
APPENDIX B: BREW YARD SPECIFIC PLAN



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An aerial photograph of the Irwindale Brew Yard. The central feature is a large, rectangular industrial building with a flat roof. To the left of the building is a parking lot containing several orange and blue storage containers. Further left, a multi-lane highway runs horizontally across the frame. To the right of the main building is another parking area and a large, rectangular solar panel array. The surrounding landscape is arid, with rocky hills and sparse vegetation. A white text box with a black border is overlaid on the top right of the image, containing the title.

IRWINDALE BREW YARD SPECIFIC PLAN

CITY SUBMITTAL DRAFT

DRAFT DATE: MAY 2026

IRWINDALE BREW YARD SPECIFIC PLAN

ADMINISTRATIVE DRAFT

NOTE: This Specific Plan is intentionally written in a manner which reflects an adopted document as that is the context in which this plan will become the guiding document for future direction. As indicated by the DRAFT language and watermark, this document has not been adopted by the City of Irwindale. This note and all draft language will be removed upon final adoption of the Specific Plan.

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City of Irwindale

DRAFT: May 2026

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CHAPTER 1.

Introduction

1. Introduction

1.1. Introduction

This chapter of the Specific Plan describes the location, existing uses, project objectives and the organization of the plan.

1.2. Location

The Specific Plan area is approximately 150.1 acres, located south of Interstate 210, west of Irwindale Avenue, east of the Santa Fe Dam Recreation Area, and north of First Street in the eastern portion of the City of Irwindale in Los Angeles County. The property does not have a street address but is adjacent to the Brew Yard facility which is at 15801 First Street. The area encompassed by the Specific Plan is referred to as the “Specific Plan Area”.

1.3. Planning Context and Background

1.3.1. Purpose

A Specific Plan is a mechanism to provide for the systematic implementation of the City’s General Plan within a defined planning area in accordance with California Government Code Section 65450 *et seq.* Specific Plans detail and foster the implementation of the City’s General Plan policies by providing defined standards and development criteria that support the General Plan’s development policies. A Specific Plan allows rules to be tailored for a particular area, and permits the incorporation of custom land use, design, open space, infrastructure and development standards. By adopting the Irwindale Brew Yard Specific Plan, the City intends to promote its vision for the Specific Plan Area as one of the City’s key economic hubs that will also provide a prominent, nationally recognized gateway to the City. The Specific Plan is also intended to provide for clear regulatory standards, along with flexibility in uses and

implementation measures in order to allow properties within the Specific Plan area to successfully respond to market preferences over the buildout and long-term operation of businesses within the Specific Plan Area. Upon adoption, the substantive requirements and procedures established by the Specific Plan will constitute the applicable zoning standards for land uses within the Specific Plan boundaries.

1.3.2. Specific Plan Area Background

The Irwindale Brew Yard Specific Plan area is comprised primarily of two gravel mining pits which are no longer in use and will be filled per the Phasing Plan and other applicable standards found in **Chapter 5** of the Specific Plan document. The site also contains surface areas currently used for excess brewery truck parking. The site is relatively unconstrained, though previous development activity related to the gravel mining pits has disturbed portions of the site and minor uses including overflow parking and a largely unused solar panel field are currently present.

The Specific Plan area is adjacent to the Irwindale Brew Yard facility, which is a large local employment hub. This Specific Plan looks at the future of the Project site and envisions future diversification of uses, employment opportunities, and adaptation which can provide economic value to the City.

1.3.3. Specific Plan Overview

The Irwindale Brew Yard Specific Plan (“Specific Plan”) will provide for the development of industrial, business park, commercial, warehouse, and/or distribution uses. The Specific Plan will also provide for associated landscaping and open space, pit filling activities, parking and infrastructure. **Table 1-1: Specific Plan Overview**, outlines the overall development parameters of the Project.

1.3.4. Specific Plan Area and Ownership

The Specific Plan Area is approximately 150.1 acres currently occupied by truck parking, unused solar fields, and two unused quarry areas among other ancillary structures. The Specific Plan Area is comprised of all or portions of six tax parcels, as more particularly depicted in **Figure 1-2: Specific Plan Area and Boundary** below: Tentative assessor Parcel Numbers (APNs): 8533-009-025, 8533-009-026, 8533-009-027, 8533-009-028, 8533-009-029, and 8533-011-052. The APNs that comprise the project area are subject to change. This section will be updated prior to adoption if that occurs.

1.3.5. Existing Setting and Background

The Specific Plan Area is comprised of approximately 150.1 gross acres including an abandoned rail spur and two quarries that were depleted and previously ceased operations. The former quarries provide a change in elevation from 270’ to 555’ above sea level while the rest of the site is relatively flat with an average approximate elevation of 520’ above sea level. The Specific Plan Area is well- served by regional transportation corridors, including via the 210- Foothill Freeway and the 605 Freeway. Because of this proximity to regional freeway access, as well as rail corridors, vehicles traveling to properties within the Specific Plan Area will minimize impacts on residences and other sensitive uses. The Specific Plan Area is thus an ideal location to serve as a hub of

economic activity, including for industrial, manufacturing, commercial and logistics uses.

The Specific Plan area includes existing roadways, truck parking and overflow area, buildings, an abandoned rail spur, largely unused solar panels, and ancillary structures. The site is not associated with any native vegetation area and provides limited natural habitat cover. There is therefore substantial opportunity to improve efficient use of the properties within the Specific Plan Area. For example, by consolidating truck parking and storage facilities used by the Irwindale Brew Yard closer to the primary beverage production facilities to increase logistical efficiency.

Table 1-1: Specific Plan Overview

Land Use Designation	Acres	Building Square Footage (SF)
Industrial/Business Park	143.9	3,000,000 (Maximum)
Commercial	6.2	12,000 (Maximum)
Total	150.1	3,012,000

1.3.6. Surrounding Uses

The uses directly adjacent to the Specific Plan area include the following:

North: I-210 freeway, existing railroad tracks and the existing Irwindale Brew Yard brewery and training center.

South: First Street and existing light industrial uses, generally located within the City of Azusa

East: Irwindale Light Rail Station (the Metro L Line) and parking, the existing Irwindale Brew Yard brewery, Irwindale Avenue, rail easement, and light industrial/distribution uses across Irwindale Avenue

West: Santa Fe Dam Recreation Area

Outside of the abutting industrial, transportation and conservation uses, much of the rest of the City of Irwindale is also industrial and commercial in character.

The Department of Finance estimated that, as of 2021, the City of Irwindale was home to approximately 385 households, with approximately 60 acres of the City's land area committed to residential development. The City's residential neighborhoods are well removed from the Specific Plan Area. The nearest residential use is approximately half a mile from the Specific Plan area to the northwest in the City of Duarte.

1.3.7. Existing General Plan Land Uses and Zoning

Prior to adoption of the Specific Plan, the Specific Plan Area was designated as Industrial/Business Park on the City of Irwindale General Plan Land Use Map. The proposed uses within the Specific Plan are consistent with that land use designation.

Prior to adoption of the Specific Plan, the properties within the Specific Plan area had a zoning designation of M-2 (Heavy Manufacturing). With adoption of the Specific Plan, the properties within the Specific Plan Area have been amended to change the designation for the Specific Plan Area to Irwindale Brew Yard Specific Plan, and the standards of the M-2 zoning would be replaced by the substantive and procedural standards provided for by the Specific Plan. The General Plan land use designation has similarly been modified to indicate that the Irwindale Brew Yard Specific Plan applies to the Specific Plan Area.

1.3.8. Soils and Geology

The City of Irwindale is located within the central San Gabriel Valley, along the east bank of the San Gabriel River. The valley sediments consist primarily of alluvial fans shed southward from the San Gabriel Mountains, with coarser materials contained in broad fans below the larger mountain drainages and in channels defined along the major drainages.

The native soil profile consists mainly of alluvium deposits and non-engineered fill. Alluvial sediments at the site were mined for sand and gravel starting during the 1920s, resulting in exposed alluvium with isolated areas of non-engineered fill. It is anticipated that the intermittent non-engineered fill of an unknown thickness may be present within the level areas surrounding the quarries. Where ground surface has been undisturbed by previous mining and grading activities, alluvium is expected to be present.

Groundwater storage in the San Gabriel Valley primarily occurs in two water bearing units: the alluvial valley sediments and the underlying Fernando Formation. Groundwater levels in the site vicinity have been near historic low elevations in recent years, affected by the release of water from upstream dams.

The Project's Environmental Impact Report (EIR) provides an assessment of liquefaction and other geotechnical hazards based on the Project's subsequent geotechnical evaluation. Development within the Specific Plan area will be constructed in compliance with the Geotechnical Report dated January 21, 2026 or as updated and approved by the City Engineer. The Project developer and all future development within the Specific Plan area will have to comply with all adopted Mitigation Measures associated with this topic.

1.3.9. Hazardous Materials

Based on information in a past geotechnical assessment, there are no hazardous materials known to be present. Additionally, there are no major environmental hazards known to the project site. There are no active faults through the project site, no known methane deposits, no known oil wells and not in an area that is at serious risk for tsunami damage. The project site is also not known to be at risk of liquefaction and in a position of a stable slope.

The project site is located outside the 100-year flood plain per Flood Rate Insurance Map (FIRM) map numbers 06037C1700F,

IRWINDALE BREW YARD SPECIFIC PLAN

06037C1420F, and 06037C1420F. The site lies within Zone X, indicating 100-year storm flooding less than one foot or some flooding in the 500-year storm. Zone X does not require design modification or trigger code requirements. The site is also several feet above probable maximum flood surcharge level (508.4 NVGD) of the nearby Santa Fe Dam. The Santa Fe Dam Master Plan and Environmental Assessment of September 2011 indicates the surcharge level.

The site is not located within a zone designated by the State Geologist as being susceptible to soil liquefaction. Future groundwater levels are not anticipated to rise above approximately 200' below the final site grade.

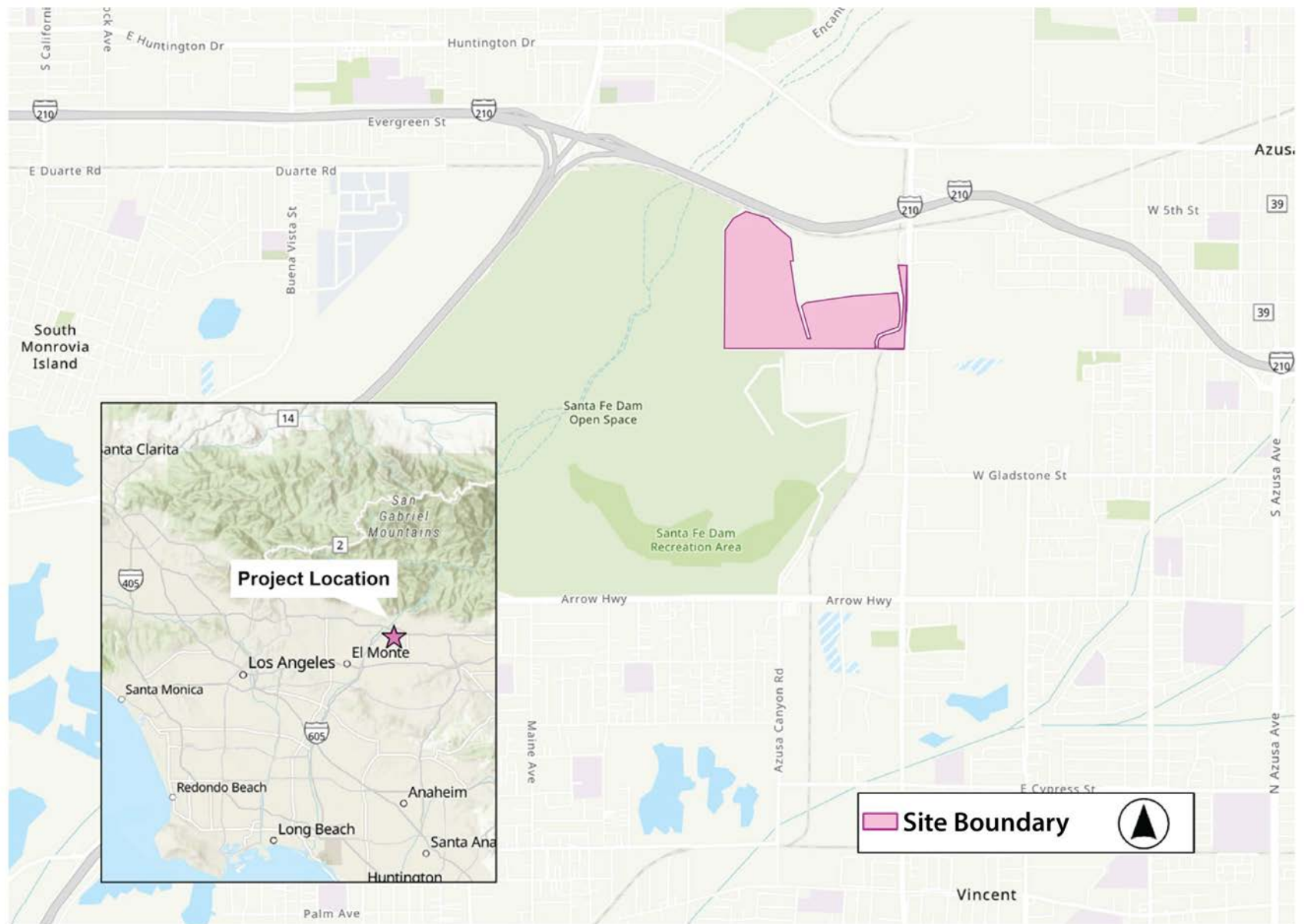


Figure 1-1: Location Map



Figure 1-2: Specific Plan Area and Boundary

1.4. Project Objectives

The Specific Plan is intended to help ensure the continued operation of the Irwindale Brew Yard as one of the City's most iconic businesses while allowing for compatible high-quality industrial development. The goals for the Irwindale Brew Yard Specific Plan are as follows:

- Expand industrial/commercial business opportunities in the City and make productive economic use of a reclaimed property that previously operated as a sand and gravel quarry.
- Create a comprehensive master plan for the re-use of a reclaimed sand and gravel quarry project site that complements operations at the adjacent Irwindale Brew Yard.
- Provide economic opportunities and job growth in the City of Irwindale by increasing the City's available range of industrial, commercial, and employment-generating uses.
- Provide a master-planned, job-producing development near the I-210 freeway to accommodate uses that benefit from access to the regional transportation system.
- Provide modern, economically efficient buildings that can accommodate industrial, manufacturing and assembly, warehouse distribution, logistics, and fulfillment center uses.
- Provide neighborhood-serving commercial uses to benefit employees and visitors of the onsite uses and commuters traveling along Irwindale Avenue.
- Ensure that infrastructure plans for water, sewer, drainage, and roads are adequately designed and maintained for the Specific Plan area.
- Provide guidelines and standards for architecture, walls, fencing, signage, lighting, and entry treatments to provide a well-defined identity for the Specific Plan development.

1.5. Legal Context and Relationship with Other Regulations

1.5.1. Authority and Requirements

A Specific Plan is a planning and regulatory tool available to local governments under the State of California's Planning and Zoning laws. Specific Plans implement a regulatory agency's General Plan through the creation of policies, programs, and regulations that provide a comprehensive level of detail between General Plans and individual development projects.

The authority to prepare and adopt a specific plan and the requirements for its contents are set forth in California Government Code Sections 65450 through 65457. Section 65451 states:

- *A Specific Plan shall include a text and a diagram or diagrams which specify all of the following in detail:*
- *The distribution, location and extent of the uses of land, including open space, within the area covered by the plan.*
- *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.*
- *Standards and criteria by which the development will proceed, and standards for the conservation, development and utilization of natural resources, where applicable.*
- *A program of implementation measures including regulations, programs, public works projects, and financing measures necessary to carry out [the items identified above].*

- *The specific plan shall include a statement of the relationship of the specific plan to the General Plan.*

Pursuant to Section 65452, a specific plan may also address any other subjects which are necessary or desirable for implementation of the General Plan.

Accordingly, this Specific Plan establishes the necessary land use plan, development standards, regulations, design guidelines, infrastructure systems, and implementation strategies on which subsequent, project-related development activities will be founded.

Design review of plans, detailed site plans, grading and building permits, and any other action requiring ministerial or discretionary approval applicable to the Specific Plan area shall be consistent with this Specific Plan.

1.5.2. Relationship to Other Documents

Municipal Code

Upon adoption of the Specific Plan, the development standards and procedures established herein become the governing zoning standards for land uses within the Specific Plan Area. The Citywide development standards and use restrictions shall govern the development, use and operation of property within the Specific Plan Area, except as otherwise provided by the Specific Plan. In the case of a conflict between the applicable rules governing new or existing development in the Irwindale Municipal Code and the spirit, intent, or provisions of the Specific Plan, the Specific Plan shall govern. Where the Specific Plan is silent, the Irwindale Municipal Code shall apply.

Design Guidelines

Chapter 4 of this Specific Plan provides project-specific design guidelines for architecture, colors, materials, walls, signage, screening and lighting. Following adoption of the Irwindale Brew

Yard Specific Plan, the Specific Plan design guidelines will be the exclusive regulatory measure for design elements of any future projects and will supersede any Citywide design guidelines for development within the Specific Plan Area. These design guidelines are described further in **Chapter 4**.

1.5.3. Consistency with General Plan

California Government Code (Title 7, Division 1, Chapter 3, Article 8, Section 65450-65457) permits adoption and administration of specific plans as an implementation tool for the local General Plan. As a result, Specific Plan documents must demonstrate consistency in regulations, guidelines and programs with the goals and policies set forth in the General Plan.

Consistent with the analysis provided within the project EIR, the preparation of the Specific Plan is in conformance of the goals, policies and guidelines of the City of Irwindale General Plan. The existing General Plan land use is consistent with the elements of this Specific Plan so a General Plan Amendment will not be needed as a part of Specific Plan adoption.

1.6. Plan Organization

Chapter 1 – Introduction

This chapter illustrates the purpose of the Specific Plan, and background on the Specific Plan area. Including site location, regional and local context as well as the regulatory framework that guides the Specific Plan.

Chapter 2 – Development Plan

This section outlines the conceptual land use plan for the Specific Plan and defines land use designations, circulation, drainage, utilities and public service plans as well. Including standards for allowable uses, setbacks, parking and signage.

Chapter 3 – Development Regulations

This chapter explains site-specific development standards for the project land uses established in the Development Plan chapter.

Chapter 4 – Design Guidelines

This chapter outlines project-specific design concepts and establishes design guidelines and regulations for the Specific Plan area.

Chapter 5 – Administration and Implementation

This chapter discusses the development review procedures by the respective administrative permitting agencies applicable to the Specific Plan area. Implementation of Specific Plan land uses, policy adoption and subsequent approvals and plans are outlined in this chapter.

CHAPTER 2.

Development Plan

2. Development Plan

2.1. Development Plan

This chapter explains the various elements of the Specific Plan, including Land Use, Circulation, Public Services, and Infrastructure.

2.2. Land Use Plan

The Specific Plan consists of the development of two separate planning areas that allow for a range of development types envisioned for the Specific Plan Area. Upon adoption of the Specific Plan, the following planning areas depicted in **Figure 2-1: Conceptual Land Use and Site Plan** will apply to the Specific Plan Area and will replace all prior zoning designations.

The Specific Plan authorizes up to 3,000,000 building square feet of new industrial/business park uses within Planning Area 1 (Industrial/Business Park) and 12,000 building square feet of commercial uses within Planning Area 2 (Commercial) as summarized in . In addition to structures, development will consist of loading docks, truck trailer and automobile parking, vehicular and pedestrian circulation, landscaping and associated infrastructure improvements. The primary uses are outlined in the Project's Development Regulations.

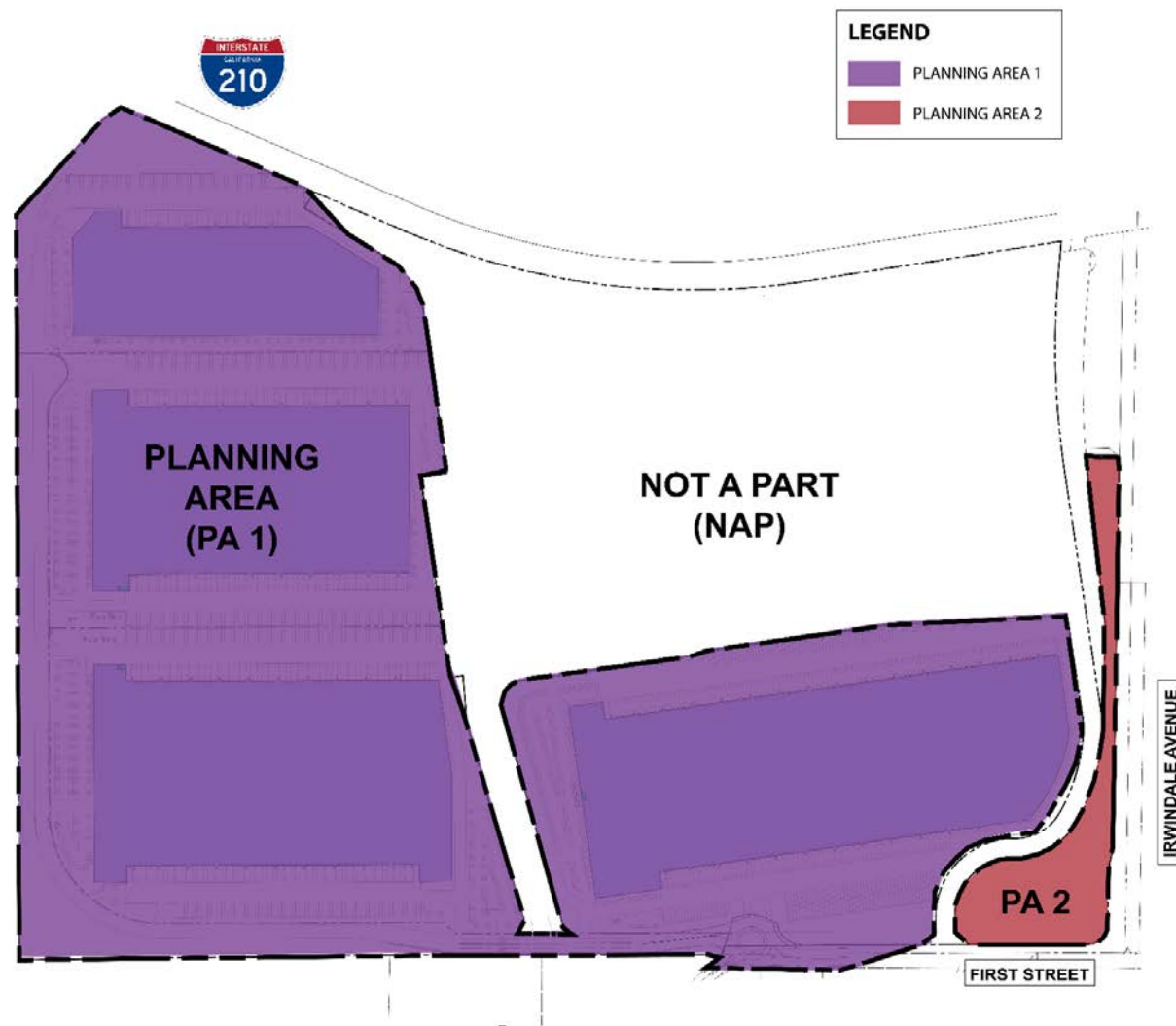
Each Planning Area will be developed over an extended period, and therefore the Specific Plan is intended to be flexible enough to respond to changing market demands. The Planning Area descriptions are designed to be broad enough to provide flexibility in implementation, yet clear enough to provide sufficient direction to carry out the Specific Plan. Development for each land use district will ultimately be reviewed through the administration and implementation process, discussed in **Chapter 5** of this Specific Plan, subject to the intensity, development standards, setbacks, and

other requirements of this Specific Plan.

In addition to setting forth the Planning Areas, **Figure 2-1: Conceptual Land Use and Site Plan** also depicts a Conceptual Site Plan illustrating a potential development scenario at full buildout for the industrial component in Planning Area 1 that complies with the Specific Plan, associated EIR, and project description. **Figure 2-2: Conceptual Commercial Area Layout - Planning Area 2** displays a conceptual layout for commercial uses with Planning Area 1. These illustrative development scenarios show how development in the Specific Plan may occur based on current market conditions and the mix of existing and planned uses. They show a scenario of development that conforms to all requirements of the Specific Plan. However, the ultimate mix of uses and layout of improvements may differ. Actual development will be governed by the requirements of the Specific Plan, and therefore complying with the Conceptual Site Plan is not a requirement of the Specific Plan. Final engineering layouts for water, sewer, dry utilities, on-site drainage and all other relevant infrastructural improvements may change in accordance with applications submitted for development as building plans are refined in the normal course of development.

Table 2-1: Land Use Plan Statistical Survey

Planning Area	Land Use Designation	Acres		Building Square Footage (SF)
		Industrial Business Park	Commercial	
Planning Area 1	Industrial/Business Park	143.9		3,000,000 (maximum)
Planning Area 2	Commercial		6.2	12,000 (maximum)
	Total	143.9	6.2	3,012,000



Building outlines depicted on this exhibit are conceptual in nature. Final design may change subject to the requirements of this Specific Plan. Planning Areas and access locations are fixed.

Figure 2-1: Conceptual Land Use and Site Plan



Buildings depicted on this exhibit are conceptual in nature. Final design may change subject to the requirements of this Specific Plan. Access locations are fixed

Figure 2-2: Conceptual Commercial Area Layout - Planning Area 2

2.2.1. Industrial Business Park

Each of the Planning Areas are distinguished by their location and difference in their current and typically expected primary uses. The general categories of primary uses are summarized below, with additional regulatory detail provided in

and in **Chapter 3** of the Specific Plan.

Planning Area 1. Planning Area 1 is comprised of approximately 143.9 acres and includes the primary new development area. This Planning Area allows for restoration of historic mining areas to economically productive uses and will include up to 3,000,000 building square feet of one or a combination of light industrial buildings, e-commerce and logistics distribution, warehousing, light manufacturing, research and development or showroom space. Individual buildings would be serviced via an internal private street which connects with First Street on the Planning Area's southern edge.

2.2.2. Commercial Uses

Planning Area 2. The Commercial/Retail planning area comprises approximately 6.2 acres shown in **Figure 2-2: Conceptual Commercial Area Layout - Planning Area 2**. Planning Area 2 represents a uniquely important component of the Specific Plan because it is the most visible area of the Specific Plan Area to residents and other City stakeholders who travel on the local streets (primarily Irwindale Avenue and to a lesser extent First Street) adjacent to the Specific Plan Area and in close proximity to the Irwindale Metro Station with access to the Metro A-Line.

The portions of the City adjacent to Planning Area 2 represent a predominantly urban corridor, with a mix of office park, industrial, and other retail uses. Because of the well-recognized challenges facing the retail sector (which have been made more severe by the ongoing—and possibly permanent—changes to consumer activity

following the COVID-19 pandemic), this Planning Area is designed to allow a flexible mix of commercial uses that can successfully adapt depending on market conditions. The existing building on the site is complimented by the conceptual building shown along First Street, representing a potential future commercial development on the site. Planning Area 2 will retain access from First Street. It will contain uses that activate this frontage in a manner that is supportive of the surrounding community and of the industrial land uses in other planning areas. To avoid the creation of vacant commercial space that may create disincentives for future development and lower property values outside of the Specific Plan Area, Planning Area 2 allows for phased development of individual retail tenants on separate pads, depending on future development and market needs. The site will also include bio retention features to provide environmentally friendly drainage and an aesthetically pleasing green space. Additional information on the permitted uses is provided in

in the **Development Regulations** chapter.

2.3. Circulation Plan

2.3.1. Regional Circulation

Interstate 210 (the Foothill Freeway, I-210) runs along the northern border of the Specific Plan area. I-210 runs approximately 85 miles from the San Fernando Valley in Los Angeles at the freeway's western point to the interchange with I-10 in Redlands at its eastern point. The freeway is comprised of approximately five westbound lanes plus an HOV lane and five eastbound lanes plus an HOV lane.

Existing freeway ramps are located north of the adjacent rail easement to the north of the Specific Plan area. These ramps connect to the Irwindale Avenue truck route so it will be the primary connection to regional transportation for the Irwindale Brew Yard Specific Plan area, along with additional access provided by the I-605 Freeway.

The freeways fall outside of the Specific Plan area and no modification to the Caltrans right-of-way is planned or anticipated as a result of buildout of the Specific Plan.

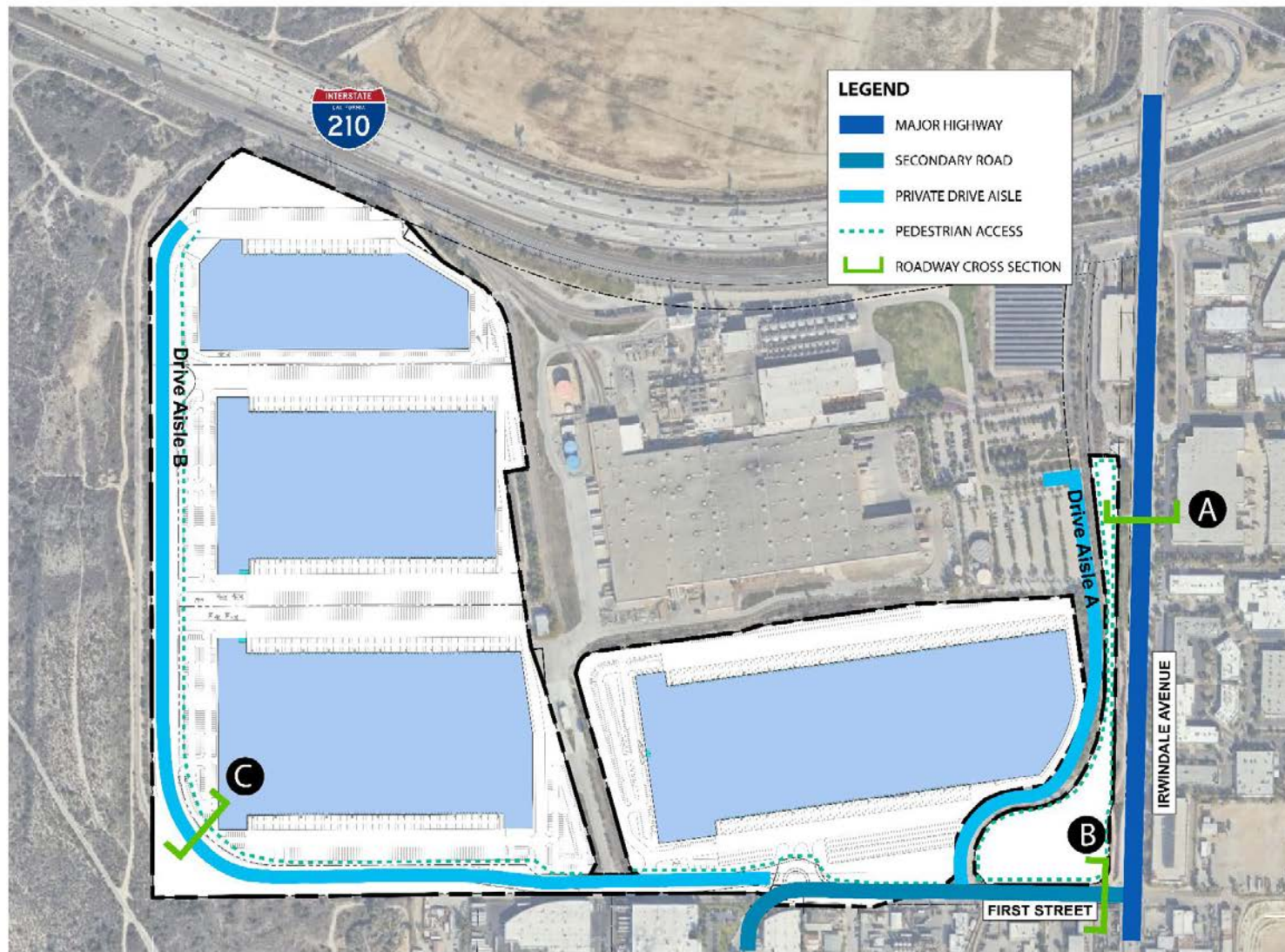
2.3.2. Arterials

Irwindale Avenue is a major highway as shown in the City's Infrastructure Element, which intersects First Street to the south of the Specific Plan area and the Foothill Freeway (I-210) north of the Specific Plan area. Major highways are planned for four to six travel lanes with a center median, with 84' of paving within a 100' right-of-way. Based on the City of Irwindale's 2020 General Plan, as updated, the estimated capacity of Irwindale Avenue north of First Street is 40,000 average daily trips, while the current annual daily trip rate is 33,100 (83% capacity). Irwindale Avenue is also a designated truck route.

Along the project frontage, Irwindale Avenue is primarily comprised of a 14-foot landscaped median with turn lane, two travel lanes in each direction and a landscaped setback with an unpaved sidewalk. The City of Irwindale's 2019 Active Transportation Plan (ATP) shows a proposed Class IV Bicycle

Lane along Irwindale Avenue, as shown in **Figure 2-4: Typical Roadway Cross Section A-A (Irwindale Avenue)**. There are no existing driveways into the Specific Plan area along Irwindale Avenue. Existing site access is provided at one driveway from First Street, primarily for neighboring existing Brewery freight. No changes in width or median location are proposed on Irwindale Avenue.

Along the project frontage, First Street is currently comprised of a shared center turn lane, two travel lanes in each direction, an existing sidewalk in some portions along the south side of the street, and varying widths of landscaped area between the curb and ROW extents on the north side. As shown in **Figure 2-5: Typical Roadway Cross Section B-B (First Street)**, proposed improvements would slightly modify the existing condition within the ROW to include two 12' travel lanes on the north side of the street and add a 14' easement on the north side of First Street (outside of the ROW) to accommodate an 8' Class 1 Multi-Use Path, 4' of shoulder between the curb and path, and 2' of shoulder north of the path per the City of Irwindale's 2019 ATP.



Building outlines depicted on this exhibit are conceptual in nature. Final design may change subject to the requirements of this Specific Plan. Planning Areas and access locations are fixed.

Figure 2-3: Conceptual Circulation Plan

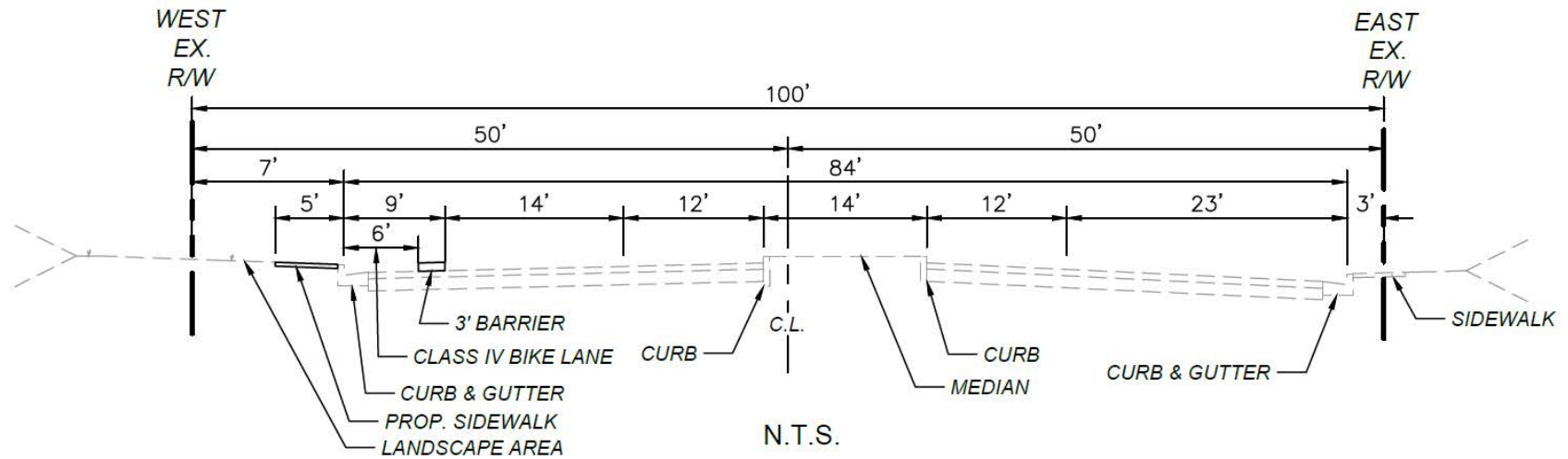


Figure 2-4: Typical Roadway Cross Section A-A (Irwindale Avenue)

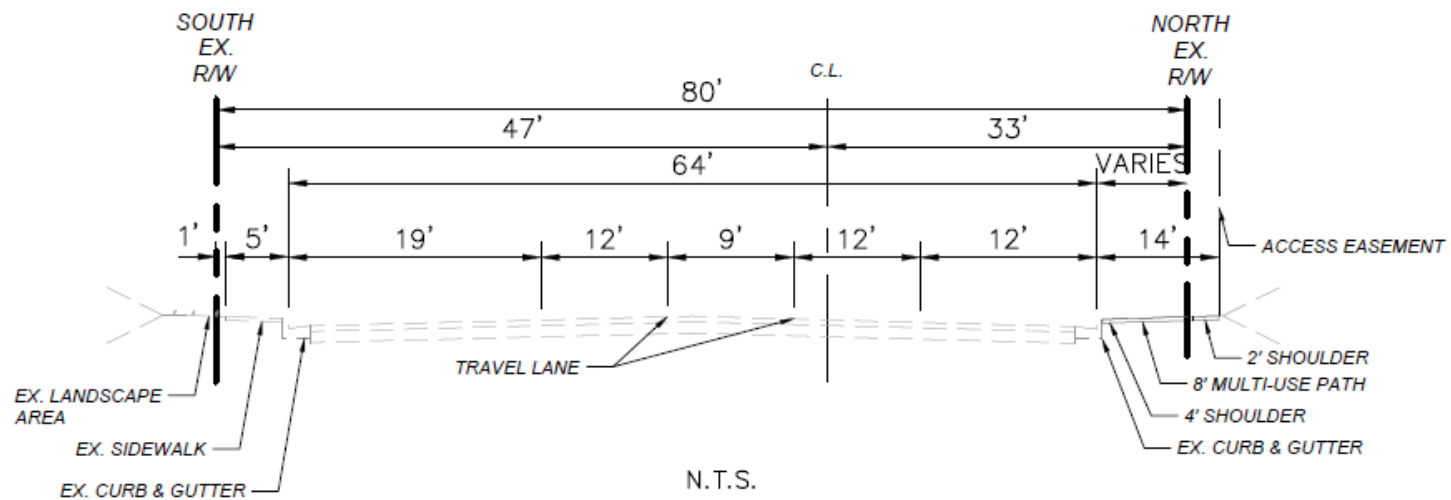


Figure 2-5: Typical Roadway Cross Section B-B (First Street)

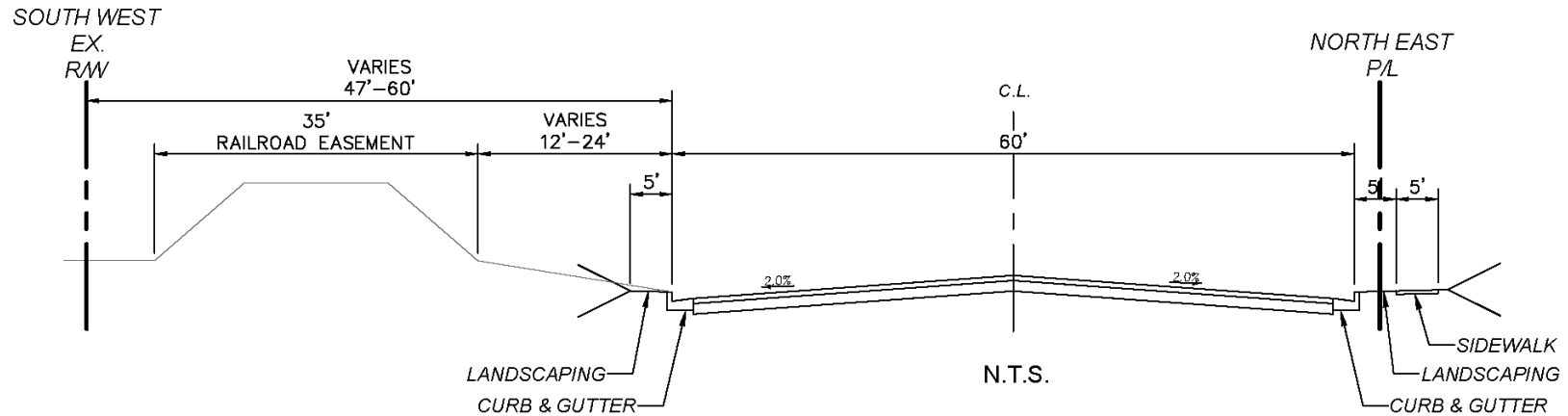


Figure 2-6: Typical Roadway Cross-Section C-C (Private Drive Aisle)

2.3.3. Site Access and Internal Circulation

Access to the Specific Plan area is proposed at two access points along First Street, as shown in **Figure 2-3: Conceptual Circulation Plan**. The easternmost access point from the secondary road of First Street will provide direct access to PA-2, servicing the commercial components of the Specific Plan. The westernmost access point will provide access to the PA-1 and serve as the ingress/egress point for truck movements from the industrial site. The access point leading to the site's private drive aisles is at the western exit off a future roundabout serving as a gateway monument to the Specific Plan area and traffic control measure for freight traffic. This drive aisle also provides off-site access for the existing Brewery facility. The Brewery and its primary access point off the drive aisle west of the roundabout are not part of the Specific Plan and will not be modified as part of this plan.

Improvements to the existing ingress/egress point off Irwindale Avenue are authorized and required by this Specific Plan to allow direct site access to Planning Area 2 to be proposed with future development.

Private drive aisles are proposed to connect individual planning areas and buildings within the Specific Plan area. The circulation and access system depicted in **Figure 2-3: Conceptual Circulation Plan** represents the anticipated Specific Plan Area at full build-out, although the circulation will differ as each phase of the Specific Plan's build-out is implemented (because infrastructure is only required to be constructed when necessary to serve a given phase of development). In order to ensure sufficient and convenient parking, access, and internal circulation through each phase of development, parking and circulation improvements are required with new buildings. The drive aisles illustrated in **Figure 2-3: Conceptual**

Circulation Plan are preliminary. The precise alignment and design (including detailed fire lane requirements) may change as building plans are refined in the normal course of development. The final, precise alignment and design shall be subject to City review and approval in accordance with the procedures and requirements of **Chapter 5** of the Specific Plan. The Specific Plan does not require rail service to commercial parcels.

2.3.4. Parking

Parking will be provided in accordance with the parking ratios outlined in **Chapter 3, Development Regulations**.

Accessible and Electric Vehicle spaces and charging stations shall be provided in accordance with CalGREEN mandatory requirements as well as the Americans with Disabilities Act and shall be counted towards required parking. The location of EV passenger spaces shall be reviewed and approved as part of development and building review.

2.3.5. Rail

Currently, there exist two rail spurs within the Specific Plan area serving the existing neighboring brewery. Operation of the existing rail spurs are a permitted use (see Table 3-1: Permitted Conditional, and Ancillary Uses) in order to continue serving the neighboring brewery, as well as the unloading of aggregate material and realignment of rail to serve future business park uses as part of this Specific Plan.

2.3.6. Trip Reduction Program

Development within the Specific Plan area shall implement a marketing strategy to promote the project site employer's commute trip reduction program, consistent with the standards and requirements of Measure T-7 included as an Appendix to this Specific Plan. Information sharing and marketing promotes and educates employees about their travel choices to the employment

location beyond driving, such as carpooling, taking transit, walking, and biking,

2.4. Infrastructure Plan

2.4.1. Water

The west half of the Specific Plan Area is currently under Cal American Water jurisdiction who does not have infrastructure in the area. The east half of the Specific Plan is in the Azusa Light and Water (ALW) service area and ALW currently serves the existing Irwindale Brew Yard with a main line that crosses the 210 Freeway. It is intended that the entire Specific Plan Area will be served by ALW.

ALW provides water to a population of approximately 110,044 throughout its service area. ALW receives its water from two main sources: groundwater from the Main San Gabriel Basin (Basin), and surface water from the Hsu Filtration Plant. ALW can acquire imported raw water from either the Metropolitan Water District of Southern California (MWD) through Upper San Gabriel Valley Municipal Water District's (Upper District/USGVMWD) USG-3 connection, or through a direct connection at the Hsu Filtration Plant from the San Gabriel Valley Municipal Water District (San Gabriel District/SGVMWD). ALW provides potable drinking water to its customers via 11 active groundwater wells, and surface water supplies from the San Gabriel River through either the Azusa-Duarte Tunnel or via the Azusa Conduit. ALW has one treated water connection (USG-8) that connects to MWD's Middle Feeder pipeline system; however, this connection has not been used since 2007.

ALW has agreed to serve the Specific Plan area with its infrastructure in First Street. There will be separate domestic water connections to each new industrial parcel within the new Business Park. Fire service to the industrial parcels will be provided by a lopped fire main across the parcels and designed to Los Angeles County Fire Department standards. No Specific Plan amendment shall be required in the event the anticipated water-service

described above is modified in the future.

2.4.2. Wastewater

The Sanitation Districts of Los Angeles County (LACSD) operates and maintains the regional wastewater collection system, which includes approximately 1,400 miles of sewers, 49 pumping plants, and 11 wastewater treatment plants that transport and treat about half the wastewater in Los Angeles County. The Specific Plan area is part of the A.K. Warren Water Resource Facility (formerly known as the Joint Water Pollution Control Plant (JWPCP)) tributary area. JWPCP is the Sanitation Districts' oldest and largest wastewater treatment plant. Serving a population of approximately 3.5 million people, JWPCP treats an average of 237 million gallons of wastewater per day. After treatment, the effluent is chlorinated and discharged through two ocean outfalls a mile and a half offshore. The City of Irwindale operates a local network sewer infrastructure that connects to the LACSD infrastructure.

Currently, LACSD have sewer mains within Irwindale Avenue which flow south the 12-inch Irwindale Trunk Sewer and the 15-inch Irwindale Relief Trunk Sewer. There is no existing sewer infrastructure within First Street; however, at the intersection of Irwindale Avenue and First Street there is a 15" private connection (P.C. 78-1, 22-C-875) which stubs to the southeast corner of the Specific Plan Area.

The proposed site will install a private sewer main in the onsite private drive aisle. The proposed private sewer will originate from the northwest portion of the site and be routed onsite approximately easterly to an onsite lift station. This lift station is located north of First Street and west of the existing at grade rail crossing. Laterals will extend to each of the proposed buildings and the lift station will then discharge to a new gravity main on First Street discharging to the existing manhole on the 15-inch existing private drain, located within the Irwindale Avenue and First Street intersection. Overall, approximately 6,650 linear feet of sewer line ranging from 8" to 15"

is proposed. The onsite sewer system, including the proposed lift station will be coordinated through CC&Rs or via a Community Facilities District (CFD) with the City of Irwindale.

LACSD has provided a will-serve letter for the proposed industrial Specific Plan uses.

2.4.3. Grading and Drainage

Grading

The 150.1-acre site is bounded by railroad tracks to the North and West, railroad tracks and Irwindale Avenue to the east, and railroad tracks and First Street to the south. The remainder of the site consists of two depleted quarry pits located at the Northwest and Southeast quadrants of the Planning Area. These depleted quarry pits would be filled as a component of the construction of a multi-phased 3,000,000 building square foot industrial campus, with 12,000 feet of additional commercial space. The reclamation of the existing quarry pits fall under IMC 17.130.010-.030 (Reclamation of non-SAMRA pits) necessitating a Development Agreement with the city.

A Draft Operations Plan: Brew Yard Inert Debris Engineered Fill Operation (IDEFO) dated December 1, 2025 has been prepared to govern reclamation of the quarry pits. Reclamation is authorized in accordance with this IDEFO is authorized by the Specific Plan, as the Draft IDEFO may be modified from time to time upon application by the property owner and subsequent final approval by the City and notice to other agencies with jurisdiction over the fill operations. The IDEFO will include, without limitation, provisions requiring personnel training that involves the detection and safe handling of suspect hazardous materials; housekeeping standards; and spill containment.

Drainage

There are existing culverts that convey off-site drainage from the 210 Freeway and properties to the north of the 210 Freeway toward the site. This off-site tributary drainage is conveyed across the northwest corner of the property from east to west and discharges through existing culverts under the existing rail spur at the west edge of the property. There are no drainage easements related to the off-site drainage.

In the pre-development historical condition, drainage from the site sheet flowed overland from northeast to southwest and into the Santa Fe Dam Recreation Area. In the existing drainage pattern, the two depleted quarries currently self-retain as sump sites while the existing brewery discharges its storm water into the southeast quarry basin. The quarries predate the existing private railroad tracks located on the southern and western edges of the project site. Per historical aerial imagery, the quarries began in the late 1930's. The railroad tracks were built in the 1980's. Historically, before this project was used as a quarry, the site generally surface drained from the northeast to the southwest. A small 6.20-acre section of the site, located in the southeast corner adjacent to Irwindale Avenue and W 1st Street, currently discharges onto the nearby street. The flows from both the northwest and southwest culverts enter the Santa Fe Dam Recreation Area upstream of the dam. The Santa Fe Dam controls runoff from the San Gabriel River. Downstream of the dam, the San Gabriel River conveys natural and urban runoff to the Pacific Ocean.

The drainage pattern for the proposed industrial development will remain similar to the existing historical condition. The runoff from the site is expected to sheet flow toward inlets and be conveyed through storm drain pipes to onsite detention tanks. Overflows from the detention tanks are conveyed through pipes to a proposed headwall next to the existing culvert located in the southwest corner, adjacent to the existing railroad. This headwall serves as a key connection

point for the proposed storm drain main lines. From there, the runoff will flow towards the existing box culverts. A 6.20-acre designated commercial parcel, located in the southeast corner near Irwindale Avenue and W 1st Street, drains to the adjacent streets. Ultimately, the drainage pattern in the proposed condition follows the existing condition.

Drainage from the Brewery parcel previously drained into the southeast depleted mining pit in the existing condition. In the proposed condition, this drainage will be redirected in the historical pattern toward the existing railroad culverts at the southwest corner of the site. Brewery drainage will not be commingled with the individual industrial site detention/infiltration basins. The existing pipe draining from the Brewery parcel into the southeast mining pit will be removed and properly disposed of.

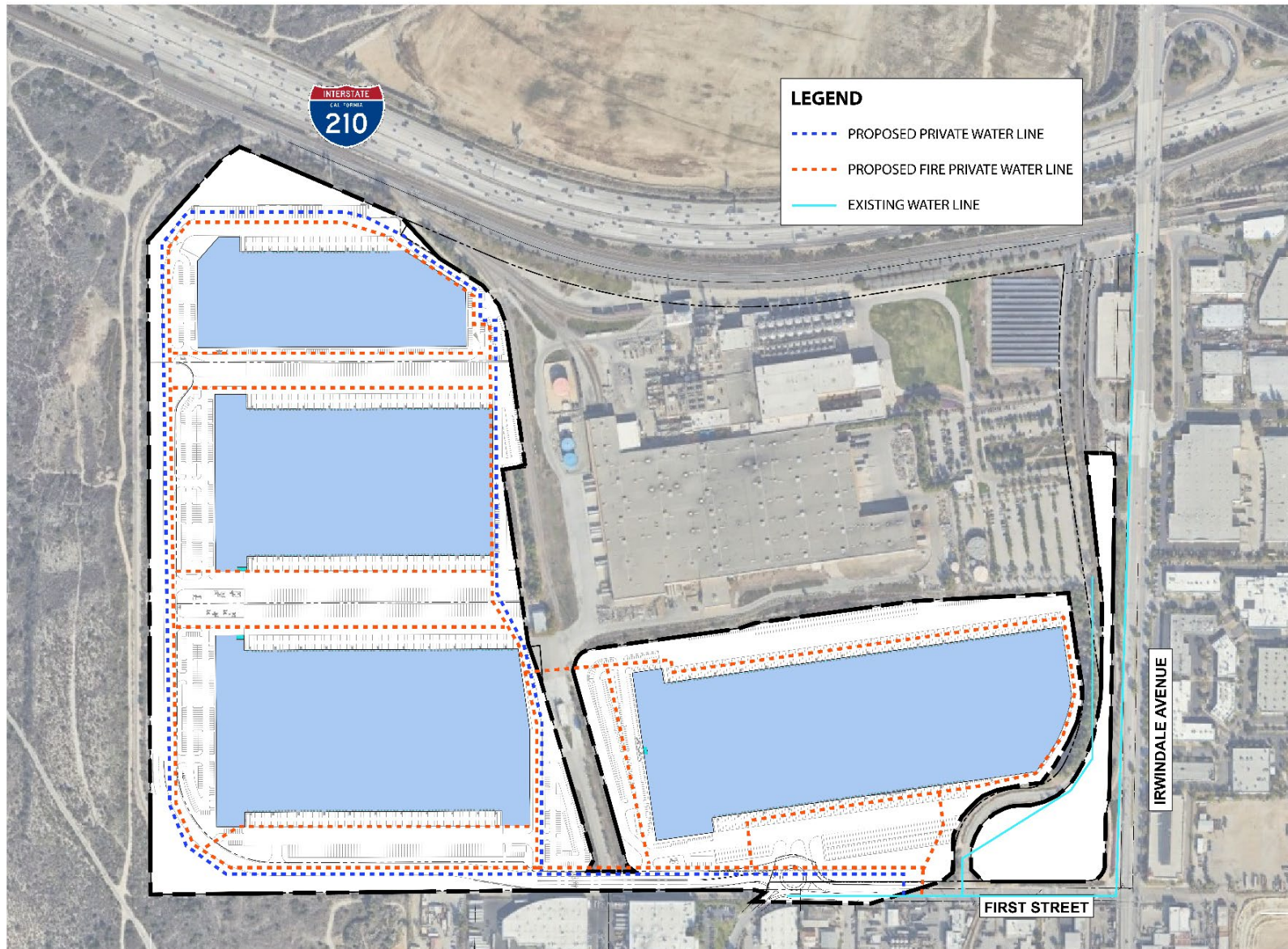
Storm Water Quality

The site will utilize Low Impact Development (LID) guidance as described in the County of Los Angeles Department of Public Works Low Impact Development Standards Manual (LID Manual). The site will utilize Best Management Practices (BMP's) to achieve requirements established by the LID Manual. BMP's are structural or engineered devices and systems used to treat storm water runoff before it is discharged into a drainage system (storm or channel). Selection of BMP's will be made by each applicant in the normal course of development and shall satisfy all requirements of the LID Manual.

- Infiltration/Bioretenention
- Harvest and Use
- Biofiltration
- Offsite ground replenishment
- Offsite infiltration and/or bioretention

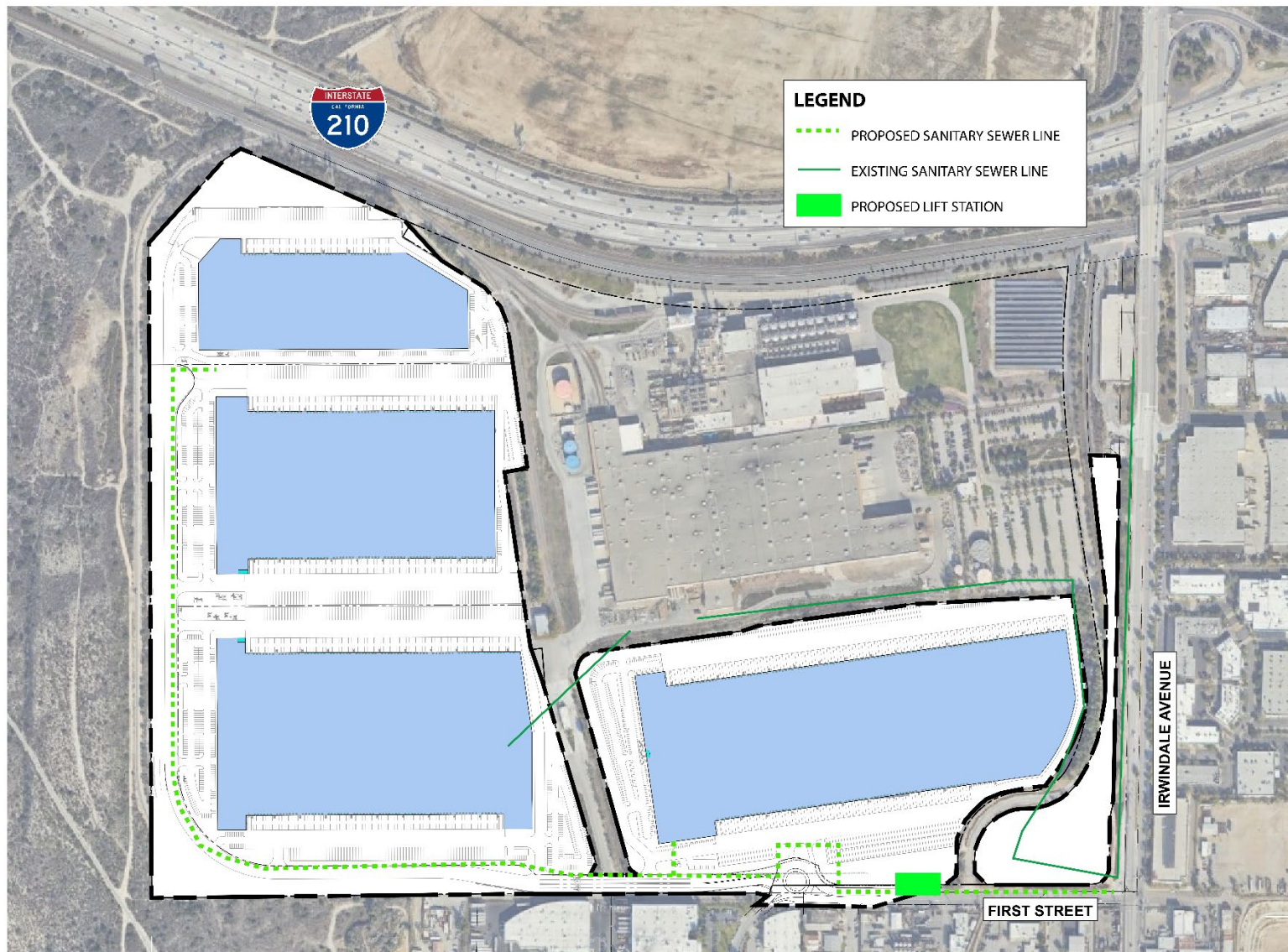
Based on infiltration rate results, an infiltration system is feasible.

and underground infiltration systems will be utilized to capture and infiltrate the 85th percentile storm volume.



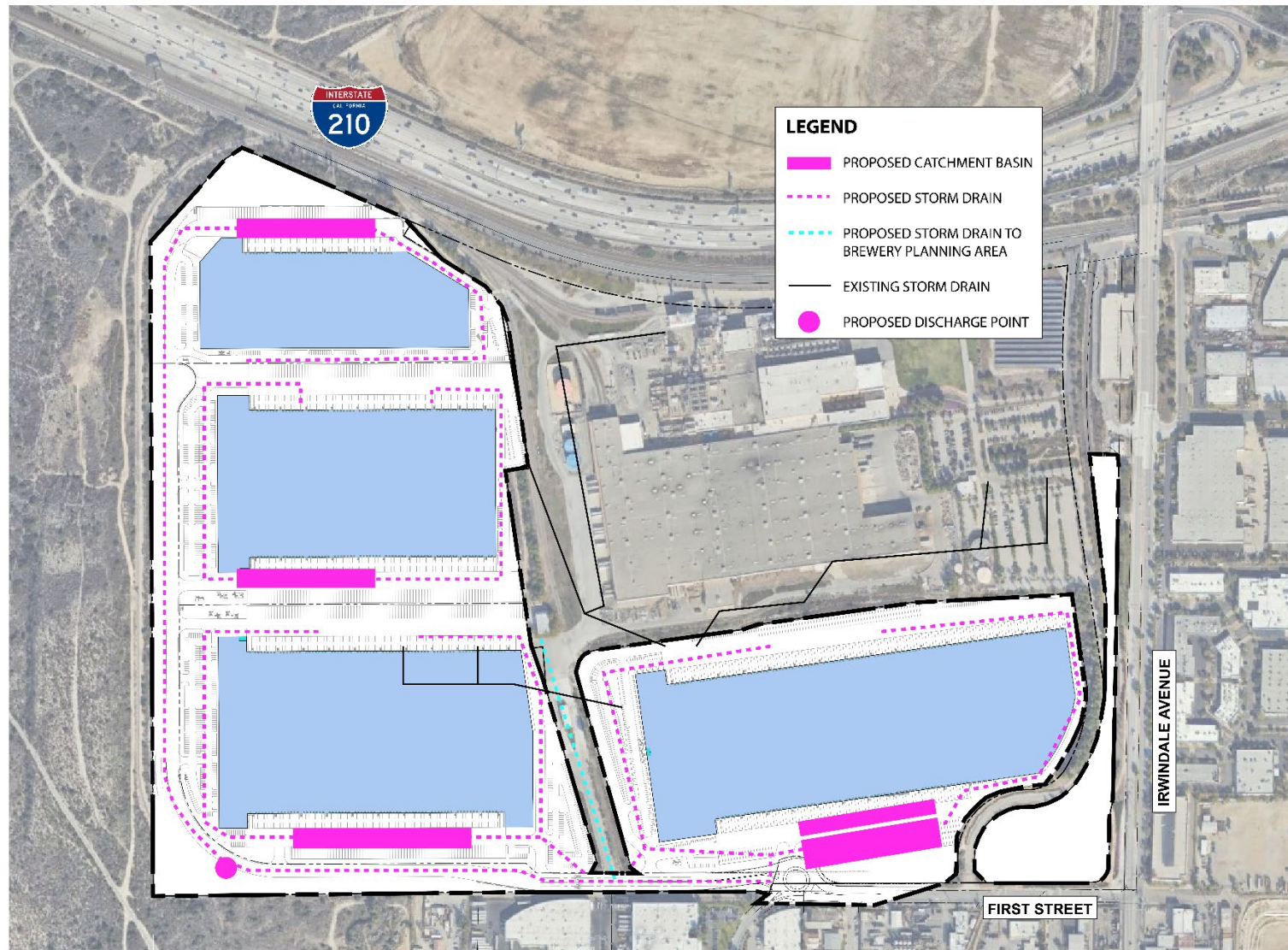
Building outlines depicted on this exhibit are conceptual in nature. Final design may change subject to the requirements of this Specific Plan. Planning Areas and access locations are fixed.

Figure 2-7: Conceptual Water Plan



Building outlines depicted on this exhibit are conceptual in nature. Final design may change subject to the requirements of this Specific Plan. Planning Areas and access locations are fixed.

Figure 2-8: Conceptual Wastewater Plan



Building outlines depicted on this exhibit are conceptual in nature. Final design may change subject to the requirements of this Specific Plan. Planning Areas and access locations are fixed.

Figure 2-9: Conceptual Stormwater Plan

2.4.4 Dry Utilities

Gas services to the Specific Plan area will be provided by the Southern California Gas Company (SCGC) if required.

Electrical service is provided by Southern California Edison (SCE). Existing above-ground electrical lines are present on the western side of Irwindale Avenue, as well as along the northern perimeter of the Specific Plan area. Electrical service is present within the existing site to serve the neighboring brewery use. A substation shall be allowed as part of the new development to the extent desirable to serve electrical demand for the Project over time. All dry utilities would be installed underground within the Specific Plan area, with the exception of substations and other electrical equipment that is required or recommended to be installed above-grade by SCE standards. The final locations of lateral connections, transformers, switches, pull boxes, substations, and dry utility manholes would be determined at the time of building permit submittal in each planning area in conjunction with development implementation.

2.5. Public Services

2.5.1. Fire and Police

Fire Service

The Specific Plan area is served by the Los Angeles County Fire Department, including Fire Department Station 48 located at 15546 Arrow Highway in Irwindale. The station is approximately one mile southwest of the Specific Plan area. The average response time in the City of Irwindale is three-to-five minutes with a goal of five minutes maximum for the first arriving units. At the time of the adoption of this Specific Plan, there are no plans to build any new or expanded fire stations to serve the City, and the current level of service will remain the same and adequate to serve the uses and facilitates allowed by buildout of the Specific Plan Area. As individual development projects move forward, a more refined hydraulic analysis will be coordinated with the LACFD. This would

provide review and assessment of fire flows that would be required on a project-by-project basis and contingent per ALW Will Serve approvals.

Several fire hydrants are currently present throughout the Specific Plan Area, and additional hydrants may be conditioned based upon the site layout at the time of building plan review by the LACFD. Fire flow requirements are based on building size and construction type. Site plans will be submitted to the Los Angeles Fire Department in order to obtain a fire flow requirement based upon the tenant type, building size, and building type.

Police Service

Police services are provided by the Irwindale Police Department. The nearest first response police station is at 5050 N Irwindale Ave, approximately 1.2 miles South of the Irwindale Brew Yard Specific Plan area with a response time of around five minutes.

2.5.2. Solid Waste

The Specific Plan area will be serviced in accordance with such city-wide services, as modified from time-to-time. The City of Irwindale is responsible for a service agreement with an operator to provide mixed waste collection and organic recycling services to the City's residential and commercial structures.

CHAPTER 3.

Development Standards

3. Development Standards

3.1. Development Regulations

This chapter establishes the land use and development standards for each Planning Area in the Specific Plan, as each Planning Area is further described in **Chapter 2** of the Specific Plan. The land use and development standards in **Chapter 3** (along with the express authorizations in **Chapter 2**) govern development of the principal physical components and uses within the Specific Plan Area.. This chapter sets forth the standards that establish the general type, parameters, and character of development that is intended to create an economically vibrant development that is compatible with its surrounding area and is accordingly authorized by the Specific Plan. The standards outlined work in tandem with the architectural and landscape guidelines in **Chapter 4, Design Guidelines**.

3.2. General Provisions

California Government Code Title 7, Division 1, Chapter 3, Article 8, Sections 65450 et seq. grant authority to cities to utilize Specific Plans for purposes of implementing the goals and policies of the City's General Plan.

Application of the regulations set forth in this **Chapter 3** (along with express authorizations set forth in **Chapter 2**) are specifically intended to provide (and are conclusively determined to provide) the most appropriate use of the land, create a harmonious relationship among land uses and protect health, safety and the welfare of the community.

3.2.1. Applicability

Upon adoption of the Specific Plan, the development standards and procedures established herein become the governing zoning standards for land uses within the Specific Plan Area. The Citywide development standards and use restrictions shall govern the development, use and operation of property within the Specific Plan Area, except as otherwise provided by the Specific Plan. In the case of a conflict or difference between the applicable rules governing new or existing development in the Irwindale Municipal Code and the spirit, intent, or provisions of the Specific Plan, the Specific Plan shall govern. Where the Specific Plan is silent, the Irwindale Municipal Code shall apply.

When used in this document, the words “shall,” “will,” “is to,” and “are to” are always mandatory. “Should” is not mandatory but is strongly recommended; and “may” is permissive. The singular number includes the plural number, and the plural the singular, unless the natural construction of the word indicates otherwise. The words “include,” “includes,” and “including” mean “including but not limited to.” The following Development Standards apply to all uses within the Specific Plan area.

3.2.2. Severability

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

3.2.3. Definitions

The meanings of words, phrases, titles and terms used in this Specific Plan shall be the same as provided in the City of Irwindale Municipal 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 Municipal Code.

- Bioretention Facilities. Soil and plant-based filtration devices that remove pollutants through a variety of physical, biological, and chemical treatment processes. These facilities normally consist of a grass buffer strip, sand bed, ponding area, organic layer or mulch layer, planting soil, and plants, or proprietary systems such as modular wetlands.
- Building Square Footage (BSF): Total horizontal floor area of all the floors of a building included within the inside surface of the exterior walls, exclusive of vents, basements and similar subterranean areas, shafts, courts, elevators, stairways, porches, patios, terraces, columns, pipe shafts, vertical ventilation ducts, and other similar features. Floor Area does not include parking structures, mezzanine areas, or areas within non-occupiable structures.
- Development Agreement (DA): An agreement between the City and a property owner/developer which outlines negotiated terms and conditions of development. Uses and terms in the DA are to be in compliance with this specific plan as well as the City's general plan, municipal code, and other applicable planning policies.
- Industrial Retail Sales: Direct commercial sales of products or goods as an ancillary use to the primary industrial uses.
- "Major" use: A use where the listed use is the primary utilization of the commercial, or industrial property.
- "Minor" use: A use which is secondary to the primary (major) use, such as an auto repair center which is a part of a larger commercial grocery chain. In this instance, grocery sales are the major use and auto repair is the minor use.
- Mezzanine. As defined herein, a mezzanine is an elevated, occupied floor above the ground floor of a larger industrial space used for office or other enclosed workspace. For purposes of this Specific Plan, equipment access platforms and stairs not used for storage are not counted in the square footage allocated in the land use table nor counted towards the maximum Floor Area Ratio (FAR) or parking counts.

3.2.4. Determination of Unlisted Uses/Interpretation

Refer to **Section 5.2, Administration**, for a discussion of the procedure concerning how to determine if any use not specifically listed in _____, qualifies as permitted, conditionally permitted, ancillary or prohibited use and if the inclusion of such use would need a minor or major modification to the framework of this Specific Plan.

3.2.5. Use of Design Guidelines

New development shall be designed and built in substantial conformance with the Design Guidelines set forth in this Specific Plan (see Section Four, Design Guidelines). These Design Guidelines shall replace the City's Commercial and Industrial Design Guidelines within the Specific Plan Area.

3.2.6. Existing Uses and Subsequent Building Modification

In all Planning Areas, subsequent building modifications, including additions and/or projections into setback areas permitted by the Specific Plan, shall be compatible with the architectural style of the existing building and shall be constructed of the same or complementary materials, architecture style and colors as the

existing building or, in the case of ancillary structures, the primary structure within which the ancillary structure is associated.

3.2.7. Projections into Required Setbacks

Encroachments of up to two (2) feet into required setbacks are permitted for architectural projections such as columns, cornices, door or window frames or other decorative features and eaves so long as emergency access is not compromised.

3.2.8. Modifications to Development Standards

Minor modifications of up to 10% to any of the development standards are permitted, subject to the provisions of **Section 5.2.7, Substantial Conformance and Minor Modifications.**

3.2.9. Height

Building height refers to the vertical distance from the highest finished grade of the lot to the highest point of the building or structure. This measurement shall not include parapets, rooftop equipment screening, and architectural features. The maximum allowable heights per development use are defined below in **Section 3.5, Development Standards.**

3.3. Permitted Uses

, shows the uses that may be developed in each Planning Area within the Specific Plan area. **Chapter 5, Implementation** provides more detail on the process for determining if the uses that are not stated in may be permitted.

The symbols shown in **Table 3-1** are defined below:

- “P”: means the use is permitted by-right without further discretionary approvals, 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 approval of a Conditional Use Permit in accordance with the requirements of the City of Irwindale Municipal Code.
- “A”: means the land is permitted by-right, provided the use is ancillary/allowed in conjunction with a primary or conditionally permitted use of the property.
- “X”: means the use is not permitted.
- “DA” means the use requires an approved development agreement.

Table 3-1: Permitted Conditional, and Ancillary Uses

List of Uses	PA1	PA2	Notes
Industrial and Business Park Uses			
Automobile and truck repair garages, including fueling stations	P	P	
Baked Goods and Other Food Manufacturing Facilities	P	X	
Borrow Pits and Quarries	C	X	
Electric Vehicle Charging	P	P	
Borrowing of Pit Fill Material in Connection with Project Construction, Internal	P	X	
Bottling Plants	P	X	
Brewery with on/off site sales	C	C	
Cold Storage	P	X	
Computer and Electronic Parts Manufacturing	P	X	
Data Processing Centers and Data Storage Services	C	X	
Distilleries, Craft or Other	C	C	
E-Commerce	P	X	
Fabricating, other than snap riveting or any process used in bending or shaping	P	X	
Heavy and Light Logistics, Distribution and Warehousing	P	X	
High-cube Cold Storage	P	X	
High-cube Warehouses	P	X	
Industrial Retail Sales	A	X	See Section 3.2.3 for definition.
Joining and Assembly Manufacturing	P	X	
Light Manufacturing and Assembly	P	X	
Logistics Support	P	X	
Machinery Manufacturing	P	X	
Machinery Storage Yards	P	X	
Maintenance Yards and Shops	P	X	
Mass-Produced Bakeries	P	X	

Table 3-1: Permitted Conditional, and Ancillary Uses

List of Uses	PA1	PA2	Notes
Medicines, Manufacturing	P	X	
Novelties, Manufacturing	P	X	
Outdoor Storage of Materials and Equipment	P	X	
Overnight Truck and Trailer Parking	P	X	
Plastics, Fabrication and Molds	P	X	
Public Self-Storage	C	C	
Quarries, Filling (Non-SMARA)	DA	X	
Rectifying (Mixing of and Blending of Wine and Spirits)	C	X	
Research and Development	P	X	
Robotics Manufacturing and Assembly	P	X	
Shipping/Parcel Delivery Hub and Sorting Center	P	X	
Soft Drinks and Other Non-Alcoholic Beverage, Manufacturing and Bottling	P	X	
Storage Space for Trailers, Transit, and Transportation Equipment	P	X	
Transfer, Moving, and Storage of Furniture and Household Goods	P	X	
Truck/Trailer Transportation Yards or Terminals	P	X	
Truck/Trailer Repairing, Overhauling and Service	P	X	
Truck/Trailer Washing and Cleaning	P	X	
Vehicle Storage	P	P	
Vehicle Cleaning/Detailing	A	P	
Warehouses (Other than High Cube)	P	X	
Wholesale Businesses and Storage Buildings (No Outside Storage)	P	X	
Wine Storage and Bottling	P	X	
Commercial Uses			

Table 3-1: Permitted Conditional, and Ancillary Uses

List of Uses	PA1	PA2	Notes
Administration, Medical and Professional Offices	A	P	
Alcoholic Beverage Sales	X	C	
Appliances, Household Sale and Repair	P	X	
Athletic Clubs (Major)	P	P	This is intended for gyms or other similar recreational uses that are the primary use.
Athletic Facilities, Ancillary to a primary use (Minor)	P	P	Minor or ancillary uses are those where the gym is contained within the primary use such as a gym part of a corporate office
Auto Repair (Minor)	P	P	Ancillary to industrial and retail uses which maintain their own fleet of vehicles. Limited to minor repairs such as flat tires, oil changes, and similar repairs and must be completed within a building.
Auto Repair (Major)	C	X	Intended to be a standalone auto repair shop as the primary use
Automobile and Truck Sales	C	X	
Automotive and Truck Equipment Sales/Leasing	P	X	
Bakeries and Shops	P	P	
Blueprinting and Photocopying	P	X	
Brewery production/distribution (no sales)	P	X	
Building Materials Supply and Storage Yards	P	X	
Cafeterias and Commissaries	P	P	
Commercial Recreation, Indoor	X	X	
Commercial Recreation, Outdoor	X	X	
Contractor Equipment Sale or Rental	C	X	
Convenience Stores	P	P	
Dry Cleaning	A	P	
Electrical Distribution and Generation	P	P	
General Retail	P	P	

Table 3-1: Permitted Conditional, and Ancillary Uses

List of Uses	PA1	PA2	Notes
Hotel/Motel	X	X	
Jewelry Stores	X	P	
Medical and Dental Laboratories	A	X	
Motion Picture Films Processing and Studios	P	X	
Pet and pet supply	X	P	
Quick Serve Restaurant and/or Cafe, no Drive Thru	X	P	Consistent with the uses permitted under IMC 17.58.020 for fast food restaurants.
Quick Serve Restaurant and/or Cafe, with Drive Thru	C	C	Quick serve with drive thru is the same as a fast-food restaurant but it includes a drive thru.
Bona Fide restaurant	A	P	Consistent with the uses permitted in IMC 17.58.020.
Sporting Goods	X	P	
Thrift and secondhand stores	X	P	
Tobacco products stores	C	C	
Urgent Care	X	P	
Wineries	P	X	
Other Uses			
All Usual and Customary Accessory and Appurtenant Uses to Each of the Uses Listed in Table 3.1, Permitted, Conditional and Ancillary Uses	P	P	
Billboards	Subject to IMC Chapter 17.72		
Childcare	P	P	
Churches/Places of Worship	C	C	
Property Maintenance Facilities	P	P	
Rail Lines	P	P	

Table 3-1: Permitted Conditional, and Ancillary Uses

List of Uses	PA1	PA2	Notes
Rail Realignment and Unloading of Aggregate	P	P	
Schools (vocational, trade, higher education)	C	C	
Storm Drain Facilities, including without limitation recharge basins, water quality facilities, and LID BMPs	P	P	
Telecommunications facilities	C	C	
Utility Facilities, Public and Private	P	P	Facilities used to carry out the operations of a utility as defined in IMC 13.08.060.

Other similar uses that the Community Development Director determines are consistent with the goals and objectives of the Specific Plan may be administratively approved by the Community Development Director. Appurtenant uses are presumed to be consistent with the goals and objectives of the Specific Plan. Additional uses not listed in _____ or otherwise authorized by the Community Development Director may be authorized by a Conditional Use Permit approved by the Planning Commission.

3.3.1. Legal Non-Conforming Uses and Structures

In the event of any damage, dilapidation, destruction or structural or other upgrade of the existing structures, such existing structures may, at the election of an applicant, be maintained, repaired or replaced with a structure of comparable height, location, size, and floor area (if any).

3.4. Interim and Temporary Uses

The following interim uses shall be permitted for activities less than thirty days (unless another timeline is specified within approved plans) in Planning Area 1 for development uses prior to full buildout of the Specific Plan Area. These uses are subject to the temporary use standards set forth in IMC 17.88.020.

- Demolition and recycling of materials to be reused as part of the construction process.
- Stockpiling and grading of soil for use in subsequent phases of the project as part of a grading permit approval.
- Construction staging, including materials storage lots for construction projects, landscape material staging, temporary and construction parking and construction trailers, subject to administrative approval of a Construction Management Plan.
- Christmas tree lots, pumpkin patches and other similar seasonal uses subject to the provisions of the Irwindale Municipal Code.
- Festivals, picnics and other gatherings, not-for-profit and/or for the benefit of community or charitable organizations.
- Parking of passenger vehicles and tractors/trailers.
- Special events, subject to a Temporary Use Permit per the Irwindale Municipal Code.

- Activation of the existing rail spurs along the western boundary and through the center of the project area to serve the Specific Plan area and neighboring brewery and for cargo transportation.

3.5. Development Standards

3.5.1. Industrial Uses

The following development standards and provisions apply to Planning Area 1 of the Specific Plan, primarily intended for industrial and business park uses.

- (1) Maximum Floor Area Square Footage for industrial uses in PA-1 shall not exceed a gross total among all industrial buildings of 3,000,000 SF.
- (2) Maximum building height shall be 70 feet, measured from the building's finished floor elevation to the highest point of the structure. This measurement shall not include parapets, rooftop equipment screening, and architectural features.
- (3) Required building setbacks shall be as follows unless a greater distance is requested by the applicant. Architectural enhancements may encroach a maximum of two feet into these setbacks provided adequate emergency access can be maintained subject to approval by the LA County Fire Department.
 - (a) First Street: 25'
 - (b) Private Roadway: 25'
 - (c) Interior Property Lines: 25'
 - (d) Exterior Property Lines: 25'
- (4) Drive aisles and parking spaces shall be set back 10 feet from building entrance spaces and five feet from other building walls,

screen walls and fences unless in each case a greater distance is requested by the applicant or such drive aisles and spaces are located within a fully screened/enclosed yard, where no setback criteria apply.

- (5) Private drive aisles have a width of 26 feet unless a greater distance is requested by the applicant.
- (6) Fire lanes shall have a minimum width of 28 feet, unless a different width is required or allowed by the LA County Fire Department.
- (7) Standard automobile parking stall sizes shall be nine feet by 19 feet. Compact parking stall spaces shall be eight feet by 15 feet and comprise no more than 15% of total parking stalls.
- (8) Loading docks, truck yards and outdoor materials storage areas shall be visually screened from Irwindale Avenue and First Street by walls, wrought-iron fencing, landscaping, and/or other screening features or barriers (such as berms) reaching a height of eight feet as measured from the interior side of the barrier, unless a greater height is requested by the applicant.
- (9) The outdoor storage of materials and equipment shall be permitted within screened areas.
- (10) Ground- and roof-mounted exterior mechanical equipment, heating and ventilation, air conditioning, tanks, and other mechanical devices shall be screened and treated with a neutral color or obscured by landscaping when visible from Irwindale Avenue, First Street or the Foothill Freeway.
- (11) At all private driveways that connect an individual building's truck yard from First Street or Irwindale Avenue, entry gates shall be positioned to allow enough distance for the stacking of at least one five-axle truck in front of each gate without any portion of the truck extending into the public right-

of-way.

- (12) Implementing projects shall comply with CA Building Code requirements for solar.

Table 3-2: Industrial Uses Development Standards

Site Requirements	
Minimum Lot Size	n/a
Maximum PA-1 Square Footage	3,000,000
Minimum Setback Requirements	
First Street	25'
Private Roadway	25'
Interior Property Line	25'
Exterior Property Line	25'
Drive Aisle and Parking	10'
Maximum Building Height Requirements	
Building Height	70'
Minimum Parking and Access Requirements	
Automobile Parking Stall Size	9' x 19' (Standard) 8' x 15' (Compact)
Drive Isle Width	26'
Fire Lane Width	28'

3.5.2. Commercial Uses

The following development standards and provisions apply to Planning Areas 2 of the Specific Plan, primarily intended for commercial uses.

- (1) Buildings are permitted to be constructed within a single planning area or across adjacent planning area boundaries.
- (2) Maximum square footage for commercial uses throughout Planning Area 2 shall not exceed 12,000 SF. The square

footage maximum shall be determined based on total gross floor area of all commercial buildings.

- (3) Maximum building height shall be 45 feet, measured from the building's finished grade of lot elevation to the highest point of the structure. This measurement shall not include parapets, rooftop equipment screening, and architectural features.
- (4) Building setbacks shall be as follows, unless a greater setback is applied for by a project applicant. Architectural enhancements may encroach a maximum of five feet into these setbacks provided adequate emergency access can be maintained subject to approval by the LA County Fire Department.
 - (a) First Street: 20'
 - (b) Irwindale Avenue: 20'
 - (c) Private Roadway: 20'
 - (d) Interior Property Lines: 20'
- (5) Drive aisles and parking spaces shall be set back 10 feet from building entrance spaces and five feet from other building walls, screen walls and fences unless applied for by a project applicant or located within a fully screened/enclosed yard, where no setback criteria apply.
- (6) Private drive aisles have a width of 26 feet, unless a greater width is applied for by a project applicant.
- (7) Fire lanes shall have a minimum width of 28 feet, unless a different width is required or allowed by the LA County Fire Department.
- (8) Standard automobile parking stall sizes shall be nine feet by 19 feet. Compact parking stall spaces shall be eight feet by 15 feet.

Compact spaces shall comprise no more than 10 percent of all required automobile parking spaces.

- (9) Loading docks, truck yards and outdoor materials storage areas shall be visually screened from Irwindale Avenue and First Street by walls, wrought-iron fencing, landscaping, and/or other screening features or barriers (such as berms) reaching a minimum height of eight feet as measured from the interior side of the barrier.
- (10) Ground- and roof-mounted exterior mechanical equipment, heating and ventilation, air conditioning, tanks, and other mechanical devices shall be screened and treated with a neutral color or obscured by landscaping when visible from Irwindale Avenue, First Street or the Foothills Freeway.
- (11) At all private driveways that connect an individual building's truck yard from First Street or Irwindale Avenue, entry gates shall be positioned to allow enough distance for the stacking of at least one five-axle truck in front of each gate without any portion of the truck extending into the public right-of-way.
- (12) Implementing projects shall comply with CA Building Code requirements for solar.

Table 3-3: Commercial Uses Development Standards

Site Requirements			
Minimum Lot Size			n/a
Maximum Footage	PA-2	Square	12,000
Minimum Setback Requirements			
First Street Setback			20'
Irwindale Avenue			20'
Private Roadway			20'
Drive Aisle and Parking			10'
Maximum Building Height Requirements			
Building Height			50 ft.
Minimum Parking and Access Requirements			
Automobile Parking Stall Size			9' x 19' (standard) 8' x 15' (compact)
Drive Aisle Width			26'
Fire Lane Width			28'

3.6. Parking ¹

, outlines minimum parking requirements for implementing projects within the Irwindale Brew Yard Specific Plan area. Compliance with the mandatory California Green Building Standards Code (CalGreen) also is required pertaining to specific requirements for bicycle parking, EV charging stalls and other parking requirements regulated by CalGreen. In addition, and as an employee amenity intended to capitalize on the Project Site's proximity to the Metro A Line, implementation of the bicycle parking required by the Specific Plan shall be combined with the provision of end-of-trip facilities, including bike parking, bike lockers, showers, and/or personal lockers. These facilities shall be consistent with the standards and requirements of Measure T-10 included as an Appendix to this Specific Plan. .

¹ Notwithstanding the 15% maximum limit on compact spaces, any spaces provided in

excess of minimum parking requirements may be provided as compact spaces at the election of the applicant.

Parking stall dimensions shall be in accordance with Irwindale Municipal Code:

- Standard automobile stalls: 9' x 19'
- Compact stalls: 8' x 15' (15% of stalls maximum)

Table 3-4: Parking Standards

Use	Parking Ratio
Automobile Parking Ratio for all uses permitted in Table 3-1, except those explicitly listed within this table.	Per Parking and Loading Standards (IMC 17.16)
E-Commerce/Logistics ¹	Per Indoor Warehousing, Storage, and Wholesaling and Distribution Standard (IMC 17.16)
Bicycle Parking	5% of occupant parking or per CalGreen (whichever is greater)
Carpool Stalls	5% of occupant parking or per CalGreen (whichever is greater)
EV Charging Stations	Per CalGreen requirements
1. Mechanical mezzanines shall not require additional parking.	

3.7. Walls and Fences

Walls/Fences may be a maximum of 14' in height. Fence materials may consist of tubular steel fences, masonry block, or a combined low block wall/fence. Future development within the Specific Plan area must be in compliance with IMC 8.24.190 (Fencing and screening).

Chain link fencing is prohibited within the Specific Plan area. If entry gates are proposed as part of an implementing project, sufficient stacking distance shall be provided for at least one semi-trailer vehicle to avoid obstruction of traffic on First Street.

3.8. Signage

All new sign structures within the boundaries of this Specific Plan shall conform with the provisions of the comprehensive sign program. The comprehensive sign program will be completed subsequent to approval of the Specific Plan as a condition which needs to be met prior to receiving building permits.

A comprehensive sign program for all new signage shall be prepared for the Project and approved by the Community Development Director prior to the approval of the first implementing project that includes new signage within the Specific Plan Area. Nothing herein shall prevent or limit the changing or creation of new signage copy on existing signage, all of which is expressly authorized in conformance with the approved comprehensive sign program.

3.9. Lighting

The design of lighting fixtures shall be approved by the City of Irwindale as part of the City's Site Plan and Design Review process as provided for by Chapter 5 of this Specific Plan. Modification to the City's existing standards may be approved by the Community Development Director through the minor modification process outlined in Chapter 5 of this Specific Plan. The use of lighting to

deter crime should be considered such as motion censored lights. Temporary construction lighting, if needed for safety during shorter winter days shall be limited in duration, directed downward and inward toward active work areas, and controlled to minimize light spillover beyond the project site.

3.10.Noise

Future development within the Specific Plan area must be in compliance with the operational noise threshold standards established in [3](#). These are consistent with the City of Irwindale performance standards outlined in IMC 9.28 (Noise Regulation) for surrounding commercial uses. The noise threshold for recreational uses during construction is 80 dBA Leq.

Table -5: Operational Noise Threshold		
Zone	Ambient Base Noise Level (dBA)	
	10pm to 7am	7am to 10pm
Commercial	50	55
Industrial	60	70
Recreational/ Open Space	50	55

CHAPTER 4.

Design Guidelines

4. Design Guidelines

4.1. Purpose and Intent

The design guidelines within this chapter describe building designs, concepts, landscaping, and features that will promote the quality of development envisioned for the Specific Plan area. The design guidelines in this chapter shall be used in conjunction with the development standards described in **Chapter 3, *Development Regulations***.

The Design Guidelines chapter is developed primarily between two elements, architecture and landscape. These elements define the design concept and physical character of the project.

- The Architectural Design Guidelines describe the intended architectural themes and styles for new buildings permitted within the Irwindale Brew Yard Specific Plan area and are intended to provide a basis for decisions regarding the built environment. These guidelines promote development of an industrial and commercial project with a state of architectural design, with specific emphasis on Spanish style architectural elements set forth in this plan and in Irwindale's Commercial and Industrial Design guidelines. A This section also concerns, building mass and scale, materials and exterior colors, and articulation.
- The Landscape Guidelines describe general landscaping requirements and recommendations, including streetscape design, entry treatments, signage, quality water features, walls and fencing, and lighting. The guidelines provide direction regarding the use of plant materials that are water-wise and complement the desired architectural style.

These design guidelines serve the following functions:

- To provide the City of Irwindale with assurance that the Irwindale Brew Yard Specific Plan will be developed in accordance with the quality and character described in this Specific Plan.
- To establish design guidelines for architecture, circulation, landscape, parking, lighting and other distinguishing features.
- To provide builders, planners, architects, landscape architects and property owners with guidelines and recommendations to aid in achieving a project of cohesive and uniform design, while still allowing for a degree of personal expression and creativity.
- To encourage sustainable design solutions that reduce energy consumption, use water efficiently and minimize waste.
- To create simple building designs that result in efficient use of space, materials and resources while maintaining a high level of design integrity.

When used in this document, the words “shall,” “will,” “is to,” and “are to” are always mandatory. “Should” is not mandatory but is strongly recommended; and “may” is permissive. The singular number includes the plural number, and the plural the singular, unless the natural construction of the word indicates otherwise. The words “include,” “includes,” and “including” mean “including but not limited to.”

4.2. Relationship to Citywide Guidelines

The City of Irwindale has existing Commercial and Industrial Design Guidelines and development standards and regulations that are

applied as part of the review process for any application for a new development or renovation. The Irwindale Brew Yard Specific Plan design guidelines take precedence over other City design guidelines. Following adoption of the Irwindale Brew Yard Specific Plan, the Specific Plan Design Guidelines will be the exclusive regulatory measure for design elements of any future projects and will supersede any Citywide Design Guidelines.

4.3. Architecture

4.3.1. Design Inspiration

Irwindale Brew Yard is an employment center adjacent to the I-210 on the site of two historic, depleted quarries. Buildings are characterized by simple and distinct cubic masses with interlocking volumes of wall planes, colors and materials to create visual appeal. Commercial building design is meant to be much more detailed and responsive to the City of Irwindale's Spanish architectural heritage compared to traditional Industrial/Business Park building designs.

Irwindale Brew Yard's design aesthetic prominently features Spanish elements rooted in modern architectural design which will complement the innovative character of the City of Irwindale. The clean and contemporary Spanish design aesthetic that is desired throughout the Irwindale Brew Yard reflects the Spanish architectural heritage of Irwindale. Creativity is encouraged in the character, materials and massing design of implementing projects, with care taken to create a unified design language. Notable characteristics of contemporary architecture may include extensive use of glass, arched entryways, smoothed stucco or similar façade and simple patterned design features. For more detail, please see sections **4.3.2 Building Orientation, Mass and Form** and **4.3.3, Materials and Colors**.

The project's architecture will emphasize the Spanish design theme through design elements located on building elevations facing and immediately adjacent to First Street and Irwindale Avenue.

210. These designated "High Visibility Areas" will contain extra design elements that enhance the Spanish feel of the project, but also compliment other building elevations that will not be highly visible from the surrounding public roadways. Architectural styles should complement, not detract from, the general architectural character found in the City of Irwindale.

Precedent imagery for architectural design, aesthetic quality, and material/color patterns are shown on the following page. Future implementing projects will provide building elevations, color palettes, and material boards during the design review phase.



Precedent Imagery of Contemporary Industrial Design

4.3.2. Building Orientation, Mass and Form

Building form is one of the primary elements of a project's architecture, encompassing a building's shape, mass (size), scale, proportion, and articulation. The following guidelines apply to all buildings within the Specific Plan area to ensure that structural development is visually appealing and inviting to pedestrians and motorists:

- Use geometric forms to constitute the overall building form. Rectangular forms are encouraged to promote balance, rhythm and visual interest.
- Articulate building planes visible from Irwindale Avenue, First Street, and/or I-210 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.
- Modulation and variation of building masses between adjacent buildings visible from Irwindale Avenue, First Street, and/or I-210 is encouraged. This includes varied parapet heights and change of building plane, in plan.
- 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.
- Recess or cover pedestrian and ground-level building entries by architectural projections or roofs in order to provide shade and visual relief.
- 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 facades, and changes of material/color or recesses.

- Materials applied to building elevations should turn the corner of the building to a logical termination point in relation to architectural features or massing.
- Building faces that orient inward to the project, truck courts or service areas that are not visible from a pedestrian or vehicle at street level on Irwindale Avenue, First Street or I-210 are not required to adhere to the preceding building form guidelines nor other design guidelines. Also, the lower portions of building faces that are visually screened from off-premises by solid walls or other non-transparent materials are not required to adhere to the preceding building form guidelines nor other design guidelines.

4.3.3. Materials and Colors

Irwindale Brew Yard utilizes materials, colors and textures that are designed to complement each other with slight variations intended to create a clean, contemporary visual environment and provide visual interest. Materials and colors are indicative of those used to support the Contemporary Spanish architectural elements identified for projects with the Specific Plan Area.

- Appropriate primary building materials include stucco, concrete and similar materials including concrete tilt-up panels. Accent primary materials used on building facades that are visible from Irwindale Ave, First Street or I-210 by secondary materials such as glass or glazing units, glass block, natural or fabricated stone, brick, metal and tile or tile panel systems.

- The use of metal and/or glass fabrications for storefronts or curtain wall areas are appropriate.
- 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, such as oversized or excessively shaped foam cornice caps, foam molding and window detailing is discouraged.
- Material changes should occur at intersecting planes, preferably at the inside corners of change of wall planes, or where architectural elements intersect.
- 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.
- Bright primary colors and arbitrary patterns that will clash with this color palette are discouraged, except in signage logos.
- Exposed downspouts, service doors and mechanical screen doors should be the same color as the adjacent building wall.

A. Conceptual Color Palette

A conceptual color palette will be prepared for the Irwindale Brew Yard Specific Plan to guide architectural features for future development. Future projects should be designed consistent with the intent of these requirements but are not required to match precisely.

B. Windows and Doors

- Introduce recessed window and door openings to enhance the visual play of light and shadow.

- When possible, place the layout of doors and windows on individual building facades in a repetitive pattern to create continuity.
- Use consistent styles, forms and colors of windows and trims in each planning area and in adjacent planning areas where buildings cross planning area boundary.
- Gold or unfinished/untreated metal window or door frames are prohibited. Clear silver anodized are allowed.
- Use clear or colored glass with medium to high-performance glazing. Silver mirrored glass is prohibited.
- 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 coves are discouraged.

4.3.4. Safety Through Design

Employee and site safety can be enhanced through the application of design considerations that contribute to the reduction in opportunities for crime. The concept of safety through design includes several primary elements, which should be taken into consideration as part of the final design of implementing projects.

- See and be Seen. Use natural surveillance through the “eyes on the street” method to maximize the visibility of people, parking, building entrances and loading docks. Seating areas, circulation corridors, and individual building entries should be designed to be visible from as many areas as possible
 - o Site entries should be visible from a street or drive aisle.

- o Landscaping should be designed to limit hiding places and enhance visibility.
- o Lighting should be strategically placed to illuminate parking areas, docks/loading zones, and building entries.
- o Avoid dead end driveways. The street shall be designed to increase surveillance.
- o Back drive aisles and loading docks shall be well lit.
- o Internal walkways shall be well-lit and visible from buildings.
- o Lighting should illuminate entrapment areas such as the entrances to loading/unloading areas.
- o Parking lots shall be visible from the street and well-lit for the night shift.
- Access control, include clear wayfinding to guide visitors and vehicles to appropriate site and entries building and perimeter fencing to avoid trespass.
- Maintenance. Properly maintained properties are less likely to attract unwanted and anti-social activity. Landscape, signage, and lighting should be kept in good condition to avoid an appearance of neglect. Reporting of burnt out or vandalized lights should be encouraged.

4.3.5. Undesirable Elements

Architectural elements that are undesirable and shall be avoided include the following:

- Large, blank, unarticulated wall surfaces in public view;
- Exposed, untreated precision block walls;
- Loading bays or doors visible from the street;

- Chain link fence, electric fence and barbed wire fencing except during construction;
- False facades;
- Materials with high maintenance (such as stained wood, shingles or light gauge metal siding);
- Mirror window glazing;
- Exposed roof drains and/or downspouts, except where integrated with the building architecture through complementary colors and materials;
- Unscreened rooftop equipment; all rooftop equipment shall be screened.

4.4. Landscape Design

4.4.1. Master Plan

Landscape serves many purposes within the Irwindale Brew Yard Specific Plan, from its aesthetic quality and role in enhancing the design themes, to functional purposes such as shade and screening. The use of native and drought tolerant plants is encouraged throughout the site. This is especially important for projects with larger buildings where plant material serves the critical role of softening buildings facades and creating a sense of comfort at the pedestrian level. These landscape guidelines work in tandem with the architectural design guidelines presented previously in **Section 4.3** to enhance the future design and establish a high-quality aesthetic quality for the Specific Plan area.

This chapter of the Specific Plan is intended to provide flexibility in future project implementation while promoting a consistent look and feel throughout the Specific Plan area. Use of plant material not listed within the Preliminary Plant Palette (**Figure 4-1: Preliminary Plant Palette**) is permitted subject to approval by the Community Development Director and provided it is consistent with the core elements of this chapter and reinforces the overall design concept.

PLANT PALETTE

Street Trees



Zelkova serrata (Japanese Zelkova)
Tipuana tipu (Tipu Tree)
Platanus racemosa 'Roberts' (California Sycamore 'Roberts')
Quercus engelmannii (Engelmann Oak)
Laurus nobilis (Bay Laurel)



Pinus eldarica (Eldarica Pine)
Lophostemon conferta (Brisbane Box)
Jacaranda mimosifolia (Jacaranda)
Platanus acerifolia 'Bloodgood' (Bloodgood Planetree)

Parking Lot Trees



Umbellularia californica (California Bay)
Pistacia chinensis (Chinese Pistache)
Geijera parviflora (Australian Willow)
Prosopis glandulosa (Honey Mesquite)
Afrocarpis gracilior (Fern Pine)
Rhus lancea (African Sumac)

Accent Trees



Chitalpa x tashkentensis (Chitalpa)
Parkinsonia x 'Desert Museum' (Palo Verde)
Lagerstroemia indica (Crepe Myrtle)
Chilopsis linearis (Desert Willow)
Arbutus marina (Strawberry Tree)

Grasses/Sedges/Rushes



Lomandra longifolia (Lomandra)
Muhlenbergia lindheimeri (Linheimer's Muhly)
Muhlenbergia capillaris (Pink Muhly)
Muhlenbergia rigens (Deer Grass)
Carex tumulicola (Foothill Sedge)
Festuca 'Siskyou Blue' (Siskyou Blue Fescue)

Shrubs



Dietes bicolor (Fornight Lily)
Raphiolepis indica (Indian Hawthorn)
Ligustrum japonicum 'Texanum' (Waxleaf Privet)
Leucophyllum frutescens (Texas Sage)
Pittosporum tobira (Japanese Pittosporum)
Phormium tenax (New Zealand Flax)
Salvia spp. (Sage)
Lavandula stoechas 'Silver Anouk' (Spanish Lavender)
Penstemon spp. (Beard Tongue)
Abutilon palmeri (Indian Mallow)
Romneya coulteri (Matilija Poppy)
Rhus integrifolia (Lemonade Berry)
Ceanothus 'Frosty Blue' (Frosty Blue Ceanothus)
Artemisia 'Powis Castle' (Powis Castle Artemisia)
Arctostaphylos 'John Dourley' (John Dourley Manzanita)



Groundcovers



Salvia x 'Bee's Bliss' (Bee's Bliss Sage)
Salvia mellifera 'Jade Carpet' (Jade Carpet Black Sage)
Westringia fruticosa 'Morning Light' (Morning Light Coast Rosemary)
Acacia redolens 'Low Boy' (Prostate Acacia)
Baccharis pilularis (Dwarf Coyote Brush)
Aptenia cordifolia 'Red Apple' (Red Apple Ice Plant)
Euphorbia rigida (Upright Myrtle Spurge)
Drosanthemum speciosum (Royal Dewflower)
Senecio serpens (Blue Chalk Sticks)



Figure 4-1: Preliminary Plant Palette

4.4.2. Site Design

Development within the Specific Plan area should consider the following site design guidelines:

- The site should be organized in a way that reduces conflicts between pedestrian and vehicular paths of travel.
- On-site vehicular circulation should consist of a simple and understandable interconnected network of driveways. Dead end alleys and/or drives shall be prohibited.
- The site should include wayfinding measures to promote efficient paths of travel for pedestrians, cyclists, and all vehicles, including large truck traffic.
- The overall site design should incorporate open space areas that are easily accessible and visible from the buildings or the street for safety and surveillance purposes.
- Indoor or outdoor gathering and break areas shall be provided. Landscaping shall be used to define these areas and to frame and reinforce views.

4.4.3. Site Entries

A. Corner Entry Requirements

Corner entry treatments are provided at the Irwindale Avenue and First Street, Private Drive A and First Street and Private Drive B and First Street intersections to identify the Irwindale Brew Yard Specific Plan area. Private Drives A and C are identified on **Figure 2-3: Conceptual Circulation Plan**. The entry treatments are designed to provide distinctive visual statements and emphasize the Specific Plan area's aesthetic.

The corner entry concepts described and illustrated herein are designed to provide a strong sense of arrival to employees, visitors and passing motorists alike, to identify the distinctiveness of the Specific Plan area and to complement and reinforce the Specific

Plan's architectural and landscape themes. 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 entry treatments are conceptually shown below.

Building Site Entry Treatments

Entry treatments for individual project sites may be provided at driveways connecting to Irwindale Avenue, First Street, and Private Drives A, B and C. 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 on site.

4.4.4. Conceptual Entry Monumentation

At the primary entrance to the Specific Plan area, located on First Street, there will be a monument sign indicating the entry to the project. Entry monumentation concepts described and illustrated below will be designed to provide an iconic and distinctive entryway to the project and offer a strong sense of arrival to all employees, visitors and motorists. Entry monumentation designs are required to be submitted with permit applications for the first implementing project.



Precedent Imagery of Contemporary Entry Signage

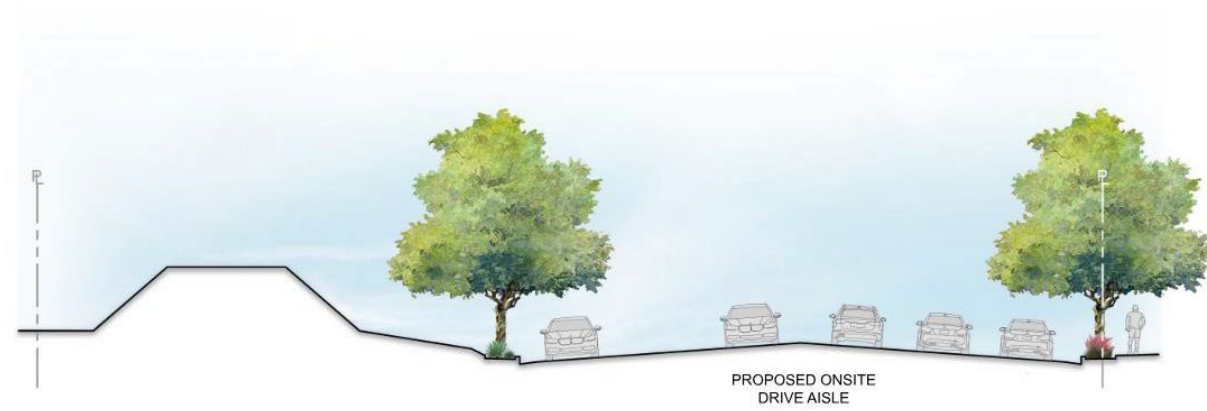
4.4.5. Parking and Internal Circulation

Parking design shall (See **Figure 4-5: Typical Parking Lot Landscape and Building Entry Exhibit**) emphasize a clear hierarchy, clear navigation and safety. Development within the Specific Plan area should consider the following guidelines relating to the design of parking lots and internal pedestrian and vehicular circulation:

- Ability to propose a shared parking agreement with neighboring parcels.
- The circulation system should be clear, direct and simple, with a primary focus on the building itself and access to loading zones.
- Entries, exits, parking lots and pedestrian pathways shall allow customers, employees, emergency vehicles and delivery vehicles to navigate through the site easily and safely.
- Frontage along First Street and Irwindale Avenue shall include landscaped planter strips (see **Figure 4-3: First Street Landscaped Roadway Elevation**) and Irwindale

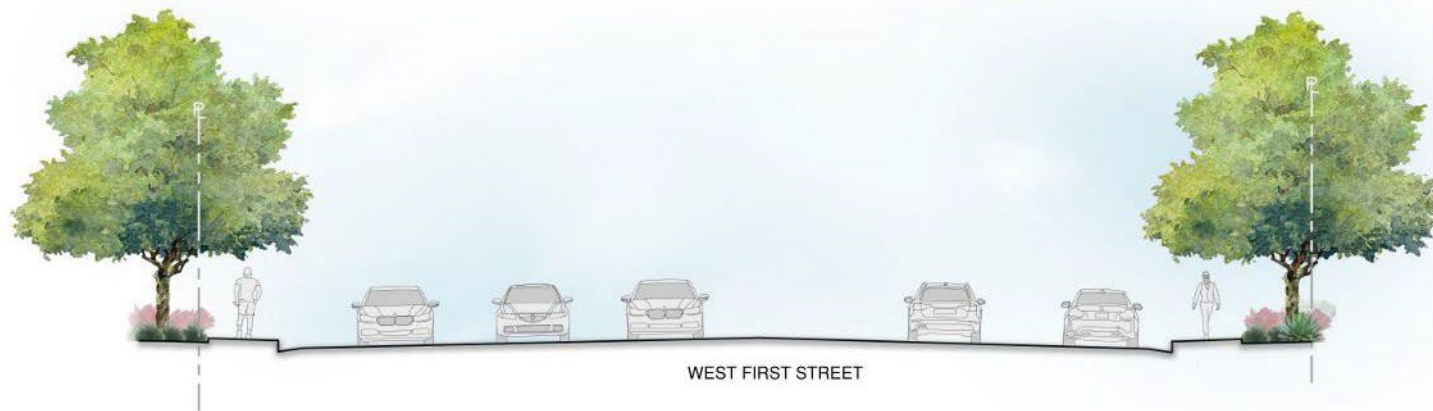
Avenue shall include a landscaped parkway median where it currently exists (see **Figure 4-4: Irwindale Avenue Landscaped Roadway Elevation**). No alterations to the median or landscaping within are included within this Specific Plan.

- Visitor parking should be located with convenient access to public building entries.
- Trees should be planted regularly within auto parking lots and auto parking lot medians to provide shade for passenger vehicles and pedestrians.
- Parking lots must be designed with a clear hierarchy:
 - o Access drives into the commerce center from First Street as shown on **Figure 2-3: Conceptual Circulation Plan**
 - o Major internal circulation drives and/or fire lanes with little or no parking;
 - o Parking aisles for direct access to parking spaces or loading docks.
- Major access drives and private drives shall include planter strips on either side landscaped with the character of the Project (see **Figure 4-2: Drive Aisle Landscaped Roadway Elevation**);
- Private drives connecting to service yards at the rear of buildings shall also be landscaped and integrated into the Project setting and character.
- Parking areas shall be screened as described in the Design Guidelines to discourage views of parking areas from the public right-of-way on Irwindale Avenue and First Street.



Section A-A'

Figure 4-2: Drive Aisle Landscaped Roadway Elevation



Section B-B'

Figure 4-3: First Street Landscaped Roadway Elevation



Figure 4-4: Irwindale Avenue Landscaped Roadway Elevation



TYPICAL PARKING LOT LANDSCAPE AND BUILDING ENTRY EXHIBIT

Building outlines depicted on this exhibit are conceptual in nature. Final design may change subject to the requirements of this Specific Plan.

Figure 4-5: Typical Parking Lot Landscape and Building Entry Exhibit

4.4.6. Service Areas and Utility Placement and Screening

A. Loading Doors and Service Docks

- Orient and/or screen loading doors, service docks and equipment areas so they are not easily visible from Irwindale Avenue, First Street or I-210. Screening may be accomplished with solid walls or fences that are compatible the architectural expression of the building or by any effective combination of walls, fences, other buildings and structures, landscaping and berms.
- 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.
- No direct loading or unloading activity is permitted to take place from Irwindale Avenue or First Street.
- 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

- 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, unless otherwise restricted by applicable governmental or utility standards (e.g., by SCE requirements).

C. Trash Enclosures

- Screen all outdoor refuse containers within a permanent, durable, covered enclosure and orient the enclosure so it is not easily visible from Irwindale Avenue, First Street, or I-210.

- Design trash enclosures to reflect the architectural style of adjacent buildings and use similar, high-quality materials.
- Locate refuse collection areas behind or to the side of buildings, away from the building's main entrance.

4.4.7. Walls and Fences

Along building site perimeters and interior to building sites, the installation of fences and walls will be necessary. Final locations and details of fences and walls on individual sites will be determined when buildings are designed and oriented during the implementation of the Specific Plan. Tubular steel fencing and solid concrete walls are expected.

- **Tubular Steel Fence:** Tubular steel fencing may be provided around the northern border of the Specific Plan area abutting I-210 and the Gold Line rail. 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 fencing is designed to range from four to eight feet in height, consisting of tubular steel pickets (see exhibit below).
- **Concrete Screen Wall:** A solid concrete screen wall may be provided at the option of the applicant as an alternative to tubular steel fencing along the northern border of the Specific Plan area abutting I-210 and the Gold Line rail, 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 eight feet tall (maximum of 14 feet tall) as measured from yard side of the wall, consisting of painted, decorative concrete tilt-up screen walls.

4.4.8. Lighting and Security

Lighting within the public right-of-way shall adhere to applicable City of Irwindale requirements. Lighting within the Specific Plan area provides aesthetic appeal, enhances safe pedestrian and vehicular circulation and adds to plan area security.

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 shall adhere to the following guidelines:

- 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 up light fixtures. Limit light spillover or trespass to one-quarter foot-candle or less, measured from within five feet of any adjacent property line.
- 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.
- Lights should be unbreakable plastic, recessed or otherwise designed to reduce the problems associated with damage and replacement of fixtures.
- Neon and similar type of lighting are prohibited in all areas within the Specific Plan area. The only exception is Planning Area 2 developed with commercial uses where lighting may be located in storefront windows or in signs consistent with the intended signage design or corporate or brand logos.
- Locate all electrical meter pedestals and light switch/control equipment in areas with minimum public visibility or screen them with appropriate plant materials.
- 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.
- Along sidewalks and walkways, the use of low mounted fixtures (ground or bollard height), which reinforce the pedestrian scale, are encouraged.
- Use exterior lights to accent entrances, plazas, activity areas, and special features.
- Provide for illumination intensity during hours of darkness as follows:
 - o 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.

- To illuminate aisles and passageways within a building complex, provide a maximum of one-half to one foot-candle of maintained lighting.
- High Pressure Sodium (HPS) light fixtures are prohibited for site lighting.
- Street lighting on Private Drives shall be designed in accordance with the City of Irwindale requirements and Los Angeles County Department of Public Works Street Lighting Design Guidelines.

4.4.9. Biology – Fuel Modification Zone

The Project includes a site-specific Fuel Modification Plan delineating the fuel modification zone (FMZ) where combustible vegetation has been removed and/or modified and partially or completely replaced with more adequately spaced, drought-tolerant, low-fuel-volume plants in order to provide a reasonable level of protection to structures from wildland fire. Year-round maintenance shall be performed for all native brush, weeds, grass, trees, and hazardous vegetation within the FMZ surrounding any structures and buildings within the Project Site, and within 10 feet of any combustible fence or roadway/driveway used for vehicular travel. To ensure long-term identification and maintenance, all FMZs will be identified by a permanent zone marker meeting the approval of LACFD. An example of a permanent zone marker is a 1-1/2-inch diameter galvanized post with a concrete footing and a post cap indicating the fuel modification zone. For the majority of the Project Site, areas within 200 feet of structures will be considered within the FMZ. However, because of reduced accessibility within the southwest corner of the Project Site (southwest of the existing Union Pacific Railroad easement), the FMZ within this area shall be provided as follows, which shall apply in lieu of the 200-foot FMZ applied in other portions of the Project Site:

Zone 1: Clear all hazardous vegetation and other combustible growth within the first 100 feet surrounding structures.

- Remove from the property all dead trees and maintain all weeds and other vegetation at a height of no more than three inches if such weeds or other vegetation are within 100 feet of a building or structure located on such property or on adjacent property. This requirement does not apply to the maintenance of trees, ornamental shrubbery or plants which are used as ground cover, provided such do not provide a ready fuel supply to augment the spread or intensity of a fire; nor does it apply to a native shrub, provided such shrub is trimmed up from the ground to one third of its height; does not exceed 216 cubic feet in volume; is spaced at a distance of not less than three times its maximum diameter, and not less than 18 feet from the edge of any other native shrub, building or structure; and all dead wood and other combustible material within 18 feet of such shrub is removed except as provided above.
 - o The horizontal distance between crowns of new trees and crowns of adjacent trees shall in all cases not be less than 10 feet.
 - o New trees not classified as fire-resistant vegetation, such as conifers, palms, pepper trees and eucalyptus species, shall be prohibited.
 - o Shrub groupings shall be separated from structures a minimum of 30 feet.
 - o Shrubs shall not exceed 6 feet in height.
 - o Groupings of shrubs are limited to a maximum aggregate diameter of 10 feet.
 - o Shrub groupings shall be separated from other groupings a minimum of 15 feet.
 - o Where shrubs are located below or within a tree's drip line, the lowest tree branch shall be a minimum of

three times the height of the understory shrubs or 10 feet, whichever is greater.

- o In addition, the FMZ shall include an enhanced Ember Resistant Zone for all vegetation within 5 feet of the structure through each of the following measures:
 - The use of hardscaping like gravel, pavers, concrete, and other non-combustible materials is required. Combustible bark or mulch are prohibited.
 - Remove any portion of a tree which extends within 10 feet of the outlet of a chimney or stovepipe.
 - Relocating all pallets, firewood, and lumber to be a minimum 30 feet or more from the structure.
 - Utilize only non-combustible materials for fencing, gates, and other structures within this zone.
 - Relocate all garbage and recycling containers outside this zone.
 - Maintain the roofs of all buildings or structures free of leaves, needles, twigs and other combustible matter.
 - Keep all trees, shrubs, and other growing vegetation or portions thereof adjacent to or overhanging any building or structure free of dead limbs, branches and other combustible matter. Maintain 5 feet of vertical clearance between roof surfaces and portions of trees overhanging any building or structure.

Zone 2 – Vegetation within 100 to 165 feet of the structure

- Reduce the amount and/or modify the arrangement of hazardous vegetation within the area comprising the second 65 feet for a total distance of 160 feet from the applicable structure.

CHAPTER 5.

Implementation

5. Implementation

5.1. Implementation

The chapter sets forth the methods and procedures for implementation and administration of the Specific Plan and provisions for amendments of the Specific Plan. As described in **Section 1.5.2** and **Section 3.2.1**, upon adoption of the Specific Plan, the development standards and procedures established herein become the governing zoning standards for land uses within the Specific Plan Area. Any categories of standards not covered by the Development Standards, Design Guidelines, or other provisions of the Specific Plan shall be subject to the regulation of the Irwindale Municipal Code and applicable local, state, and federal regulations. In case of differences or any implicit or explicit conflict between the goals, objectives, or express provisions of the Specific Plan and the Irwindale Municipal Code, the Specific Plan shall prevail. Notwithstanding the foregoing, at the request of an applicant, minor deviations to Specific Plan provisions shall be authorized to comply with uniform code requirements or the provisions of state or federal law (including, without limitation, laws providing for appropriate access to persons with disabilities).

5.2. Administration

The California Government Code (Title 7, Division 1, Chapter 3, Article 8, Sections 65450 et seq.) grants authority to cities to adopt Specific Plans for purposes of implementing the goals and policies of the City's General Plan. As with General Plans, the Planning Commission must hold a public hearing to consider and provide a recommendation on the Specific Plan to the City Council, which is the ultimate approval body. **[NOTE TO DRAFT: PRIOR TO ADOPTION, ADDITIONAL DETAIL ABOUT HEARING AND OTHER DETAILS TO BE ADDED AND UPDATED.]**

5.2.1. Responsibility

The City of Irwindale's Community Development Department (CDD), its Director or their designee shall be responsible for administering the provisions of the Specific Plan which are typically considered to be within the jurisdiction of the CDD, all governing and applicable state and federal laws, the City of Irwindale's General Plan, including all amendments or updates thereto and the City of Irwindale's Municipal Code.

5.2.2. Applicability

Upon adoption of the Irwindale Brew Yard Specific Plan, the development standards and procedures established herein become the governing zoning standards for land uses within the Specific Plan Area and all implementing projects. The Citywide development standards and use restrictions shall govern the development, use and operation of property within the Specific Plan Area, except as otherwise provided by the Specific Plan. In the case of a conflict between the applicable rules governing new or existing development in the Irwindale Municipal Code and the spirit, intent, or provisions of the Specific Plan, the Specific Plan shall govern. Where the Specific Plan is silent, the Irwindale Municipal Code shall apply.

The name "Irwindale Brew Yard Specific Plan" refers to this Specific Plan document and its supporting information. The final marketing name of the Project, or Project sub-planning areas, may differ and will be determined by the Project's Master Developer.

5.2.3. Enforcement

The City of Irwindale shall enforce the provisions of the Specific Plan in the same manner it enforces the provisions of the General Plan and Zoning Code.

Whenever in this Specific Plan any act is prohibited or is made or declared to be unlawful, or the doing of any acts required, or the failure to do any act is determined to be unlawful, the City of Irwindale retains authority under the Municipal Code to enforce each violation or offense.

5.2.4. Severability

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

5.2.5. Interpretation

Any ambiguity concerning the content or application of this Specific Plan shall be resolved by the City of Irwindale's Community Development Department, its Director or their designee. Such interpretations shall take into account the stated goals and intent of the Specific Plan. If requested by an applicant, the Planning Commission may review any administrative interpretation, subject to appeal to the City Council. If Planning Commission review occurs, members of the public would be permitted to comment per the City's typical comment process. To aid in interpretation of the Specific Plan, it is expressly noted that specific technologies listed in the Specific Plan (e.g., LED lighting) are intended to encompass future technologies and materials identified by an applicant that may be utilized in the construction, implementation or uses permitted herein.

5.2.6. Initial Entitlements

Initial entitlements required for the development of the Specific Plan area include the following actions to be taken:

- General Plan Amendment
- Zone Ordinance Amendment to Enact the Specific Plan (as provided below)
- Zone Change to designate the Project site as the Specific Plan area (as provided below)
- Tentative Parcel Map and Final Map
- Development Agreement
- Adoption of Specific Plan – The Project site is currently zoned M-2 (Heavy Manufacturing). The Irwindale Brew Yard Specific Plan is a regulatory document that establishes the zoning, land use designations, development standards, and design guidelines for the entire Specific Plan area. The Specific Plan will implement the City's General Plan. The Specific Plan will be considered by the Planning Commission and City Council and will be adopted by Ordinance and will become the zoning for the Project.
- Environmental Impact Report ("EIR") – The Irwindale Brew Yard Specific Plan adoption is a discretionary project and is subject to the requirements of the California Environmental Quality Act ("CEQA"). As part of the approval process for the Specific Plan, an EIR must be considered and certified by the City Council prior to the approval of any Project-related entitlements. **[PLACEHOLDER: TO BE UPDATED ONCE DETAILS OF THE CEQA REVIEW ARE COMPLETE.]**
- Subdivision Map – The Project's Tentative Parcel Map (TPM) will create the individual legal lots for project development,

formalize the parcel boundaries, and provide the public rights-of-way for Project access. A TPM has been prepared (TPM No. 84153) and will be considered by the City concurrently with the review of the Specific Plan. Ministerial approval of a final map will follow.

- Conceptual Phasing and Infrastructure Phasing Plan – The Conceptual Phasing and Infrastructure Phasing Plan will provide approval of the IBY Project Phasing for the purposes of determining the sequencing of infrastructure improvements.

5.2.7. Minor Modifications

All aspects of an approved plan are to be completed and implemented through buildout in substantial conformance with the Specific Plan.

All subsequent elements (e.g., Site Plan and Design Review Approval or Conditional Use Permit, or amendment thereto) shall be in substantial conformance with the Specific Plan and are subject to review and approval by Planning Commission and City Council. A subsequent entitlement may be found to be in substantial conformance with this Specific Plan even if said entitlement does not conform precisely to this Specific Plan. In such case, approval may nonetheless be granted if substantial conformance exists when evaluated in the context of the overall project growth, innovative features and vision of this Specific Plan.

Notwithstanding any provision in the Irwindale Municipal Code or other policy or regulation of the City or any department thereof, this chapter establishes the sole, exclusive, and objective criteria for the City to approve minor modifications to the provisions of the Specific Plan. As part of any decision to grant Site Plan and Design Review approval of development projects within the Specific Plan, minor modifications to the Specific Plan design criteria specified below may be approved by the Community Development Director.

set forth within this document:

- Imposition of any additional Conditions of Approval, environmental design features, or Mitigation Measures (in each case proposed by an applicant) that avoids or minimizes environmental effects of the Specific Plan, provided that such features, Conditions of Approval or Mitigation Measures are feasible, linked with a legitimate governmental interest, are roughly proportional and consistent with the intent and purpose of this Specific Plan; in no event may additional conditions, environmental design features, or mitigation measures conflict with or impede on the final policy decision regarding the intensity of use; the types of uses permitted; the general location of uses; building massing; heights and setbacks; roof structure heights; streetscape network and hierarchy; off-site transportation improvements; on- and off-site infrastructure improvements; administration, implementation, and financing; and the guidelines relating to landscaping, and urban design.
- One or more adopted conditions or elements of project design have become outdated or infeasible, but there is one or more roughly equivalent condition or element of project design that has been proposed by the applicant for substitution in place of the adopted condition or feature and is consistent with the intent and purpose of this specific plan.
- Adjustments to the alignment, location and sizing of utilities and facilities or a change in utility and/or public service provider so long as the adjustments or changes are found to be in compliance with applicable plans and standards of the agency responsible for such utilities and facilities and after review and concurrence by the City's Engineering or Public Works Departments.
- Minor modifications up to 10% to any of the development standards that are specifically allowed under the Development Regulations of this Specific Plan through an administrative review

process.

- Minor changes to landscape materials, wall materials and streetscape design which are consistent with the design criteria set forth in **Chapter 4, Design Guidelines** of the Specific Plan.
 - Minor changes to the architectural or landscape design guidelines, which guidelines are intended to be conceptual in nature and flexible in implementation.
 - Modification of any design element in this Specific Plan that improves circulation, improves drainage, improves infrastructure or provides similar utility and reduces operations and maintenance costs and does not otherwise require additional review under applicable provisions of CEQA.
 - Minor deviations from conceptual roadway alignments, location of utilities or other infrastructure, to address final engineering and building design including green building considerations.
 - Changes to Project phasing as described in Section 5, Implementation.
 - Variations between an approved Site Plan and Design Review or other approval and the final construction documents, provided that final construction documents substantially conform to the **Chapter 4, Design Guidelines** of the Specific Plan.
 - Imposition of any codes, regulations, or other requirements occurring after adoption by the City of the Specific Plan by outside agencies that have authority over development of the Project site which were not in effect at the time of adoption of the Specific Plan and which could affect implementation of design criteria of the Specific Plan.
- Modifications not listed but deemed by the Community Development Director to be minor in nature and in keeping with the intent of the design criteria and objectives of the Specific Plan.

5.2.8. Amendments to Specific Plan

If a project applicant seeks a modification or adjustment to the Specific Plan, as deemed by the City of Irwindale Community Development Department to be a substantial modification, the Community Development Director or their designee shall have the discretion to refer any such requests to the City's Planning Commission for review and consideration. Substantial amendments to the Specific Plan require a public hearing before the City's Planning Commission which will make a recommendation to the City Council for action. The Planning Commission and City Council may approve or deny substantial amendments to the Specific Plan. Minor modifications and adjustments resulting in less than a 10% variance from the standards contained within this Specific Plan may be approved through an administrative review process by the City's

5.3.2. Subsequent Approvals

A. Site Plan and Design Review

Applicants will submit an application for Site Plan and Design Review for implementing projects comprised of permitted and conditionally permitted uses for approval by the Planning Commission and City Council. Submittal materials will be comprised of:

- Fully dimensioned site plan illustrating building footprint(s), gross floor area, dimensioned setbacks, location and dimensioned setbacks, parking calculations, location and dimension of drive aisles and parking spaces for automobiles, trucks and trailers as applicable. Accessible stalls shall be shown, as well as any required electric vehicle charging stations.
- A landscaping and irrigation plan showing location, spacing and size of landscape materials and a list of proposed species, including the common botanical name demonstrating compliance with the applicable provisions of

Community Development Director or their designee.

5.2.9. Appeals

An appeal of any determination, decision or requirement of City staff, the Planning Commission, or any other jurisdiction compliance body shall be made in conformance to the appeal procedures established by the Irwindale Municipal Code.

5.3. Adoption and Approval

5.3.1. Specific Plan Adoption

The Irwindale Brew Yard Specific Plan has been prepared, submitted and approved in a manner consistent with California Government Code 65451(a). The Specific Plan was adopted by ordinance on **[PLACEHOLDER DATE]** and shall serve as the zoning for the Specific Plan area.

the Design Guidelines. Street trees and existing on-site trees must also be shown and identified where necessary. Existing trees to be removed or retained shall be shown and identified.

- Wall/fence plan with location, height and materials of proposed walls, retaining walls, fences and/or gates
- Building Elevations with building heights, colors and materials indicated in order to demonstrate consistency with the Design Guidelines.
- Floor Plans with interior dimensions and locations of major internal equipment rooms.
- Roof plan with roof pitch (if applicable) and locations of skylights and/or mechanical equipment indicated.
- Grading plan with proposed building pad elevations, existing and proposed ground contours, water quality features and any earthwork import/export quantities identified.

- Utilities/Infrastructure Plan with location, phasing, and sizing of water, sewer, storm drain, and dry utilities indicated.
- Lighting Plan with location and types of light fixtures, heights of light source and photometrics indicated.
- A tabulation of total building square footage, number of units, and uses previously approved through the Conceptual Plan Review process in order to verify progress of the Specific Plan build-out.

The City's Community Development Department will review submittal materials and determine if the implementing development substantially conforms to this Specific Plan. If deemed complete, the Community Development Director or their staff designee shall recommend the application to the Planning Commission. Notwithstanding anything to the contrary, each of the following shall be exempt from the requirement to obtain any Site Plan and Design Review approval, however it may be subject to administrative review and approval by Community Development:

- A. Restoration, repair or replacement with the same or comparable type of structural element or material to any portion of an existing building or structure.
- B. Installation of interior improvements, including tenant improvements and associated minor exterior façade alterations, such as changes to sign copy, within an existing building or structure provided that there is no concurrent, material exterior alteration or building enlargement and that the alteration meets the applicable standards in **Chapters 3 and 4** of this Specific Plan.
- C. Change of use to a use permitted by the Specific Plan, not involving material exterior alterations or building enlargements, provided that the Community Development Director determines that such change conforms to all

applicable provisions of the Specific Plan.

- D. Demolition of all or any portion of a building, structure, or site element that is not a historic resource.
- E. Any development activity that has (i) obtained a still-valid discretionary or ministerial land use approval from the City prior to the effective date of the Specific Plan, and/or (ii) submitted building plans which were accepted for plan check by the Community Development Department (or any successor entity) prior to the effective date of the Specific Plan.
- F. Establishment, operation, and removal of Temporary Permitted Uses and structures associated therewith, as authorized by the Specific Plan.
- G. Any proposed development activity that is required in order to comply with an emergency order issued by the building official or other City official relating to the repair or abatement of an unsafe or substandard condition.

B. Development Enforcement

The Specific Plan provides for overall aggregate limits of development for the entire Specific Plan Area. The precise allocation of density and type of development shall be determined as the Specific Plan Area is built out. The precise allocation of individual development shall be determined at the time of Site Plan and Design Review approval. In order to aid the City in keeping a running tabulation, an applicant shall submit a tabulation of the amount and type of uses approved through the Site Plan and Design Review process (see **Appendix C**). By keeping this tabulation, the City will ensure that the build-out of the Specific Plan Area does not exceed the aggregate limits of development permitted under the Specific Plan.

C. Additional Approvals

It is anticipated that the following subsequent approvals may be

requested as a part of the implementation of this Specific Plan. All subsequent agreements, site plans, tract or parcel maps, and any other action requiring ministerial or discretionary approval relative to the Specific Plan Area must be consistent with the development regulations set forth in this Specific Plan:

- Demolition, Rough Grading/Grading and Excavation Permits (The Project otherwise would fall within IMC Section 17.130 (Reclamation of non-SMARA pits), and does not fall within 17.63 (SMARA plans). The grading provisions of Section 3.2.10 of this Specific Plan govern in lieu of those provisions. Approval of a grading permit that complies with those provisions and the IDEFO (discussed in Section 2.4.3 and Section 5.3.3 of the Specific Plan), and a Site Plan Approval that substantially conforms to the provisions of this Specific Plan shall allow a project (including reclamation of the quarries) to proceed without any approval other than those listed here, including the provisions of Section 17.130.)
- On- and Off-Site Utilities Permits
- Tentative and/or Final Parcel Map(s)
- Conditional Use Permit(s)
- Building Permits and Other Approvals Issued under the Uniform Codes of the State of California
- Encroachment Permit(s)
- Site Plan and Design Review Approval

5.3.3. Conceptual Phasing Plan

Construction of the Specific Plan Area will take place in one or multiple phases at applicant discretion based on market demand.

Figure 5-1: Conceptual Phasing Plan, illustrates the anticipated phasing of the buildout of the Specific Plan area, however multiple

phases may occur concurrently, and/or in a different order than currently anticipated. The Phasing Plan illustrated in

Figure 5-1 shall govern future development consistent with the anticipated development described within this Specific Plan. The phasing provided for above is conceptual only and may be modified at the discretion of the applicant without the need for a Specific Plan amendment or other discretionary approval by the City of Irwindale.

5.3.4. Infrastructure Phasing Plan

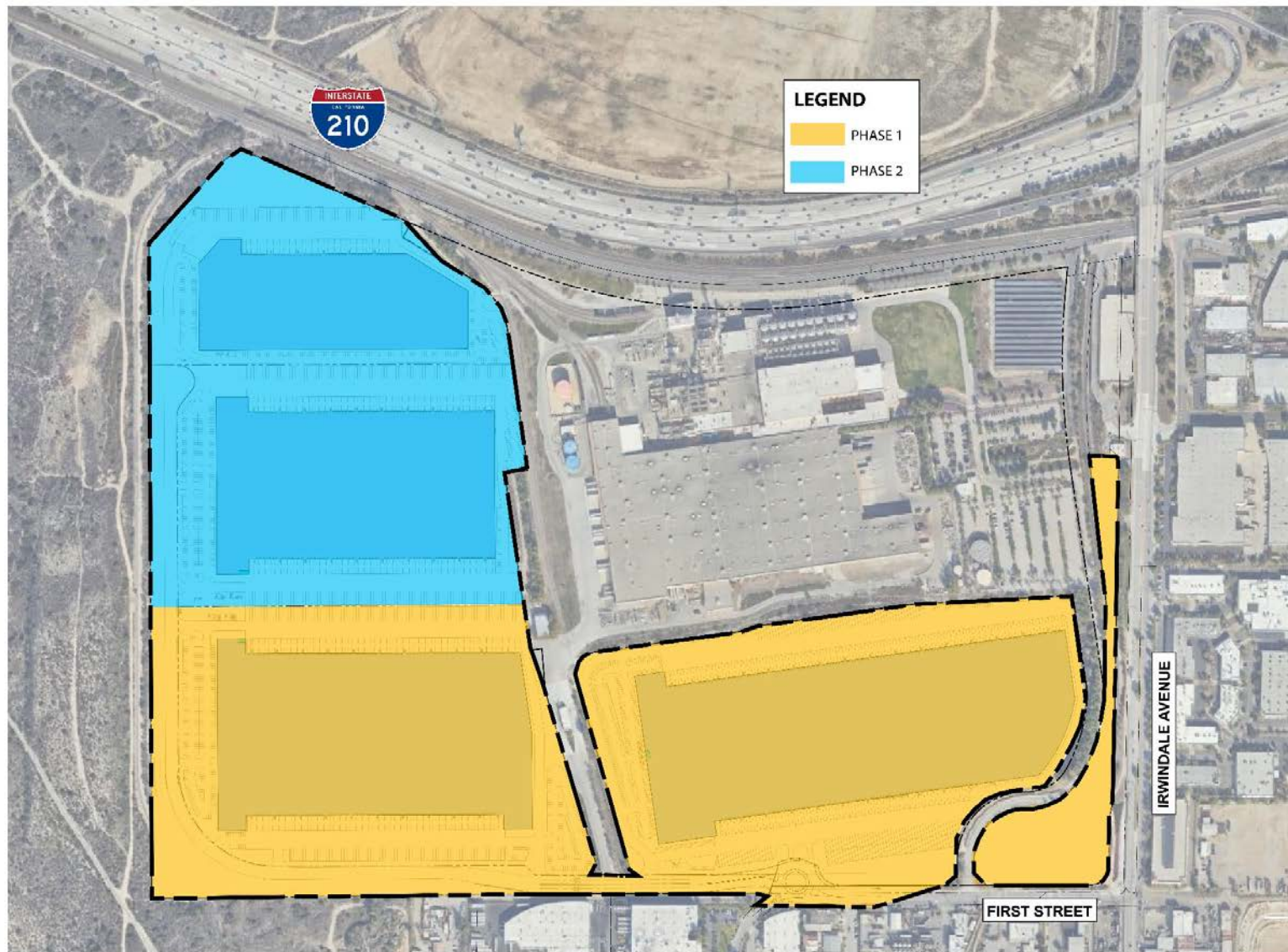
The southeast quarry will be filled with a combination of onsite material and imported fill. Development of the project must be in substantial compliance with the Brew Yard Inert Debris Engineered Fill Operation (IDEFO) as more specifically described in Section 2.4.3 of this Specific Plan. Once the project site has been deemed complete for construction, the southern half of the property of lower leg of the “L” will be constructed as Phase 1. This will occur while the northwest quarry pit is simultaneously being filled. Next, the building on the southern edge of the northwestern quarry would be constructed while the remaining pit further north gets filled. And finally the northernmost building will be constructed last. See

Figure 5-1 below for clarification. The phasing provided for above is conceptual only and may be modified at the discretion of the applicant without the need for a Specific Plan amendment or other discretionary approval by the City of Irwindale.

5.3.5 Construction Staging and Traffic Management Plan

In order to account for real-world conditions existing at the time project construction commences, a final construction staging and traffic management plan must be prepared for the project and submitted to the City for review and approval prior to the start of construction. The plan will include information regarding temporary lane closures, detour routes, haul routes, and construction staging areas. Construction activities must comply with applicable City

requirements, Irwindale Municipal Code provisions, and notification procedures to ensure continued access for emergency responders. Construction staging and required traffic management shall be designed and coordinated as to not block or restrict access to adjacent properties or interfere with emergency vehicle circulation.



Building outlines depicted on this exhibit are conceptual in nature. Final design may change subject to the requirements of this Specific Plan. Planning Areas and access locations are fixed.

Figure 5-1: Conceptual Phasing Plan

5.3.5. Maintenance, Financing and Ownership

Maintenance of private driveways, parking area circulation, truck lanes and common landscape areas are the responsibility of each owner of property within the Specific Plan Area. Such obligations may, at the option of one or more owners, be implemented through a commercial association or associations to be formed within the Specific Plan area. Maintenance of all public rights-of-way will continue to be the responsibility of the City of Irwindale or the City of Azusa (whichever is applicable).

An applicant shall be responsible for all on-site improvements (except as such may be allocated through private agreement among landowners) and shall pay its fair share allocation of any off-site improvements as required to mitigate significant environmental impacts associated with implementation of the Specific Plan, as identified in the Final EIR or as required by the project's Conditions of Approval or adopted Mitigation Monitoring and Reporting Program. No public funds are necessary to implement the Specific Plan.

5.4. Relationship to CEQA

Because the Final EIR prepared (and certified) for the Specific Plan is a "project" and a "program" EIR, it is anticipated that the approval of each subsequent application consistent with the Specific Plan shall not require the preparation of new environmental documents, unless otherwise required pursuant to California Public Resources Code Section 21166 and CEQA Guidelines Section 15162 et seq., as the same may be amended from time to time. Mitigation Measures adopted by the City as part of the City's preparation and certification of the Final EIR are adopted as express Specific Plan requirements and are hereby incorporated by reference as if fully set forth herein.

Appendix A.

General Plan Consistency

A. General Plan Consistency

Relevant Issue Areas and Policy	Consistency Analysis
COMMUNITY DEVELOPMENT ELEMENT (CDE)	
Issue Area – Land Use Planning. The City of Irwindale is committed to the development of a comprehensive land use plan that will enhance the City's livability and economic base for future generations.	
CDE Policy 1. The City of Irwindale, through continued comprehensive land use planning, will strive to preserve the overall mix of land uses and development in the community.	Consistent. The proposed project would reclaim and redevelop the former quarry site and lands surrounding the existing Irwindale Brew Yard facility into a regional industrial commerce center. The proposed project would complement existing and planned surrounding industrial and commercial land uses within this portion of the City. The implementing projects of the Brew Yard Specific Plan area are consistent with the land use designations of Industrial/Business Park. The Specific Plan has been prepared in conformance with the goals and policies of the City of Irwindale General Plan as amended, providing commercial/light industrial use on an underutilized property, promoting new employment opportunities, and providing regulations that support the success of an employment center for the City. Accordingly, the proposed project would preserve the overall mix of land uses within the community, consistent with this policy.
CDE Policy 2. The City of Irwindale will continue to plan for the transition of the quarries located within the City to other land uses.	Consistent. The Brew Yard Specific Plan area contains two former quarry sites totaling approximately 70 acres. The Specific Plan provides for development of a project that would include the filling and remediation of the existing, formerly used quarry sites and transition the sites to productive economic use with commercial and industrial development, continuing the redevelopment of the City's quarries with new uses. Accordingly, the proposed project would be consistent with this policy.
CDE Policy 3. The City of Irwindale will continue to ensure that the type, location, and intensity of all new development and intensified developments adhere to the requirements that are specified for their particular land use category in the General Plan.	Consistent. The proposed General Plan Amendment would revise the existing land use designation from Industrial/Business Park to "Irwindale Brew Yard Specific Plan" to reflect the land uses, development standards, design guidelines, and implementation procedures proposed under the Specific Plan. The proposed uses and intensities permitted by the Specific Plan would provide employment-generating and economic investment uses supportive

Relevant Issue Areas and Policy	Consistency Analysis
	of the General Plan's vision for this area. The project's buildable square footage and floor area ratio (FAR) are consistent with the maximum FAR allowed under the General Plan. Accordingly, the proposed project would be consistent with this policy.
CDE Policy 5. The City of Irwindale will continue to promote comprehensive development consistent with this General Plan as opposed to piecemeal and incremental planning.	Consistent. The project site is approximately 150.1 acres that consist of unused industrial lands and two former quarries. The Specific Plan would provide for comprehensive redevelopment of the project site, with detailed development standards and design guidelines. Moreover, a development agreement between the City and developer would lock in how the Specific Plan is implemented over time. The Development Agreement would add certainty, timing, and enforceability beyond typical zoning. The approach to the project is a long-term comprehensive plan that would prevent piecemeal planning of the Specific Plan area. Accordingly, the proposed project would be consistent with this policy.
CDE Policy 6. The City of Irwindale will promote and support the future extension of the 'Gold Line' light rail line along the I-210 Freeway corridor.	Consistent. The Specific Plan area is immediately west of the Metro A Line (former Gold Line) Irwindale Station and in proximity to the Irwindale Station parking structure. Pedestrian and circulation connections between the project site and the existing station area would support transit access for employees and visitors. By locating employment-generating uses near an existing light rail station along the I-210 corridor, the proposed project would support the City's objective of promoting the A Line's role in serving local employment areas, consistent with this policy.
Issue Area – Economic Development. The City of Irwindale intends to provide jobs and revenue for the community.	
CDE Policy 7. The City of Irwindale will continue to promote economic development through the use of redevelopment.	Consistent. The Specific Plan promotes the redevelopment of two existing former quarry facilities on the project site into an industrial and commercial business park with the goal of promoting new employment opportunities and contributing to the economy of the region through new capital investment. The proposed project would generate new employment opportunities that could be filled by residents of Irwindale and surrounding communities and would stimulate economic activity in the local and regional economy. Accordingly, the proposed project would be consistent with this policy.
CDE Policy 8. The City of Irwindale will promote and support the development of a regional commercial center.	Not Applicable. The proposed project would allow for the development of 3,000,000 building square feet of industrial and office uses and 12,000 building square feet of commercial uses. The

Relevant Issue Areas and Policy	Consistency Analysis
	limited commercial uses are planned to meet local retail needs and not intended as part of a regional commercial center. Development of the project site with the intended uses would not preclude or inhibit the City's ability to implement this policy at other sites within the City.
CDE Policy 10. The City of Irwindale will promote development that will benefit the community as a whole in terms of both jobs and revenue generation.	Consistent. The proposed project would contribute to the economy of the region through new capital investment and the creation of new employment opportunities. The proposed project would generate long-term employment opportunities that could be filled by residents of Irwindale and surrounding communities and would support ongoing economic activity through industrial and commercial operations. In addition, the proposed project would generate public revenues that would benefit the City and support municipal services. Accordingly, the proposed project would be consistent with this policy.
Issue Area – Urban Design. The City of Irwindale will continue its efforts in improving the appearance of the community.	
CDE Policy 12. The City of Irwindale will continue to promote quality design in the review and approval of commercial and industrial development through the application of the commercial and industrial design guidelines.	Consistent. The proposed project would develop the project site in accordance with the Design Guidelines established in Chapter 4 of the Specific Plan, which include comprehensive architectural and landscape standards and development criteria that are compatible with the design and architecture of surrounding uses. Accordingly, the proposed project would be consistent with this policy.
CDE Policy 13. The City of Irwindale will continue to employ a design theme in the review of future commercial and industrial development and in the rehabilitation of existing commercial and industrial uses.	Consistent. Chapter 3, Development Standards, and Chapter 4, Design Guidelines, in the Specific Plan establish development standards and design guidelines consistent with citywide guidelines for commercial and industrial uses that create a well-defined identity for the proposed project. While the Specific Plan does not establish a private entity for long-term property maintenance, ongoing maintenance of buildings, site improvements, landscaping, and infrastructure would be required through project conditions, City code enforcement, and applicable maintenance requirements incorporated into future development approvals. Accordingly, the proposed project would be consistent with this policy.

Relevant Issue Areas and Policy	Consistency Analysis
CDE Policy 16. The City of Irwindale will continue to work towards the development of streetscape, sign standards, and a Public Art Program.	Consistent. Chapter 4, Design Guidelines, of the Specific Plan includes architectural and landscape guidelines to ensure high-quality design and establishes comprehensive streetscape design standards for interior streets and along the project site's public frontages, including specific standards for signage and streetscape for subsequent implementing projects. The Design Guidelines define a cohesive design theme intended to create a visually cohesive and welcoming environment for employees, visitors, and the surrounding community. Accordingly, the proposed project would be consistent with this policy.
INFRASTRUCTURE ELEMENT (IE)	
Issue Area – Maintenance of Service Standards. The City of Irwindale will continue to maintain the highest levels of public service to respond to the existing and future demand for such services.	
IE Policy 1. The City will continue to support the efforts of the City of Irwindale Public Works Department in maintaining the highest service standards feasible.	Consistent. The proposed project would provide for roadways, infrastructure, and utilities to support on site land uses as the project site evolves. Roadway, utility, and infrastructure improvements would be implemented in coordination with future development of the Specific Plan and as required by the City of Irwindale and applicable public service providers. The proposed project and all subsequent development would comply with all applicable building and engineering standards during the plan check process. Improvements would be provided as necessary to serve the project site while maintaining adequate service levels for existing and surrounding land uses. Accordingly, the proposed project would be consistent with this policy.
IE Policy 2. The City will continue to cooperate with those utility providers in the City to ensure that sufficient infrastructure capacity is available to meet current and future service demands.	Consistent. The proposed project would provide infrastructure and utilities to support on site land development. Development under the Specific Plan would occur in coordination with the City of Irwindale and applicable public and private utility providers to ensure that adequate infrastructure capacity is available to serve current and future demands. Utility improvements and system connections would be designed and implemented consistent with applicable service provider requirements and City standards. Accordingly, the proposed project would be consistent with this policy.

Relevant Issue Areas and Policy	Consistency Analysis
Issue Area – Traffic and Circulation. The City of Irwindale will strive to improve safe and efficient circulation in the City.	
IE Policy 3. The City of Irwindale will continue to develop and enhance the existing streets and intersections in the City.	Consistent. The Irwindale Brew Yard Specific Plan includes roadway and sidewalk/parkway improvements intended to facilitate efficient vehicular and non-vehicular circulation through and around the project site. Frontage improvements are proposed along the project site's public street frontages on West First Street and Irwindale Avenue, and would be implemented within the public right-of-way adjacent to the project site. These improvements would include sidewalks, parkways, curb and gutter, street lighting, and related streetscape and utility improvements, consistent with City standards. Implementing projects would also be required to pay applicable development impact fees and construct any project-related off-site roadway or intersection improvements identified through future traffic analysis and required by the City of Irwindale, thereby implementing the project's fair-share of infrastructure improvements. Since adoption of SB 743, potential impacts related solely to traffic congestion are no longer evaluated under CEQA; therefore, transportation improvements associated with mitigating congestion, and General Plan consistency findings related to congestion-based metrics, are not required for CEQA purposes. Accordingly, the proposed project would be consistent with this policy .
IE Policy 4: 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.	Consistent. See response to IE Policy 3.
IE Policy 5. The City of Irwindale will continue to support the development and expansion of the region's public and mass transit system.	Consistent. The Specific Plan area is west of and in proximity to the Metro A Line. By concentrating employment-generating uses near an existing regional transit facility, the proposed project would support the use of public and mass transit as an alternative to auto-based commuting. Accordingly, the proposed project would be consistent with this policy.
RESOURCE MANAGEMENT ELEMENT (REM)	
Issue Area – Natural Resources. The City of Irwindale will continue to cooperate in the maintenance and conservation of the area's natural resources.	
RME Policy 1. The City of Irwindale will continue to work with the quarries and other regulatory agencies to facilitate their reclamation.	Consistent. The former quarry areas within the Irwindale Brew Yard Specific Plan area are inactive, pre- Surface Mining and

Relevant Issue Areas and Policy	Consistency Analysis
	Reclamation Act (SMARA) pits that ceased operations prior to enactment of the SMARA. As described in Chapter 2, <i>Project Description</i>, and Section 3.11, <i>Mineral Resources</i>, reclamation of the on-site quarry pits would be governed by a Draft Operations Plan prepared pursuant to Title 14 of the California Code of Regulations for inert debris engineered fill operations, rather than by the Specific Plan itself. The City of Irwindale retains authority over reclamation of these non-SMARA quarry pits pursuant to Irwindale Municipal Code Chapter 17 and Ordinance No. 756, which requires approval of a Development Agreement to govern reclamation activities, regulatory coordination, and post-reclamation land use. The Operations Plan describes required coordination with applicable regulatory agencies, including the Los Angeles County Department of Public Health and the Regional Water Quality Control Board, and establishes conditions under which reclamation would occur prior to or in conjunction with redevelopment. Accordingly, the proposed project would be consistent with this policy.
RME Policy 3. The City of Irwindale will work with the quarry owners and/or operators and regulatory agencies to help facilitate their timely reclamation.	Consistent. See response to RME Policy 3.
Issue Area – Resource Preservation. The City of Irwindale will maintain and preserve those natural and man-made amenities that contribute to the City's livability.	
RME Policy 9. The City will continue to cooperate with the other agencies that are charged with improving air and water quality in the region.	Consistent. As detailed in Section 3.2, <i>Air Quality</i>, Section 3.7, <i>Greenhouse Gas Emissions</i>, and Section 3.9, <i>Hydrology and Water Quality</i>, implementation of the proposed project would be subject to and required to comply with all applicable federal, state, regional, and local regulations related to air quality, greenhouse gas emissions, and water quality. These regulations are administered by agencies including the South Coast Air Quality Management District and the Los Angeles Regional Water Quality Control Board, among others. Compliance with these regulatory requirements would ensure protection of regional air and water quality. Accordingly, the proposed project would be consistent with this policy.
RME Policy 11. The City of Irwindale supports the ethic of conservation of non-renewable resources. This includes efforts to reduce the use of energy (in any form), greenhouse gas (GHG) emissions (consistent with AB 32) and efforts to find new and more	Consistent. Projects are required to comply with building codes, including CALGreen and the California Building Energy Efficiency Standards, which support reduced energy use and greenhouse gas emissions through energy-efficient building design, water-efficient

Relevant Issue Areas and Policy	Consistency Analysis
energy efficient methods for delivering services. The City supports the development of building standards that enable the community to design energy saving features such as solar energy systems, water efficient landscaping, and sustainable, green, and energy efficient building standards.	landscaping, and sustainable development practices. Implementing projects in the Specific Plan area will be required to comply with water quality requirements of the Los Angeles County Low Impact Development (LID) Manual, including implementation of best management practices to ensure applicable water quality standards are met. Through compliance with these adopted building and environmental standards, the proposed project would support the conservation of non-renewable resources and the City's objectives related to energy efficiency and greenhouse gas reduction. Accordingly, the proposed project would be consistent with this policy.
Issue Area – Mining and Reclamation. The following policies focus on those City policy actions that can be taken to improve environmental compliance, reclamation planning and long-term economic improvement of the mines and quarries (inactive, active and reclaimed) in Irwindale.	
RME Policy 20. The City of Irwindale will encourage site plan designs to provide the appropriate setbacks and/or design features that reduce toxic air contaminants at the source.	Consistent. The Specific Plan establishes development standards and design guidelines that regulate building placement, site layout, circulation, and landscaping for industrial and business park uses. These standards allow for separation between emission-generating activities and site boundaries, incorporation of landscaped buffers, and orientation of buildings and circulation areas to reduce potential exposure to air contaminants. By guiding site design through setback, landscaping, and building configuration requirements consistent with City design standards, the proposed project would support reduction of potential toxic air contaminant exposure at the site design level. Accordingly, the proposed project would be consistent with this policy.
RME Policy 23. The City of Irwindale will actively participate in decisions on the site or expansion of facilities of land uses (e.g., freeway expansions), to ensure the inclusion of air quality Mitigation Measures.	Consistent. The proposed project would not involve the expansion of any freeways or roadways. The project will contribute to off-site improvements such as landscaping, sidewalks and driveways. Accordingly, the proposed project would be consistent with this policy.
RME Policy 25. The City of Irwindale will monitor traffic and congestion to determine when and where the City needs new transportation facilities to achieve increased mobility efficiency.	Not Applicable. This policy relates to the monitoring and management of traffic congestion and the provision of transportation facilities to address congestion. Pursuant to Senate Bill 743, traffic congestion-based impacts are no longer evaluated under CEQA; nonetheless, the Project's consistency with LOS standards and recommended improvements is addressed in the non-CEQA analysis portion of the Transportation Impact Study for the Irwindale Brew Yard Specific Plan, included as Appendix [XX] and discussed in Chapter [XX] of this Draft EIR.

Relevant Issue Areas and Policy	Consistency Analysis
RME Policy 26. The City of Irwindale will design traffic plans, including the development of suggested routes for trucks, to minimize idling time.	Consistent. The Specific Plan requires development projects to utilize designated truck routes and establishes circulation standards intended to support efficient truck movement within and adjacent to the Specific Plan area. By directing truck access to Irwindale Avenue, a designated truck route under the General Plan, and providing internal circulation designed to accommodate truck movements, the proposed project would support efficient freight operations and reduce unnecessary vehicle queuing and idling. Accordingly, the proposed project would be consistent with this policy.
RME Policy 28. The City of Irwindale will require conditions for discretionary approvals that require fugitive dust controls and compliance mechanisms for stationary sources (landfill, composting facilities, aggregate facilities, etc.)	Consistent. The Specific Plan does not propose land uses that would result in the development of any stationary sources such as landfill facilities, composting facilities, or aggregate facilities. The project proposes industrial, light manufacturing, warehouse distribution, logistics, and supporting office uses. Accordingly, the proposed project would be consistent with this policy.
SAFETY ELEMENT	
Policy SAF16.8 – Critical Facilities. Ensure that critical public facilities and infrastructure that support community health and safety are designed to maximize resilience and ability to function during and after a disaster..	Consistent. Development under the proposed project would be required to comply with applicable California Building Code and Fire Code requirements related to emergency access, fire protection, and structural safety. Future implementing projects would be reviewed by the City to ensure adequate emergency vehicle access and site circulation, consistent with Safety Element policies addressing resilience of facilities and emergency response capabilities. Accordingly, the proposed project would be consistent with this policy.
Policy SAF16.10 – Emergency Evacuation. Ensure that evacuation routes are adequately planned, maintained, and accessible to support safe and efficient evacuation during emergencies.	Consistent. The proposed project would include a coordinated internal circulation system and multiple access points connecting to the surrounding public roadway network, including West First Street and Irwindale Avenue. Future implementing projects would be required to comply with applicable City and Fire Code requirements related to emergency access, roadway design, and site circulation. These features would support safe and efficient emergency access and evacuation consistent with Safety Element Policy SAF16.10. Accordingly, the proposed project would be consistent with this policy.

Appendix B.

Legal Description

B. Legal Description

(Placeholder pending legal description)

Appendix C.

Sample Development Tracker

C. Sample Development Tracker

Planning Area	Project Name	Project Square Footage (SF)	Remaining SF within Planning Area	Notes	Percent of Total Specific Plan SF
PA-1					
PA-2					