway, Private Drive, and Private Drive B. Private driveways

and drive aisles provide vehicular access for automobiles and trucks to parking lots, truck courts, loading dock areas, etc. Private driveways and drive aisles are not depicted on Figure 2-2 because they may or may not occur depending on the needs for internal traffic movement to individual building sites within the Specific Plan area. The locations, alignments, and widths of private driveways and drive aisles will be determined at the time buildings are designed and positioned in each planning area as part of implementing development projects, and are subject to approval of the City Engineer.

INTERSTATE 605

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

2. NON-VEHICULAR CIRCULATION

THE PARK @ LIVE OAK Specific Plan encourages circulation by employees and visitors by means not completely dependent on a motorized vehicle. Pedestrian circulation is encouraged interior to the Specific Plan area through an integrated sidewalk network that is to be designed on individual building sites at the time buildings are designed and positioned in each planning area as part of implementing development projects.

As illustrated on Figure 2-3, *Conceptual Non-Vehicular Circulation and Mobility Plan*, meandering sidewalks are provided in the public right-of-way along the south side of Arrow Highway and north side of Live Oak Avenue adjacent to the Specific Plan Area. Minimum 5-foot wide sidewalks also occur along both sides of Private Drives A and B to facilitate pedestrian circulation between Arrow Highway and Live Oak Avenue. Crosswalks are designed at signalized intersections to ensure pedestrian safety. Given the volume of passenger car and truck traffic circulating on the site, pedestrian and bicycle safety, and access to public transit was given due consideration when preparing the design standards for THE PARK @ LIVE OAK. Provisions for sidewalks and pedestrian walkways, bicycle storage facilities, and employee and visitor gathering areas interior to the planning areas are set forth in Chapter 4, *Design Guidelines*.



Meandering sidewalks are provided by THE PARK @ LIVE OAK along the north side of Live Oak Avenue and south side of Arrow Highway.

C. UTILITY INFRASTRUCTURE PLAN

Buildout of THE PARK @ LIVE OAK requires the installation of water, sewer, storm water drainage, and dry utility infrastructure, 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.

1. WATER

As shown on Figure 2-5, *Conceptual Water Plan*, THE PARK @ LIVE OAK provides public and private water infrastructure to service the Specific Plan area. An existing Cal American Water main is located off-site approximately 0.3 miles north of the Specific Plan boundary within Buena Vista Street. To service THE PARK @ LIVE OAK with domestic water, a connection will be made to the existing Cal American Water main to the north within Buena Vista Street, along with three (3) off-site water mains as an extension of the existing Cal American Water infrastructure system. These three (3) new mains will occur north of the Specific Plan area in Avenida Barbosa Street and Buena Vista Street, and adjacent to the Specific Plan area in Arrow Highway and Live Oak Avenue. The water mains within Arrow Highway, Live Oak Avenue, and along the eastern boundary of the Specific Plan area may not be required if the water service requirements for the future buildings and for fire protection service within THE PARK @ LIVE OAK can be adequately obtained from the private water line installed in Private Drive A. Water and fire service could potentially be adequately provided with a private on-site loop utilizing the water line in Private Drive A. Upsizing and replacement of an existing 8-inch water pipe off-site within a segment of Buena Vista Street to a 12-inch pipe also will be required.

A new water supply well and potential water storage facility will be constructed interior to the Specific Plan area to accommodate the water supply needs identified by Cal American Water for its domestic water infrastructure system. As shown on Figure 2-5, three potential water supply well locations are identified; however, ultimately only one (1) water supply well location will be selected. This alternative also requires construction of up to 960,000 gallons of storage and a booster station on-site to provide fire flow to the Specific Plan area.

To provide water to the buildings and other areas needing water such as irrigated landscaping within the interior of THE PARK @ LIVE OAK Specific Plan, private water infrastructure main lines will be installed within Private Drive A and along the eastern boundaries of Planning Areas 1 and 1A, adjacent to Interstate 605. Smaller private lateral connections will be made to deliver water to the other planning areas. The location of stub outs into each planning area from the proposed Cal American Water mains and private main lines will be determined at the time buildings are designed and positioned in each planning area as part of implementing development projects.

2. SANITARY SEWER

As shown on Figure 2-6, *Conceptual Sewer Plan*, THE PARK @ LIVE OAK provides private sewer infrastructure for the interior of the Specific Plan area. Connections to existing public sewer mains are located off-site within Live Oak Avenue and Arrow Highway to the north, south, and west of the Specific Plan area. The sanitary sewer system for THE PARK @ LIVE OAK consists of a gravity network, which includes private sewer infrastructure within Private Drive A, and each planning area. The private sewer infrastructure collects wastewater flows from each planning area and conveys these flows north, south, and west to the off-site existing public sewer mains within Live Oak Avenue and Arrow Highway. All private sewer infrastructure will be installed on-site beneath Private Drive A, private driveways and drive aisles, and/or parking lots/truck courts in each planning area 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 and will require encroachment permits from the City of Irwindale Public Works Department.

3. STORM WATER DRAINAGE

Prior to the use of THE PARK @ LIVE OAK 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 culverts located beneath Live Oak Avenue and Arrow Highway. As shown on Figure 2-7, *Conceptual Storm Water Management Plan*, these culverts convey stormwater flows to the existing public storm drain system within Live Oak Avenue and Arrow Highway to the south and to the west.

Low Impact Development (LID) site design strategies and Best Management Practice (BMPs) control measures promote the use of natural infiltration, 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 PARK @ LIVE OAK 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 site. The type and extent of the water quality infiltration measures will ultimately be determined based on the project's geotechnical report findings and recommendations. 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 PARK @ LIVE OAK. 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.

4. DRY UTILITIES

THE PARK @ LIVE OAK connects to existing dry utilities (electric, gas, and communication systems) installed within Live Oak Avenue and Arrow Highway. All dry utilities internal to THE PARK @ LIVE

OAK would be installed underground. The locations of lateral connections, transformers, switches, pull boxes, and dry utility manholes will be determined at the time buildings are positioned in each planning area in conjunction with implementing development. Main lines shall be located in Private Drives A and B, where ever feasible.

D. GRADING PLAN

As quarry reclamation/backfilling operations conclude on the site, the ground elevations will be brought up to elevations suitable for construction of THE PARK @ LIVE OAK. In places where the site elevation does not match the elevation of the surrounding properties, landscaped slopes shall be provided within the Specific Plan area in order to match off-site grades at the property line. Slopes shall not exceed an inclination of 2:1. All grading operations shall be subject to the requirements of the Building and Safety Division and may require grading and drainage permits.

E. CONCEPTUAL LANDSCAPING AND GREENSPACE PLAN

As the Specific Plan area is a reclaimed quarry, no natural areas remain and thus no natural open space areas are possible to preserve as part of the development. The greenspace plan is thus focused on ornamental landscaping. THE PARK @ LIVE OAK's landscaping plan serves the dual purpose of adding visual appeal while being sensitive to the environment and Southern California climate by using drought-tolerant materials. Landscaping occurs throughout THE PARK @ LIVE OAK, but most prominently at street corners, along roadways, and at building entrances and in passenger car parking lots.

Thematic entry treatments featuring monument signs and landscaping occur at the connection point of Private Drive A with Live Oak Avenue and Arrow Highway. These entry treatment locations contain monumentation signage, flowering accent and palm trees with colorful groundcover and shrub masses to welcome employees and visitors to THE PARK @ LIVE OAK. Streetscape landscaping along Private Drive A includes a combination of evergreen and deciduous trees along with flowering accent trees and colorful groundcover to create a visually pleasing experience for employees and visitors.

The northern Specific Plan boundary along Arrow Highway and southern boundary along Live Oak Avenue are adjoined by landscaped areas along the street frontages and in the planning areas between buildings. The landscaped areas along Arrow Highway and Live Oak Avenue consist of street trees, backdrop trees, assorted accent planting, grass, and shrubs.

The eastern boundary of THE PARK @ LIVE OAK (Planning Areas 1 and 1A) is buffered from Interstate 605 by layers of assorted deciduous and evergreen screen trees along with large meandering screen shrubs. Refer to Figure 2-8, *Conceptual Landscaping and Greenspace Plan*, and Chapter 4, *Design Guidelines*, for more detailed information on THE PARK @ LIVE OAK's landscape design.

CHAPTER 3 | DEVELOPMENT STANDARDS

A. PURPOSE AND INTENT

This section establishes the land use permissions and development standards for each planning area in THE PARK @ LIVE OAK Specific Plan. The standards provided herein work in concert with the architecture and landscape guidelines set forth in Chapter 4, *Design Guidelines*, to achieve the vision of THE PARK @ LIVE OAK.

B. DEFINITION OF TERMS

The meaning of words, phrases, titles, and terms shall be the same as provided in the City of Irwindale Zoning Code (hereafter referred to as “Zoning Code”), unless a different definition is provided within this Specific Plan or its accompanying Development Agreement. Definitions provided in this Specific Plan and its accompanying Development Agreement take precedence over definitions provided in the Zoning Code.

C. APPLICABILITY

The regulations set forth in this Chapter 3 shall apply to all implementing development projects within THE PARK @ LIVE OAK Specific Plan area. Whenever the development standards contained herein differ from those contained in the Zoning Code, the provisions of this Specific Plan shall take precedence. Any development standard, condition, or situation not explicitly addressed herein shall be subject to the applicable Zoning Code requirement(s).

D. PERMITTED, CONDITIONAL, AND ANCILLARY USES

Land within THE PARK @ LIVE OAK Specific Plan area and structures/facilities thereon may only be developed and/or used for those activities listed in Table 3-1, *Permitted Uses*. The symbols shown in Table 3-1 are defined as follows:

- “P” means the use is permitted by right, subject to applicable development standards contained in this Specific Plan. A Conditional Use Permit is not required.
- “C” means the use is conditionally permitted, subject to the filing of a Conditional Use Permit application in accordance with the requirements of the City of Irwindale Zoning Code. The Conditional Use Permit must be approved by the City of Irwindale Planning Commission before the use can be established, and in order to grant a Conditional Use Permit, the Planning Commission must find:
 - That the site for the proposed use is adequate in size and shape;

- That the proposed use will not have an adverse effect upon adjacent property; and
 - That the quantity of traffic generated by the proposed use (in combination with the traffic generated by other developments implemented within the Specific Plan area) does not exceed the quantity of traffic studied in The Park @ Live Oak Traffic Impact Analysis prepared by Urban Crossroads, Inc. and dated December 12, 2018; or, in the event that an exceedance occurs, a full Traffic Impact Analysis is prepared for the proposed use that identifies feasible improvements which the proposed use will commit to implement in order to accommodate and mitigate for the increase in traffic.
- “A” means the land use is permitted by right, provided the use is ancillary to the primary or conditionally permitted use of the property.
 - “X” means the use is prohibited.

Refer to Specific Plan Chapter 5, *Implementation Plan*, for a discussion of the procedure concerning how to determine if any use not specifically listed in Table 3-1 qualifies as permitted, conditionally permitted, ancillary, or prohibited use.

E. COMMERCIAL USES

A minimum of 15,000 SF of commercial uses is required and a maximum of 98,600 SF of commercial uses is permitted in and across Planning Areas 1A, 2A, 3A, and/or 4. Uses qualifying as “commercial” in this context are indicated with a (1) in Table 3-1.

TABLE 3-1 PERMITTED USES				
LEGEND: PERMITTED USE: "P" CONDITIONAL USE: "C" ANCILLARY: "A" PROHIBITED: "X"				
COMMERCIAL USE - FOOTNOTE (1); MINIMUM 15,000 SF REQUIRED AND MAXIMUM OF 98,600 SF PERMITTED				
USE	PLANNING AREAS			ADDITIONAL NOTES
	PA 1, 2, & 3 (INDUSTRIAL/ BUSINESS PARK)	PA 1A, 2A, & 3A (COMMERCIAL/ INDUSTRIAL)	PA 4 (COMMERCIAL/ INDUSTRIAL)	
Professional Offices and Services				
Administrative and professional offices	A	P	P	
Banks and financial institutions	A	P	P	With and without drive-thru
Data processing centers and data storage services	P	P	P	Such as computer server centers. Excludes employee-intensive call centers.
Dental offices/clinics and laboratories	X	P	P	
Medical offices/clinics and laboratories	X	P	P	
Optometrists/opticians and optical goods	X	P	P	
Photography studios	X	P	C	
Veterinarians and animal hospitals	X	P	P	
Industrial, Warehousing, Fabricating, Assembly, and Manufacturing Uses				
Automobile and truck repair garages with or without 8 or fewer fueling stations	A	A	A	Limited to basic maintenance such as tire repairs, oil changes, and other minor non-engine vehicle maintenance
Bakeries and confectionaries, manufacturing and wholesale	P	P	P	Such as mass-produced and/or packaged products for distribution
Bottling plants	P	P	P	
Computer and electronic parts manufacturing and assembly	P	P	P	
Distribution warehouses, general warehouses, and e-commerce fulfillment centers, for dry goods	P	P	P	
Distribution warehouses, general warehouses, and	P	P	P	A maximum of 387,500 square feet (SF) of

TABLE 3-1 PERMITTED USES				
LEGEND: PERMITTED USE: "P" CONDITIONAL USE: "C" ANCILLARY: "A" PROHIBITED: "X" COMMERCIAL USE - FOOTNOTE (1); MINIMUM 15,000 SF REQUIRED AND MAXIMUM OF 98,600 SF PERMITTED				
USE	PLANNING AREAS			ADDITIONAL NOTES
	PA 1, 2, & 3 (INDUSTRIAL/ BUSINESS PARK)	PA 1A, 2A, & 3A (COMMERCIAL/ INDUSTRIAL)	PA 4 (COMMERCIAL/ INDUSTRIAL)	
e-commerce fulfillment centers for chilled, cooled, or frozen goods				chilled, cooled and freezer warehouse space is permitted in the Specific Plan area.
Fabricating and machining	P	P	P	Includes but is not limited to metal product manufacturing. Exterior noise levels shall be below 60 decibels L-eq (equivalent continuous sound level) from 10 p.m. to 7 a.m. and 70 decibels L-eq from 7 a.m. to 10 p.m. as measured at the use's property line or any adjacent structure, whichever is closer.
Industrial retail sales	A	A	A	Limited to 15% of the building's gross s.f. Includes direct-to-consumer sales of goods and/or products on the premises, that are either manufactured, warehoused, or wholesaled on-site.
Industrial robotics manufacturing and assembly	P	P	P	
Joining and assembly manufacturing	P	P	P	
Machinery manufacture	P	P	P	Exterior noise levels shall be below 60 decibels L-eq (equivalent continuous sound level) from 10 p.m. to 7 a.m. and 70 decibels L-eq from 7 a.m. to 10 p.m. as measured at the use's

TABLE 3-1 PERMITTED USES				
LEGEND: PERMITTED USE: "P" CONDITIONAL USE: "C" ANCILLARY: "A" PROHIBITED: "X"				
COMMERCIAL USE - FOOTNOTE (1); MINIMUM 15,000 SF REQUIRED AND MAXIMUM OF 98,600 SF PERMITTED				
USE	PLANNING AREAS			ADDITIONAL NOTES
	PA 1, 2, & 3 (INDUSTRIAL/ BUSINESS PARK)	PA 1A, 2A, & 3A (COMMERCIAL/ INDUSTRIAL)	PA 4 (COMMERCIAL/ INDUSTRIAL)	
				property line or any adjacent structure, whichever is closer.
Manufacturing and product assembly	P	P	P	Includes but is not limited to wood, fiber, textile, paper, plastic, canvas, casein, cork, clay, metal, pharmaceutical, electrical, glass, and wax products, including those uses permitted in the City's M-1 Light Manufacturing Zone
Motor vehicle storage	P	P	P	Indoor storage only
Motor vehicle washing, cleaning, and detailing	A / C	A / C ¹	A / C ¹	Includes mechanical auto wash. This ancillary use is not open to the public.
Mulch storage and stockpiling	C	C ¹	C ¹	Includes the sales of mulch and other landscaping materials
Plastics, fabrication from and molding	P	P	P	Includes the light manufacture of products thereof provided all grinding and operations are conducted within enclosed building
Plating	C	C	C	
Research & development services/laboratories	P	P	P	
Self-storage/public	C	C	C	
Shipping/parcel delivery hub or sorting center	P	P	P	
Commercial-Retail Type Uses				
Antiques, art stores and galleries	X	P ¹	P ¹	No outside display
Appliance sales, household	X	P ¹	P ¹	No on-site repair shall be permitted

TABLE 3-1 | PERMITTED USES

LEGEND: PERMITTED USE: "P" | CONDITIONAL USE: "C" | ANCILLARY: "A" | PROHIBITED: "X"
COMMERCIAL USE - FOOTNOTE (1); MINIMUM 15,000 SF REQUIRED AND MAXIMUM OF 98,600 SF PERMITTED

USE	PLANNING AREAS			ADDITIONAL NOTES
	PA 1, 2, & 3 (INDUSTRIAL/ BUSINESS PARK)	PA 1A, 2A, & 3A (COMMERCIAL/ INDUSTRIAL)	PA 4 (COMMERCIAL/ INDUSTRIAL)	
Bakery and confectionary shops	X	P ¹	C ¹	Baking per se shall be permitted only when incidental to retail sales
Automobile supply stores, retail sale	X	P ¹	P ¹	Sale of new parts only
Barbershops and beauty/nail salons	X	P ¹	P ¹	
Bars/cocktail lounges	X	C ¹	C ¹	
Clothing stores and shoe stores	X	P ¹	C ¹	No outside display
Computer, home electronics, and small home appliance repair	X	P ¹	P ¹	
Convenience stores	X	P ¹	C ¹	
Cosmetics and beauty supplies stores	X	P ¹	C ¹	
Courier and messenger services	P	P ¹	P ¹	Similar to Postal Annex, UPS/FedEx store uses
Day/health spa	X	C ¹	C ¹	
Delicatessens, cafes, and refreshment stands	A	P ¹	C ¹	
Drugstores	X	P ¹	C ¹	
Dry cleaning establishments, retail and tailors	X	P ¹	C ¹	
Electronics and appliance stores	X	P ¹	C ¹	
Fast food and specialty food restaurant	X	P ¹	C ¹	With or without drive-thru and with or without outdoor seating. Signage of fast food restaurants default back to the requirements of the City's Municipal Code.
Florist shops	X	P ¹	P ¹	
Full service (sit down) restaurants	X	P ¹ / C ¹	C ¹	Alcoholic beverage sales for consumption on the premises is conditionally

TABLE 3-1 PERMITTED USES				
LEGEND: PERMITTED USE: "P" CONDITIONAL USE: "C" ANCILLARY: "A" PROHIBITED: "X"				
COMMERCIAL USE - FOOTNOTE (1); MINIMUM 15,000 SF REQUIRED AND MAXIMUM OF 98,600 SF PERMITTED				
USE	PLANNING AREAS			ADDITIONAL NOTES
	PA 1, 2, & 3 (INDUSTRIAL/ BUSINESS PARK)	PA 1A, 2A, & 3A (COMMERCIAL/ INDUSTRIAL)	PA 4 (COMMERCIAL/ INDUSTRIAL)	
				(C) permitted in all planning areas
Furniture and home furnishing stores	X	P ¹	C ¹	
Gas stations (with eight (8) or fewer fuel pump stations)	X	P ¹	X	With and without car washes and/or convenience markets with or without drive-thrus.
Gas stations (with more than eight (8) fuel pump stations)	X	C ¹	X	With and without car washes and/or convenience markets with or without drive-thrus.
Gift and novelty shops, hobby, toy, and game shops	X	P ¹	P ¹	
Grocery stores or fruit stores, retail	X	P ¹	C ¹	
Health clubs and gymnasiums	X	P ¹	C ¹	
Jewelry stores	X	P ¹	C ¹	
Laundries – self service	X	P ¹	C ¹	
Locksmith/key shops	X	P ¹	C ¹	
Luggage and leather goods, retail	X	P ¹	C ¹	
Massage establishments	X	C ¹	C ¹	
Office, postal, shipping photocopying, and printing supplies and services	X	P ¹	P ¹	
Pet and pet supply stores	X	P ¹	C ¹	Includes pet grooming services
Sporting goods stores	X	P ¹	P ¹	
Tobacco products stores, retail only	X	C ¹	C ¹	
Thrift and secondhand stores	X	P ¹	C ¹	

TABLE 3-1 PERMITTED USES				
LEGEND: PERMITTED USE: "P" CONDITIONAL USE: "C" ANCILLARY: "A" PROHIBITED: "X"				
COMMERCIAL USE - FOOTNOTE (1); MINIMUM 15,000 SF REQUIRED AND MAXIMUM OF 98,600 SF PERMITTED				
USE	PLANNING AREAS			ADDITIONAL NOTES
	PA 1, 2, & 3 (INDUSTRIAL/ BUSINESS PARK)	PA 1A, 2A, & 3A (COMMERCIAL/ INDUSTRIAL)	PA 4 (COMMERCIAL/ INDUSTRIAL)	
Other				
Billboards	C	C	C	Subject to the provisions of the Irwindale Municipal Code (2019) Section 17.72.
Telecommunications facilities/cell site associated with a permitted or conditionally permitted primary use	A	A	A	Subject to all applicable federal and State laws and regulations pertaining to the use.
Telecommunications facilities/cell site, independent	C	C	C	Subject to all applicable federal and State laws and regulations pertaining to the use.

Notes:

- (1): Use qualifies as a commercial use. In and across Planning Areas 1A, 2A, 3A, and 4, a minimum of 15,000 SF of commercial space is required and a maximum of 98,600 SF of commercial space is permitted.

F. DEVELOPMENT STANDARDS FOR INDUSTRIAL AND BUSINESS PARK
USES

The following development standards apply to all implementing development projects in THE PARK @ LIVE OAK, with the exception of commercial uses indicated by a (1) in Table 3-1, *Permitted Uses*. Refer below to Subsection 3.F for development standards applicable to commercial uses.

- (1) Buildings are permitted to be constructed within a single planning area or across adjacent planning area boundaries. In other words, industrial/business park buildings can cross the boundaries of Planning Areas 1, 2, 3, 1A, 2A, 3A, and/or 4.
- (2) Maximum Floor Area Ratio (FAR) for industrial and business park uses throughout the Specific Plan area shall be 0.65. The FAR maximum shall be determined based on the total lot area of all industrial/business park parcels developed in all Planning Areas (cumulative build-out of the entire Specific Plan) and the total gross floor area of all industrial/business park buildings. The FAR maximum shall not apply on a planning area by planning area or parcel by parcel basis.
- (3) Maximum building height shall be 60 feet, measured from the building's finished floor elevation to the highest point of the building's roof, parapet, or other architectural projection.
- (4) Minimum building setbacks shall be as follows. Architectural enhancements (cornices, eaves, canopies, etc.) may encroach a maximum of 5 feet into these setbacks provided that adequate emergency access can be maintained, subject to approval by the LA County Fire Department.
 - a) Arrow Highway: 20 feet for building faces less than 300 feet wide, measured from the public right-of-way
 - b) Arrow Highway: 35 feet for building faces equal to or greater than 300 feet wide, measured from the public right-of-way
 - c) Live Oak Avenue: 20 feet, measured from the public right-of-way
 - d) Interstate 605: 50 feet, measured from the Specific Plan boundary
 - e) Private Drives A & B: 10 feet, measured from the back of sidewalk
- (5) Minimum setbacks for private drive aisles and parking spaces shall be as follows, measured from the roadway right-of-way. The entire setback area shall be landscaped. Landscaping includes plantings (trees, shrubs, groundcover, and/or vines) and may include walkways, benches, trellises, thematic fencing and/or walls, and related amenities.
 - a) Arrow Highway: 12 feet; 10 feet adjacent to dedicated turn pockets, measured from the public right-of-way
 - b) Live Oak Avenue: 12 feet; 10 feet adjacent to dedicated turn pockets, measured from the public right-of-way
 - c) Interstate 605: 25 feet average, measured from the Specific Plan boundary
 - d) Private Drives A & B: 10 feet, measured from the back of sidewalk

- (6) Drive aisles and parking spaces shall be set back at least 10 feet from building entrance office spaces and at least 5 feet from other building walls, screen walls, and fences, unless located within a fully screened/enclosed yard, within which no setback criteria apply.
- (7) Private drive aisles shall have a minimum width of 26 feet.
- (8) Fire lanes shall have a minimum width of 28 feet, unless a different width is required or allowed by the LA County Fire Department.
- (9) Standard automobile parking stall sizes shall be 9 feet by 19 feet. Compact parking stall spaces shall be 8 feet by 15 feet. Compact spaces shall comprise no more than 10 percent of all required automobile parking spaces.
- (10) Loading docks, truck yards, and outdoor materials storage areas shall be visually screened from Live Oak Avenue and Arrow Highway by walls, wrought-iron fencing, landscaping, and/or other screening features or barriers (such as berms) reaching a minimum height of eight feet (8') as measured from the interior side of the barrier.
- (11) The outdoor storage of materials and equipment within screened areas shall only be permitted ancillary to the land uses allowed pursuant to Table 3-1.
- (12) Any manufacturing and processing activities shall only be conducted within a wholly enclosed four-sided building.
- (13) Ground- and roof-mounted exterior mechanical equipment, heating and ventilating, air conditioning, tanks, and other mechanical devices shall be screened and treated with a neutral color or obscured by landscaping when visible from Live Oak Avenue, Arrow Highway, or Private Drive A.
- (14) At all private driveways that connect an individual building's truck yard from Live Oak Avenue or Arrow Highway, 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.

- a. Industrial/Business Park Uses - Arrow Highway or Live Oak Avenue Development Standards (PAs 1, 1A, 2A, 3, 3A, & 4)



FIGURE 3-1

TABLE 3-2 INDUSTRIAL/BUSINESS PARK USES – ARROW HIGHWAY OR LIVE OAK AVENUE	
Site Requirements	
Minimum Lot Size	n/a ¹
Maximum Floor Area Ratio	0.65 ²
Minimum Setback Requirements	
Arrow Highway Setback ³	
Building	20 ft. for building faces less than 300 feet wide; 35 ft. for building faces greater than 300 feet wide
Drive Aisle and Parking ⁴	12 ft. ^{5,6}
Allowable architectural encroachments into street frontage setbacks (e.g., cornices, eaves, canopies, etc.)	5 ft. ⁷
Minimum Separation to Drive Aisle/Parking Space	
Adjacent to building entrance office element	10 ft.
Adjacent to building wall or screen wall/fence	5 ft.
Within screened/enclosed yards	0 ft.
Maximum Building Height Requirements	
Building Height	60 ft.
Minimum Parking and Access Requirements	
Automobile Parking Stall Size	9 ft. x 19 ft. (standard) 8 ft. x 15 ft. (compact) ⁸
Drive Aisle Width	26 ft.
Fire Lane Width	28 ft. ⁹

Notes:

1. Lot size shall be large enough to accommodate the proposed use and meet all the minimum development standards imposed by this Specific Plan.
2. FAR shall be determined based on the total lot area of all industrial/business park parcels developed in all Planning Areas and the total gross floor area of all industrial/business park buildings. The net FAR maximum shall not apply on a planning area by planning area or parcel by parcel basis.
3. As measured from the edge of right-of-way.
4. Minimum setback does not apply to driveways that are perpendicular to and connect to public and private streets.
5. Minimum setback may be reduced to 10 feet abutting dedicated turn pockets.
6. Entire setback shall be landscaped. Landscaping shall include plantings (trees, shrubs, groundcovers, and/or vines) and may include walkways, benches, trellises, thematic fencing and/or walls, and related amenities.
7. Encroachments into required setbacks shall only be permitted where adequate emergency access can be maintained.
8. Compact spaces shall comprise no more than 10 percent of all required automobile parking spaces.
9. Fire lane width can be modified subject to approval by the LA County Fire Department.

b. Industrial/Business Park Uses – Private Drive A & B Development Standards (All PAs)

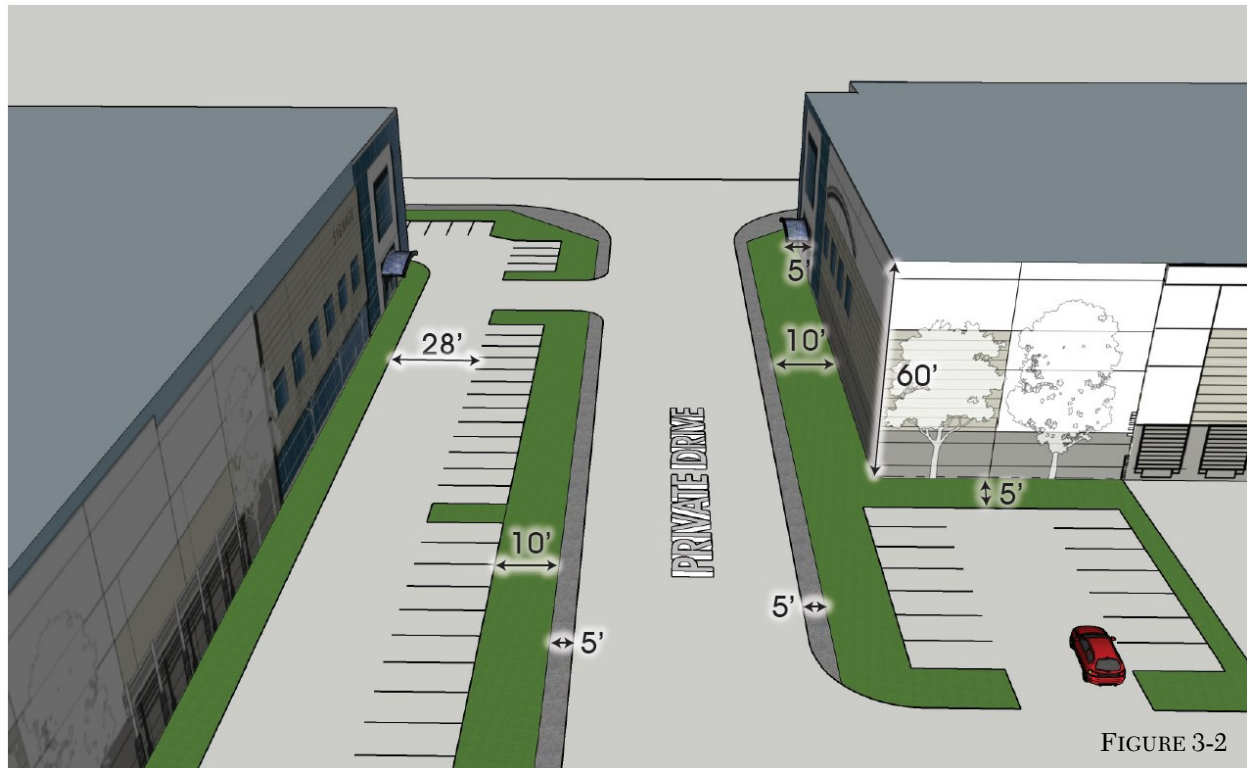


FIGURE 3-2

TABLE 3-3 | INDUSTRIAL/BUSINESS PARK – PRIVATE DRIVE

Site Requirements	
Minimum Lot Size	n/a ¹
Maximum Floor Area Ratio	0.65 ²
Minimum Setback Requirements	
Private Drive Setback ³	
Building	10 ft.
Drive Aisle and Parking ⁴	10 ft. ⁵
Allowable architectural encroachments into street frontage setbacks (e.g., cornices, eaves, canopies)	5 ft. ⁶
Minimum Separation to Drive Aisle/Parking Space	
Adjacent to building entrance office element	10 ft.
Adjacent to building wall or screen wall/fence	5 ft.
Within screened/enclosed yards	0 ft.
Maximum Building Height Requirements	
Building Height	60 ft.
Minimum Parking and Access Requirements	
Automobile Parking Stall Size	9 ft. x 19 ft. (standard) 8 ft. x 15 ft. (compact) ⁷
Drive Aisle Width	26 ft.
Fire Lane Width	28 ft. ⁸

Notes:

1. Lot size shall be large enough to accommodate the proposed use and meet all the minimum development standards imposed by this Specific Plan.
2. FAR shall be determined based on the total lot area of all industrial/business park parcels developed in all Planning Areas and the total gross floor area of all industrial/business park buildings. The net FAR maximum shall not apply on a planning area by planning area or parcel by parcel basis.
3. As measured from the back of sidewalk.
4. Minimum setback does not apply to driveways that are perpendicular to and connect to public and private streets.
5. Entire setback shall be landscaped. Landscaping shall include plantings (trees, shrubs, groundcovers, and/or vines) and may include walkways, benches, trellises, thematic fencing and/or walls, and related amenities.
6. Encroachments into required setbacks shall only be permitted where adequate emergency access can be maintained.
7. Compact spaces shall comprise no more than 10 percent of all required automobile parking spaces.
8. Fire lane width can be modified subject to approval by the LA County Fire Department.

c. Industrial/Business Park Uses – Interstate 605 Development Standards (PAs 1 & 1A)

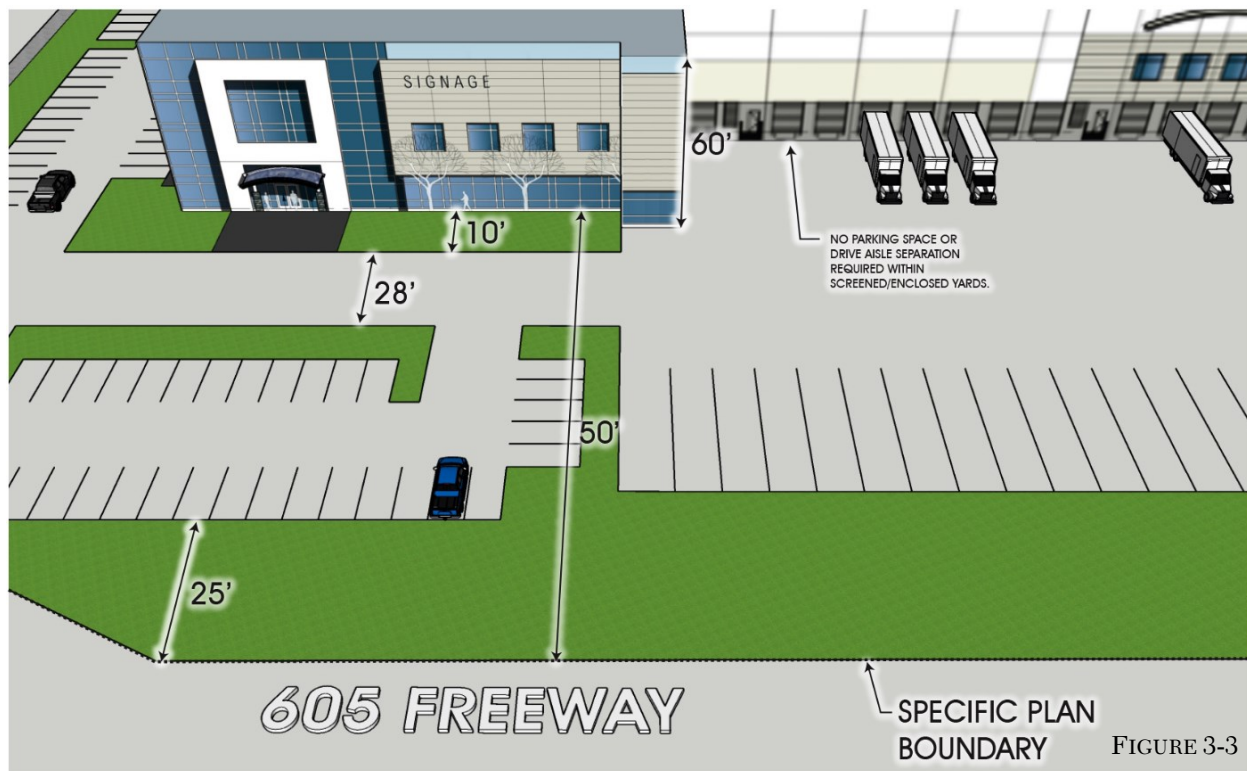


TABLE 3-4 | INDUSTRIAL/BUSINESS PARK – INTERSTATE 605

Site Requirements	
Minimum Lot Size	n/a ¹
Maximum Floor Area Ratio	0.65 ²
Minimum Setback Requirements	
Interstate 605 Setback ³	
Building	50 ft.
Drive Aisle and Parking ⁴	25 ft. average ⁵
Allowable architectural encroachments into street frontage setbacks (e.g., cornices, eaves, canopies)	5 ft. ⁶
Minimum Separation to Drive Aisle/Parking Space	
Adjacent to building entrance office element	10 ft.
Adjacent to building wall or screen wall/fence	5 ft.
Within screened/enclosed yards	0 ft.
Maximum Building Height Requirements	
Building Height	60 ft.
Minimum Parking and Access Requirements	
Automobile Parking Stall Size	9 ft. x 19 ft. (standard) 8 ft. x 15 ft. (compact) ⁸
Drive Aisle Width	26 ft.
Fire Lane Width	28 ft. ⁹

Notes:

1. Lot size shall be large enough to accommodate the proposed use and meet all the minimum development standards imposed by this Specific Plan.
2. FAR shall be determined based on the total lot area of all industrial/business park parcels developed in all Planning Areas and the total gross floor area of all industrial/business park buildings. The net FAR maximum shall not apply on a planning area by planning area or parcel by parcel basis.
3. As measured from the Specific Plan boundary.
4. Minimum setback does not apply to driveways that are perpendicular to and connect to public and private streets.
5. Entire setback shall be landscaped. Landscaping shall include plantings (trees, shrubs, groundcovers, and/or vines) and may include walkways, benches, trellises, thematic fencing and/or walls, and related amenities.
6. Encroachments into required setbacks shall only be permitted where adequate emergency access can be maintained.
7. Compact spaces shall comprise no more than 10 percent of all required automobile parking spaces.
8. Fire lane width can be modified subject to approval by the LA County Fire Department.

G. DEVELOPMENT STANDARDS FOR COMMERCIAL USES

The following developments standards apply to implementing development projects in THE PARK @ LIVE OAK Planning Areas 1A, 2A, 3A, and 4 that include a commercial use, indicated by a (1) in Table 3-1, *Permitted Uses*.

- (1) A minimum of 15,000 SF and a maximum of 98,600 SF of commercial uses indicated by a (1) in Table 3-1 are permitted in Planning Areas 1A, 2A, 3A, and/or 4. Additional commercial building floor space shall only be permitted upon the preparation of a traffic impact study which demonstrates that traffic volumes from the additional commercial floor space will not exceed the traffic volumes disclosed in the Environmental Impact Report (EIR) or subsequent California Environmental Quality Act (CEQA) documentation prepared to evaluate the Specific Plan and/or proposed use.
- (2) Until a minimum of 15,000 SF of commercial floor space is constructed in the Specific Plan area, a minimum of 1.0 acre shall be reserved for this purpose in either Planning Area 1A, 2A, 3A, or 4, with adequate vehicular access for a commercial use.
- (3) Buildings are permitted to be constructed within a single planning area or across adjacent Commercial/Industrial planning area boundaries. In other words, commercial buildings can cross the boundaries of adjacent Planning Areas 2A and 3A.
- (4) Maximum Floor Area Ratio (FAR) for commercial uses throughout the Specific Plan area shall be 0.65. The FAR maximum shall be determined based on the total lot area of all commercial parcels developed in all Planning Areas (cumulative build-out of the entire Specific Plan) and the total gross floor area of all commercial buildings. The FAR maximum shall not apply on a planning area by planning area or parcel by parcel basis.
- (5) Maximum building height shall be 60 feet, measured from the finished floor elevation to the highest point of the building's roof, parapet, or other architectural projection.
- (6) Minimum building setbacks shall be as follows. Architectural enhancements (cornices, eaves, canopies, etc.) may encroach a maximum of 5 feet into these setbacks provided that adequate emergency access can be maintained, subject to approval by the LA County Fire Department.
 - a) Arrow Highway: 20 feet, measured from the public right-of-way
 - b) Live Oak Avenue: 20 feet, measured from the public right-of-way
 - c) Interstate 605: 25 feet, measured from the Specific Plan boundary
 - d) Private Drives A & B: 10 feet, measured from the back of sidewalk
- (7) Structures shall have a minimum distance separation of 25 feet from front to front, 25 feet from front to rear, or 15 feet from other configurations. Ancillary structures, including but not limited to trash enclosures, are exempt from the structure-to-structure separation requirements.

- (8) Minimum setbacks for private drive aisles and parking spaces shall be as follows. The entire setback area shall be landscaped. Landscaping includes plantings (trees, shrubs, groundcover, and/or vines) and may include walkways, benches, trellises, thematic fencing and/or walls, and related amenities.
 - a) Arrow Highway: 12 feet; 10 feet adjacent to dedicated turn pockets, measured from the public right-of-way
 - b) Live Oak Avenue: 12 feet; 10 feet adjacent to dedicated turn pockets, measured from the public right-of-way
 - c) Interstate 605: 25 feet average, measured from the Specific Plan boundary
 - d) Private Drives A & B: 5 feet, measured from the back of sidewalk
- (9) Drive aisles shall be set back at least 10 feet from the front of a building and 5 feet from the rear or side of a building. This set back shall not apply to drive-thru lanes.
- (10) Parking spaces shall be set back at least 5 feet from any side of a building.
- (11) Private drive aisles shall have a minimum width of 26 feet.
- (12) Fire lanes shall have a minimum width of 28 feet, unless a different width is required or allowed by the LA County Fire Department.
- (13) Standard automobile parking stall sizes shall be 9 feet by 19 feet. Compact parking stall spaces shall be 8 feet by 15 feet. Compact spaces shall comprise no more than 10 percent of all required automobile parking spaces.
- (14) Loading docks and outdoor materials storage areas shall be visually screened from Live Oak Avenue and Arrow Highway by walls, landscaping, and/or other screening features or barriers (such as berms).
- (15) Ground- and roof-mounted exterior mechanical equipment, heating and ventilating, air condition, tanks, and other mechanical devices shall be screened and treated with a neutral color or obscured by landscaping when visible from Live Oak Avenue, Arrow Highway, or Private Drive A.

a. Commercial Uses - Arrow Highway or Live Oak Avenue Development Standards (PAs 1A, 2A, & 3A)

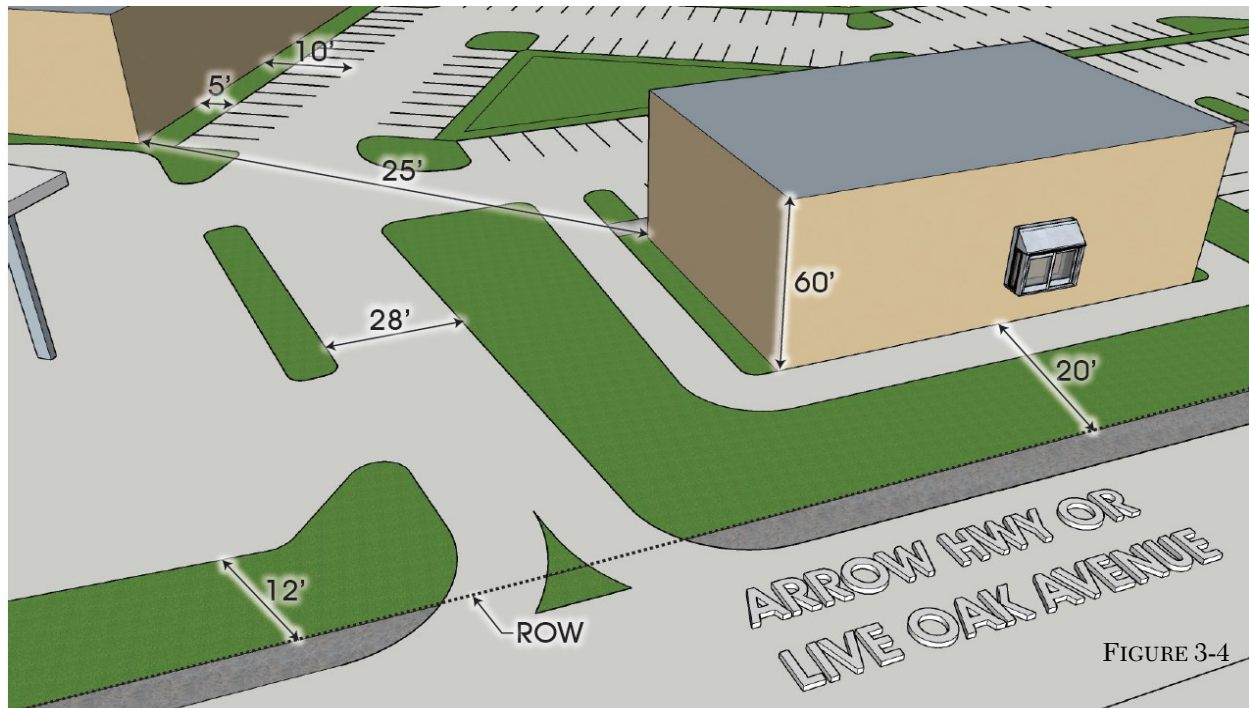


FIGURE 3-4

TABLE 3-5 | COMMERCIAL – ARROW HIGHWAY OR LIVE OAK AVENUE

Site Requirements		
Minimum Lot Size	n/a ¹	
Maximum Floor Area Ratio	0.65 ²	
Maximum Lot Coverage	n/a	
Minimum Setback Requirements		
Arrow Highway Setback ³		
Building	20 ft.	
Drive Aisle and Parking ⁴	12 ft. ^{5,6}	
Allowable architectural encroachments into street frontage setbacks (e.g., cornices, eaves, canopies)	5 ft. ⁷	
Maximum Building Height Requirements		
Building Height	60 ft.	
Minimum Distance Between Structures⁸		
Front to Front	25 ft.	
Front to Rear	25 ft.	
Other	15 ft.	
Minimum Separation to Drive Aisle/Parking Space		
Parking Stall to Building	5 ft.	
Drive Aisle to Building	10 ft. (front) 5 ft. (side and rear) ⁹	
Minimum Parking and Access Requirements		
Automobile Parking Stall Size	9 ft. x 19 ft. (standard) 8 ft. x 15 ft. (compact) ¹⁰	
Drive Aisle Width	26 ft.	
Fire Lane Width	28 ft. ¹¹	

Notes:

1. Lot size shall be large enough to accommodate the proposed use and meet all the minimum development standards imposed by this Specific Plan.
2. FAR shall be determined based on the total lot area of all commercial parcels developed in all Planning Areas and the total gross floor area of all commercial buildings. The FAR maximum shall not apply on a planning area by planning area or parcel by parcel basis.
3. As measured from the edge of the right-of-way.
4. Minimum setback does not apply to driveways that are perpendicular to and connect to public and private streets.
5. Minimum setback may be reduced to 10 feet abutting dedicated turn pockets.
6. Entire setback shall be landscaped. Landscaping shall include plantings (trees, shrubs, groundcovers, and/or vines) and may include walkways, benches, trellises, thematic fencing and/or walls, and related amenities.
7. Encroachments into required setbacks shall only be permitted where adequate emergency access can be maintained.
8. Includes structures in abutting planning areas. Ancillary structures, including but not limited to trash enclosures, are exempt from the structure-to-structure separation requirements.
9. This setback does not apply to drive-thru lanes.
10. Compact spaces shall comprise no more than 10 percent of all required automobile parking spaces.
11. Fire lane width can be modified subject to approval by the LA County Fire Department.

b. Commercial Uses – Private Drive A & B Development Standards (All PAs)

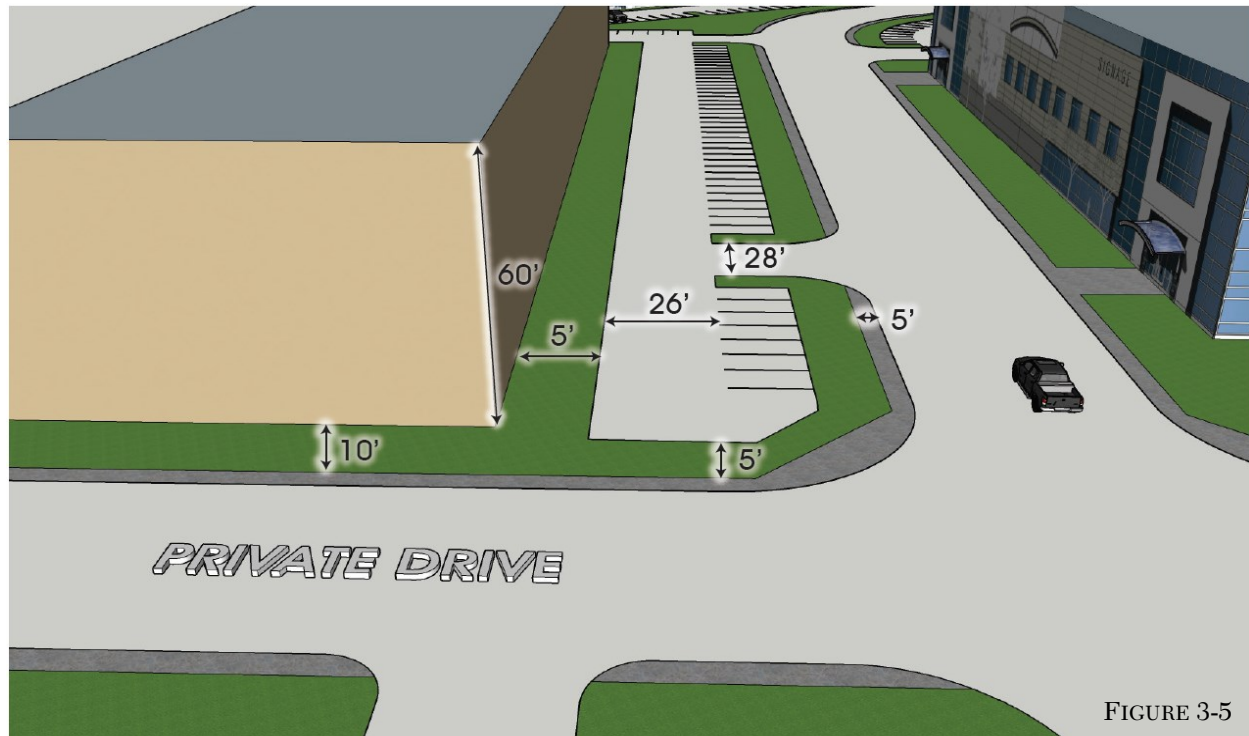


FIGURE 3-5

TABLE 3-6 COMMERCIAL – PRIVATE DRIVE	
Site Requirements	
Minimum Lot Size	n/a ¹
Maximum Floor Area Ratio	0.65 ²
Maximum Lot Coverage	n/a
Minimum Setback Requirements	
Private Drive Setback ³	
Building	10 ft.
Drive Aisle and Parking ⁴	5 ft. ⁵
Allowable architectural encroachments into street frontage setbacks (e.g., cornices, eaves, canopies)	5 ft. ⁶
Maximum Building Height Requirements	
Building Height	60 ft.
Minimum Distance Between Structures⁷	
Front to Front	25 ft.
Front to Rear	25 ft.
Other	15 ft.
Minimum Separation to Drive Aisle/Parking Space	
Parking Stall to Building	5 ft.
Drive Aisle to Building	10 ft. (front) 5 ft. (side and rear) ⁸
Minimum Parking and Access Requirements	
Automobile Parking Stall Size	9 ft. x 19 ft. (standard) 8 ft. x 15 ft. (compact) ⁹
Drive Aisle Width	26 ft.
Fire Lane Width	28 ft. ¹⁰

Notes:

1. Lot size shall be large enough to accommodate the proposed use and meet all the minimum development standards imposed by this Specific Plan.
 2. FAR shall be determined based on the total lot area of all commercial parcels developed in all Planning Areas and the total gross floor area of all commercial buildings. The FAR maximum shall not apply on a planning area by planning area or parcel by parcel basis.
 3. As measured from the back of sidewalk.
 4. Minimum setback does not apply to driveways that are perpendicular to and connect to public and private streets.
 5. Entire setback shall be landscaped. Landscaping shall include plantings (trees, shrubs, groundcovers, and/or vines) and may include walkways, benches, trellises, thematic fencing and/or walls, and related amenities.
 6. Encroachments into required setbacks shall only be permitted where adequate emergency access can be maintained.
 7. Includes structures in abutting planning areas. Ancillary structures, including but not limited to trash enclosures, are exempt from the structure-to-structure separation requirements.
 8. This setback does not apply to drive-thru lanes.
- Compact spaces shall comprise no more than 10 percent of all required automobile parking spaces.
9. Fire lane width can be modified subject to approval by the LA County Fire Department.

c. Commercial Uses – Interstate 605 Development Standards (PA 1A)



FIGURE 3-6

TABLE 3-7 COMMERCIAL – INTERSTATE 605	
Site Requirements	
Minimum Lot Size	n/a ¹
Maximum Floor Area Ratio	0.65 ²
Maximum Lot Coverage	n/a
Minimum Setback Requirements	
Interstate 605 Setback ³	
Building	25 ft.
Drive Aisle and Parking ⁴	25 ft. average ⁵
Allowable architectural encroachments into street frontage setbacks (e.g., cornices, eaves, canopies)	5 ft. ⁶
Maximum Building Height Requirements	
Building Height	60 ft.
Minimum Distance Between Structures⁷	
Front to Front	25 ft.
Front to Rear	25 ft.
Other	15 ft.
Minimum Separation to Drive Aisle/Parking Space	
Parking Stall to Building	5 ft.
Drive Aisle to Building	10 ft. (front) 5 ft. (side and rear) ⁸
Minimum Parking and Access Requirements	
Automobile Parking Stall Size	9 ft. x 19 ft. (standard) 8 ft. x 15 ft. (compact) ⁹
Drive Aisle Width	26 ft.
Fire Lane Width	28 ft. ¹⁰

Notes:

1. Lot size shall be large enough to accommodate the proposed use and meet all the minimum development standards imposed by this Specific Plan.
2. FAR shall be determined based on the total lot area of all commercial parcels developed in all Planning Areas and the total gross floor area of all commercial buildings. The FAR maximum shall not apply on a planning area by planning area or parcel by parcel basis.
3. As measured from the Specific Plan boundary.
4. Minimum setback does not apply to driveways that are perpendicular to and connect to public and private streets.
5. Entire setback shall be landscaped. Landscaping shall include plantings (trees, shrubs, groundcovers, and/or vines) and may include walkways, benches, trellises, thematic fencing and/or walls, and related amenities.
6. Encroachments into required setbacks shall only be permitted where adequate emergency access can be maintained.
7. Includes structures in abutting planning areas. Ancillary structure, including but not limited to trash enclosures, are exempt from the structure-to-structure separation requirements.
8. This setback does not apply to drive-thru lanes.
9. Compact spaces shall comprise no more than 10 percent of all required automobile parking spaces.
10. Subject to approval by the LA County Fire Department.

H. PARKING STANDARDS

Table 3-8, *Minimum Parking Requirements*, sets forth minimum parking requirements for implementing projects within THE PARK @ LIVE OAK Specific Plan. Compliance with the California Green Building Standards Code (CalGreen) also is required pertaining to specific parking requirements for bicycle parking, designated parking for clean air vehicles, EV charging stations, and other parking requirements regulated by CalGreen.

TABLE 3-8 MINIMUM PARKING REQUIREMENTS		
	Minimum Parking Requirements¹	Special Conditions
INDUSTRIAL, WAREHOUSING, FABRICATING, ASSEMBLY, AND MANUFACTURING USES (refer to the list of permitted uses in this category in Table 3-1, <i>Permitted Uses</i> , of this Specific Plan).		
Buildings smaller than 100,000 SF	1 space per 5,000 SF	1 tractor-trailer space is required at every dock high door
Buildings equal to or larger than 100,000 SF	1 space per 10,000 SF	1 tractor-trailer space is required at every dock high door
Office/Ancillary Portion of Building	1 space per 250 SF	
Example: A building with 220,000 SF of total building space, containing 200,000 SF of warehouse space and 20,000 SF of office space requires: 1 parking space per 10,000 SF of warehouse space (200,000 / 10,000 = 20 spaces); and 1 parking space per 250 SF of office space (20,000 / 250 = 80 spaces). In total, a minimum of 100 parking spaces would be required.		
PROFESSIONAL OFFICES AND SERVICES AND COMMERCIAL USES (refer to the list of permitted uses in these categories in Table 3-1, <i>Permitted Uses</i> , of this Specific Plan).		
Banks and Financial Institutions	1 space per 400 SF	
Eating and Drinking Establishments (with or without drive-thru)	9	A minimum of 10 spaces is required per building.
Furniture and Appliance Stores, Service Shops, or Clothing/Shoe Repair	1 space per 400 SF	
Gas Stations or Convenience Stores	1 space per pump island; plus 1 space per 250 SF of convenience store building	
General Retail Stores	1 space per 250 SF (for the first 5,000 SF) 1 additional space is required for each 150 SF in excess of 5,000 SF	
Grocery Stores or Food Stores (Retail)	1 space per 200 SF	
Health Clubs or Gymnasiums	1 space per 300 SF	
Medical Office/Clinics or Laboratories	1 space per 200 SF	
All Other Uses	1 space per 250 SF	With or without customer services.
Notes: 1. Minimum Parking Requirements are calculated by the building's gross floor area.		

I. PLANNING AREA SUMMARY

Table 3-9, *Planning Area Summary*, identifies the acreage of each planning area, access points, and the landscape treatments expected in the planning area pursuant to Chapter 4, *Design Guidelines*.

TABLE 3-9 PLANNING AREA SUMMARY					
PLANNING AREA	LAND USE DESIGNATION	ACRES	PRIMARY ACCESS	LANDSCAPE TREATMENTS	INTERFACES
1	Industrial/ Business Park	28.3	Live Oak Avenue and Private Drive A	Entry Treatment (Page 62); Private Drive Streetscape (Page 61)	Interface with Live Oak Avenue (Page 58); Interface with I-605 (Page 60)
1A	Commercial/ Industrial	12.5	Arrow Highway and Private Drive A	Entry Treatment (Page 62); Private Drive Streetscape (Page 61)	Interface with Arrow Highway (Page 59); Interface with I-605 (Page 60)
2	Industrial/ Business Park	6.4	Private Drive A	Private Drive Streetscape (Page 61)	Interface with Arrow Highway (Page 59)
2A	Commercial/ Industrial	10.2	Arrow Highway and Private Drive A	Entry Treatment (Page 62); Private Drive Streetscape (Page 61)	Interface with Arrow Highway (Page 59)
3	Industrial/ Business Park	4.6	Live Oak Avenue	Private Drive Streetscape (Page 62)	Interface with Live Oak Avenue (Page 58)
3A	Commercial/ Industrial	12.1	Arrow Highway and Live Oak Avenue	Entry Treatment (Page 62); Private Drive Streetscape (Page 61)	Interface with Arrow Highway (Page 59)
4	Commercial/ Industrial	4.2	Live Oak Avenue and Private Drive A	Entry Treatment (Page 62); Private Drive Streetscape (Page 61)	Interface with Live Oak Avenue (Page 58)

CHAPTER 4 | DESIGN GUIDELINES

A. 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 PARK @ LIVE OAK. The objectives of the Design Guidelines are:

- To describe the thematic elements and the construction quality expected for THE PARK @ LIVE OAK.
- To provide the City of Irwindale with assurance that THE PARK @ LIVE OAK will be developed in accordance with the quality and character described within this Specific Plan.
- To serve as a guide to developers, builders, engineers, architects, landscape architects, and other professionals involved with implementing development in THE PARK @ LIVE OAK, in order to achieve and maintain the desired design quality.
- To provide an aesthetic benchmark for the City of Irwindale to use in their review of future implementing projects within the Specific Plan area.
- To steer THE PARK @ LIVE OAK to convey a contemporary aesthetic theme and character while allowing flexibility for practical application and creative expression.
- To encourage the implementation of energy efficiency design features that can be implemented in the site planning, design, and construction phases of the Specific Plan to minimize waste deposited at landfills, decrease energy use and fossil fuel consumption, and reduce domestic water consumption.
- To ensure that the Specific Plan implements the intent of the City of Irwindale General Plan and Municipal Code.

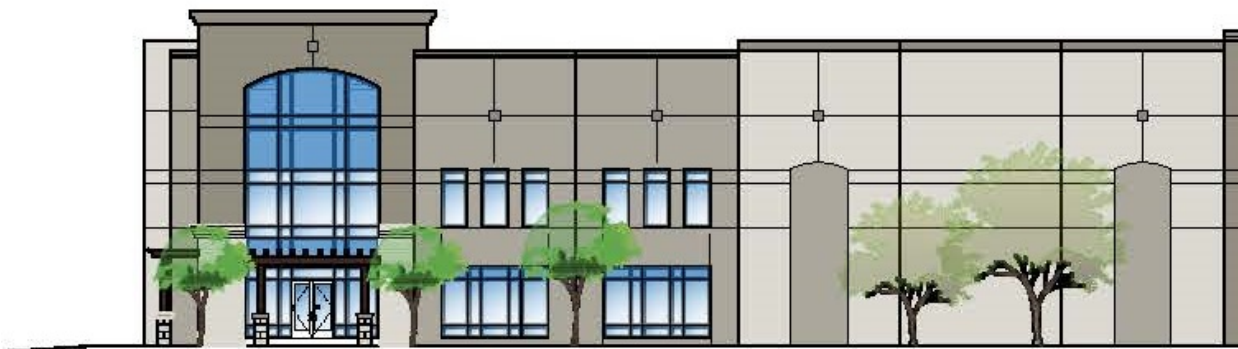
The majority of the Design Guidelines presented in this section apply to all development within THE PARK @ LIVE OAK, regardless of the land use category. For this reason, Specific Plan-wide guidelines are presented first, followed by guidelines that are specifically applicable to either Industrial/Business Park and Commercial/Industrial planning areas.

B. DESIGN THEME

THE PARK @ LIVE OAK is a contemporary employment and retail center strategically positioned adjacent to I-605 on the site of a former sand and gravel quarry. The location is ideal next to the freeway and bounded by two heavily-traveled arterial roads, Live Oak Avenue and Arrow Highway. The property's location provides the businesses that will locate here quick and easy access to the regional transportation network, proximity to workers, proximity to the Ports of LA and Long Beach (approximately 30 miles to the southwest), and visibility to passers-by on I-605, Arrow Highway, and Live Oak Avenue. Based on the design standards provided in Chapter 3 of this Specific Plan, a conceptual building layout is provided below. As seen from surrounding public streets, THE PARK @ LIVE OAK is expected to be viewed as an inviting place to work, shop, and conduct business.

THE PARK @ LIVE OAK features a contemporary Spanish design aesthetic rooted in traditional architectural tenants which will complement the authentic character of the City of Irwindale. Building architecture features articulated attractive detailing, an earth-toned color palette, and timelessly classic Spanish features.

Signs are modern, lighting is focused and directed, landscaping is colorful and drought-tolerant, and demands of building operations.



Conceptual design theme for THE PARK @ LIVE OAK.

C. GENERAL ARCHITECTURE DESIGN GUIDELINES

1. ARCHITECTURAL DESIGN THEME

The architectural style of THE PARK @ LIVE OAK emphasizes a contemporary interpretation of the traditional context with building massing over structural articulation. Buildings are 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 can be mixed to create interest. Commercial building design is meant to be much more detailed

and responsive to the City of Irwindale’s Spanish architectural heritage compared to Industrial/Business Park building designs.

A clean and contemporary Spanish feel is desired throughout THE PARK @ LIVE OAK, and all design elements shall be compatible (but not identical) in character, massing, and materials in order to promote this clean and contemporary feel. Creativity is encouraged in building design, with care taken to maintain a sense of similarity among all buildings and planning areas to reinforce a unified image within THE PARK @ LIVE OAK. The project’s architecture will emphasize the Spanish theme through design elements located on building elevations facing and immediately adjacent to Arrow Highway, Live Oak Avenue, and Interstate 605. These designated “High Visibility Areas” or HVA’s will contain extra design elements that enhance the Spanish feel of the project, but also complement other building elevations that will not be highly visible from the surrounding public roadways. In addition, Spanish design elements will be enhanced and even enlarged along Interstate 605 so that travelers driving by at a higher rate of speed can get a sense of the same Spanish thematic design elements.

Generally, buildings within THE PARK @ LIVE OAK shall not be overly “trendy” or strongly historical; however, Spanish thematic elements visible from public streets, 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 and along the Interstate 605 corridor. For architectural guidelines specific to Industrial/Business Park and Commercial buildings, refer to Subsections 4.D and 4.E.

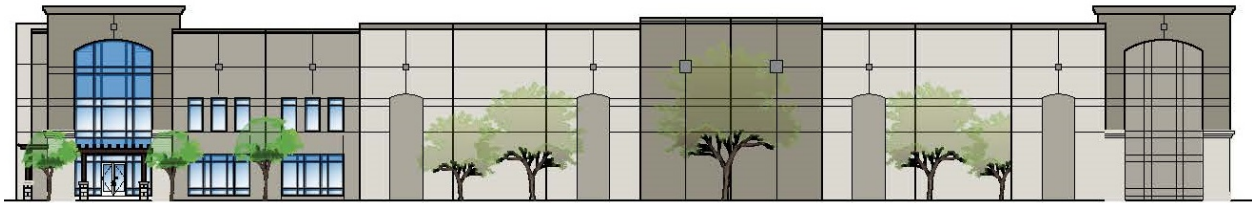


Conceptual architectural aesthetic for commercial uses in Commercial/Industrial planning areas.

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 HVAs when visible along the following view corridors:

- Building façades in Planning Areas 1, 2, 3, 3A, and 4 that face and are immediately adjacent to and visible from Live Oak Avenue.
- Building façades in Planning Areas 1A, 2A, and 3A that face and are immediately adjacent to and visible from Arrow Highway.
- Building façades in Planning Areas 1 and 1A that face and are immediately adjacent to and visible from Interstate 605.



Although provided for illustrative purposes only, the image above shows how building faces visible from Arrow Highway, Live Oak Avenue, and Interstate 605 are to incorporate material, color, horizontal plane, and massing changes, and Spanish design elements.

The following guidelines apply to all buildings within THE PARK @ LIVE OAK 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 Private Drive A 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 pedestrian scale at primary building entries.
- (3) Modulation and variation of building masses between adjacent buildings visible from Live Oak Avenue, Arrow Highway, and Private Drive A is encouraged. This includes varied parapet heights and change of building plane, in plan.

- (4) 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.
- (5) Recess or cover pedestrian and ground-level building entries by architectural projections or roofs in order to provide shade and visual relief.
- (6) Design buildings to have a base and cornice expression. These expressions are meant to be a contemporary interpretation of the traditional context of Irwindale and 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.
- (7) Materials applied to building elevations should turn the corner of the building to a logical termination point in relation to architectural features or massing.
- (8) Note that building faces that orient inward to the project, truck courts or service areas and that are not visible from Live Oak Avenue, Arrow Highway, I-605, and Private Drive A are not required to adhere to the preceding building form guidelines. Also, the lower portions of building faces that are visually screened from off-premises by solid walls are not required to adhere to the preceding building form guidelines.



Although provided for illustrative purposes only, the image above shows an example of Spanish arches and well-defined building entries.



Although provided for illustrative purposes only, the image above shows the conceptual contemporary interpretation of the traditional Irwindale architectural style.

3. BUILDING MATERIALS, COLORS, AND TEXTURES

The use of complementary building materials and colors plays a key role in developing a clean, contemporary visual environment. Accordingly, the selected exterior materials, colors, and textures should complement one another among all buildings within THE PARK @ LIVE OAK Specific Plan area. Slight variations in materials, colors, and/or textures from building to building are encouraged to provide

visual interest. Please refer to the Conceptual Color Palette exhibit below for examples of color types that may be selected.

- (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 Live Oak Avenue, Arrow Highway and I-605 by 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 storefronts or 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 that will clash with this color palette are discouraged, except in signage logos.

Although provided for illustrative purposes only, the image below shows an example of the conceptual accent building materials, colors, and textures desired for entries in the Specific Plan.

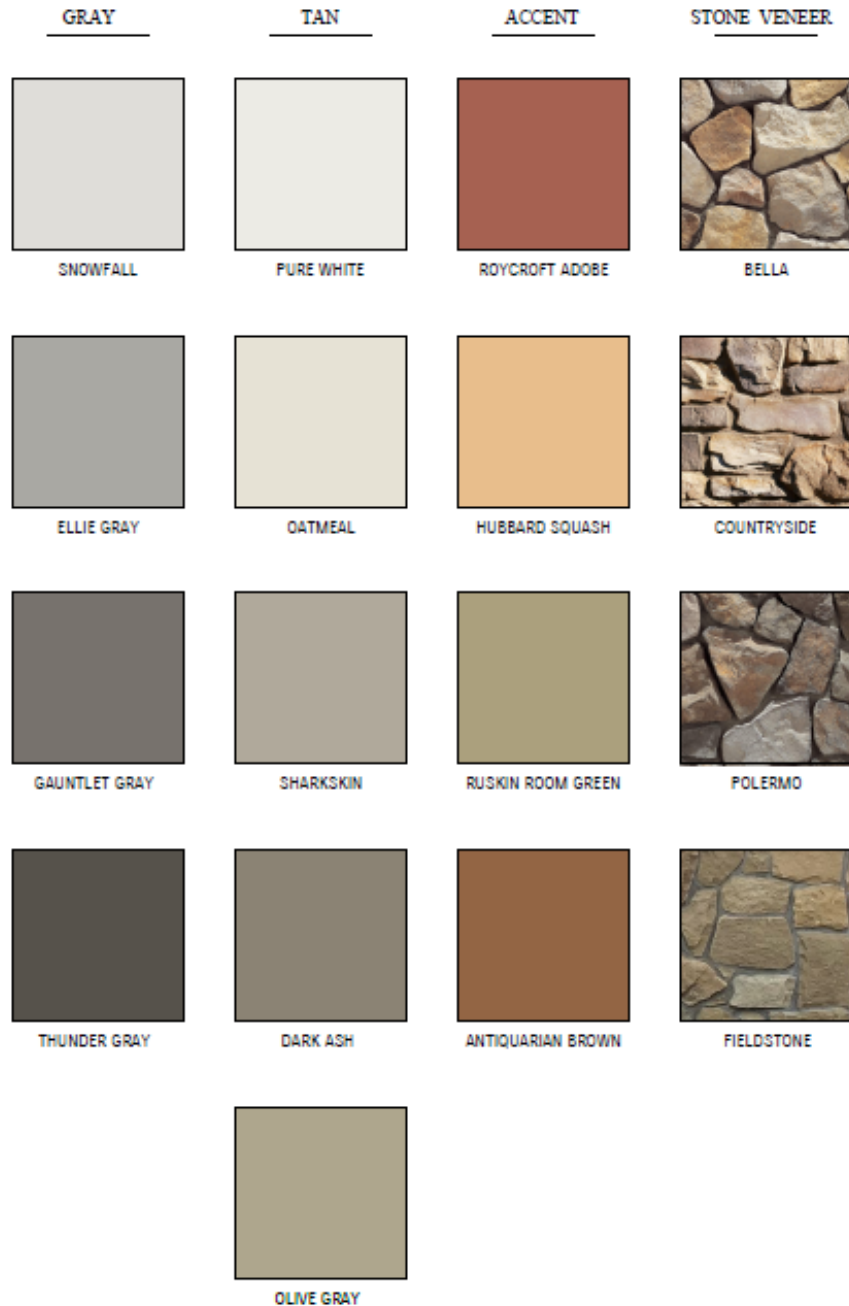


Although provided for illustrative purposes only, the image above shows a conceptual wood trellis provided as an accent to the building.

- (7) Exposed downspouts, service doors and mechanical screen colors should be the same color as the adjacent building wall.

CONCEPTUAL COLOR PALETTE

The Conceptual Color Palette shown below is for conceptual purposes only. Other colors that are consistent or similar in nature to the colors provided in the Conceptual Color Palette below may also be provided.



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 within a single planning area and in adjacent planning areas where buildings cross the planning area boundary. Guidelines for windows and doors used in THE PARK @ LIVE OAK Specific Plan 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 and trims in each planning area and in adjacent planning areas where buildings cross the planning area boundary.
- (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 tacked-on entry alcoves are discouraged.

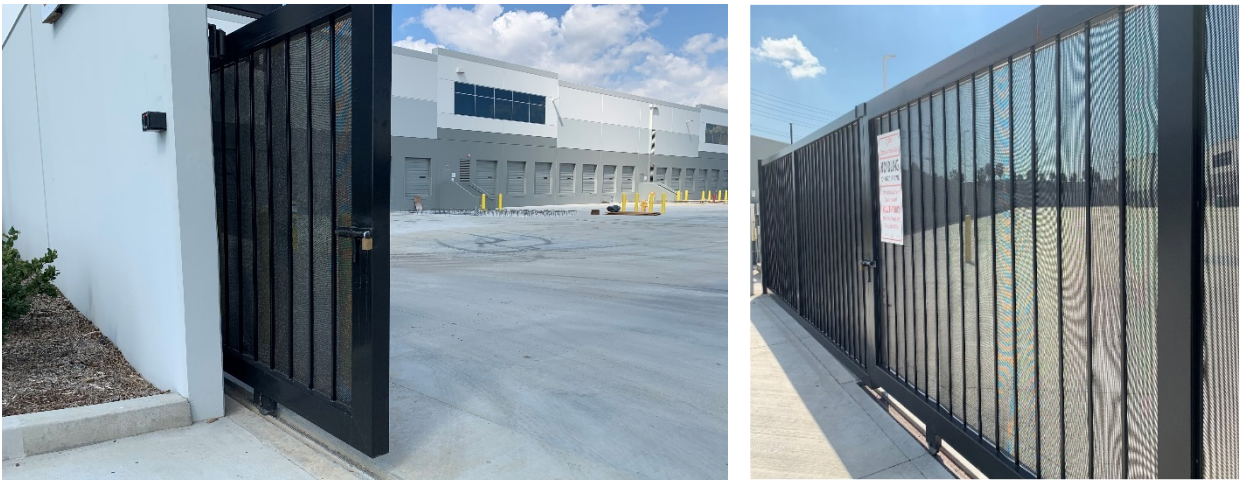


Although provided for illustrative purposes only, the image above shows the conceptual patterns and styles of windows and doors desired for buildings in the Specific Plan.

5. FUNCTIONAL ELEMENTS

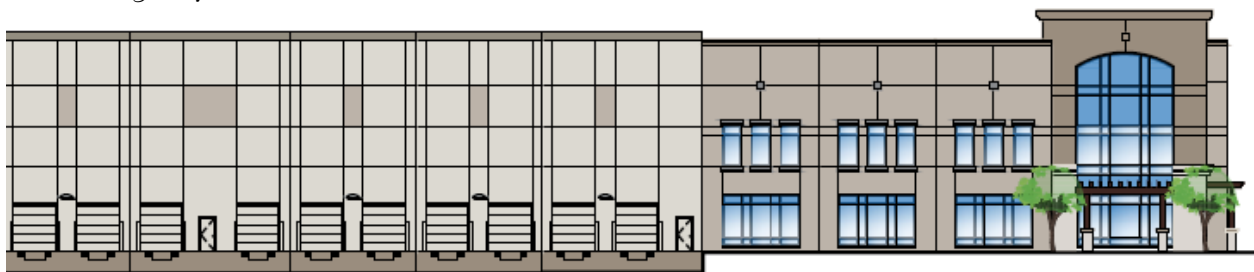
Carefully consider the design and location of functional elements common to all buildings. Examples of functional elements include loading doors, service docks, ground or wall-mounted equipment, rooftop equipment, rain gutters and downspouts, and trash enclosures. The design and placement of these elements should minimize their prominence when viewed from public roads and other public viewing areas.

a. Loading Doors and Service Docks



Although provided for illustrative purposes only, the two images above show screening concepts for truck courts and loading docks in the Specific Plan area.

- (1) Orient and/or screen loading doors, service docks, and equipment areas so they are not easily visible from Live Oak Avenue, Arrow Highway, Private Drives A and B, and publicly accessible commercial use locations within THE PARK @ LIVE OAK Specific Plan 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) Separate loading docks and truck courts from visitor and customer parking areas and pedestrian circulation areas (e.g., walkways) through the use of walls, fences and/or landscaping.
- (3) No direct loading or unloading activity is permitted to take place from Live Oak Avenue, Arrow Highway, and Private Drive A.



Although provided for illustrative purposes only, the image above shows the conceptual design of loading doors and service docks, consistent with the overall architectural theme of the Specific Plan.

- (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.

b. Ground or Wall-Mounted Equipment

- (1) Locate and/or screen 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 and fire water back flow devices, from public streets and other off-site public viewing areas. Screening may be accomplished with site walls or landscape elements that are consistent with these Design Guidelines.
- (2) Locate electrical equipment rooms inside buildings, and not exterior to buildings. Pop-outs or shed-like additions are discouraged, unless fully incorporated in the architectural concept of the building.
- (3) Avoid locating wall-mounted items, such as roof ladders or electrical panels, on the building façade facing adjacent public roads or I-605 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 Live Oak Avenue, Arrow Highway, Private Drive A, I-605, or other publicly accessible areas within or adjacent to THE PARK @ LIVE OAK Specific Plan area.



Although provided for illustrative purposes only, the image above shows how ground or wall-mounted equipment would be secured and screened from public viewing areas with landscaping.

c. Rooftop Equipment

- (1) Screen rooftop equipment, including but limited to mechanical equipment, electrical equipment, storage tanks, cellular telephone facilities, satellite dishes, vents, exhaust fans, smoke hatches, and mechanical ducts, so as not to be visible from Live Oak Avenue, Arrow



Although provided for illustrative purposes only, the image above shows how rooftop equipment would be screened from public viewing areas by a metal parapet.

Highway, Private Drive A, or visitor parking lots within THE PARK @ LIVE OAK.

- (2) Integrate rooftop screens (i.e., parapet walls) into the architecture of the main building. Wood finished rooftop screens are prohibited.

d. Trash Enclosures

- (1) Screen all outdoor refuse containers within a permanent, durable enclosure and orient the enclosure so it is not easily visible from Live Oak Avenue, Arrow Highway, or Private Drive A.
- (2) Design trash enclosures to reflect the architectural style of adjacent buildings and use similar, high-quality materials.
- (3) Locate refuse collection areas behind or to the side of buildings, away from the building's main entrance.



Although provided for illustrative purposes only, the image above conceptually shows that trash enclosures would consist of concrete material that is consistent with the Conceptual Color Palette and would be roofed.

6. LIGHTING

Outdoor lighting of THE PARK @ LIVE OAK 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.



Although provided for illustrative purposes only, the three images above conceptually show lighting fixtures that are consistent with the overall theme of the Specific Plan and minimize glare and spill over light onto public streets and adjacent properties.

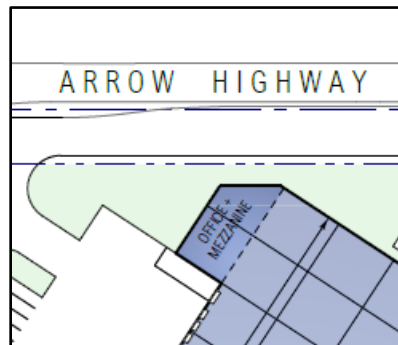
LED Billboard lighting shall conform to billboard industry standards and standards pursuant to the California Department of Transportation (Caltrans) Outdoor Advertising Act. All other lighting on private property in the Specific Plan should adhere to the following guidelines.

- (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 uplight fixtures. Limit light spillover or trespass to one-quarter foot-candle or less, measured from within five feet of any adjacent property line.
- (2) Select all lighting fixtures used in the Specific Plan area from the same – or complementary – family of fixtures with respect to design, materials, fixture color, and light color.
- (3) Lights should be unbreakable plastic, recessed, or otherwise designed to reduce the problems associated with damage and replacement of fixtures.
- (4) Neon and similar types of lighting are prohibited in all areas within THE PARK @ LIVE OAK. The only exception is within the portions of Planning Areas 1A, 2A, 3A, and 4 developed with commercial uses where such lighting may be located in storefront windows.
- (5) Locate all electrical meter pedestals and light switch/control equipment in areas with minimum public visibility or screen them with appropriate plant materials.
- (6) 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.
- (7) Along sidewalks and walkways, the use of low mounted fixtures (ground or bollard height), which reinforce the pedestrian scaled, are encouraged.
- (8) Use exterior lights to accent entrances, plazas, activity areas, and special features.
- (9) 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.
- (10) High Pressure Sodium (HPS) light fixtures are prohibited for site lighting.
- (11) Street lighting on Private Drives A and B shall be designed in accordance with City of Irwindale requirements and Los Angeles County Department of Public Works Street Lighting Design Guidelines.

D. SUPPLEMENTAL GUIDELINES FOR INDUSTRIAL/BUSINESS PARK USES

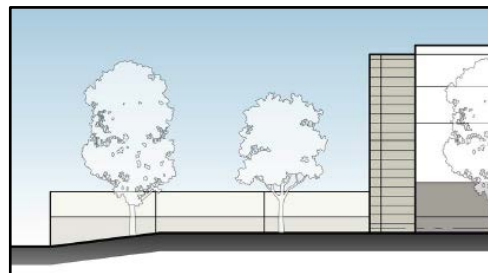
This section sets forth additional guidelines that address considerations unique to all uses permitted within the Specific Plan area, with the exception of commercial uses, which are addressed below in Section 4.E.

- (1) Locate the office portion of warehouse buildings at the corner(s) of the building. For buildings adjacent to Arrow Highway or Live Oak Avenue, orient the office toward the road to provide visual interest from the public roadway.



Orient office spaces towards Arrow Highway and Live Oak Avenue where possible.

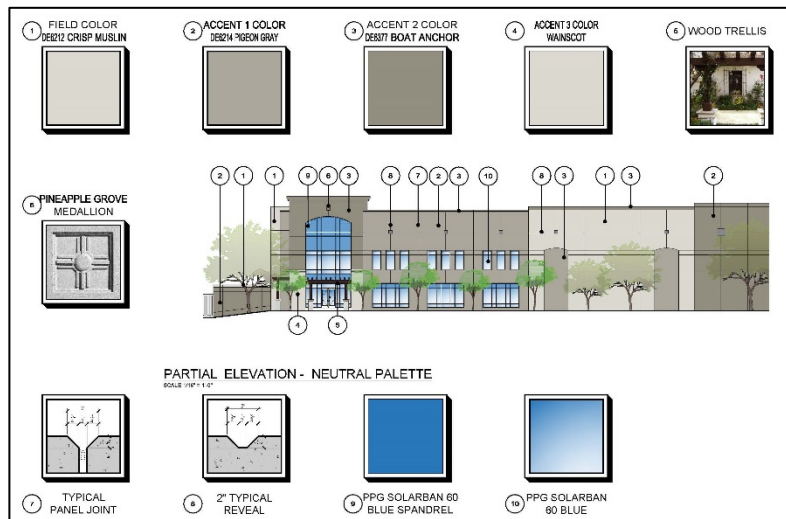
- (2) Orient and screen elements such as trash enclosure areas, loading bay doors, and service docks in ways that minimize their visibility from Live Oak Avenue and Arrow Highway.



Use solid walls, screened fences, landscaping, or other visual barriers to visually screen truck courts and loading docks from public view at Live Oak Avenue, Arrow Highway, and/or Private Drive A where possible.

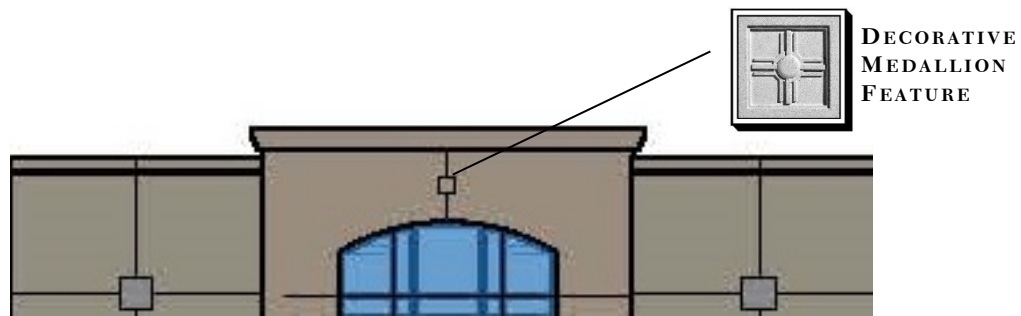
- (3) Site design shall specifically address the needs of pick-up, delivery, and service vehicles related to Industrial/Business Park land uses.
 - (a) Design interior driveways and drive aisles to provide adequate stacking and prevent queuing of vehicles on public streets. Position guardhouses and gates sufficiently inside the site to allow at least one truck to queue in front of the guardhouse or gate off the public street, unless fewer or additional queuing space is deemed necessary by a building-specific queuing analysis based on the expected traffic volumes of the building occupant.
 - (b) Locate and design service entrances so they do not interfere with owner/tenant/customer access.

- (c) Design loading areas to provide for tractor trailer backing and maneuvering on-site and not from a public street.
- (d) Provide appropriate on-site service vehicle parking/turnouts in an efficient, non-obtrusive location appropriate to the scale and needs of the development.
- (e) Loading vehicles, when parked, shall not impede normal traffic flow.
- (4) Architectural design of Industrial/Business Park buildings may be utilitarian in form; however, the design should complement THE PARK @ LIVE OAK's overall design theme.
- (5) Textured forms, reveals, or scoring on concrete tilt-up panels is recommended for visual relief and to create a base and cornice expression; however, smooth panels with color variation may be used in lieu of textured finishes.



Use textures, reveals, and changes of color on boxy building forms to create visual interest and a contemporary aesthetic rooted in traditional architectural tenants that complement the authentic character of Irwindale.

- (6) Use primary roof forms that are flat or gently sloping. The ridge line elevation of the primary roof form should not exceed the parapet wall. Change of parapet height is strongly encouraged.
- (7) Avoid the use of arched gable, hip and shed roof forms as a primary roof form. These roof forms may be used as a secondary/accent roof form.
- (8) With the exception of solar panels, screen all rooftop mounted equipment, where required, from public view using materials complementary to those used on the main structure.

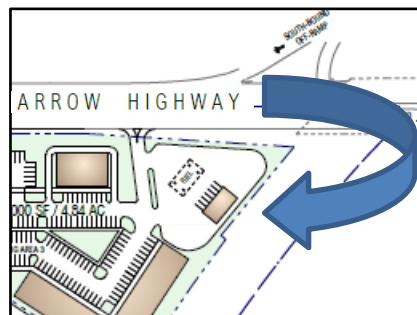


Although provided for illustrative purposes only, the image above conceptually shows the primary roof form that is consistent with the overall theme and Conceptual Color Palette desired for this Specific Plan.

E. SUPPLEMENTAL GUIDELINES FOR COMMERCIAL USES

This section sets forth guidelines that address considerations unique to commercial uses within THE PARK @ LIVE OAK. These guidelines apply to the design of building sites in Planning Areas 1A, 2A, 3A, and 4 that are intended to accommodate commercial use(s) indicated with a (1) footnote in Table 3-1, *Permitted Uses*. The (1) in Table 3-1 indicates that the use is considered a commercial use under this Specific Plan.

- (1) Orient buildings to have tenant visibility from I-605, Arrow Highway, or Live Oak Avenue.



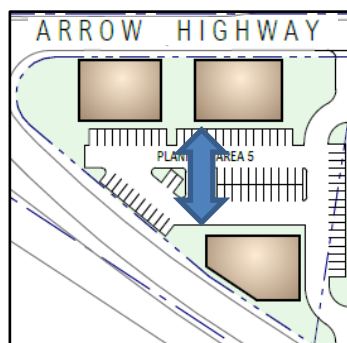
Example of commercial building placement to maximize visibility near the Arrow Highway / I-605 interchange.

- (2) Design building faces that orient toward Live Oak Avenue, Arrow Highway, or Private Drive A to have a welcoming appearance in context to the streets. Free-standing architectural treatment may be used in front of the building walls to create layering.



Although provided for illustrative purposes only, the image above conceptually shows the design and building face concept for commercial uses that are permitted in and across Planning Areas 1A, 2A, 3A, and 4, that are consistent with the overall theme and Conceptual Color Palette desired for this Specific Plan.

- (3) Use simple building forms and maximize the play of light on mass and void to provide strong contrasts. Blank walls shall be carefully balanced between glass and wall areas.
- (4) Position lower building masses, signage, doors, light fixtures, and/or landscape planters adjacent to pedestrian entries – particularly entries that may face Live Oak Avenue or Arrow Highway – in order to create human-scaled development.
- (5) Orient primary building entrances toward off-street parking areas interior to the planning area. Provide well-defined pedestrian connections from parking areas to building entrances.



Example of commercial building placement oriented to off-street parking areas.

- (6) The use of towers and well-proportioned building elements (arcades, colonades, recesses, etc.) are encouraged to define entries and create pedestrian scale.
- (7) Design architectural details (rafter tails, gabled towers, column detail, stone base, etc.) in a contemporary aesthetic which is rooted in traditional Spanish heritage.



Example of contemporary cap, entry canopy, entry door system, planters and stone base detail placement oriented to off-street

- (8) Site service entrances such that they do not interfere with owner/tenant/customer access.
- (9) Design loading areas to provide for backing and maneuvering on-site and not from a public street. Loading vehicles, when parked, shall not impede normal traffic flow.
- (10) Provide appropriate on-site service vehicle parking/turnouts in an efficient, non-obtrusive location suitable to the scale and needs of the development. Service and delivery/loading areas shall be separated from customer parking areas and pedestrian circulation areas (walkways, pathways, etc.).
- (11) Where feasible, provide clearly delineated pedestrian paths from the sidewalk of Arrow Highway to the commercial land uses constructed within the Specific Plan area along Arrow Highway.
- (12) Position bicycle parking areas near the buildings' main entrances.
- (13) Design roofs for functionality and to complement the overall architectural design of the building. Although primary roof forms are expected to be horizontal and flat, architectural projections are permitted and encouraged. Incorporate vertical building plane breaks, through changes in building/ridge height, or other accent roof forms to create visual interest. The ridge line elevation of the primary roof form should not exceed the parapet wall.
- (14) Avoid the use of arched, gable, hip and shed roof forms as a primary roof form. These roof forms may be used as a secondary/accent roof form.
- (15) When parapet walls are used, incorporate side/rear elevation returns to preclude an unfinished, "false front" appearance.
- (16) Screen all rooftop mounted equipment from public view using materials complementary to those used on the main structure.

F. LANDSCAPE DESIGN GUIDELINES

These Landscape Design Guidelines complement the existing setting of Irwindale, southern California climate and local soil conditions, ease of maintenance, and water conservation. THE PARK @ LIVE OAK Specific Plan requires that the entire site (overall gross area) provide a minimum 10% of landscaping. In order to ensure the conservation of water resources and to alleviate long-term maintenance concerns, plant materials are comprised of species native to or naturalized for southern California. Water-efficient and drought-tolerant plant materials shall be placed throughout THE PARK @ LIVE OAK and ‘smart’ computer-controlled irrigation systems are expected to be used to reduce water use to the minimum level necessary. These Landscape Design Guidelines, when taken with the companion Architectural Design Guidelines provide herein, establish an identity for THE PARK @ LIVE OAK that is contemporary, 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 PARK @ LIVE OAK, and it is recognized that, at times, there may be a need to adapt these guidelines to meet certain parcel-specific or building-user-identity requirements. As such, these Landscape Guidelines are intended to be flexible. However, it is critical to THE PARK @ LIVE OAK’s long-term design integrity that any deviations from these Landscape 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 PARK @ LIVE OAK.

1. PLANT PALETTE

The plant palette for THE PARK @ LIVE OAK 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 complements the Specific Plan’s design theme and setting. The plant materials used within THE PARK @ LIVE OAK are water-efficient species that can thrive in the arid southern California climate.

Table 4-1, *Plant Palette*, provides a list of plant materials approved for use within THE PARK @ LIVE OAK. The plants listed in Table 4-1 establish a base palette for THE PARK @ LIVE OAK’S landscape design. Other similar plant materials may be substituted for species listed in Table 4-1, provided the alternative plants are drought-tolerant and complement the Specific Plan’s design theme.

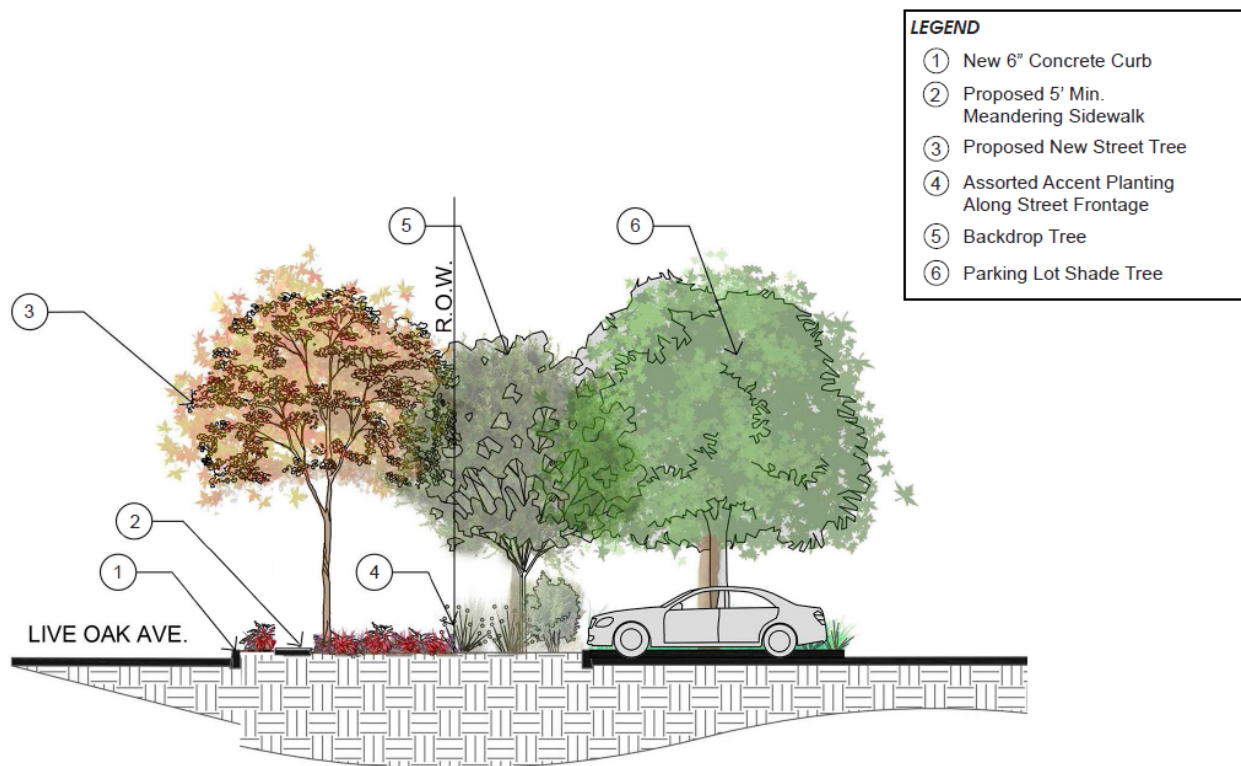
TABLE 4-1 PLANT PALETTE

PLANT TYPE	PLANTS
ENTRY ACCENT PALM TREES	Date Palm Washingtonia Robusta 'Hybrid' Mexican Fan Palm Phoenix Dactylifera 'Zahidi'
STREET TREES	Camphor Tree Carrotwood Tree Cinnamomum Camphora Cupaniopsis Anacardiodes Jacaranda Mimosifolia London Plane Tree Ornamental Pear (Public Right-of-Way) Queen Palm (Public Right-of-Way) Platanus Acerifolia 'Bloodgood'
PARKING LOT TREES	African Sumac Brachychiton Populneus Bottle Tree Fern Pine Podocarpus Gracilior Rhus Lancea
FLOWERING TREES	Blue Palo Verde Cercis Occidentalis Chinese Flame Tree Chitalpa Tashkentensis Crape Myrtle Cercidium 'Desert Museum' Lagerstroemia I. 'Watermelon Red' Western Redbud Koelreuteria Bipinnata
EVERGREEN TREES	Australian Willow Brisbane Box Coast Live Oak Geijera Parviflora Mondell Pine Quercus Agrifolia Pinus Eldarica Tristania Conferta
SHRUBS	Callistemon 'Little John' Coast Rosemary Dodonaea Viscosa 'Purpurea' Dwarf Bottle Brush Dietes Bicolor Indian Hawthorn Ligustrum Texanum Mock Orange Rhamnus I. 'Pink Lady' Purple Hopseed Bush Pittosporum Tobira 'Variegata' Fortnight Lily Rosmarinus O. 'Tuscan Blue' Texas Privet

	Texas Ranger Westringia Fruticosa Tuscan Blue Rosemary Leucophyllum Frutescens
GROUNDCOVERS	Acacia Redolens 'Desert Carpet' Autumn Sage Chondropetalum Tectorum Deer Grass Dwarf Mat Rush Lantana M. 'Dwarf Yellow' Dwarf Yellow Lantana Salvia Greggii Mexican Sage Bush Prostrate Acacia Prostrate Rosemary Lomandra Longifolia Breeze Rosmarinus O. 'Prostratus' Salvia Leucantha Small Cape Rush Muhlenbergia Rigens Star Jasmine Tall Fuscoe Trachelospermum Jasminoides

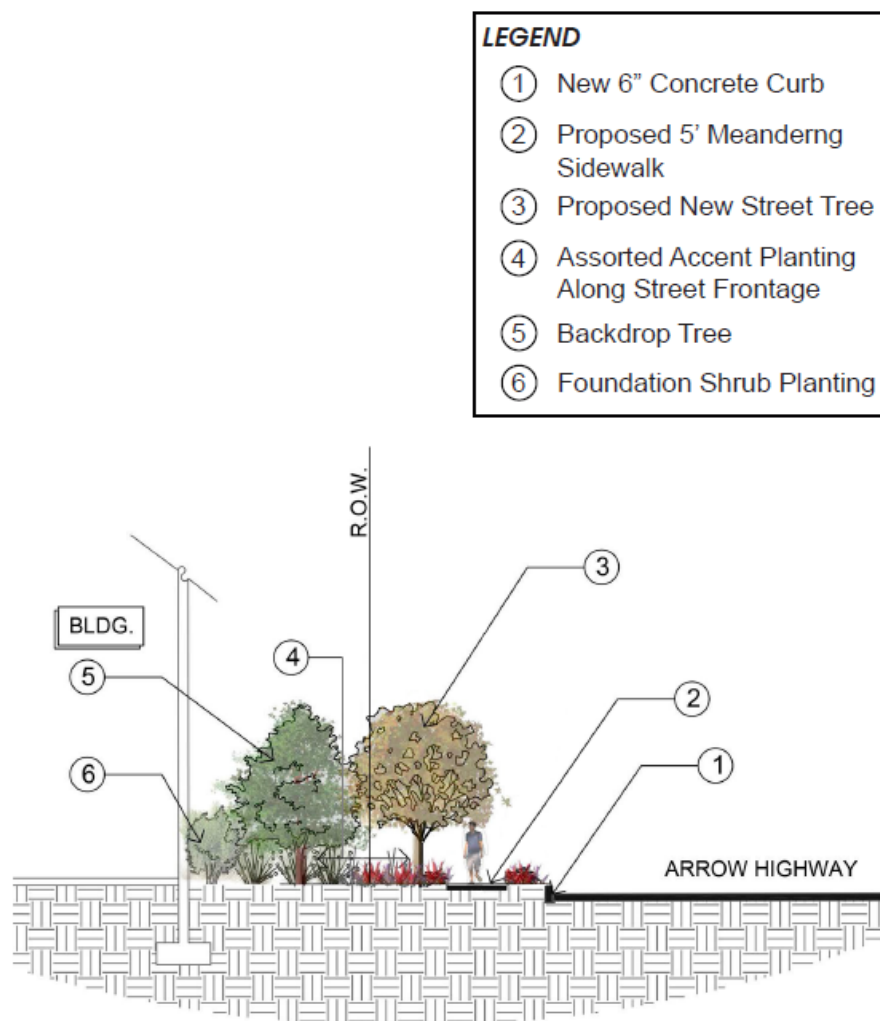
2. LIVE OAK AVENUE INTERFACE

The southern boundary of THE PARK @ LIVE OAK (Planning Areas 1, 2, 3, 3A, and 4) abuts Live Oak Avenue. The interface with Live Oak Avenue is designed to feature street trees with backdrop trees along parking lot perimeters and screen shrubs along with assorted drought tolerant groundcovers. The landscaping on the perimeter of parking lots and buildings within Planning Areas 1, 2, and 3 is 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 screen shrubs is expected. The perimeters of Planning Areas 3A and 4 are expected to feature less dense landscaping to allow views of commercial uses from Live Oak Avenue where commercial uses are provided. The conceptual interface condition along the southern edge of THE PARK @ LIVE OAK is illustrated below.



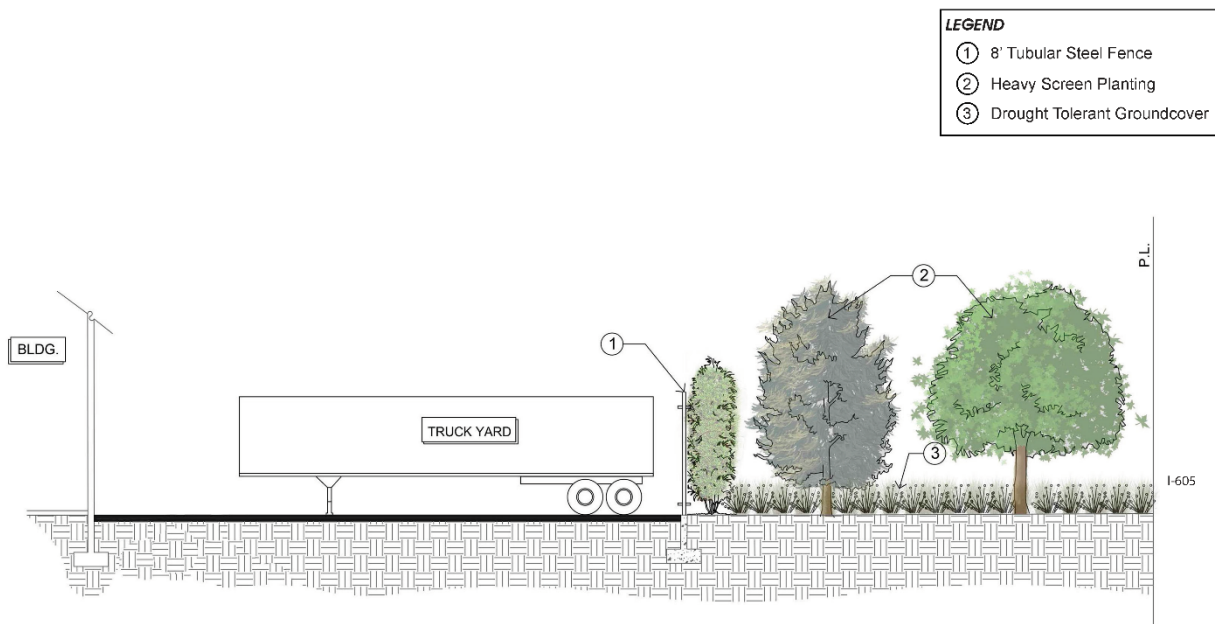
3. ARROW HIGHWAY INTERFACE

The northern boundary of THE PARK @ LIVE OAK (Planning Areas 1A, 2A, and 3A) abuts Arrow Highway. The interface with Arrow Highway is designed to feature formal rows of street trees with backdrop trees along buildings and parking lot perimeters, and screen shrubs with assorted drought tolerant groundcovers. The landscaping on the perimeter of parking lots and buildings within planning areas is to provide a physical and visual buffer from Arrow Highway for industrial/business park uses. However, when commercial uses abut Arrow Highway, the landscaping is expected to be less dense to allow clear views into the commercial building sites. The conceptual interface condition along the northern edge of THE PARK @ LIVE OAK is illustrated below.



4. INTERSTATE 605 INTERFACE

The eastern boundary of THE PARK @ LIVE OAK (Planning Areas I and 1A) abuts I-605. At this interface, heavy screen trees in conjunction with large meandering screen shrubs along the truck yards and parking lot perimeters will be provided as a buffer from I-605. A tubular steel fence or concrete screen wall may also be provided around the eastern border of the Specific Plan area abutting I-605 for security and separation purposes. The conceptual interface condition along the eastern edge of THE PARK @ LIVE OAK is illustrated below.

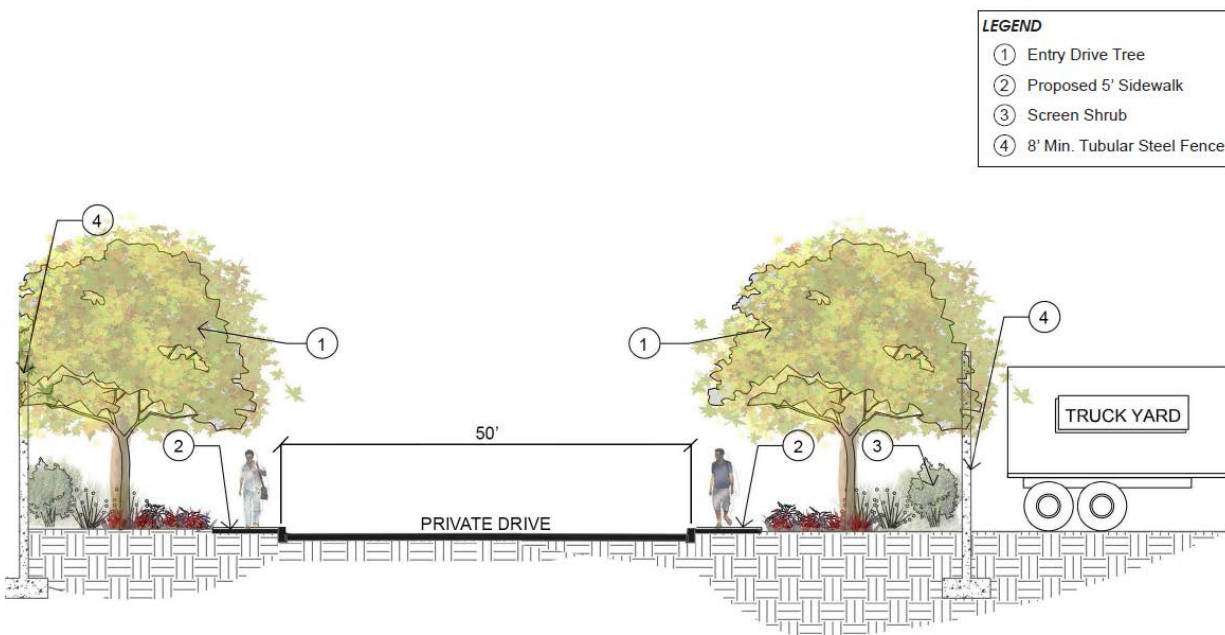


Source: SPEA, Inc. (06-24-2002)

5. PRIVATE DRIVE A AND PRIVATE DRIVE B STREETSCAPES

Streetscape landscaping within the Specific Plan area 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. Within THE PARK @ LIVE OAK, the streetscape of Private Drive A 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. The landscaping plant palette for the streetscape should link the roadway to the rest of THE PARK @ LIVE OAK and should reflect Specific Plan area's landscape design theme.

The streetscape along Private Drive A is designed to feature formal rows of evergreen and deciduous canopy entry trees along with evergreen screen shrubs to screen parking and/or truck yard areas. The streetscape along Private Drive B should be similar to the Private Drive A streetscape to visually tie the Specific Plan's interior roadway system. Drought tolerant groundcover species are to be used consistently along all Private Drive frontages. The typical Private Drive streetscape is illustrated below.

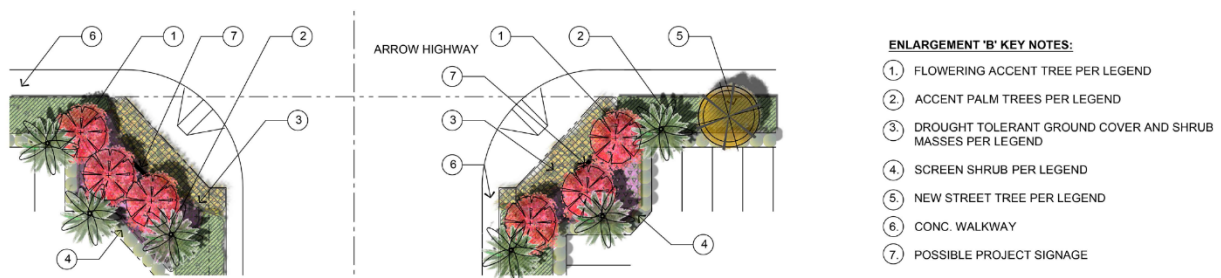


6. ENTRY TREATMENTS

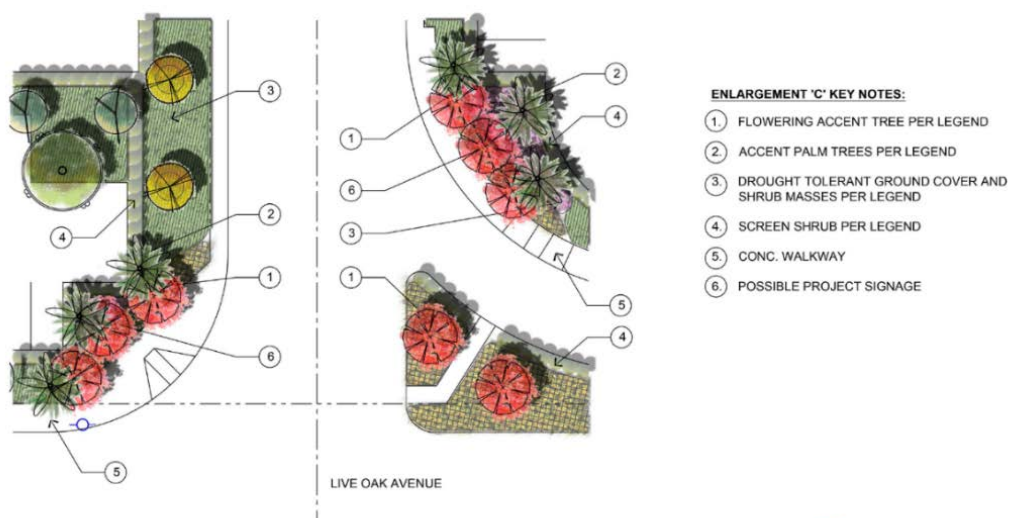
a. Corner Entry Treatments

Three (3) corner entry treatments are provided at the Live Oak Avenue and Arrow Highway intersections with Private Drives A and B to identify THE PARK @ LIVE OAK. The entry treatments are designed to provide distinctive visual statements and emphasize the Specific Plan area's contemporary aesthetic.

The corner entry concepts described and illustrated herein are designed to provide a strong sense of arrival to employees, visitors, and passing motorists, to identify the distinctiveness of THE PARK @ LIVE OAK, and to complement and reinforce the Specific Plan 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 Specific Plan 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 accent palm trees, drought tolerant ground cover and shrub masses, screen shrubs, and street trees. Flowing and colorful plant material is recommended.

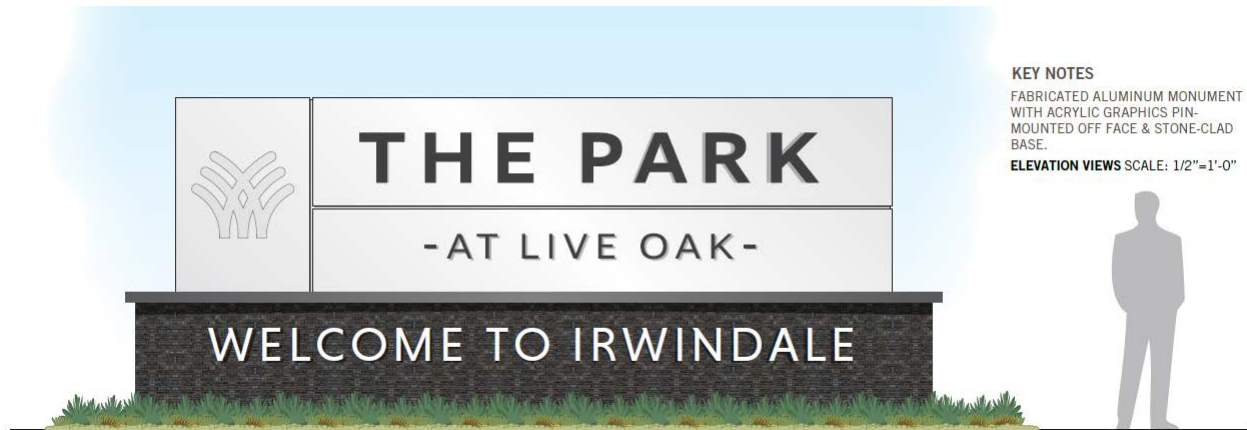


Private Drive A Entry Treatment 1



Private Drive A From Live Oak Avenue Entry Treatment 2

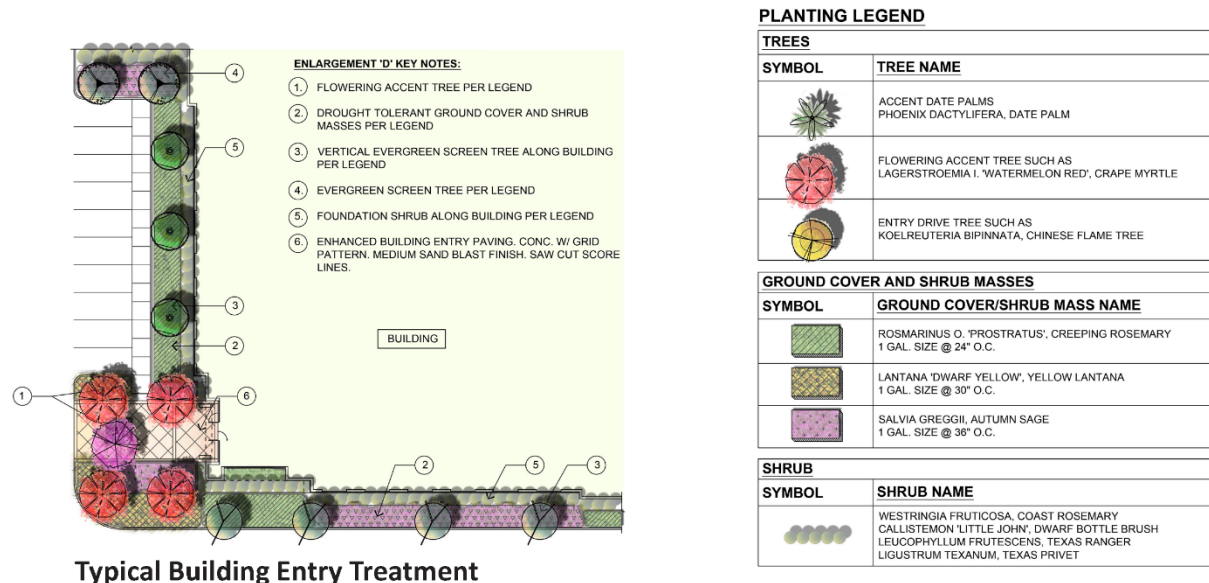
b. Conceptual Entry Treatment Signage



Although provided for illustrative purposes only, the image above conceptually shows the signage style desired for this Specific Plan to be provided at the entry treatment locations discussed earlier.

c. Building Site Entry Treatments

Entry treatments for building sites may be provided at driveways connecting to Arrow Highway, Live Oak Avenue, Private Street A, and/or Private Street B. The locations of such driveways will be determined at the time buildings are designed and oriented in the Specific Plan 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.

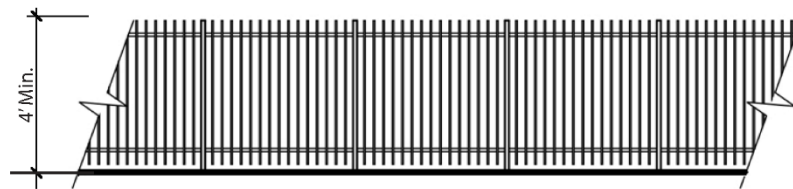


7. FENCES AND WALLS

Along building site perimeters and interior to building sites, the installation of fences and walls will be necessary. The final locations and details of these fences and walls will be determined when buildings are designed and oriented during implementation of THE PARK @ LIVE OAK. Tubular steel fencing and solid concrete walls are expected.

- **Tubular Steel Fence:** Tubular steel fencing may be provided around the eastern border of the Specific Plan area abutting I-605. Also, tubular steel fencing is expected within individual building sites around loading and dock areas, truck yards, and surface detention basins, and to separate visitor parking lots from employee parking lots. Tubular steel fencing is designed to range from 4 to 8 feet in height, consisting of tubular steel pickets.

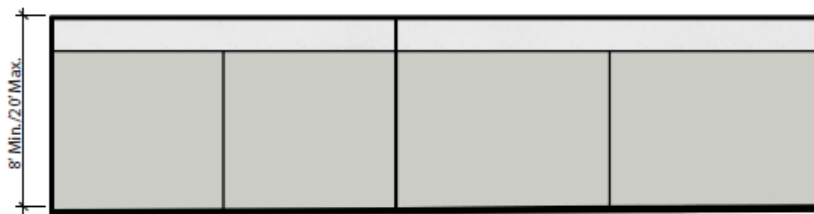
TUBULAR STEEL FENCE



Note: 4' minimum Tubular Steel Fence occurs around above-surface water basins.
 8' minimum Tubular Steel Fence occurs around parking lots, truck yards, and along Private Drive.

- **Concrete Screen Wall:** A solid concrete screen wall may be provided as an alternative to tubular steel fencing along the eastern border of the Specific Plan area abutting I-605, and 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. Concrete screen walls are designed to be a minimum of 8 feet tall (maximum of 20 feet tall) as measured from yard side of the wall, consisting of painted, decorative concrete tilt-up screen walls.

CONCRETE SCREEN WALL



Notes: 2" wide x 3/4" Deep Horizontal/Vertical Reveal.
 Painted concrete tilt-up screen wall. Paint top of wall.
 Provide waterproofing on all screen walls where landscape grade is higher on one side of the wall than the adjacent side.

CHAPTER 5 | IMPLEMENTATION PLAN

Approval of THE PARK @ LIVE OAK Specific Plan indicates acceptance by the City of Irwindale City Council of a general framework for the development of THE PARK @ LIVE OAK property. Part of that framework establishes specific development standards that constitute the zoning regulations for the Specific Plan (see Chapter 3, *Development Standards*). The provisions contained in this Chapter 5 are intended to specify how development within the Specific Plan area will be implemented and regulated, and to give its developer(s) the necessary assurance that the property can be developed per the approved Specific Plan.

A. SEVERABILITY

If any portion of this Specific Plan document is declared to be invalid or ineffective in whole or in part, such decision shall not affect the validity of the remaining portions thereof. 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.

B. PROCEDURE FOR IMPLEMENTING DEVELOPMENT

Before an application is submitted to implement a specific use, the project applicant shall contact the City's Community Development Department to confirm that the use is permitted. If the use is expressly permitted in the planning area by Specific Plan Table 3-1, the Community Development Manager/City Planner shall make an affirmative determination of conformance regarding the use. If the use is conditionally permitted in the planning area by Specific Plan Table 3-1, the Community Development Manager/City Planner shall make an affirmative determination of conformance subject to the subsequent approval of a Conditional Use Permit by the Planning Commission. If the use is not expressly listed as permitted or conditionally permitted in the planning area by Table 3-1, the Community Development Manager/City Planner shall determine if the use is substantially similar to the list of permitted and conditionally permitted uses in the planning area. "Substantially similar" means that:

- a. The use is in compliance with the purpose and intent of the planning area's land use designation (refer to Specific Plan Chapter 2, Section A); and,
- b. The use will not cause increased traffic or other adverse environmental impacts as compared to the traffic volumes and environmental impacts disclosed in The Park @ Live Oak Specific Plan's Environmental Impact Report (EIR).

The Community Development Manager/City Planner shall make an affirmative determination of conformance on permitted and conditionally permitted uses subject to a “substantially similar” finding. The implementation of uses that are not found by the Community Development Manager/City Planner to be substantially similar through the administrative process shall require discretionary approval of the Planning Commission as indicated in Table 5-1 below.

To implement development for permitted and conditionally permitted uses, applicants shall submit the following materials for review and approval by the City’s Community Development Department and/or its designee and pay a review fee as may be specified in THE PARK @ LIVE OAK Development Agreement. If no fee is specified, then the fee shall be an amount equivalent to the fee required for Site Plan & Design Review and governed by Irwindale Municipal Code Section 17.70.040.

1. Site Plan
 - *showing building footprint(s), gross floor area, dimensioned setbacks, drive aisles, and parking spaces for automobiles, trucks, and trailers*
2. Landscaping Plan
 - *with plant materials and sizes indicated*
3. Wall/Fence Plan
 - *with location, height, and materials of existing and proposed walls, fences, and gates*
4. Building Elevations (4 sides)
 - *with building heights, colors and materials indicated*
5. Floor Plan
 - *with rough interior dimensions for each room/area and locations of major internal equipment (e.g., AC condensers, water heaters, trash enclosures)*
6. Roof Plan
 - *with locations of skylights, mechanical equipment, and other apparatus indicated*
7. Grading Plan
 - *with proposed building pad elevations, existing and proposed ground contours, and any earthwork import/export quantities noted*
8. Utilities/Infrastructure Plan
 - *with location and sizing of water, sewer, storm drain, and dry utilities indicated*

9. Lighting/Photometric Plan

- *with location of light fixtures and heights of light source indicated*

10. Driveway Access Study for Projects that Propose a Driveway Connection to Live Oak Avenue or Arrow Highway

- *prepared by a licensed traffic engineer, evaluating the proposed driveway(s) for intersection lane geometrics, turn lane storage capacity, and sight distance requirements*

11. Circulation Plan

- *with dimensioned driveways and drive aisles, with fire access lanes indicated, with truck turning templates shown at intersections and on driveways and drive aisles that will be used by trucks, and with truck stacking queues indicated at gates*

12. Trip Generation Calculation and Trip Distribution Exhibit

- *prepared by a licensed traffic engineer, broken down by passenger vehicles and trucks, with sufficient analytical data to enable the City to determine which of the mitigation measures identified in The Park @ Live Oak Specific Plan's EIR are applicable.*

The City's Community Development Department and/or its designee(s) shall review these materials and determine if the implementing development substantially conforms to this Specific Plan. Table 5-1, *Implementing Development Approval Authority*, outlines the determination procedure for reviewing implementing development plans within the Specific Plan area. If any item requires Planning Commission and/or City Council review and approval, the implementing development cannot be approved through an administrative substantial conformance approval process and must instead be approved by the Planning Commission and/or City Council.

TABLE 5-1 IMPLEMENTING DEVELOPMENT APPROVAL AUTHORITY

ITEM	CITY COMMUNITY DEVELOPMENT DEPARTMENT OR ITS DESIGNEE FINDING OF SUBSTANTIAL CONFORMANCE	PLANNING COMMISSION	CITY COUNCIL
Design Guidelines Implementation			
The total square footage of building floor area in all planning areas of the Specific Plan is equal to or less than 1,550,00 SF.	X		
The total square footage of building floor area in all planning areas of the Specific Plan exceeds 1,550,00 SF.		Recommendation	X
The total square footage of commercial uses indicated with a (1) in Table 3-1 in all	X		

planning areas of the Specific Plan does not exceed 98,600 SF.			
The total square footage of commercial uses indicated with a (1) in Table 3-1 in all planning areas of the Specific Plan exceeds 98,600 SF		X	
The use is permitted in the planning area per Table 3-1.	X		
The use requires a Conditional Use Permit in the planning area per Table 3-1. (Refer to the findings that must be made to issue a Conditional Use Permit specified on Specific Plan pages 19 and 20).		X	
The use is not specified in Table 3-1 but the Community Development Manager/City Planner determines that the use is substantially similar to the list of permitted uses in the Planning Area. "Substantially similar" means that the use is in compliance with the purpose and intent of the Planning Area's land use designation (refer to Specific Plan Chapter 2, Section A) and the use will not cause increased traffic or other adverse environmental impacts as compared to those disclosed in The Park @ Live Oak Specific Plan's Environmental Impact Report (EIR).	X		
The use is not specified in Table 3-1 and the Community Development Manager/City Planner determines that the use is not substantially similar to the list of permitted uses in the planning area.		X	
The design of Private Drive A and frontage improvements to Arrow Highway and/or Live Oak Avenue are designed per Specific Plan Chapter 2, Section B and/or the City Engineer or Fire Department has determined that deviations will improve vehicular, pedestrian, or bicycle circulation and/or safety.	X		
The design of Private Drive A and frontage improvements to Arrow Highway and/or Live Oak Avenue are not designed per Specific Plan Chapter 2, Section B and the City Engineer or Fire Department has determined that there is no improvement to circulation or safety resulting from the deviation.		X	

If not already constructed, there is assurance that Private Drive A and traffic signals at Private Drive A's intersections with Arrow Highway and Live Oak Avenue will be constructed prior to issuance of the first occupancy permit. Refer to Specific Plan Chapter 5, Section F.	X		
There is assurance that the development project's pro-rata share of traffic improvement fees specified in Specific Plan Chapter 5, Section F will be paid.	X		
Utility infrastructure is designed per Specific Plan Chapter 2, Section C. Deviations in final infrastructure facility sizing, location, connection points, and/or conveyance direction of water, sewer, and storm drain facilities are approved by the City Engineer. The Planning Commission and City Council shall have no review authority over utility infrastructure.	X		
All applicable development standards specified in Specific Plan Chapter 3, Section E or Section F are met, or deviations do not exceed stated numerical standards by more than 5% and improve the development's aesthetic appearance.	X		
Applicable development standards specified in Specific Plan Chapter 4, Section E and Section F are not met and/or deviate from numerical standards by more than 5%.		X	
Parking standards specified in Table 3-10 are met. Alternatively, a parking study is submitted and approved by the City Engineer that demonstrates adequate parking is provided for the use.	X		
Parking standards specified in Table 3-10 are not met and the City Engineer has not approved a parking study.		X	
Design Guidelines Implementation			
Building architecture and site design elements are consistent with the design guidelines specified in Specific Plan Chapter 4, Sections C, D and E. The Community Development Manager/ City Planner has determined that any deviations in aesthetic design, such as architectural details and lighting meet the purpose and intent of the Specific Plan's design theme as	X		

described in Specific Plan Chapter 4, Section B.			
Building architecture and site design elements are not consistent with the design guidelines specified in Specific Plan Chapter 4, Sections C, D and E, and deviations do not meet the design theme of the Specific Plan's design guidelines as described in Specific Plan Chapter 4, Section B.		X	
Landscape coverage is a minimum of 10% of the gross area of the development site.	X		
Landscape coverage is less than 10% of the gross area of the development site.		X	
Landscaping is consistent with the design guidelines specified in Specific Plan Chapter 4, Section F. The Community Development Manager/ City Planner has determined that any deviations in landscape design meet the Specific Plan's design theme as described in Specific Plan Chapter 4, Section B.	X		
Landscaping is not consistent with the design guidelines specified in Specific Plan Chapter 4, Section F. Deviations do not meet the Specific Plan's design theme as described in Specific Plan Chapter 4, Section B.		X	
A private maintenance association is identified to maintain the features identified in Specific Plan Figure 5-1, or the Community Development Manager/City Planning or City Engineer has approved an alternate maintenance entity.	X		

C. AMENDMENTS TO THE SPECIFIC PLAN

This document was prepared pursuant to California Code § 65450, et. seq. Amendments shall be processed in accordance with the applicable requirements of the law, which include § 65450, et. seq. of the California Government Code.

Specific Plan Amendments shall be subject to the review and approval of the City Council. The Planning Commission should first hear and consider applications for Specific Plan Amendments and provide a recommendation to the City Council. As required by the California Government Code, all government agencies significantly affected by the proposed Amendment shall be notified of the proposed action prior to the approval.

Any Specific Plan Amendment initiated by an applicant requires the filing of a City application and required materials supporting the amendment, submittal of a fee deposit, Planning Commission review and recommendations, and City Council review and final decision.

When considering approval of Specific Plan Amendments, the City Council shall find that the request is:

- Consistent with the City's General Plan in effect at the time of consideration, unless a concurrent General Plan Amendment application is filed to ensure compatibility between the Specific Plan and General Plan.
- Compatible with surrounding land uses with respect to use, development standards, intensity, or issues of health, public safety, and general welfare.
- Consistent with the overall design character and general structure of THE PARK @ LIVE OAK Specific Plan as set forth in Chapter 4, *Design Guidelines*, of this document.

D. CONCEPTUAL PHASING PLAN

Development of THE PARK @ LIVE OAK is expected to occur in phases in response to the site's reclamation schedule. Infrastructure to support buildout of the Specific Plan shall be phased to support the development within each planning area and in accordance with the Development Agreement for the Specific Plan.

E. ROADWAY INFRASTRUCTURE IMPROVEMENTS

The following are required of all implementing development projects in the Specific Plan area.

1. Each implementing development project shall be responsible for installing fronting roadway improvements and infrastructure.
2. Private Drive A shall be constructed prior to completion of the first implementing development project and issuance of an occupancy permit.
3. Traffic signals at the intersections of Arrow Highway/Private Drive A and Live Oak Avenue/Private Drive A shall be completed prior to completion of the first implementing project and issuance of an occupancy permit.
4. Prior to issuance of the first certificate of occupancy, the Project Applicant shall make payments to the City of Irwindale equal to the full cost to make the following off-site improvements:
 - o Install a 3rd eastbound through lane and modify the existing traffic signal to accommodate the additional 3rd eastbound lane at the intersection of Longden Avenue & Live Oak Avenue.
 - o Restripe a 3rd westbound through lane and modify the existing traffic signal to accommodate the additional 3rd westbound lane at the intersection of Stewart Avenue & Live Oak Avenue.
 - o Restripe a 3rd eastbound through lane and modify the existing traffic signal to accommodate the additional 3rd eastbound lane at the intersection of Arrow Highway & Live Oak Avenue.
 - o Restripe a 3rd eastbound through lane and modify the existing traffic signal to accommodate the additional 3rd eastbound at the intersection of Maine Avenue & Arrow Highway.
5. Prior to issuance of building permits for implementing development projects that involve a driveway connection point with Arrow Highway or Live Oak Avenue, the Project Applicant shall submit a driveway access study to the City of Irwindale Public Works Department for City review and approval. The study shall be prepared by a licensed traffic engineer, identify the

proposed access driveway(s) connecting to a public street, and include a detailed evaluation of the proposed driveway for intersection lane geometrics, turn lane storage capacity, and sight distance. The City shall require that the driveway intersection be constructed in accordance with the City-approved access study prior to the issuance of a certificate of occupancy for any building that would use the driveway for ingress/egress.

Based on the studied driveway locations (as shown on Exhibit 1-1 of The Park @ Live Oak Traffic Impact Analysis prepared by Urban Crossroads, Inc. and dated December 12, 2018) and mix of land uses studied in The Park @ Live Oak Specific Plan's Traffic Impact Analysis prepared by Urban Crossroads, Inc. and dated December 12, 2018 (as shown in EIR Table 4.11-15, Project Trip Generation Summary (Actual Vehicles)), the following are anticipated to be required as the maximum extent of public roadway lane configuration and signalization improvements:

- a. As a condition of any building permit that would involve ingress/egress at the intersection of Arrow Highway and Private Drive A, the Project Applicant shall install the following improvements at the existing intersection of Avenida Barbosa/Private Drive A & Arrow Highway (Intersection #15). The improvements shall be constructed and operable prior to the issuance of a certificate of occupancy.
 - o Restripe a southbound through lane.
 - o Add a 3rd eastbound through lane.
 - o Add a westbound left turn lane.
 - o Add a 2nd westbound left turn lane
 - o Add a northbound left turn lane.
 - o Add a northbound through lane.
 - o Add a northbound right turn lane.
 - o Modify (or install) traffic signal to accommodate the above-listed changes to lane configurations
- b. As a condition of any building permit that would involve ingress/egress at the intersection of Arrow Highway and Private Drive B, the Project Applicant shall install the following improvement at Private Drive B & Arrow Highway (Intersection #11). The improvement shall be constructed and operable prior to the issuance of a certificate of occupancy.
 - o Install a traffic signal
- c. As a condition of any building permit that would involve ingress/egress access at the intersection of Live Oak Avenue and Private Drive A, the Project Applicant shall install the following improvement at Private Drive A and Live Oak Avenue (Intersection #16).

The improvement shall be constructed and operable prior to the issuance of a certificate of occupancy.

- o Install a traffic signal.
- d. As a condition of any building permit that would involve ingress/egress access at the existing intersection of Speedway Driveway & Live Oak Avenue, the Project Applicant shall install the following roadway improvement at Speedway Driveway & Live Oak Avenue (Intersection #7). The improvement shall be constructed and operable prior to the issuance of a certificate of occupancy.
- o Install a traffic signal
 - o Add a 3rd westbound through lane
- e. As a condition of any building permit that would involve ingress/egress at the existing intersection of Live Oak Avenue and the entrance driveway to the Irwindale Events Center Intersection #13 (Project Driveway 7), the Project Applicant shall install the following improvement at Project Driveway 7/Driveway & Live Oak Avenue (Intersection #13). The improvement shall be constructed and operable prior to the issuance of a certificate of occupancy.
- o Add a 3rd eastbound through lane and modify the traffic signal to accommodate the additional 3rd eastbound lane.
6. Prior to the issuance of each building permit, the Project Applicant shall submit a preliminary trip generation calculation and trip distribution exhibit to the City of Irwindale Public Works Department for the development project under consideration for City review and approval. The preliminary calculation and exhibit shall be prepared by a licensed traffic engineer and be accompanied by sufficient analytical data to enable the City to (1) Determine which of the mitigation measures identified in The Park @ Live Oak Specific Plan's EIR and Traffic Study are applicable to the implementing project and calculate the fair share percentage associated with each applicable respective mitigation measure, and (2) Enable the City to determine sufficient intersection and driveway geometrics and lane storage and turn lane capacity needs. The City Engineer shall have the authority to determine the extent of the traffic study and analyses required to determine the appropriate mitigation measures and fair share calculations. Traffic analyses shall utilize traffic counts collected within 12 months of the analysis. Speculative buildings without an occupant or tenant shall be analyzed in accordance with the proposed uses, trip generations rates and planning areas listed in The Park @ Live Oak Specific Plan's EIR Table 4.11-15, excerpted from the Specific Plan's Traffic Impact Analysis prepared by Urban Crossroads, Inc. and dated December 12, 2018.

Based on the studied driveway locations (depicted on Exhibit 1-1 of The Park @ Live Oak Specific Plan's Traffic Impact Analysis prepared by Urban Crossroads, Inc. and dated December

12, 2018), mix of land uses, and projected traffic volumes studied in the Park @ Live Oak Specific Plan's Traffic Impact Analysis and listed in EIR Table 4.11-15. Prior to the issuance of building permits, fair-share payments towards improvements may include, but not be limited to:

- a. At the intersection of Myrtle Avenue & Longden Avenue:
 - o Restripe a 2nd eastbound through lane and widen the bridge over the Sawpit Wash.
- b. At the intersection of Myrtle Avenue/Peck Road & Live Oak Avenue:
 - o Add a 2nd southbound left turn lane and modify the existing traffic signal to accommodate the 2nd southbound left turn lane.
- c. At the intersection of Live Oak Avenue & Arrow Highway (West):
 - o Add a 3rd westbound through lane.
 - o Restripe a 3rd eastbound through lane.
 - o Modify the existing traffic signal to accommodate the above-listed lane configuration improvements.
- d. At the intersection of Avenida Barbosa/Private Drive A & Arrow Highway:
 - o Add a 3rd westbound through lane.
 - o Add a 2nd eastbound left turn lane.
 - o Modify the traffic signal to implement overlap phasing on the westbound right turn lane and accommodate the changes to lane configuration.
- e. At the intersection of Speedway Driveway & Live Oak Avenue:
 - o Install a traffic signal.
- f. At the intersection of Specific Plan Driveway 7 & Live Oak Avenue:
 - o Add an eastbound right turn lane and modify the existing traffic signal to accommodate the new eastbound right turn lane.
- g. At the I-605 Northbound Off-Ramp & Live Oak Avenue:
 - o Install a traffic signal.
- h. At the intersection of Rivergrade Road & Live Oak Avenue:
 - o Modify the traffic signal to implement overlap phasing on the northbound right turn lane.
- i. At the intersection of Stewart Avenue & Live Oak Avenue:
 - o Restripe a 3rd eastbound through lane and modify the existing traffic signal to accommodate the 3rd eastbound through lane.

7. If the total trips generated by all developments within Specific Plan area exceeds the trips analyzed in THE PARK @ LIVE OAK Specific Plan's Traffic Impact Analysis prepared by Urban Crossroads, Inc. and dated December 12, 2018 (1,280 PCE AM peak hour trips and 1,644 PCE PM peak hour trips), an additional full Traffic Impact Analysis shall be required.

F. STATE HIGHWAY SYSTEM FACILITIES

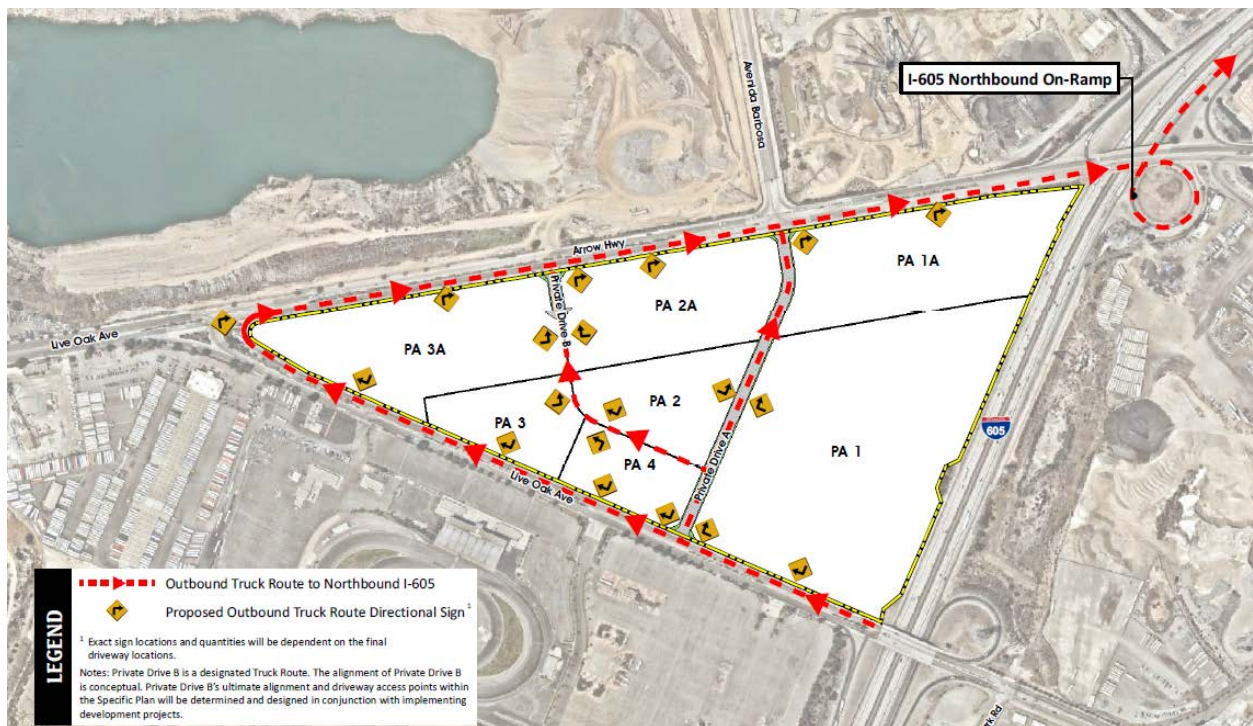
A pro rata fair share payment of \$703,655.81 shall be made to the City, prior to the issuance of the first building permit, towards the preparation of a study of potential improvements to the I-605 corridor that may be initiated by Caltrans and/or City of Irwindale in the future. If a fair share calculation has been determined for improvements to the I-605 on/off ramp at Live Oak Avenue and/or the I-605 on/off ramp at Arrow Highway, then, the project applicant shall provide the City of Irwindale with a payment of \$1,600,000 to be applied toward the cost of Caltrans improvements as specified in THE PARK @ LIVE OAK Development Agreement.

G. TRUCK TRAFFIC MANAGEMENT PLAN

Truck access from THE PARK @ LIVE OAK to the north will be provided at the I-605 on-ramp at Arrow Highway. Truck access from THE PARK @ LIVE OAK to the south will be provided at the I-605 on-ramp at Live Oak Avenue. Truck routes between THE PARK @ LIVE OAK and I-605 are described below.

1. NORTHBOUND TRUCK TRAFFIC ROUTES

Northbound Truck Traffic Routes are illustrated below and on Figure 5-1.



Northbound Truck Route Plan and Conceptual Signage. Refer to Figure 5-1 in the Appendix for a larger copy.

From Planning Areas 1A and 2A to the I-605 Freeway Northbound (Arrow Highway)

- North on Private Drive A or B to Arrow Highway OR right turn from Planning Areas 1A and 2A onto Arrow Highway; and
- East on Arrow Highway to I-605 on-ramp at Arrow Highway.

From Planning Area 1 to the I-605 Freeway Northbound (Arrow Highway)

- North on Private Drive A or right turn on Live Oak Avenue to North on Private Drive A to Arrow Highway; and
- East on Arrow Highway to I-605 on-ramp at Arrow Highway.

From Planning Area 2 to the I-605 Freeway Northbound (Arrow Highway)

- North on Private Drive A or B to Arrow Highway; and
- East on Arrow Highway to I-605 on-ramp at Arrow Highway.

From Planning Area 3A to the I-605 Freeway Northbound (Arrow Highway)

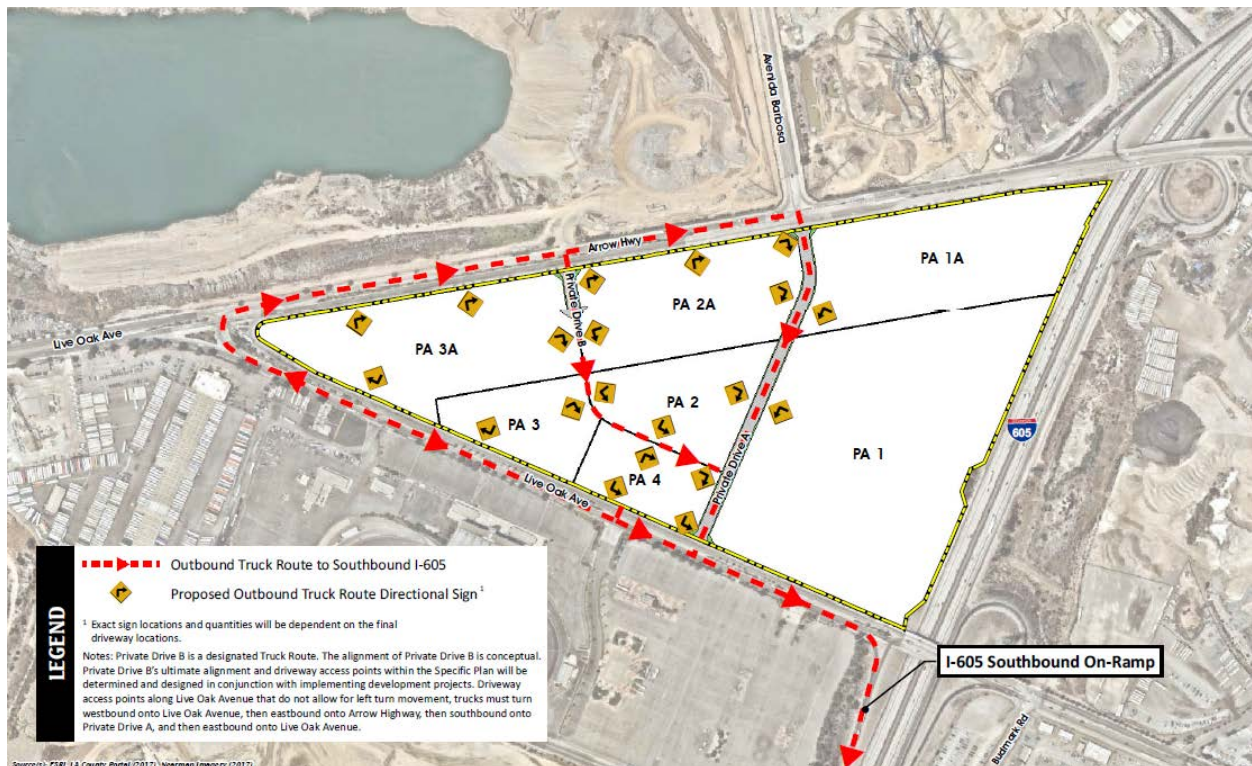
- North on Private Drive B to Arrow Highway OR right turn from Planning Area 3A onto Arrow Highway or right turn on Live Oak Avenue to Arrow Highway; and
- East on Arrow Highway to I-605 on-ramp at Arrow Highway.

From Planning Areas 3 and 4 to the I-605 Freeway Northbound (Arrow Highway)

- North on Private Drive B to Arrow Highway OR right turn from Planning Areas 3 and 4 onto Live Oak Avenue;
- West on Live Oak Avenue to Arrow Highway; and
- East on Arrow Highway to I-605 on-ramp at Arrow Highway.

2. SOUTHBOUND TRUCK TRAFFIC ROUTES

Southbound Truck Traffic Routes are illustrated below and on Figure 5-2.



Southbound Truck Route Plan and Conceptual Signage. Refer to Figure 5-2 in the Appendix for a larger copy.

From Planning Areas 1 to the I-605 Freeway Southbound (Live Oak Avenue)

- South on Private Drive A to Live Oak Avenue; and
- East on Live Oak Avenue to I-605 on-ramp at Live Oak Avenue.

From Planning Area 1A to the I-605 Freeway Southbound (Live Oak Avenue)

- South on Private Drive A to Live Oak Avenue;
- East on Live Oak Avenue to I-605 on-ramp at Live Oak Avenue.

From Planning Areas 2 and 2A to the I-605 Freeway Southbound (Live Oak Avenue)

- South on Private Drive A and Private Drive B to Live Oak Avenue or east on Arrow Highway to south on Private Drive A to Live Oak Avenue;
- East on Live Oak Avenue to I-605 on-ramp at Live Oak Avenue.

From Planning Areas 3 and 3A to the I-605 Freeway Southbound (Live Oak Avenue)

- South on Private Drive B to Private Drive A to Live Oak Avenue, OR west on Live Oak Avenue to east on Arrow Highway to south on Private Drive B to Private Drive A to Live Oak Avenue, OR east on Arrow Highway to south on Private Drive B to Private Drive A to Live Oak Avenue;
- East on Live Oak Avenue to I-605 on-ramp at Live Oak Avenue.

From Planning Area 4 to the I-605 Freeway Southbound (Live Oak Avenue)

- South on Private Drive A to Live Oak Avenue or south on Private Drive B to south on Private Drive A to Live Oak Avenue;
- East on Live Oak Avenue to I-605 on-ramp at Live Oak Avenue.

3. TRUCK DIRECTIONAL SIGNAGE

To direct trucks to I-605 and away from local streets and residential neighborhoods, signage shall be provided as listed below. Final signage locations and quantities shall be approved by the City of Irwindale Public Works Department.

a. Northbound Directional Signage

Northbound directional signage within THE PARK @ LIVE OAK shall be placed at the following locations:

- At all driveway access point exits onto Arrow Highway directing northbound trucks to turn right (eastbound) onto Arrow Highway towards the Arrow Highway/I-605 northbound on-ramp.
- At driveway access exit points onto Private Drives A and B directing trucks to turn north onto Private Drives A and B towards Arrow Highway.

- On Private Drive A at the intersection of Private Drive A and Arrow Highway, directing northbound trucks to turn right (eastbound) onto Arrow Highway towards the Arrow Highway/I-605 northbound on-ramp.
- On Private Drive B at the intersection of Private Drive B and Arrow Highway, directing northbound trucks to turn right (eastbound) onto Arrow Highway towards the Arrow Highway/I-605 northbound on-ramp.
- At all driveway access exit points onto Live Oak Avenue, directing northbound trucks to turn right (westbound) onto Live Oak Avenue.
- On Live Oak Avenue at the intersection of Live Oak Avenue and Arrow Highway, directing northbound trucks to turn right (eastbound) from Live Oak Avenue onto Arrow Highway towards the I-605 northbound on-ramp.
- On Live Oak Avenue at the intersection of Live Oak Avenue and Private Drive A, directing westbound trucks to turn right (northbound) on Private Drive A to Arrow Highway.

b. Southbound Directional Signage

Southbound directional signage within THE PARK @ LIVE OAK shall be placed at the following locations:

- At all driveway access exit points onto Arrow Highway west of Private Drive A, directing eastbound trucks to turn right (eastbound) onto Arrow Highway.
- On Arrow Highway at the intersection of Private Drive A and Arrow Highway, directing southbound trucks to turn right (southbound) on Private Drive A toward Live Oak Avenue.
- At all driveway access exit points onto Private Drives A and B directing southbound trucks to turn southbound onto Private Drives A and B towards Live Oak Avenue.
- On Live Oak Avenue at the intersection of Live Oak Avenue and Arrow Highway, directing southbound trucks to turn right (eastbound) from Live Oak Avenue onto Arrow Highway towards Private Drive A.
- On Private Drive B, at the intersection of Private Drive A and Private Drive B to turn right (southbound) on Private Drive A.
- On Private Drive A at the intersection of Private Drive A and Live Oak Avenue, directing southbound trucks to turn left (eastbound) onto Live Oak Avenue towards the Live Oak Avenue/I-605 southbound on-ramp.
- At all driveway access points onto Live Oak Avenue that allow a left turn movement, directing southbound trucks to turn left (eastbound) onto Live Oak Avenue towards the Live Oak Avenue/I-605 southbound on-ramp.
- At all driveway access points onto Live Oak Avenue that do not allow a left turn movement, directing southbound trucks to turn right (westbound) onto Live Oak Avenue towards the Live Oak Avenue and Arrow Highway intersection.

c. Heavy Truck Prohibition Signage

Except for trucks making local deliveries, trucks arriving to or departing from THE PARK @ LIVE OAK shall be prohibited from using local residential streets, including but not limited to Bateman Avenue, Duarte Road, Meridian Street, and Mountain Avenue.

Signage prohibiting trucks weighing over 7 tons from using local streets shall be placed in the following locations:

- On Bateman Avenue northbound, at the intersection of Buena Vista Street and Bateman Avenue, prohibiting trucks over 7 tons from turning northbound on Bateman Avenue.
- On Meridian Street westbound, at the intersection of Bateman Avenue and Meridian Street, prohibiting trucks over 7 tons from turning westbound on Meridian Street.
- On Meridian Street westbound, between Ruelas Street and Alice Rodriguez Circle, prohibiting trucks over 7 tons from continuing westbound into the City of Duarte.

d. Property Owners Association/Transportation Management Committee

A Property Owners' Association, or a Transportation Management Committee thereof, shall be established and shall assume the following responsibilities regarding truck traffic associated with THE PARK @ LIVE OAK:

- Serve as a point of contact for truck routing concerns.
- Enforce the Truck Traffic Management Plan using reasonable means should any legitimate and ongoing concerns be reported.
- Ensure the perpetual maintenance of all Truck Traffic Management Plan directional signage.
- Require building owners/lessees to inform truck drivers of the approved northbound and southbound routes between THE PARK @ LIVE OAK and the I-605 freeway.
- Require any building owners/lessees using dispatchers to provide truck drivers leaving THE PARK @ LIVE OAK with verbal northbound and southbound directions to the I-605 freeway per the Truck Traffic Management Plan.
- Conduct unannounced quarterly monitoring (4 times per year) of actual routes that trucks are taking to and from THE PARK @ LIVE OAK and work with building owners/lessees to correct any ongoing routing concerns. Make the monitoring reports available to the City of Irwindale upon request.

The City of Irwindale shall be assigned as a third-party beneficiary of the Property Owners' Association Truck Traffic Management Plan through THE PARK @ LIVE OAK CC&Rs, which shall provide the City with the right to assume administration of the Truck Traffic Management Plan, if the Property Owners' Association, or a Transportation Management Committee thereof, fails to meet its obligations as outlined herein.

H. MAINTENANCE PLAN

The public and private improvements constructed within THE PARK @ LIVE OAK shall be maintained through a combination of public and private entities as described in Table 5-2, which will be funded by a combination of private and public funds.

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 any and all special district-financing mechanisms.

For common areas located within a planning area, the CC&Rs shall govern the maintenance responsibilities. For areas outside the planning area boundaries, municipal maintenance districts may fund the maintenance of these areas.

TABLE 5-2 MAINTENANCE RESPONSIBILITIES					
FACILITY	PRIVATE MAINTENANCE ASSOCIATION	BUILDING USER	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		
Arrow Highway					
Pavement & Curbs			X		
Landscaping within public right-of-way, including medians and parkways			X		
Sidewalks			X		
Interior Private Drive A and Private Drive B	X				
Drive Aisles	X	X			
Parking Lots, including landscaping	X	X			
Traffic Signals ³			X		
Traffic Signs					
Within public right-of-way			X		
Outside public right-of-way	X				
Street Lights					
Within public right-of-way				X	
Outside public right-of-way	X				

TABLE 5-2 | MAINTENANCE RESPONSIBILITIES

FACILITY	PRIVATE MAINTENANCE ASSOCIATION	BUILDING USER	CITY OF IRWINDALE	PUBLIC UTILITY	OTHER MAINTENANCE ENTITY¹
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	X			
Walls and Fences	X	X			
UTILITY INFRASTRUCTURE					
Water facilities/infrastructure	X			X	
Sanitary sewer facilities/infrastructure	X		X		
Storm water drainage facilities/infrastructure ²	X		X		X
Dry utilities (electricity, natural gas, communications systems)					X
OTHER FACILITIES					
Billboards					X
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. Stormwater drainage facilities within the Specific Plan boundary will be maintained by a Private Maintenance Association. Stormwater drainage facilities within the public rights-of-ways will be maintained by the City of Irwindale. Stormwater drainage facilities along Interstate 605 will be maintained by Caltrans or other public entities. 3. Traffic signals may require maintenance easements.					

CHAPTER 6 | GENERAL PLAN CONSISTENCY

Land development patterns in the City of Irwindale are guided by the City of Irwindale General Plan (herein “General Plan”). At the time this Specific Plan was prepared (2019), the prevailing General Plan was adopted by the Irwindale City Council in 2008, along with an updated Housing Element released in 2013. The General Plan is organized into six elements, including Community Development, Housing, Infrastructure, Resource Management, Public Safety, and Implementation. Each General Plan Element is instrumental to achieving the City’s long-term development goals. Each element contains a series of policies that guide the course of action the City must take to achieve the City’s vision for future development.

California Government Code (Title 7, Division 1, Chapter 3, Article 8, §§ 65450 through 65457) allows local governments to adopt and administer specific plans as tools to implement their general plan; however, specific plans must demonstrate consistency with the goals and policies set forth in the local general plan. This section provides a summary discussion to demonstrate that THE PARK @ LIVE OAK is consistent with, and results in the implementation of, applicable primary goals and policies of the City of Irwindale’s General Plan.

Note that General Plan policies that are not listed below are not applicable to THE PARK @ LIVE OAK.

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 PARK @ LIVE OAK Specific Plan provides a mixture of industrial and commercial land uses that capitalize on the property’s location north of Live Oak Avenue, south of Arrow Highway, and west of Interstate 605 and on- and off-ramps. The Specific Plan also complements existing and planned surrounding land uses in the City of Irwindale and adjacent cities. THE PARK @ LIVE OAK Specific Plan is located in an area in Irwindale that is already developed as an employment center, containing quarries, landfills, distribution warehousing, e-commerce, and light industrial land uses. The Specific Plan’s buildings are separated from the surrounding land uses to the north by Arrow Highway, to the south by Live Oak Avenue, to the east by Interstate 605, and by landscaping on the perimeter of the site. To the south and southwest, properties across from Live Oak

GENERAL PLAN POLICY	SPECIFIC PLAN CONSISTENCY
	Avenue are already developed with industrial warehouse buildings and the Irwindale Speedway, which are compatible uses. To the east, across Interstate 605 are industrial warehouse buildings and the Nu-Way Landfill. To the north and northwest, landscaping, fencing, and walls are proposed as a separating visual and physical buffer from the sand and gravel quarry operations north of Arrow Highway. Accordingly, THE PARK @LIVE OAK Specific Plan is consistent with, and results in the implementation of, this policy.
<u>CDE Policy 2:</u> The City of Irwindale will continue to plan for the transition of the quarries located within the City to other land uses.	THE PARK @ LIVE OAK Specific Plan property is a former quarry that is currently (as of 2019) being filled with inert debris. Upon completion of the inert debris fill operation, the site would not be productively used unless and until it is redeveloped with an end use. THE PARK @ LIVE OAK Specific Plan is a proactive, revenue- and employment-generating plan that would transition the site to productive economic use upon completion of fill activities. As such, THE PARK @ LIVE OAK Specific Plan is consistent with, and results in the implementation of, this policy.
<u>CDE Policy 3:</u> 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.	Prior to the adoption of this Specific Plan, the City of Irwindale General Plan designated the 78.3-acre Specific Plan property for “Regional Commercial” land uses. The General Plan states that the Regional Commercial designation “. . . encourages a balanced mix of commercial, office professional, and light manufacturing uses along a number of high visibility traffic corridors . . .” (General Plan, p. 40). This Specific Plan provides for a mix of Industrial/Business Park and Commercial/Industrial land uses consistent with the General Plan’s vision for the property as an employment-generating and economic-investment generating use. The proposed Specific Plan requires a General Plan Amendment to change the site’s land use to the land use designation of “Specific Plan” to reflect land uses, development standards, design guidelines and implementation procedures described herein. As such, THE PARK @LIVE OAK Specific Plan is consistent with, and results in the implementation of, this policy.

GENERAL PLAN POLICY	SPECIFIC PLAN CONSISTENCY
<u>CDE Policy 5:</u> The City of Irwindale will continue to promote comprehensive development consistent with this General Plan as opposed to piecemeal and incremental planning.	THE PARK @ LIVE OAK Specific Plan represents a comprehensive development plan for a large, contiguous property. Implementation of the Specific Plan ensures that development across each of the Plan’s seven planning areas will meet design and operational criteria to maximize opportunities for success and preclude land use incompatibilities. As such, THE PARK @ LIVE OAK Specific Plan is consistent with, and results in the implementation of, this policy.
<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>	
<u>CDE Policy 7:</u> The City of Irwindale will continue to promote economic development through the use of redevelopment. <u>CDE Policy 10:</u> The City of Irwindale will promote development that will benefit the community as a whole in terms of both jobs and revenue generation.	THE PARK @ LIVE OAK Specific Plan provides for up to 1,550,000 square feet of Industrial/Business Park and Commercial/Industrial 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 PARK @ LIVE OAK Specific Plan will create a substantial number of jobs that can be filled by residents of the City and surrounding communities and thereby stimulate spending in the local economy. Additionally, the Industrial/Business Park and Commercial/ Industrial land uses provided by THE PARK @ LIVE OAK Specific Plan diversify the City’s long-term pool of employment/revenue generating land uses – which (as of 2019) are dominated by mining and mining-related uses. As such, THE PARK @ LIVE OAK Specific Plan is consistent with, and results in the implementation of, this policy.
<i>Issue Area – Urban Design: The City of Irwindale will continue its efforts in improving the appearance of the community.</i>	
<u>CDE Policy 12:</u> 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.	Development of THE PARK @ LIVE OAK Specific Plan will be guided by this Specific Plan’s <i>Design Guidelines</i> (refer to Chapter 4), which include comprehensive architectural and landscape standards and development criteria that provide for an attractive, contemporary business park. As such, THE PARK @ LIVE OAK Specific Plan is consistent with, and results in the implementation of, this policy.

GENERAL PLAN POLICY	SPECIFIC PLAN CONSISTENCY
<u>CDE Policy 14:</u> The City of Irwindale will continue to promote property maintenance in all areas of the City.	This Specific Plan defines the entities responsible for maintenance of publicly and privately-owned improvements within THE PARK @ LIVE OAK Specific Plan, including roadways and utility infrastructure (refer to Section 5 and Table 5-2). Compliance with this Specific Plan’s maintenance program will ensure that all improvements within the Specific Plan area are properly and perpetually maintained. As such, THE PARK @ LIVE OAK Specific Plan is consistent with this policy.
<u>CDE Policy 16:</u> The City of Irwindale will continue to work towards the development of streetscape, sign standards, and a Public Art Program.	The <i>Design Guidelines</i> for this Specific Plan (refer to Chapter 4) establish comprehensive streetscape design standards for interior streets and THE PARK @ LIVE OAK Specific Plan’s frontage with Arrow Highway and Live Oak Avenue that define the Specific Plan’s design theme and create a welcoming visual environment for employees, visitors, and passersby. Signage will conform to City standards. As such, THE PARK @ LIVE OAK Specific Plan is consistent with, and results in the implementation of, this policy.
<u>CDE Policy 17:</u> The City of Irwindale will continue to encourage a balance of commercial uses to avoid an overconcentration of uses to best serve the residents, employee population, and business community.	This Specific Plan allows a variety of market-driven commercial uses to service nearby residents, employees, visitors to the area, and travelers on Interstate 605. The range of permitted land uses achieves this Specific Plan’s vision and intention to provide a mix of uses that take advantage of proximity to transportation corridors and serve the surround community and region. The industrial business park uses will provide patrons for the commercial land uses and complement the mix of existing and planned uses proximate to the Specific Plan area. Thus, THE PARK @ LIVE OAK Specific Plan is consistent with this policy.
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>	
<u>IE Policy 1:</u> The City will continue to support the efforts of the City of Irwindale Public Works Department in maintaining the highest service standards feasible.	THE PARK @ LIVE OAK Specific Plan will improve roadways and public utilities/infrastructure in a logical sequence in conjunction with future development of this Specific Plan and as required by the City of Irwindale and applicable public service providers. Improvements will be provided as necessary to serve THE PARK @ LIVE OAK property while maintaining

GENERAL PLAN POLICY	SPECIFIC PLAN CONSISTENCY
<u>IE Policy 2:</u> 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.	adequate service levels for existing, surrounding land uses. Plans for water, sewer, storm water, and dry utilities are provided in Specific Plan Chapter 2, <i>Development Plan</i>. Thus, THE PARK @ LIVE OAK Specific Plan is consistent with these policies.
<i>Issue Area – Traffic and Circulation: The City of Irwindale will strive to improve safe and efficient circulation in the City.</i>	
<u>IE Policy 3:</u> The City of Irwindale will continue to develop and enhance the existing streets and intersections in the City. <u>IE Policy 4:</u> The City of Irwindale will strive to ensure that all new development implements its “fair-share” of infrastructure improvements to offset the potential adverse impacts associated with the additional traffic that will be generated by the new development.	THE PARK @ LIVE OAK Specific Plan includes roadway and sidewalk/pathway improvements to facilitate efficient vehicular and non-vehicular transportation through and around the Specific Plan area. Frontage improvements will occur to the north side of Live Oak Avenue and south side of Arrow Highway. With implementation of the circulation improvements identified in Chapter 2 and 5 of this Specific Plan, traffic impacts generated by development in the Specific Plan area will be offset to the City of Irwindale’s satisfaction. As such, THE PARK @ LIVE OAK Specific Plan is consistent with these policies.
RESOURCE MANAGEMENT ELEMENT (RME)	
<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>	
<u>RME Policy 1:</u> The City of Irwindale will continue to work with the quarries and other regulatory agencies to facilitate their reclamation. <u>RME Policy 3:</u> The City of Irwindale will work with the quarry owners and/or operators and regulatory agencies to help facilitate their timely reclamation.	This Specific Plan addresses development activities on THE PARK @ LIVE OAK property following the completion of reclamation activities for the former Nu-Way Arrow quarry. As such, the property would transition to a productive and economically beneficial end use for the City of Irwindale. Thus, THE PARK @ LIVE OAK Specific Plan advances the implementation of these policies.
<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>	
<u>RME Policy 11:</u> 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	THE PARK @ LIVE OAK Specific Plan provides industrial and commercial land uses near a major transportation corridor (Interstate 605) and approximately 1.8 miles from Interstate 210. By its location near major transportation corridors, THE PARK @ LIVE OAK Specific Plan promotes non-vehicular transportation and has the potential to reduce vehicle miles traveled, which would reduce tailpipe emissions – a major source

GENERAL PLAN POLICY	SPECIFIC PLAN CONSISTENCY
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.	of greenhouse gases (GHGs). In addition, implementing development in THE PARK @ LIVE OAK Specific Plan will be required to comply with the California Green Building Standards Code and will incorporate additional sustainable design features that minimize water use and maximize energy efficiency. As such, THE PARK @ LIVE OAK Specific Plan would advance the achievement of this policy as it relates to redevelopment of the site from a former quarry depleted of recoverable mineral resources to a productive employment-generating end use.
<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>	
<u>RME Policy 19:</u> The City of Irwindale will consider environmental justice issues as they are related to potential health impact 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 PARK @ LIVE OAK Specific Plan property is a former quarry that is currently (as of 2019) being filled with inert debris. Upon completion of the inert debris fill operation, air pollution emissions historically associated with mining and filling would cease. Air pollutant emissions associated with 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 PARK @ LIVE OAK Specific Plan site is surrounded by quarry uses to the north and west, the Irwindale Speedway to the south, and Interstate 605 and quarry uses to the east. As such, there are no known or probable environmental justice issues associated with developing the Specific Plan land uses. To the contrary, the Specific Plan land uses will benefit the City economically and provide employment opportunities to a wide range of City residents. As such, THE PARK @ LIVE OAK Specific Plan is consistent with this policy.
<u>RME Policy 25:</u> 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 PARK @ LIVE OAK Specific Plan includes roadway and sidewalk/pathway improvements to facilitate efficient vehicular and non-vehicular transportation through and around the Specific Plan area. Namely, improvements to the north side of Live Oak Avenue and to the south side of Arrow Highway fronting the site

GENERAL PLAN POLICY	SPECIFIC PLAN CONSISTENCY
	would occur as part of the development. Improvements identified in Chapters 2 and 5 of this Specific Plan ensure that the segments of Live Oak Avenue and Arrow Highway adjacent to the Specific Plan 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>	
<u>PSE Policy 3:</u> The City of Irwindale will work to reduce potential hazards through conscientious land use planning. The City shall require liquefaction assessment studies as 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.	THE PARK @ LIVE OAK Specific Plan property is the site of a former quarry that is currently (as of 2019) being reclaimed pursuant to City and state reclamation requirements. The inert debris deposited at the Nu-Way Arrow property during the reclamation process consists of a combination of crushed rock, fine 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 is blended, moisture conditioned, and compacted for stability in accordance with State of California and City of Irwindale requirements of graded fill materials. Accordingly, upon completion of reclamation activities on the Specific Plan property, the site will be suitable for development and will not be subject to liquefaction or other geologic stability hazards. Additionally, site and development Geotechnical Investigations (Investigations) will be required for all subsequent development proposals within the Specific Plan Area. City approval of these Investigations, and incorporation of Investigation requirements and recommendations will be required prior to the issuance of grading permits. THE PARK @ LIVE OAK Specific Plan therefore does not conflict with this policy.

GENERAL PLAN POLICY	SPECIFIC PLAN CONSISTENCY
<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>	
<u>PSE Policy 5:</u> The City of Irwindale will work towards reducing noise exposure in the City by considering noise and land use compatibility in land use planning.	THE PARK @ LIVE OAK Specific Plan property does not abut noise-sensitive land uses (e.g., residential, schools, etc.). Furthermore, the Industrial/Business Park and Commercial/Industrial land uses planned for THE PARK @ LIVE OAK Specific Plan are not sources of substantial stationary noise (point-source emitters). Accordingly, THE PARK @ LIVE OAK Specific Plan supports and does not conflict with this policy.

Appendix

A

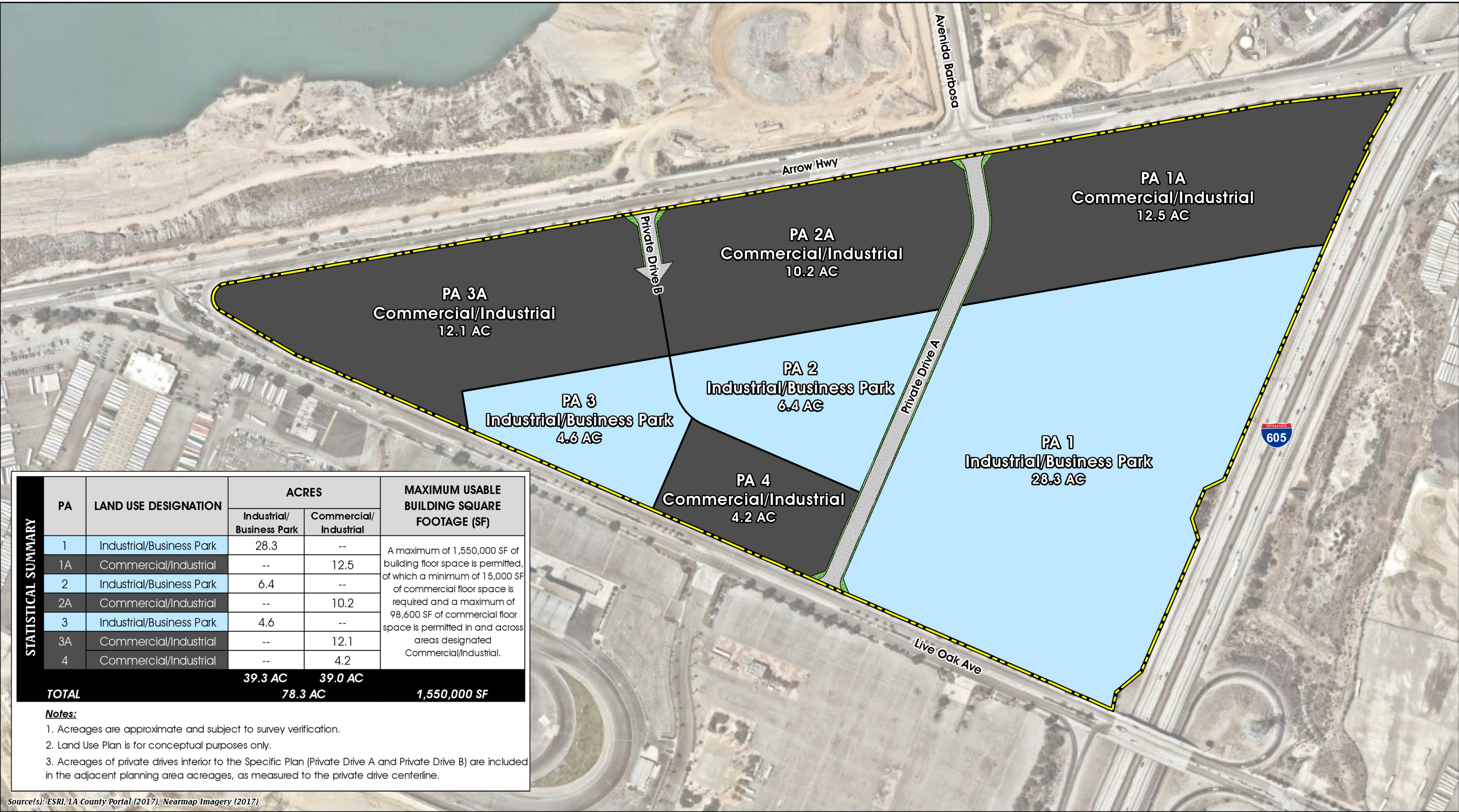
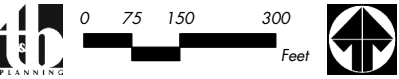


Figure 2-1



Figure 2-2



CONCEPTUAL VEHICULAR CIRCULATION AND ACCESS PLAN

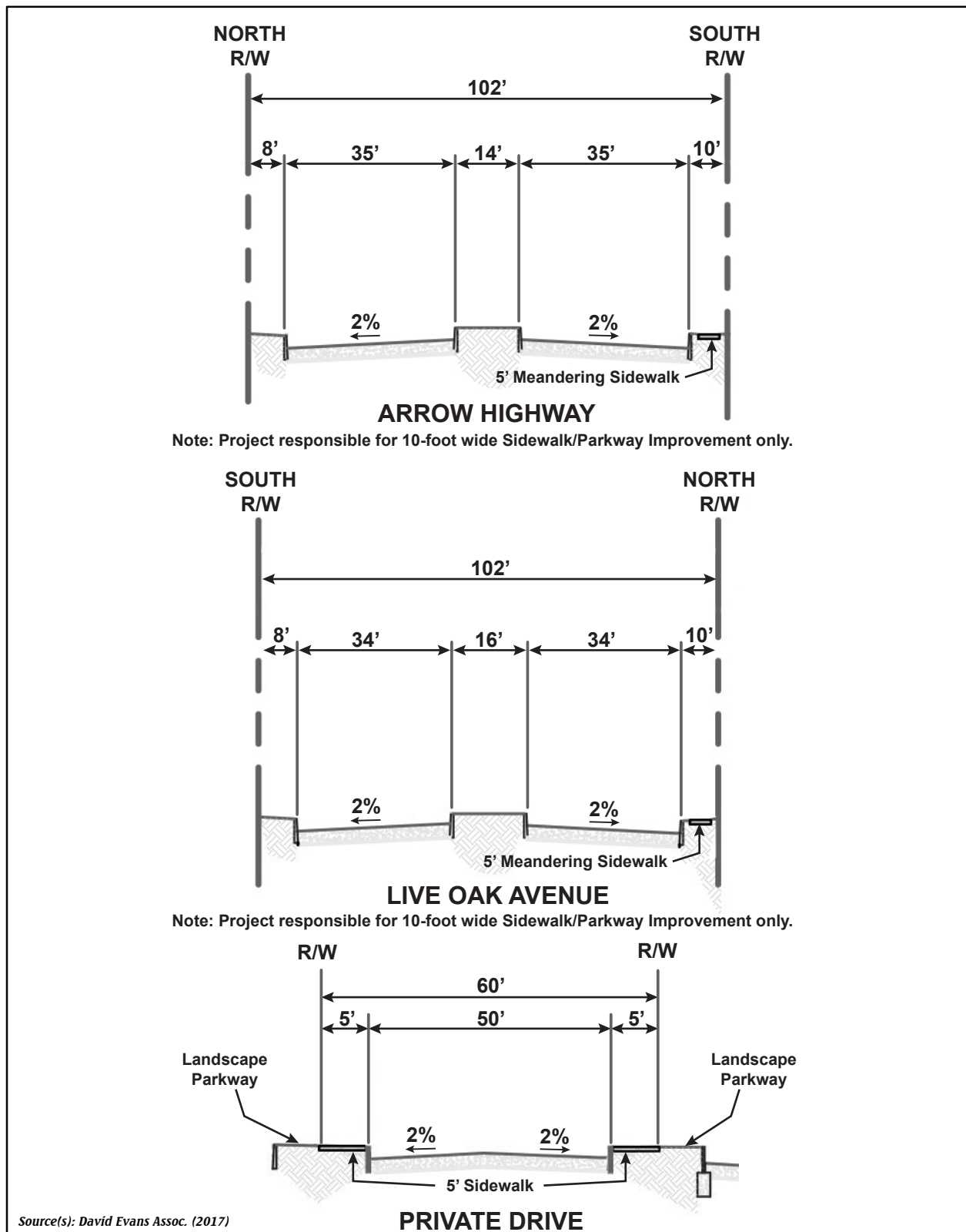


Figure 2-3



Figure 2-4

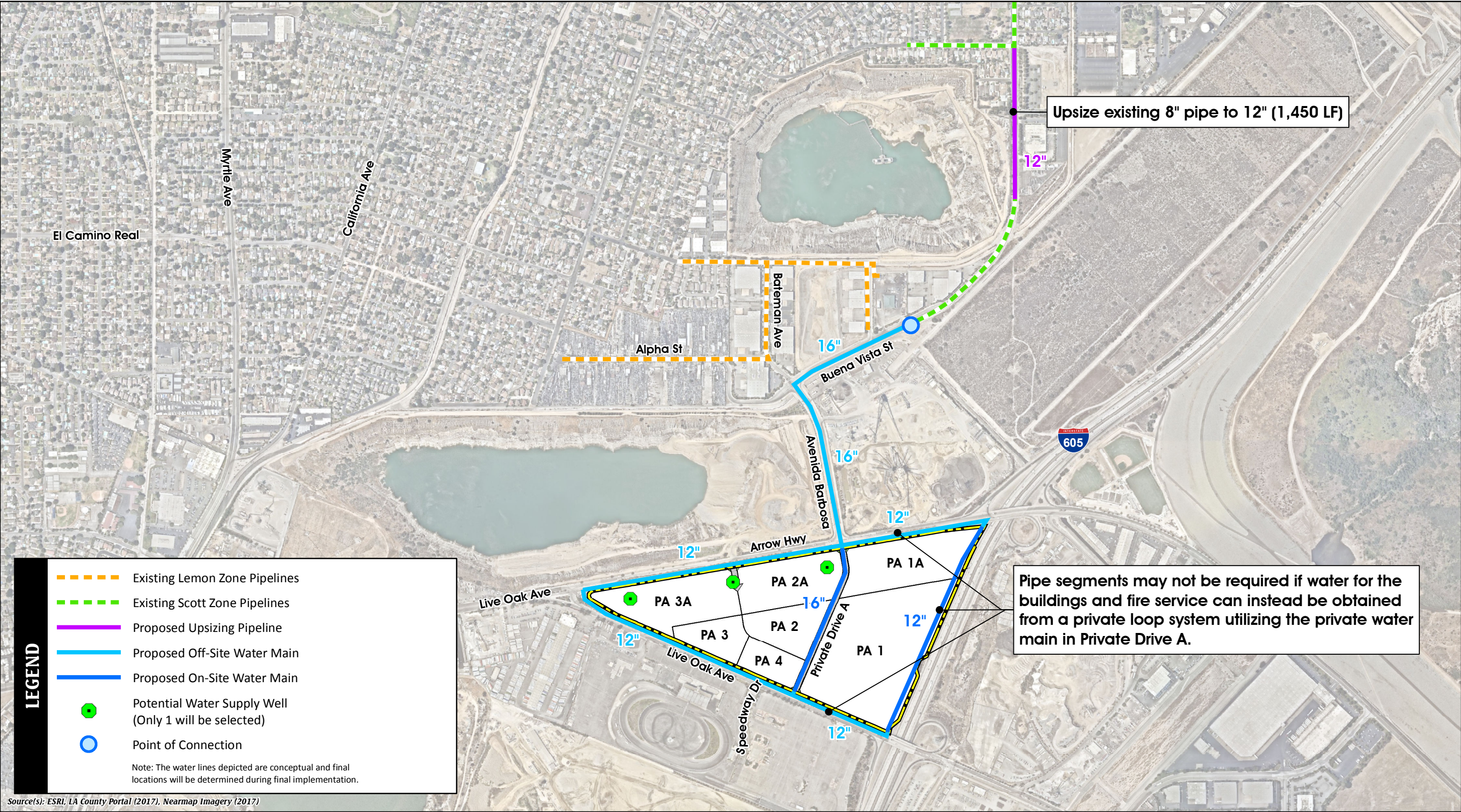


Figure 2-5

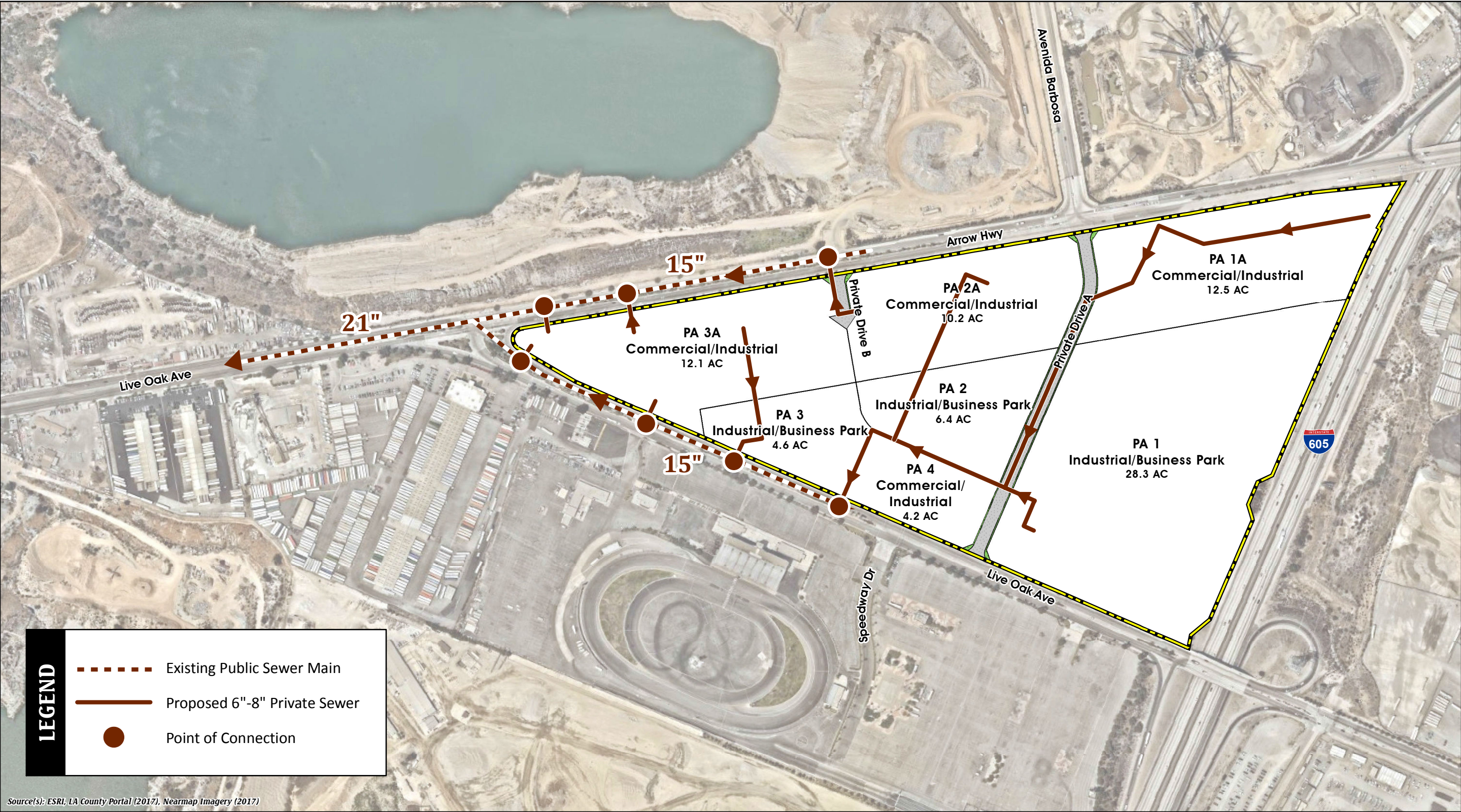


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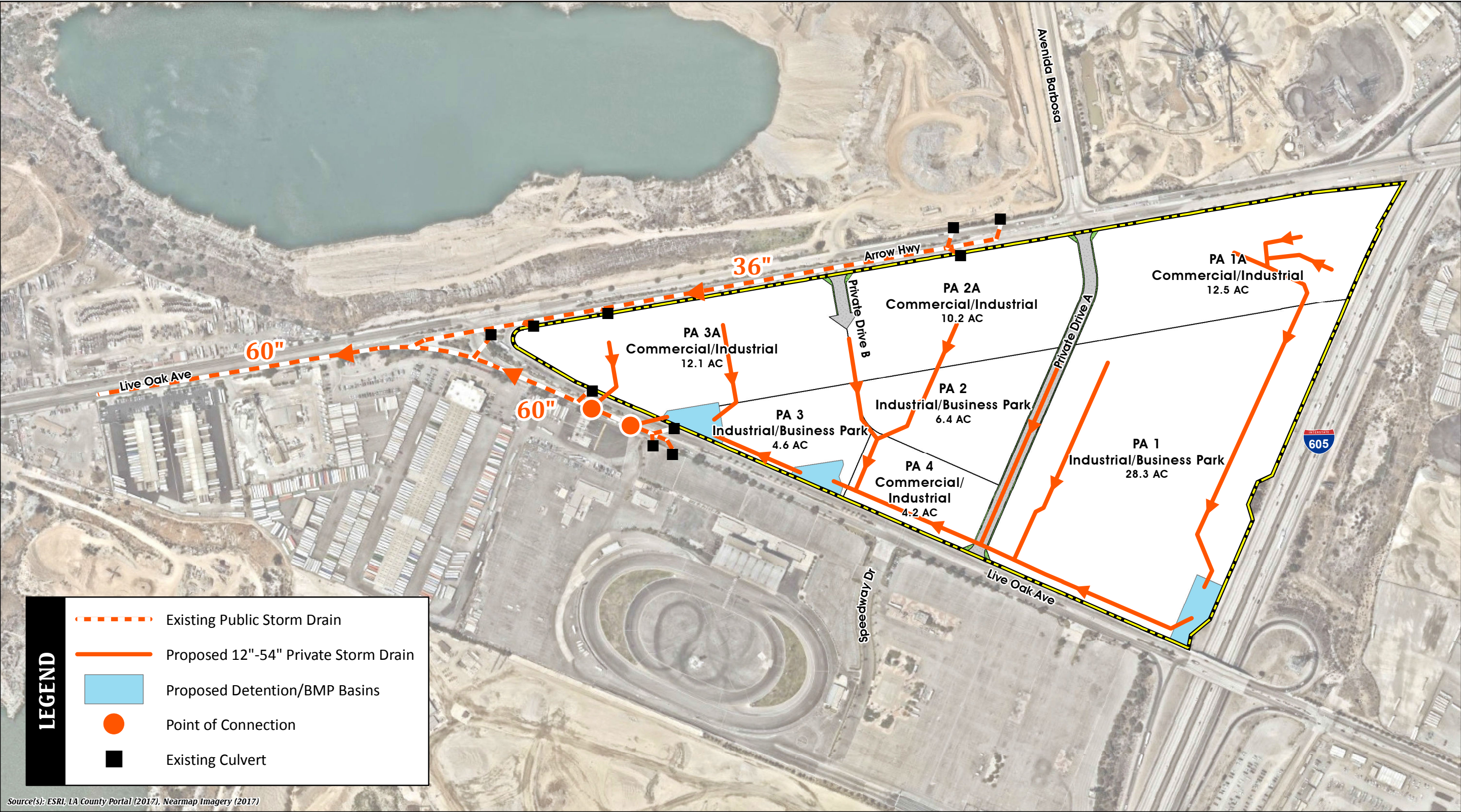


Figure 2-7

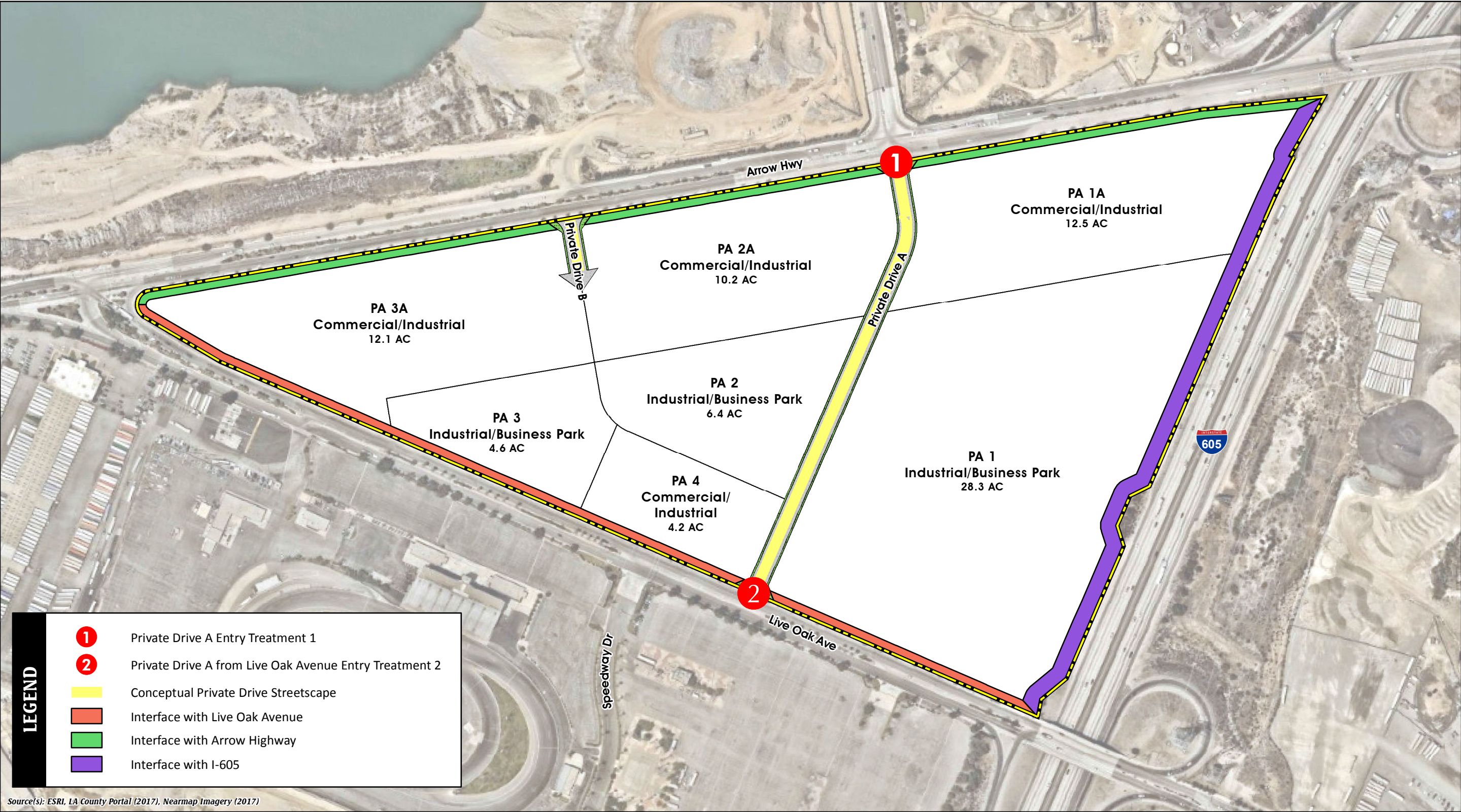


Figure 2-8

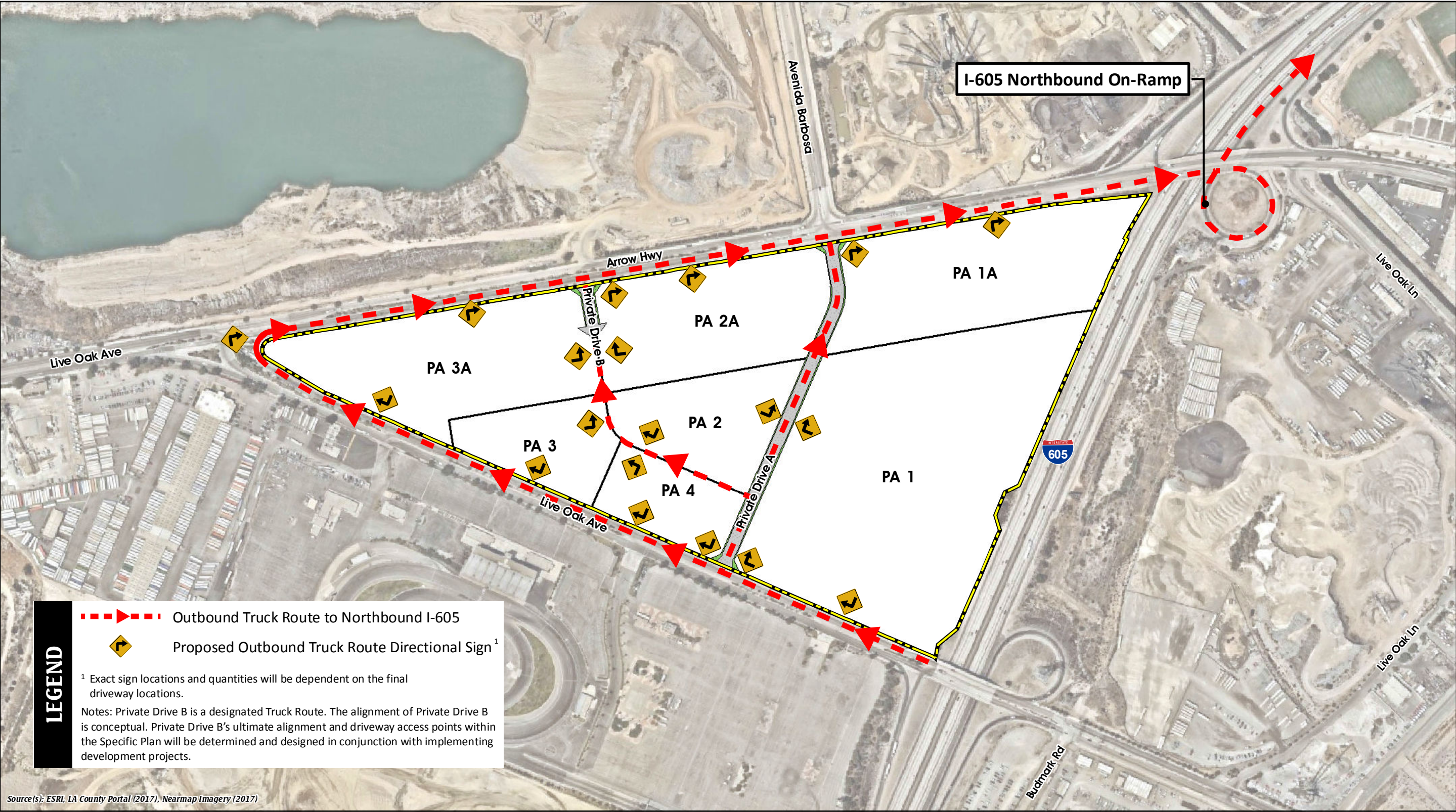


Figure 5-1



NORTHBOUND TRUCK ROUTE PLAN AND CONCEPTUAL SIGNAGE

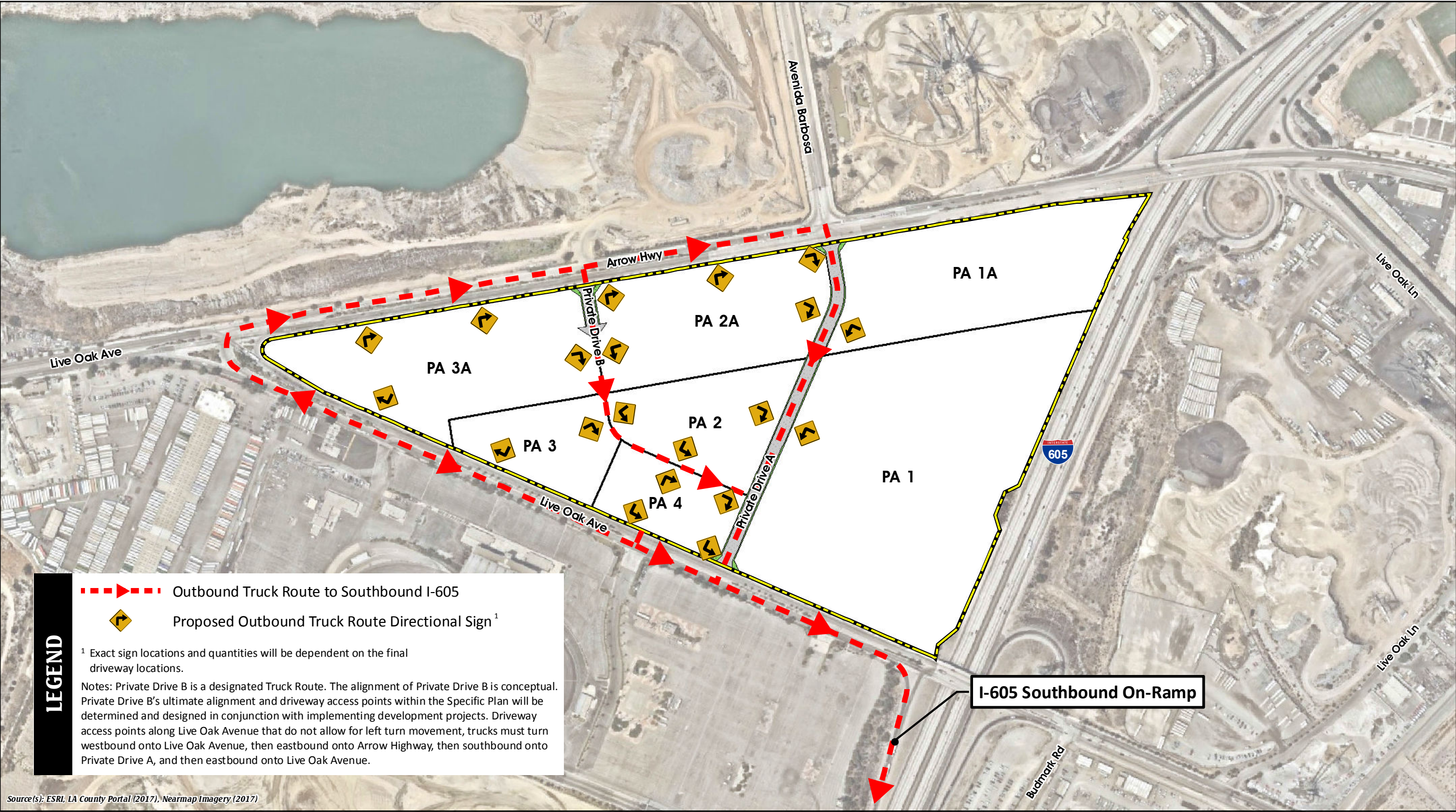


Figure 5-2



SOUTHBOUND TRUCK ROUTE PLAN AND CONCEPTUAL SIGNAGE