

# ARCADIA LOGISTICS CENTER SPECIFIC PLAN

*Prepared for:*  
**CITY OF ARCADIA**

*Developed by:*  
**YELLOW IRON INVESTMENTS, LLC**

*Prepared by:*  
**T&B PLANNING, INC.**

**HEARING DRAFT: JANUARY 2016**



# **ARCADIA LOGISTICS CENTER**

## **SPECIFIC PLAN**

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### TABLE OF CONTENTS

<u>SECTION</u>	<u>PAGE</u>
I. Introduction.....	I-1
A. PROJECT SUMMARY.....	I-2
B. STATEMENT OF OBJECTIVES.....	I-2
C. PROJECT LOCATION AND SETTING.....	I-3
D. BACKGROUND.....	I-3
E. AUTHORITY AND SPECIFIC PLAN FORMAT .....	I-9
F. SPECIFIC PLAN CONTENTS AND ORGANIZATION .....	I-10
G. RELATIONSHIP TO THE CITY OF ARCADIA GENERAL PLAN .....	I-10
H. SEVERABILITY CLAUSE.....	I-10
II. Comprehensive Land Use Plan .....	II-1
A. DEVELOPMENT PLANS AND STANDARDS.....	II-1
1. Specific Plan Land Use Plan .....	II-1
2. Permitted and Ancillary Land Uses.....	II-1
3. Project-Wide Planning Standards.....	II-4
4. Conceptual Access Plan .....	II-12
5. Conceptual Drainage Plan .....	II-13
6. Conceptual Water and Sewer Plans .....	II-16
7. Conceptual Grading Plan .....	II-16
8. Comprehensive Maintenance Plan .....	II-16
B. PLANNING AREA STANDARDS .....	II-21
1. Planning Area 1.....	II-21
2. Planning Area 2.....	II-23
III. Design Guidelines .....	III-1
A. PURPOSE AND INTENT .....	III-1
B. INTRODUCTION .....	III-1
C. ARCHITECTURAL DESIGN GUIDELINES.....	III-2
1. Building Form .....	III-2
2. Building Materials, Colors, and Textures.....	III-4

<u>SECTION</u>	<u>PAGE</u>
3. Windows and Doors .....	III-4
4. Functional Elements .....	III-5
D. LANDSCAPE DESIGN GUIDELINES .....	III-8
1. Plant Palette .....	III-8
2. Streetscape .....	III-11
3. Walls and Fencing .....	III-11
4. Lighting .....	III-16
5. Land Use Transitions and Edge Conditions .....	III-17
IV. General Plan Consistency Analysis .....	IV-1
V. Plan Implementation .....	V-1
A. SEVERABILITY .....	V-1
B. MINOR MODIFICATIONS TO THE SPECIFIC PLAN .....	V-1
C. AMENDMENTS TO THE SPECIFIC PLAN .....	V-2
D. SUBDIVISION MAPS .....	V-3
E. DESIGN REVIEW .....	V-3
F. MAXIMUM VEHICLE TRIP CAP & SPECIFIC PLAN LAND USE TRIP BUDGET .....	V-3
G. INFRASTRUCTURE AND OTHER PUBLIC IMPROVEMENTS .....	V-5

<u>FIGURE</u>	<u>TITLE</u>	<u>PAGE</u>
Figure I-1	Regional Map .....	I-4
Figure I-2	Vicinity Map .....	I-5
Figure I-3	Aerial Photograph .....	I-6
Figure I-4	Surrounding Development.....	I-7
Figure I-5	USGS Topographic Map .....	I-8
Figure II-1	Land Use Plan.....	II-2
Figure II-2	Building Heights .....	II-8
Figure II-3	Conceptual Access Plan .....	II-14
Figure II-4	Conceptual Drainage Plan.....	II-15
Figure II-5	Conceptual Water & Sewer Plan.....	II-17
Figure II-6	Conceptual Grading Plan .....	II-18
Figure II-7	Maintenance Plan .....	II-19
Figure II-8	Planning Area 1 .....	II-22
Figure II-9	Planning Area 2 .....	II-24
Figure III-1	Sample Building Elevation.....	III-3
Figure III-2	Conceptual Landscape Plan .....	III-9
Figure III-3	Lower Azusa Road Streetscapes .....	III-12
Figure III-4	Conceptual Wall and Fence Plan .....	III-14
Figure III-5	Wall and Fence Detail .....	III-15
Figure III-6	Edge Conditions .....	III-18
<u>TABLE</u>	<u>TITLE</u>	<u>PAGE</u>
Table II-1	Land Use Plan Statistical Summary.....	II-1
Table II-2	Permitted Uses.....	II-3
Table II-3	Municipal Code Deviations .....	II-4
Table II-4	Maximum Roof and Building Height and Building Altitude .....	II-6
Table II-5	Parking Requirements.....	II-9
Table II-6	Accessible Parking.....	II-10
Table II-7	Parking Stall and Aisle Dimensions .....	II-11
Table III-1	Plant Palette.....	III-10
Table IV-1	General Plan Consistency.....	IV-1
Table V-1	Trip Generation Rates, in PCE .....	V-3

### I. INTRODUCTION

Los Angeles County is home to the Port of Los Angeles (LA) and the Port of Long Beach, which together form the largest and busiest seaport complex in the nation and the eighth largest in the world. In total, the Ports handle approximately 40% of all port-related container traffic entering the United States. The Ports of LA/Long Beach are southern California's gateway to international trade and drive a substantial portion of the regional economy.

From the Ports, imported cargo received from Asia and around the world is transported through California and the southwestern United States by a multi-modal infrastructure system primarily composed of the highway system, local roads, rail yards, and railroads. Most goods received at the Ports are transported by tractor trailer or train to distribution warehouse buildings for storage and sorting before they are sent to retailers and consumers. To support the chain of goods movement from the Ports to end-consumers, southern California has one of the largest clusters of logistics warehouse buildings in North America.



Logistics activities, and the jobs that go with them, depend on an adequate supply of strategically placed warehousing, distribution, and fulfillment facilities along the transportation network.

The primary roadway corridor for goods movement from the Ports of LA/Long Beach is along eastbound Interstate 710 (I-710), State Route 60 (SR-60), and Interstate 10 (I-10). The roadways that feed this corridor are essential to the efficient movement of goods. **Arcadia Logistics Center** is well positioned along State Route 605 (SR-605) and less than two miles from I-10. Its location is ideal to capitalize on the growing demand for logistics warehouse and distribution centers in close proximity to the Ports. With a majority of new logistics centers being located much further east in Riverside and San Bernardino counties, the City of Arcadia is a prime locale and offers a much shorter travel route from the Ports.

Vacancy rates for distribution warehouse buildings in Southern California are at historic lows, and tenants have growing needs for state-of-the-art warehouse buildings to receive, sort, and ship goods. Since the economic downturn in 2008, companies throughout the United States have learned to become more efficient and productivity has been on the rise. Companies are operating more efficiently within their facilities, leading them to demand state-of-the-art features found in new buildings. Retailers are demanding more and more out of distributors, forcing them to combine product lines and provide pick-and-pack services employing larger numbers of people, which all require larger facilities. E-commerce is also an emerging trend that is growing at an accelerating pace. Additionally, as United States consumers buy more goods over the internet, stores are getting smaller and warehouses are getting larger, and this trend is expected to continue.

### A. PROJECT SUMMARY

The 81.3-acre Arcadia Logistics Center Specific Plan accommodates up to 1,688,000 square feet of warehouse, distribution, and fulfillment space in two Planning Areas.

- Planning Area 1 is 43.1 acres and under this Specific Plan, is permitted to consist of one or more buildings with a combined maximum floor area of 945,000 square feet.
- Planning Area 2 is 35.6 acres and under this Specific Plan, is permitted to consist of one or more buildings with a combined maximum floor area of 743,000 square feet.

In addition to the logistics center buildings, Arcadia Logistics Center includes a 2.3-acre private street, in addition to paved parking areas and truck courts, drive aisles, utility infrastructure, landscaping, drainage retention basins, bio-swales, monumentation signage, lighting, property walls, fencing, and gates.

### B. STATEMENT OF OBJECTIVES

This Specific Plan achieves the following objectives:

- Create a comprehensive master plan for the reclamation of a former sand and gravel quarry as a warehouse/distribution logistics and fulfillment center.
- Develop a warehouse/distribution logistics and fulfillment center that is feasible to construct and operate and that is economically competitive with other similar centers.
- Provide economic opportunities and economic and job growth in the City of Arcadia by diversifying the City's available range of industrial and employment-generating uses.
- Provide for a warehouse/distribution logistics and fulfillment center that contains state-of-the art buildings with loading bays in close proximity to I-605 on- and off-ramps.
- Fill an existing need for truck-based goods distribution facilities in the land-constrained metropolitan region of Los Angeles County.
- Identify and provide for water, sewer, drainage, and road facility infrastructure that is required to adequately service the Specific Plan area for the intended uses.
- Identify how the required water, sewer, drainage, and road facility infrastructure will be installed and maintained.
- Provide guidelines and standards for architecture, walls, fencing, signage, lighting, and entry treatments consistent with the City of Arcadia Municipal Code that create a well-defined identity for the Arcadia Logistics Center.
- Provide landscape guidelines that emphasize the use of drought-tolerant and water-efficient plant materials consistent with the City of Arcadia Municipal Code.
- Provide guidelines for energy efficiency that promote the conservation of energy resources used in the construction and operation of the Arcadia Logistics Center.
- Provide for the potential for rooftop solar to offset electricity use and provide net electricity generation for use by other electricity customers.

### **C. PROJECT LOCATION AND SETTING**

As shown on Figure I-1, *Regional Map*, and Figure I-2, *Vicinity Map*, Arcadia Logistics Center is located on a “peninsula” of the City of Arcadia surrounded by the City of El Monte and the City of Irwindale. The site is connected to the rest of the City of Arcadia by a narrow strip of land along Clark Street and Durfee Road. Otherwise, Arcadia Logistics Center is surrounded by the City of El Monte and the City of Irwindale. Prior to its identification as Arcadia Logistics Center, the subject property was used as a sand and gravel quarry and later an inert debris landfill commonly known by the names “Arcadia Reclamation Site” and “Rodeffer Inert Landfill” with the address of 12321 Lower Azusa Road.

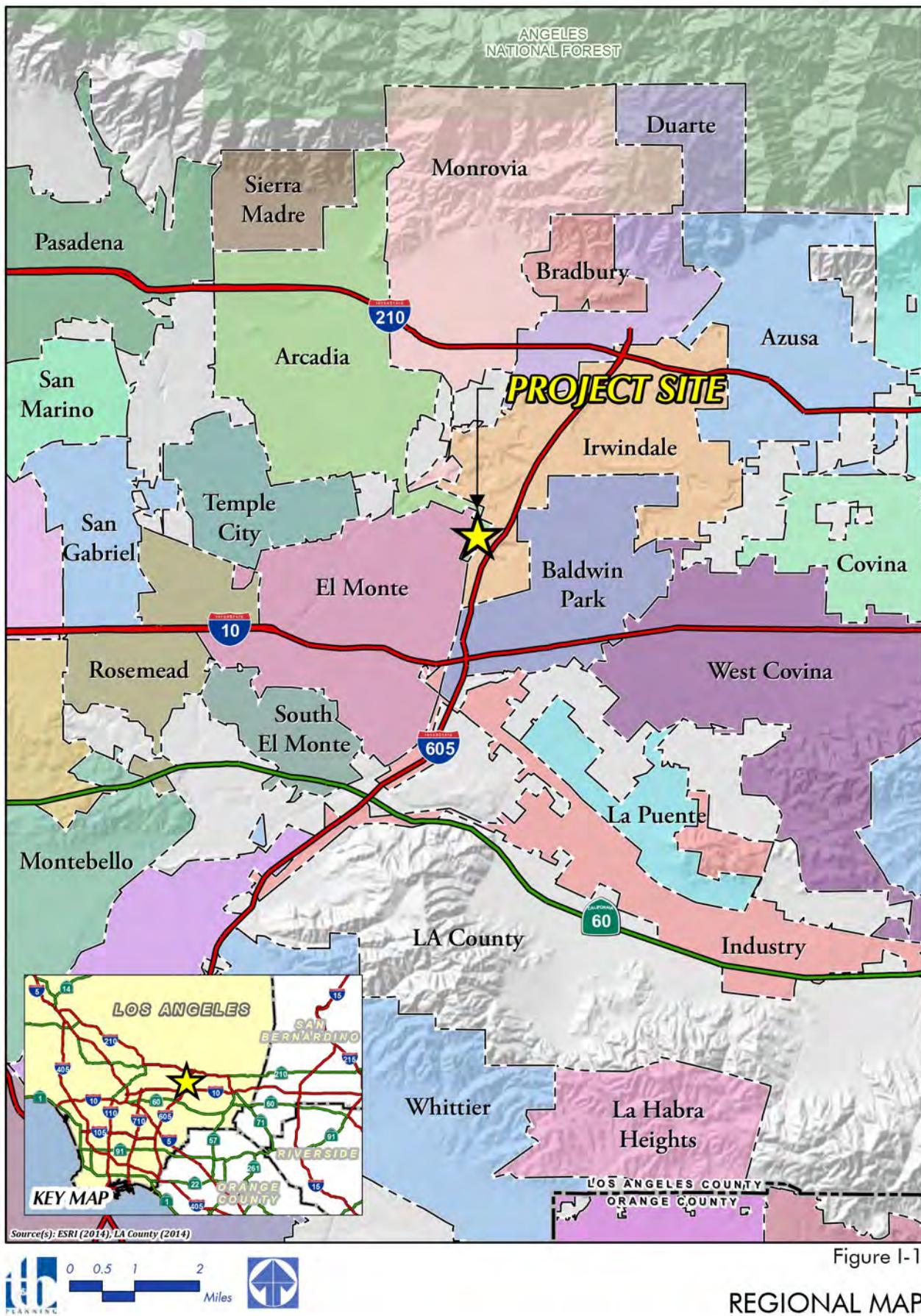
Lower Azusa Road forms the southeastern boundary of Arcadia Logistics Center. As shown on Figure I-3, *Aerial Photograph*, and Figure I-4, *Surrounding Development*, a small commercial office building complex is located in the City of Arcadia on the south side of Lower Azusa Road. A single-family residential neighborhood is located along the west property line in the City of El Monte. An active sand and gravel quarry is located in the City of Irwindale along the north property line and the I-605 Freeway and the San Gabriel River are located to the east of the subject property.

### **D. BACKGROUND**

Arcadia Logistics Center is the site a former sand and gravel quarry, which operated on the property from 1967 to 1990. When mining operations ceased, the depleted quarry was filled and mass graded through an Inert Debris Engineered Fill Operation (IDEFO), authorized by City of Arcadia Conditional Use Permit (CUP) No. 92-003. An IDEFO is a fill operation where inert debris is placed in the former quarry to raise its surface elevation to the land’s approximate natural grade. The fill is compacted and monitored by a geotechnical engineer to confirm that the site is suitable and stable to support future development.

The IDEFO commenced on March 1, 2006. Prior to that time, the site’s westerly slope was stabilized by the installation of a 2.4 million cubic yard buttress fill, which was authorized by City-approved grading permit No. B00-014-488.

As of January 2015, approximately 1,100,000 cubic yards of fill material remained to reach completion. At the current rate of fill, the property is expected to "at grade" for future development in the 4th quarter of 2015 or 1st quarter of 2016, depending on material availability. During the fill operation, the City of Arcadia receives one percent of the gross revenue of the operation, which in 2014 totaled \$133,300.00. Upon completion of the fill operation, all revenue-generating economic activities at the site will stop until construction begins on the Arcadia Logistics Center.



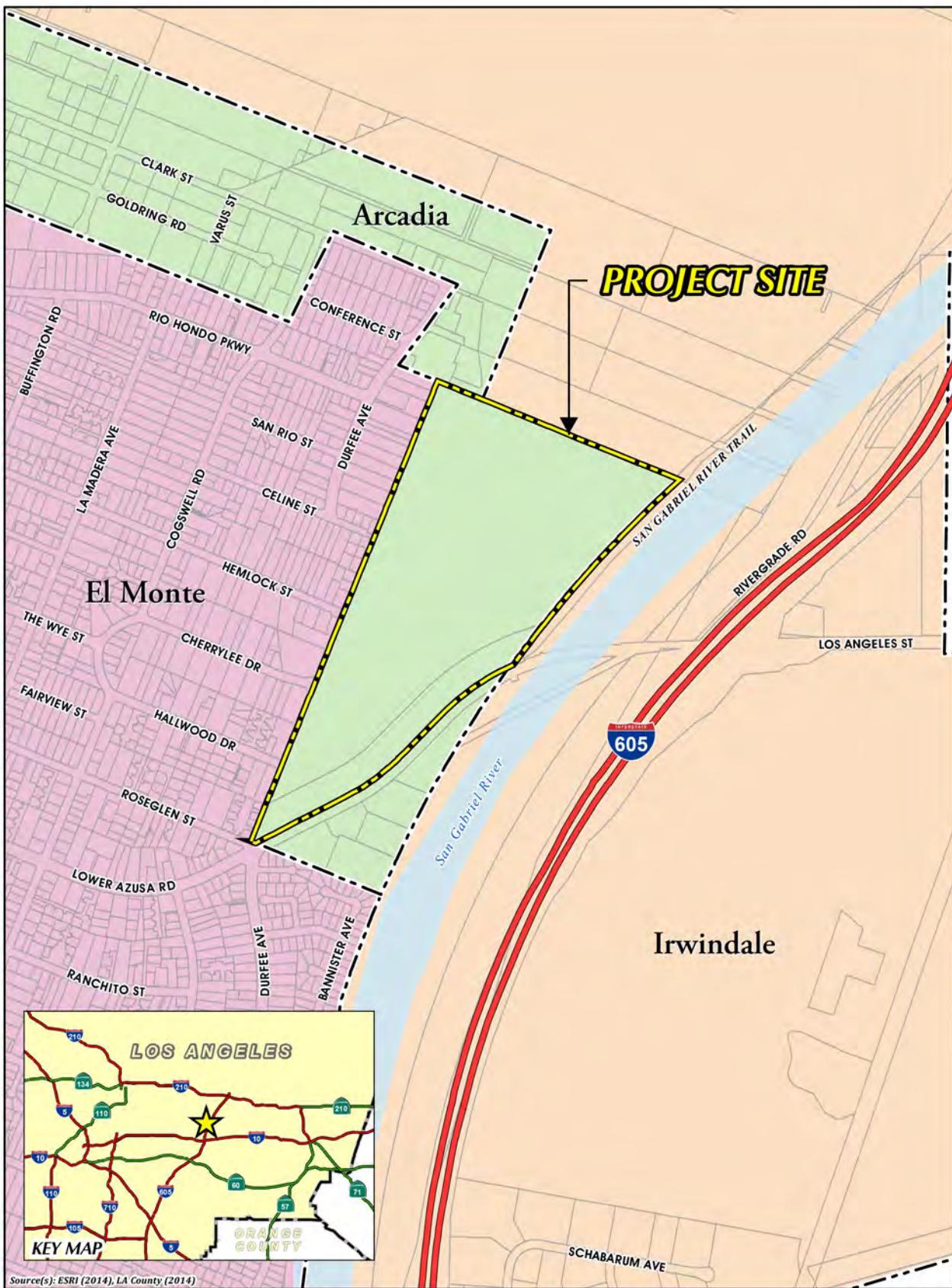
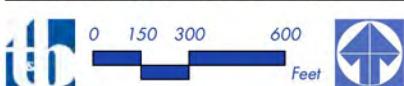


Figure I-2

### VICINITY MAP





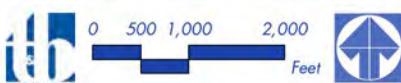
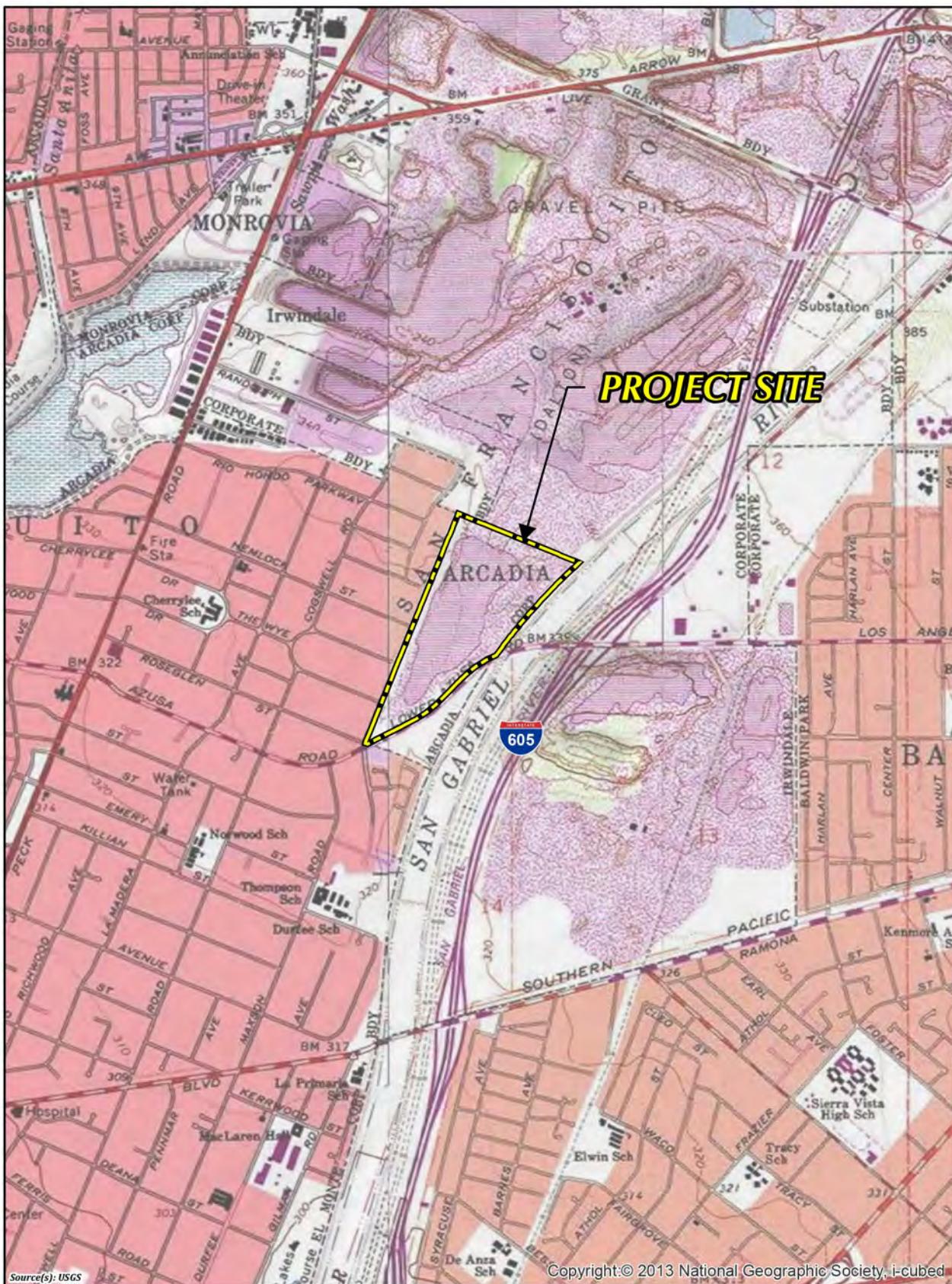


Figure I-5

### **E. AUTHORITY AND SPECIFIC PLAN FORMAT**

This Specific Plan is a regulatory document prepared pursuant to the provisions of California Government Code §§ 65450 through 65457, which grants local government agencies the authority to prepare Specific Plans for the systematic implementation of their General Plan for all or part of the area covered by the General Plan. While the City of Arcadia General Plan covers the entire City, the Arcadia Logistics Center Specific Plan concentrates on the individual development issues of approximately 81.3 acres of land located in the southeast portion of the City.

California Government Code §§ 65450 through 65457 establish the authority to adopt a Specific Plan, identify the required contents of a Specific Plan, and mandate consistency with the General Plan. According to California Government Code §65451:

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

This Specific Plan includes each of the required elements listed above and establishes the essential link between the policies of the General Plan and the Arcadia Logistics Center property. All future development plans and implementing actions within the Arcadia Logistics Center are required to be consistent with the regulations set forth in this Specific Plan and with all other applicable City regulations.

### **F. SPECIFIC PLAN CONTENTS AND ORGANIZATION**

This Arcadia Logistics Center Specific Plan is a regulatory document that establishes the land use designations, intensities, development standards (zoning), and design guidelines for the 81.3-acre property. In addition, circulation and other infrastructure improvements such as water, wastewater, and flood control/drainage systems are addressed by this Specific Plan to ensure their proper sizing and timely installation.

This Specific Plan is divided into the following sections:

- Section 1 - Introduction
- Section 2 – Comprehensive Land Use Plan
- Section 3 – Design Guidelines
- Section 4 – General Plan Consistency Analysis
- Section 5 – Plan Implementation

### **G. RELATIONSHIP TO THE CITY OF ARCADIA GENERAL PLAN**

This document defines the methods and requirements for development of the Arcadia Logistics Center property to ensure that applicable General Plan policies are implemented, and to insure that the Arcadia Logistics Center, as governed by this Specific Plan, is consistent with all provisions of the General Plan. The General Plan, which states long-term goals, principles and policies for achieving the City's ultimate vision, and guides the growth and development of the City, is mandated by State law. The General Plan is a long term policy document that includes abiding principles for the topics of land use, community design, mobility, housing, environmental resources, safety, parks and recreation, social resources, and community economics.

The 81.3-acre Specific Plan area comprises a majority of “Focus Area M” identified by the City of Arcadia General Plan. Focus Area M is one of six areas that the City determined is appropriate to support infill growth and land use transition over the long-term. The City of Arcadia General Plan designates the property as “Commercial/Light Industrial.” The General Plan states that land designated Commercial/Light Industrial “provides areas for a complementary mix of light manufacturing businesses, limited auto service and repair, and support office and retail uses.” This Specific Plan describes a mixture of e-commerce, fulfillment, warehouse, general light industrial, and manufacturing uses planned on the Arcadia Logistics Center site, which is consistent with the underlying General Plan Land Use designation of Commercial/Light Industrial. The Specific Plan document also describes the development’s character, relationship of uses, access, parking, building form, and landscaping. Refer to Section IV, *General Plan Consistency Analysis*, for more information.

### **H. SEVERABILITY CLAUSE**

This Specific Plan document enables the City of Arcadia to facilitate the processing and approval of implementing permits and entitlements necessary for development of the Arcadia Logistics Center.

If any regulation, condition, program, or portion of this Specific Plan is held invalid or unenforceable, such portions shall be deemed separate, distinct, and independent provisions, and the invalidity of such portions or provisions shall not affect the validity and enforceability of the remaining provisions contained herein.

### II. COMPREHENSIVE LAND USE PLAN

#### A. DEVELOPMENT PLANS AND STANDARDS

##### 1. Specific Plan Land Use Plan

The Arcadia Logistics Center Specific Plan is comprised of two Planning Areas. Figure II-1, *Land Use Plan*, depicts the physical arrangement of the Planning Areas, as well as major circulation elements of the Specific Plan. Table II-1, *Land Use Plan Statistical Summary*, lists each planning area and their respective land use category, acreage, and allowable development intensity. The maximum total buildout of this Specific Plan is shown in the table below.

Buildings within the Specific Plan may be constructed across the Planning Area boundary. Any building constructed within both Planning Areas shall conform to the most restrictive requirements of each Planning Area. Allocation of building square footage to each Planning Area shall be based on the portion of the building's lot area that is within each Planning Area. As an example, a 200,000 square foot building on a 10-acre lot that straddles both Planning Areas, with 4.0 acres in Planning Area 1 and 6.0 acres in Planning Area 2, would have 80,000 square feet of building space allocated to Planning Area 1 and 120,000 square feet of building space allocated to Planning Area 2.

**Table II-1 Land Use Plan Statistical Summary**

PLANNING AREA	LAND USE	ACREAGE	MAXIMUM FLOOR AREA RATIO	MAXIMUM BUILDING SQUARE FOOTAGE
1	Light Industrial	43.1 ac	0.50	945,000 s.f.
2	Light Industrial	35.6 ac	0.50	743,000 s.f.
-	Circulation	2.6 ac	-	-
<b>Total</b>		<b>81.3 ac</b>		<b>1,688,000 s.f.</b>

##### 2. Permitted and Ancillary Land Uses

Within the geographic boundaries of the Arcadia Logistics Center Specific Plan, all land area and structures/facilities thereon may only be developed, divided, and/or used for those activities listed in Table II-2, *Permitted Uses*.

A use that is not specifically listed in Table II-2 is deemed a prohibited use unless otherwise allowed by the City of Arcadia Development Services Director.



Figure II-1

### LAND USE PLAN

Table II-2 Permitted Uses

USE	ADDITIONAL NOTES <sup>4, 5</sup>
E-Commerce	May include ancillary office and/or retail uses, including corporate, subsidiary, and regional managing offices.
General Light Industrial	May include ancillary office and/or retail uses, including corporate, subsidiary, and regional managing offices.
High-Cube Warehouse <sup>1</sup>	May include ancillary office, retail, and/or interior maintenance areas, including corporate, subsidiary, and regional managing offices.
Industrial Park	May include ancillary office and/or retail uses, including corporate, subsidiary, and regional managing offices.
Manufacturing <sup>2</sup>	May include ancillary office and/or retail uses, including corporate, subsidiary, and regional managing offices.
Shipping/Parcel Delivery	May include ancillary office and/or retail uses, including corporate, subsidiary, and regional managing offices. May also include indoor vehicular maintenance facilities for parcel delivery vehicles as an ancillary use; vehicular maintenance outside, in parking areas, or truck courts is not permitted. <sup>6</sup>
Warehousing <sup>3</sup>	May include ancillary office, retail, and/or interior maintenance areas, including corporate, subsidiary, and regional managing offices.

**Notes:**

- 1: High cube warehouse is a building type that caters to the storage and consolidation of manufactured goods (and to a lesser extent, raw materials) prior to their distribution to retail locations or other warehouses. These facilities are generally very large buildings with a high level of automation, and lower employment counts per s.f. than general warehousing.
- 2: Manufacturing processes that require more than 3,000 gallons of water per day per acre of building area shall not be permitted.
- 3: Warehousing uses shall be limited to a maximum of 1,100,000 s.f. throughout the Specific Plan Area. This limit shall not be applied to any other land uses specified in this Specific Plan, including High-Cube Warehouse uses.
- 4: The combination of ancillary office and retail space shall be limited to a maximum of 25% of the floor area or 18,000 s.f. per building, whichever is less.
- 5: Refrigerated uses (includes chilled, cold, and freezer space) shall be limited to a maximum of 422,000 s.f. throughout the Specific Plan area.
- 6: Vehicle maintenance shall be limited to those vehicles affiliated to the shipping/parcel delivery building user. Vehicle maintenance shall not be conducted on vehicles unaffiliated with the building user or as a separate business from the shipping/parcel delivery use.

### 3. Project-Wide Planning Standards

Development within the Specific Plan shall be governed by the following development standards. The development standards listed in the Arcadia Municipal Code (Article IX Division and Use of Land, Chapter 2, Zoning Regulations) shall apply within the Specific Plan unless explicitly discussed below. For informational purposes, deviations from the Arcadia Municipal Code are listed in Table II-3, *Municipal Code Deviations*.

**Table II-3 Municipal Code Deviations**

DEVELOPMENT STANDARD	EXISTING CITY ZONING DEVELOPMENT STANDARD	SPECIFIC PLAN DEVELOPMENT STANDARD
Building Height	Height restriction of 40 feet or 3 stories (Section 9265.2.1) plus 10 feet for architectural projections (50 feet total).	Planning Area 1: Height restriction of 48 feet plus 8 feet for architectural projections (56 feet total). <sup>12</sup> Planning Area 2: Height restriction of 52 feet plus 8 feet for architectural projections (60 feet total).
Parking	Warehouses: 2 spaces per 1,000 sq. ft. of gross floor area (Section 9269.5).	Automobiles: 1 space per 250 s.f. of ancillary office and retail use. 1 space per 1,000 s.f. for the first 10,000 s.f. of E-Commerce, High-Cube Warehouse, Industrial Park, Shipping/Parcel Delivery, and Warehousing use. 1 space per 3,000 s.f. for the second 10,000 s.f. of E-Commerce, High-Cube Warehouse, Industrial Park, Shipping/Parcel Delivery, and Warehousing use, and 1 space per 5,000 s.f. of E-Commerce, High-Cube Warehouse, Industrial Park, Shipping/Parcel Delivery, and Warehousing space over 20,000 s.f. Trucks: 1 stall at each truck loading dock door.

Note:

- 1: Building walls along the western property line, adjacent to off-site residential uses, shall be a maximum of 45 feet high from finished floor, plus 8 feet for architectural projections.
- 2: All architectural projections on the roof will be offset 75' from the western property line.

#### a. Minimum Lot Requirements

- (1) The minimum lot size for implementing projects shall be 5 acres.
- (2) The average floor area ratio (FAR) for each lot within the Specific Plan area shall be 0.50.

(3) The average minimum landscape coverage for each lot within the Specific Plan area shall be 10%

### b. Minimum Setback Requirements

- (1) The minimum setback requirement from the Private Drive to the primary structures, ancillary structures, parking, truck courts, walls, and fences is 10 feet.
- (2) The minimum setback requirement from Lower Azusa Road to the primary structures, ancillary structures, parking, truck courts, walls, and fences is 20 feet.
- (3) Primary structures adjacent to Lower Azusa Road shall not have walls parallel to the public roadway right-of-way.
- (4) The minimum setback requirement from off-site property zoned Residential to primary and ancillary structures is 60 feet. Drive aisle, parking, and truck courts are permitted within the minimum setback.
- (5) The minimum setback requirement from off-site property zoned Industrial to drive aisles, parking, and truck courts, is 5 feet.
- (6) The minimum setback requirement from off-site property zoned Industrial to the primary and ancillary structures is 30 feet.

### c. Minimum Building Separation Requirements

- (1) Architectural projections, including but not limited to pedestrian entry overhangs, may encroach into the minimum building separation by no more than 10 feet from each building.
- (2) Ancillary structures, including but not limited to trash enclosures, are exempt from the building to building separation requirement.

### d. Building Height

- (1) Building height shall be measured from finished floor to the highest point of building, including any roof-mounted equipment, accessory structural items (e.g. parapets), and mechanical equipment.
- (2) Total roof height and exterior building height for buildings within each Planning Area shall comply with Table II-4, *Maximum Roof and Building Height*. Finished buildings may not exceed the maximum building altitude above mean sea level (AMSL) as shown in Table II-4. Maximum building and roof height is illustrated on Figure II-2, *Building Heights*.

**Table II-4 Maximum Roof and Building Height and Building Altitude**

PLANNING AREA	ROOF HEIGHT	BUILDING HEIGHT	BUILDING ALTITUDE
Planning Area 1 <sup>1,2</sup>	48 feet	56 feet	405 feet AMSL
Planning Area 2	52 feet	60 feet	410 feet AMSL
Note:			
1: Building walls along the western property line, adjacent to off-site residential uses, shall be a maximum of 45 feet high from finished floor, plus 8 feet for architectural projections.			
2: All architectural projections on the roof will be offset 75' from the western property line.			

- (3) Roof height shall be measured from finished floor to the tallest spot on the building's roof at the point closest to the property line, excluding any roof-mounted equipment, accessory structural items (e.g. parapets), and mechanical equipment.
- (4) Roof-mounted equipment, accessory structural items (e.g. parapets), and mechanical equipment pursuant to Municipal Code Section 9265.2.6 shall not exceed eight feet above the roof of any building, even if the roof height is lower than the maximum allowed by this Specific Plan. Roof-mounted equipment, accessory structural items, and mechanical equipment height is illustrated on Figure II-2, *Building Height*.
- (5) Solar panels and equipment shall not exceed eight feet above the roof of any building, even if the roof height is lower than the maximum height allowed by this Specific Plan.

### e. Windows

- (1) No window opening shall be permitted on buildings in Planning Area 1 facing a residentially zoned property unless windows are placed a minimum of 8'-0" above floor height or windows use translucent glazing.
- (2) Windows that are visible to residential properties above the perimeter wall shall use a faux treatment, or be covered with a privacy film, or use translucent glazing that allows light to pass through the opening, to ensure visibility is restricted through the windows.

### f. Lighting

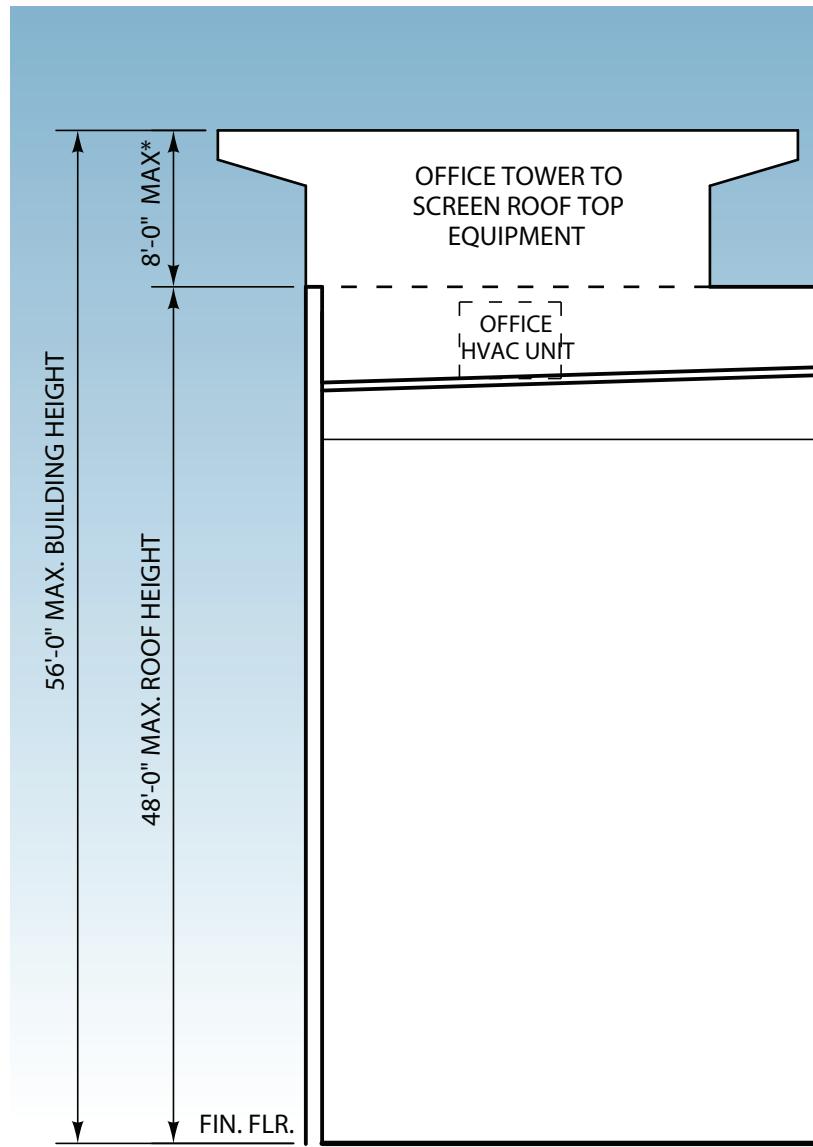
- (1) Lighting shall be hooded and oriented to reflect away from adjoining properties and streets.
- (2) Light fixtures shall be placed such that the light source (bulb) is positioned no more than thirty (30) feet above the grade underneath the light fixture.

- (3) Where the Specific Plan abuts residentially zoned property, light bulbs within 100 horizontal feet of the residential property line shall not exceed fifteen (15) feet above the grade underneath the light fixture.

**g. Landscaping**

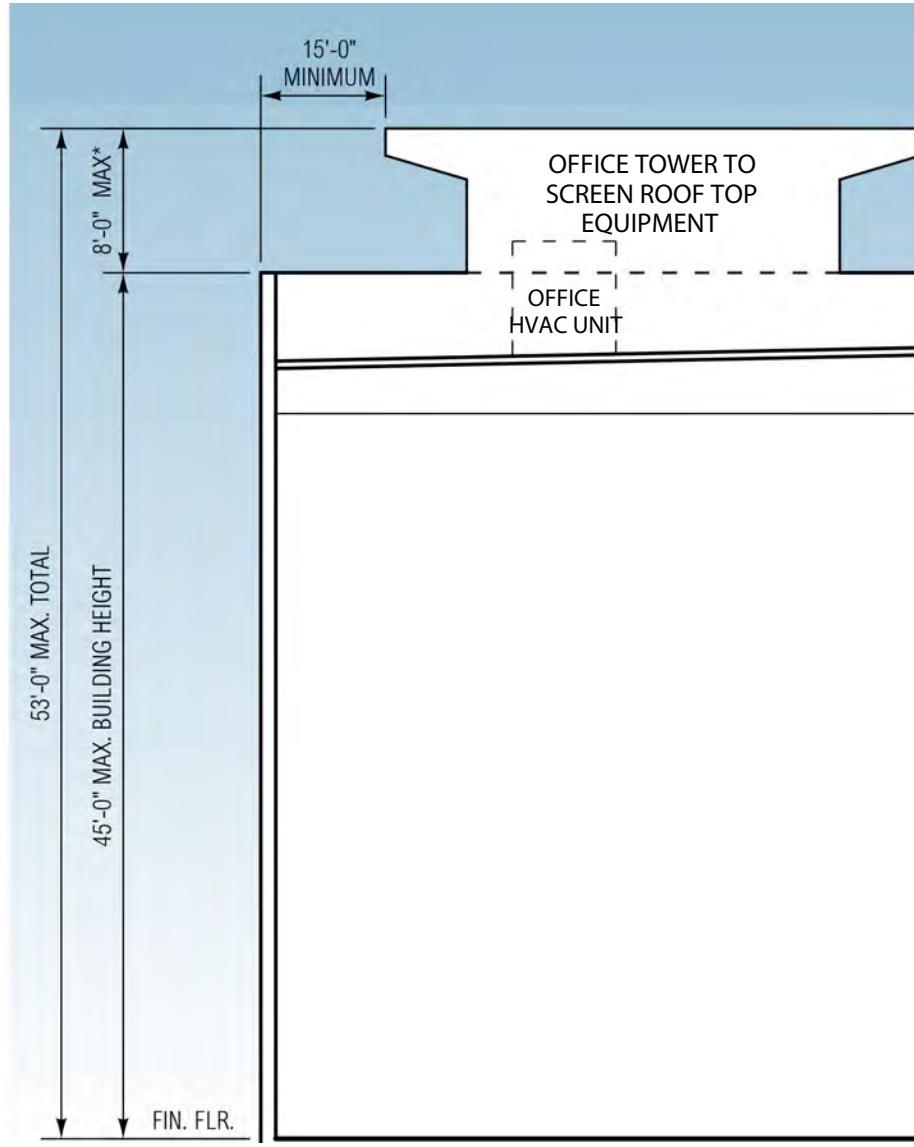
- (1) A landscape planting strip with a minimum width of seven (7) feet shall be provided between the property line adjacent to existing residential uses north of Celine Street, and any hardscape, including sidewalks and drive aisles within the Specific Plan area. A landscape planting strip with a minimum width of fifteen (15) feet shall be provided between the property line adjacent to existing residential uses south of Celine Street and any hardscape, including sidewalks and drive aisles within the Specific Plan area.
- (2) The landscape strip adjacent to residential uses shall be planted with evergreen trees, such that the canopy of the trees when they mature will overlap and create a solid screen between the ARCADIA LOGISTICS CENTER and the residential uses.
- (3) Trees planted within 15' of the west property line in Planning Area 1 shall be staggered.
- (4) Sufficient trees shall be planted in the parking lots (excluding truck courts) so that 15 years after the development construction is completed, at least 40 percent of the vehicle parking lots will be shaded. Landscaping plans submitted for the parking lots shall include a tree cover survey that shows the extent of shade 15 years following the date of completion of construction.

### PLANNING AREA 1

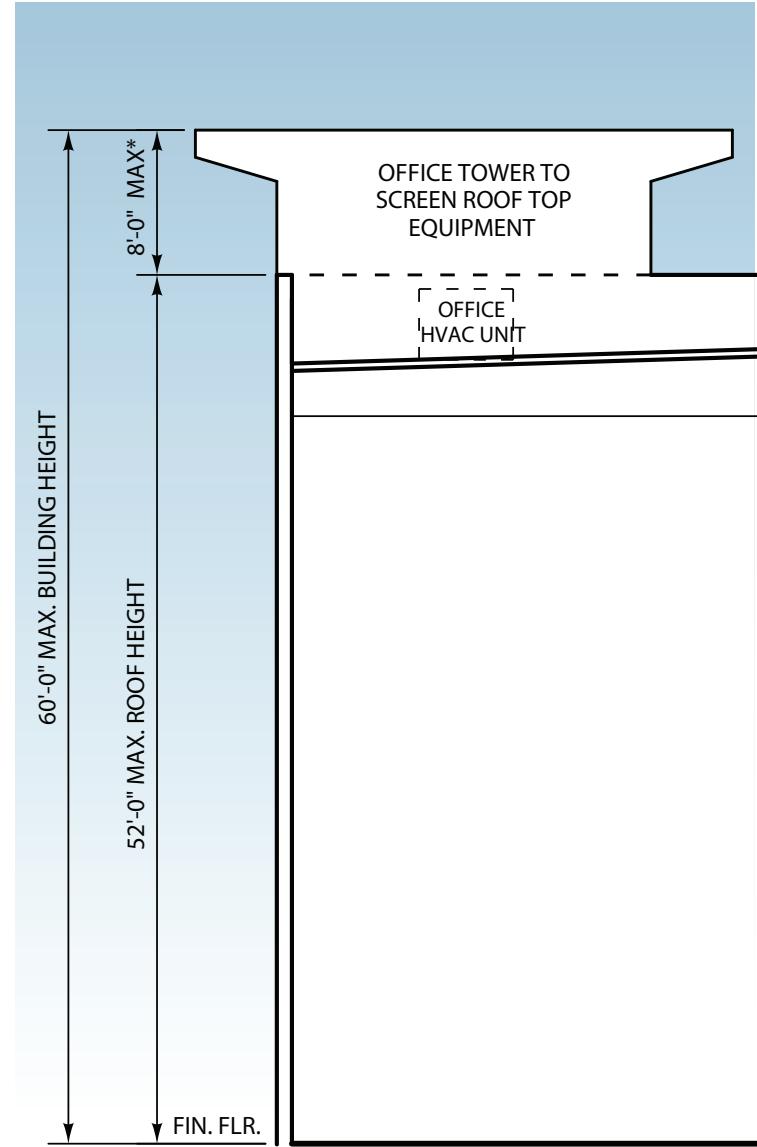


### PLANNING AREA 1

(Adjacent to Off-Site Residential)



### PLANNING AREA 2



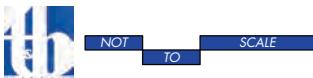
#### PROPOSED SPECIFIC PLAN MAX DEVELOPMENT STD.

\* ALLOWANCE FOR BUILDING APPURTENANCES & ROOF TOP MOUNTED EQUIPMENT

NOTES:

1. ACTUAL BUILDING HEIGHTS MAY BE LESS THAN THE MAXIMUM HEIGHTS DEPICTED
2. ALL ARCHITECTURAL PROJECTIONS ON THE ROOF WILL BE OFFSET 75' FROM THE WESTERN PROPERTY LINE

Source(s): RGA (12-5-14)



### h. Parking

(1) Parking shall be provided on each lot to accommodate the minimum number of parking spaces specified Table II-5, *Parking Requirements*.

Table II-5  
Parking Requirements

USE	AUTOMOBILE SPACES	TRUCK TRAILER SPACES
E-Commerce	1 space/1,000 s.f. for first 10,000 s.f. of e-commerce use 1 space/3,000 s.f. for second 10,000 s.f. of e-commerce use 1 space/5,000 s.f. for e-commerce space over 20,000 s.f.	Truck trailer parking: parking stalls for truck trailers shall be provided at a ratio of 1 stall at each truck loading dock door.
General Light Industrial	1 space/1,000 s.f. for first 10,000 s.f. of general light industrial use 1 space/3,000 s.f. for second 10,000 s.f. of general light industrial use 1 space/5,000 s.f. for general light industrial space over 20,000 s.f.	
High-Cube Warehouse	1 space/1,000 s.f. for first 10,000 s.f. of high-cube warehouse use 1 space/3,000 s.f. for second 10,000 s.f. of high-cube warehouse use 1 space/5,000 s.f. for high-cube warehouse space over 20,000 s.f.	
Industrial Park	1 space/1,000 s.f. for first 10,000 s.f. of industrial park use 1 space/3,000 s.f. for second 10,000 s.f. of industrial park use 1 space/5,000 s.f. for industrial park space over 20,000 s.f.	
Manufacturing	1 space/1,000 s.f. for first 10,000 s.f. of manufacturing use 1 space/3,000 s.f. for second 10,000 s.f. of manufacturing use 1 space/5,000 s.f. for manufacturing space over 20,000 s.f.	

Table II-5

Parking Requirements

USE	AUTOMOBILE SPACES	TRUCK TRAILER SPACES
Shipping and Parcel Delivery	1 space/1,000 s.f. for first 10,000 s.f. of shipping/parcel delivery use 1 space/3,000 s.f. for second 10,000 s.f. of shipping/parcel delivery use 1 space/5,000 s.f. for shipping/parcel delivery space over 20,000 s.f.	
Office and Retail	1 spaces /250 s.f. of ancillary office and retail use	
Warehousing	1 space/1,000 s.f. for first 10,000 s.f. of warehouse use 1 space/3,000 s.f. for second 10,000 s.f. of warehouse use 1 space/5,000 s.f. for warehouse space over 20,000 s.f.	
<p>Example: A building with 220,000 s.f. of total space, containing 200,000 s.f. of warehouse space and 20,000 s.f. of office space requires: 10 parking spaces for the first 10,000 s.f. of warehouse space (<math>10,000 / 1,000 = 10</math>); 3.33 parking spaces for the second 10,000 s.f. of warehouse space (<math>10,000 / 3,000 = 3.33</math>); 36 parking spaces for the remaining 160,000 s.f. of warehouse space (<math>180,000 / 5,000 = 36</math>); and 80 parking spaces for the 20,000 s.f. of office (<math>20,000 / 250 = 80</math>), for a total of 129.33 parking spaces, which should be rounded up to 130 parking spaces total.</p>		

(2) Accessible parking shall be provided on each lot in accordance with Table II-6, *Accessible Parking*.

Table II-6 Accessible Parking

NO. OF AUTOMOBILE SPACES PROVIDED	NO. OF ACCESSIBLE SPACES PROVIDED
1—25	1
26—50	2
51—75	3
76—100	4
101—150	5
151—200	6
201—300	7
301—400	8
401—500	9
501—1,000	2% of total spaces
1,001 and over	20 plus 1 for each 100 spaces or fraction thereof over 1,001

- (3) All required parking spaces shall be provided on the building's lot. Off-site parking to meet minimum parking space requirements shall not be permitted, unless there is a recorded reciprocal parking agreement with another lot within the boundary of the Arcadia Logistics Center Specific Plan.
- (4) Bicycle parking shall be provided at a ratio of 5% of the required automobile parking.
- (5) Parking areas shall be paved.
- (6) Parking spaces shall be sized in accordance with Table II-7, *Parking Stall and Aisle Dimensions*.

**Table II-7 Parking Stall and Aisle Dimensions**

ANGLE	STALL WIDTH*	STALL LENGTH	PERPENDICULAR WIDTH	AISLE WIDTH	TOTAL WIDTH	SPACING	DIRECTION
0°	10'	24'	10'	14'	24'	0'	One-Way
	10'	24'	10'	20'	30'	0'	Two-Way
30°	8'6"	20'	17'5""	16'	33'5"	17'	One-Way
			17'5"	20'	37'5"	17'	Two-Way
45°	8'6"	20'	20'2"	16'	36'2"	12'	One-Way
	8'6"	20'	20'2"	20'	40'2"	12'	Two-Way
60°	8'6"	20'	21'7"	20'	41'7"	9'10"	One and Two Way
90°	8'6"	20'	20'	25'	45'	8'6"	One and Two Way

\* A parking stall shall be no less than 11'-6" in width when said parking stall is adjacent to columns on both sides which are within 4'-0" of the open end of the stall or when said parking stall is adjacent to a wall, fence or a property line.

- (7) Each parking space shall be clearly delineated with paint or other easily distinguishable material to provide a parking area of seven (7) feet in width in between two marked islands one (1) foot six (6) inches in width.
- (8) Wheel stops or a planter curb shall be provided for each parking space adjacent to and facing a wall, building, walkway, utility cabinet or structure. Said wheel stop or planter curb

shall be set a minimum of thirty-six (36) inches from the forward end of the parking stall. Said wheel stops or planter curbs shall be six (6) inches high and made of concrete or other durable material subject to the approval of the Development Services Director. If a planter curb is used in lieu of a wheel stop, the planted area contained in the required parking space shall not be considered as part of any required dimensions of landscape buffers and shall not be included in the percentage of the parking area required to be landscaped.

- (9) The only vehicular activity that can occur within 200 feet of the western property boundary between 9:00 PM and 7:00 AM is vehicular movement and parking; loading and unloading is prohibited unless an acoustical study is performed which demonstrates that noise levels from loading and unloading activities will be below the maximum acceptable noise levels specified in the City of Arcadia and City of El Monte Municipal Codes.

### i. Loading Areas

- (1) There shall be no building loading dock doors (also called loading bay doors) located within the first 200 feet from the western property line.
- (2) Building access doors within 200 feet and facing the western property line shall be used for emergency purposes only between the hours of 9:00pm and 7:00am, and will be closed and secured to limit night time sound from interior building operations.

### j. Access Gates

- (1) Check-in points for trucks shall be located so that a minimum of two tractor trailers may stack at the gate.

## 4. Conceptual Access Plan

### a. Site Access

Access to Arcadia Logistics Center is provided from Lower Azusa Road at four locations as shown on Figure II-3, *Conceptual Access Plan*. The primary entry to Arcadia Logistics Center is from the signalized intersection at Lower Azusa Road and the Private Drive. A deceleration lane on westbound Lower Azusa Road shall be provided for the intersection with the Private Drive. All truck traffic entering and exiting the site shall be required to use this signalized intersection. The Private Drive consists of a 60-foot right-of-way with a 52-foot paved section and 4-foot parkway on either side of the roadway.

All trucks exiting the site shall turn left (eastbound) on to Lower Azusa Road. The Arcadia Logistics Center Property Owners Association shall prepare and enforce an on-site truck operation plan to ensure truck exit compliance by Project users. Signage shall be installed for all truck exits.

Truck and passenger car access to each building within Arcadia Logistics Center is provided from the Private Drive. In addition, secondary access for passenger cars shall be provided from Lower Azusa Road in three additional locations, one into Planning Area 1 and two into Planning Area 2.

### b. Emergency Access

Emergency access is provided from the Primary Drive and the three secondary access points from Lower Azusa Road. Emergency vehicle access also shall be provided around the perimeter of Arcadia Logistics Center within the travel lanes of the on-site parking areas. Emergency access gates along the perimeter emergency vehicle access shall be provided between each lot for future implementing projects.

All portions of any building shall be provided with a minimum 20-foot wide access road to within 150 feet of the structure. Fire access shall be provided for ladder trucks parallel to one side of each building. The ladder truck access road shall be a minimum width of 26 feet and located no less than 15 feet and no more than 30 feet from the building. Minimum height clearance for the ladder truck access road shall be 13 feet 6 inches and shall not be imposed upon by vegetation or landscaping. The ladder truck access road shall be provided with an inside turning radius no less than 24 feet and an outside turning radius of no less than 48 feet.

## 5. Conceptual Drainage Plan

The general direction of stormwater runoff leaving the property in its pre-development condition is southerly, toward Lower Azusa Road and the San Gabriel River. As shown in Figure II-4, *Conceptual Drainage Plan*, Arcadia Logistics Center provides for a series of water quality basins to provide first-flush capture and detention of water runoff before stormwater is discharged from the site.

Based on final grading and hydrology calculations for future implementing projects, ARCADIA LOGISTICS CENTER will discharge water from the four basins into a subsurface stormwater conveyance line that will outlet to the San Gabriel River in one of three locations. The final selection of the outlet location is to be determined at the time the Final Parcel Map is processed and approved by the City of Arcadia.

Option SD-1 provides for an outlet from a basin just north of Lower Azusa Road into the San Gabriel River adjacent to the ARCADIA LOGISTICS CENTER. Options SD-2 and SD-3 provide for an off-site extension of the storm drain system, either to the north or to the south of an industrial park located across Lower Azusa Road from the ARCADIA LOGISTICS CENTER. Both of these options outlet the storm flows into the San Gabriel River south of Lower Azusa Road.

Additionally, sub-surface water storage chambers that serve water quality filtration purposes are allowed within the ARCADIA LOGISTICS CENTER in lieu of or partially in lieu of surface basins. Sub-surface chambers shall be required if there is insufficient water quality basin volume in the surface basins to store the required quantity of water prior to discharge into the San Gabriel River. If sub-surface chambers are used for water quality purposes, water is permitted to be retained for 50 year and greater storm events in the truck courts of the logistics center buildings.

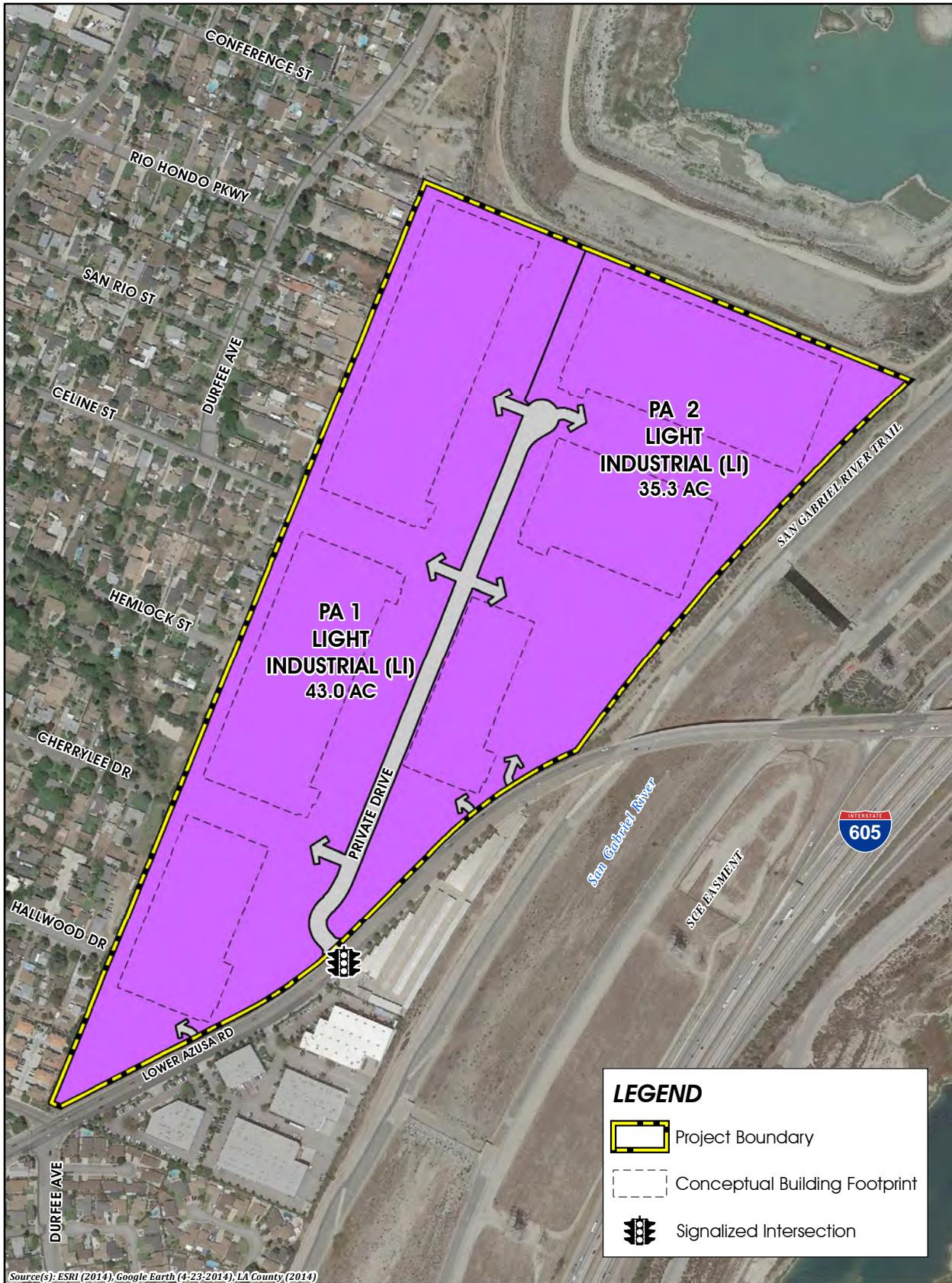


Figure II-3

### CONCEPTUAL ACCESS PLAN



Figure II-4

### CONCEPTUAL DRAINAGE PLAN

### 7. Conceptual Water and Sewer Plans

As shown on Figure II-5, *Conceptual Water & Sewer Plan*, Arcadia Logistics Center provides private water and sewer infrastructure to both Planning Areas.

An existing 18-inch San Gabriel Valley Water Company water main is located within Lower Azusa Road. Two connections to the existing water main are provided within the intersection of Lower Azusa Road and the Private Drive. A loop system comprised of two, 12-inch water mains run the length of the Private Drive. The location of stub outs into each Planning Area from the 12-inch water mains, and the location and layout of water lines within each Planning Area shall be determined per future implementing projects.

The ARCADIA LOGISTICS CENTER provides two options for sewer service. Option SS-1 provides for an off-site gravity main located in Lower Azusa Road, with a connection to an existing main located in the intersection of Dufree Avenue and Lower Azusa Road, south of the ARCADIA LOGISTICS CENTER. Option SS-1 would utilize the City of El Monte sewer system. Option SS-2 provides for a force main within Lower Azusa Road along the western property line, with a connection to an existing force main located at the northwest corner of the ARCADIA LOGISTICS CENTER site. Option SS-2 would utilize the City of Arcadia sewer system. The final selection of the sewer option is to be determined at the time the Final Parcel Map is processed and approved by the City of Arcadia.

### 8. Conceptual Grading Plan

As the Inert Debris Engineered Fill Operations concludes on the site, the ground elevations will be brought up to elevations suitable for construction as shown on Figure II-6, *Conceptual Grading Plan*. In places where the site elevation does not match the elevation of the surrounding properties, landscaped slopes with a maximum grade of 2:1 shall be provided within the Specific Plan area in order to match off-site grades at the property line.

Water quality retention basins, the exact size and location of which will be determined at the time of individual implementing projects, will have a maximum side slope of 3:1.

### 9. Comprehensive Maintenance Plan

Both Planning Areas within the Arcadia Logistics Center are served by shared vehicular access, utilities, and water quality basins. In order to ensure the proper long term maintenance and operation of this shared infrastructure, Arcadia Logistics Center shall create and maintain a Property Owners Association.

As shown in Figure II-7, *Maintenance Plan*, the Arcadia Logistics Center Property Owners Association has the responsibility to maintain all storm water systems, including storm drains and water quality basins, the Private Drive, the loop water main located within the Private Drive from its connection to the existing water main located in Lower Azusa Road, and the sewer line from its connection to the existing sewer system located in Dufree Avenue. The Arcadia Logistics Center Property Owners Association bears

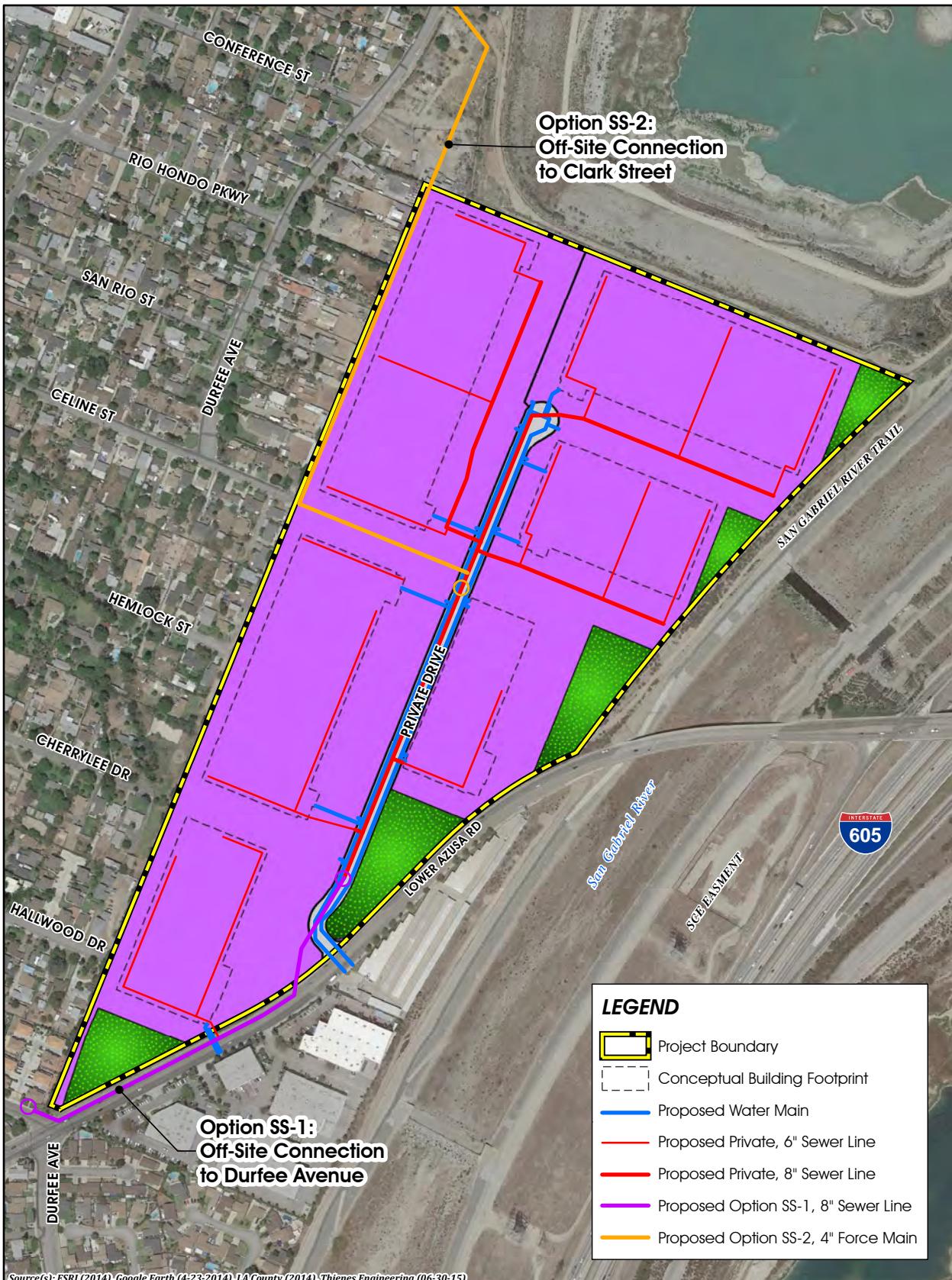
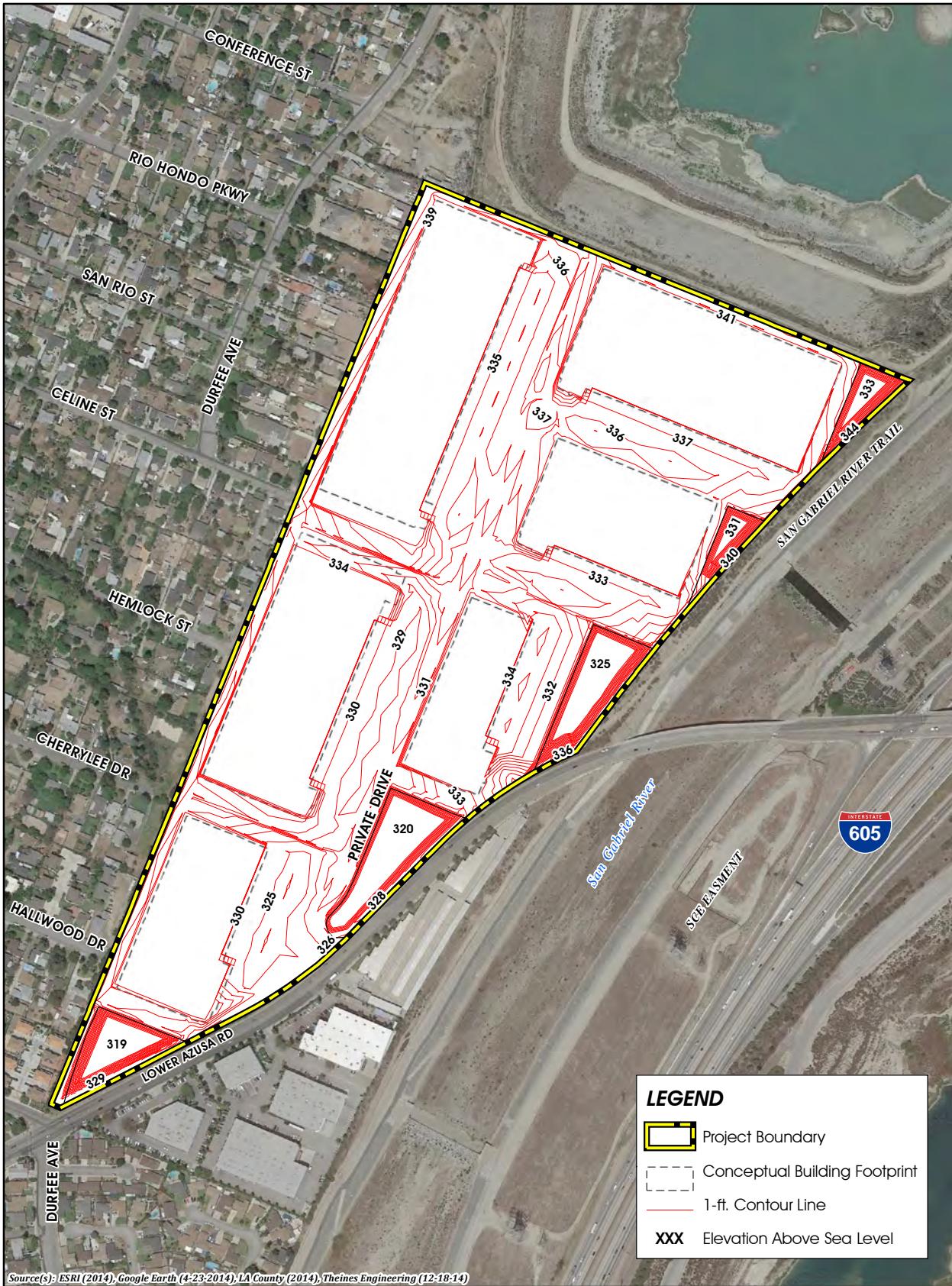


Figure II-5

### CONCEPTUAL WATER & SEWER PLAN



0 125 250 500 Feet

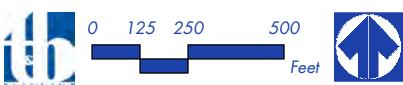


Figure II-6

### CONCEPTUAL GRADING PLAN

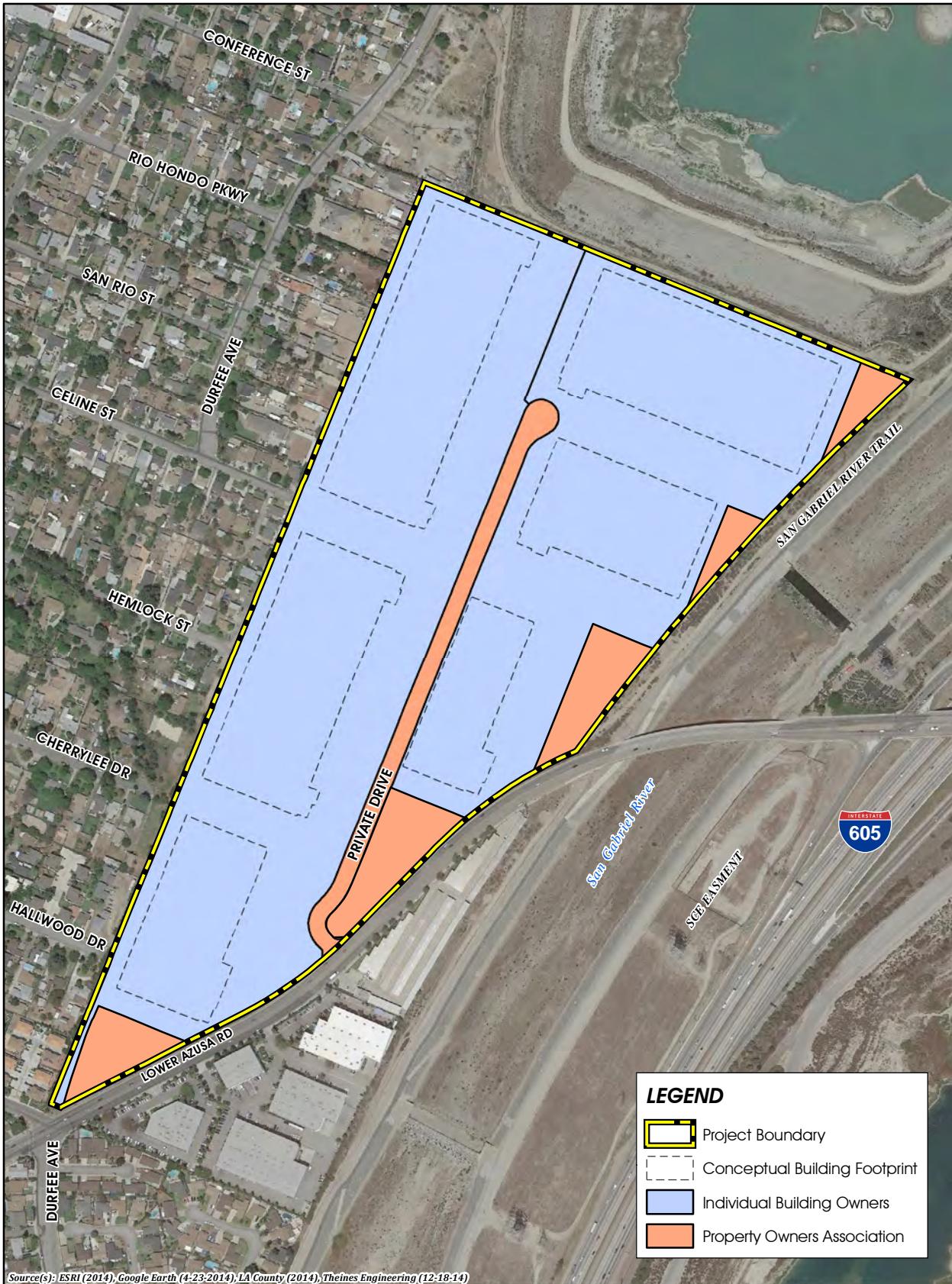


Figure II-7

### MAINTENANCE PLAN

the responsibility for timely replacement of any dead or dying landscape elements, to continue to provide and maintain landscape tree buffer and building screening with landscape elements. The Arcadia Logistics Center Property Owners Association has the responsibility to remove any application of graffiti on the western property line wall facing public streets within 72 hours following written notice to Owner. In the event that all of the lots within the Arcadia Logistics Center are owned under common ownership, a Property Owners Association is not required, and maintenance responsibility resides with the sole owner of the Arcadia Logistics Center.

The Arcadia Logistics Center Property Owners Association will provide private on-site security company operations, which shall prepare and maintain a record of public agency emergency responses to the Arcadia Logistics Center Specific Plan. These records shall be made available to the public upon request.

### **B. PLANNING AREA STANDARDS**

#### **1. Planning Area 1**

##### **a. Descriptive Summary**

Encompassing 43.1 acres west of the Private Drive, Planning Area 1 is designated for Industrial land use. As shown on Figure II-8, *Planning Area 1*, Planning Area 1 is bordered on the south by Lower Azusa Road, on the north by a quarry located in the City of Irwindale and on the west by an existing residential neighborhood in the City of El Monte.

Planning Area 1 accommodates multiple buildings with a combined maximum size of 945,000 square feet for uses permitted by Table II-2, *Permitted Uses*.

Primary circulation within Planning Area 1 is provided from the Private Drive. All truck traffic is routed along the Private Drive and will utilize the signalized intersection at Lower Azusa Road. Secondary access for automobiles to Planning Area 1 is provided from Lower Azusa Road in one location, west of the signalized intersection with the Private Drive.

##### **b. Planning Standards**

- (1) Primary access to Planning Area 1 shall be provided from Lower Azusa Road, as shown on Figure II-3, *Conceptual Access Plan*. Drive aisles within the Planning Area 1 will be designed and provided in conjunction with the implementing projects associated with the development of this Planning Area.
- (2) Landscaping shall be provided as depicted in Figure III-2, *Conceptual Landscape Plan*.
- (3) Walls shall be provided for this Planning Area in accordance with Section III.D.3, *Walls and Fencing*, and as shown conceptually in Figure III-4, *Wall and Fence Plan*. Examples of the types of walls and fencing provided in this Planning Area are illustrated on Figure III-5, *Wall and Fence Detail*. Final walls and fences will be determined by a site-specific noise analysis conducted in conjunction with the implementing plot plan(s) associated with the development of this Planning Area.
- (4) Development within the Planning Area shall be guided by the principles of the Specific Plan's Design Guidelines (Section III).

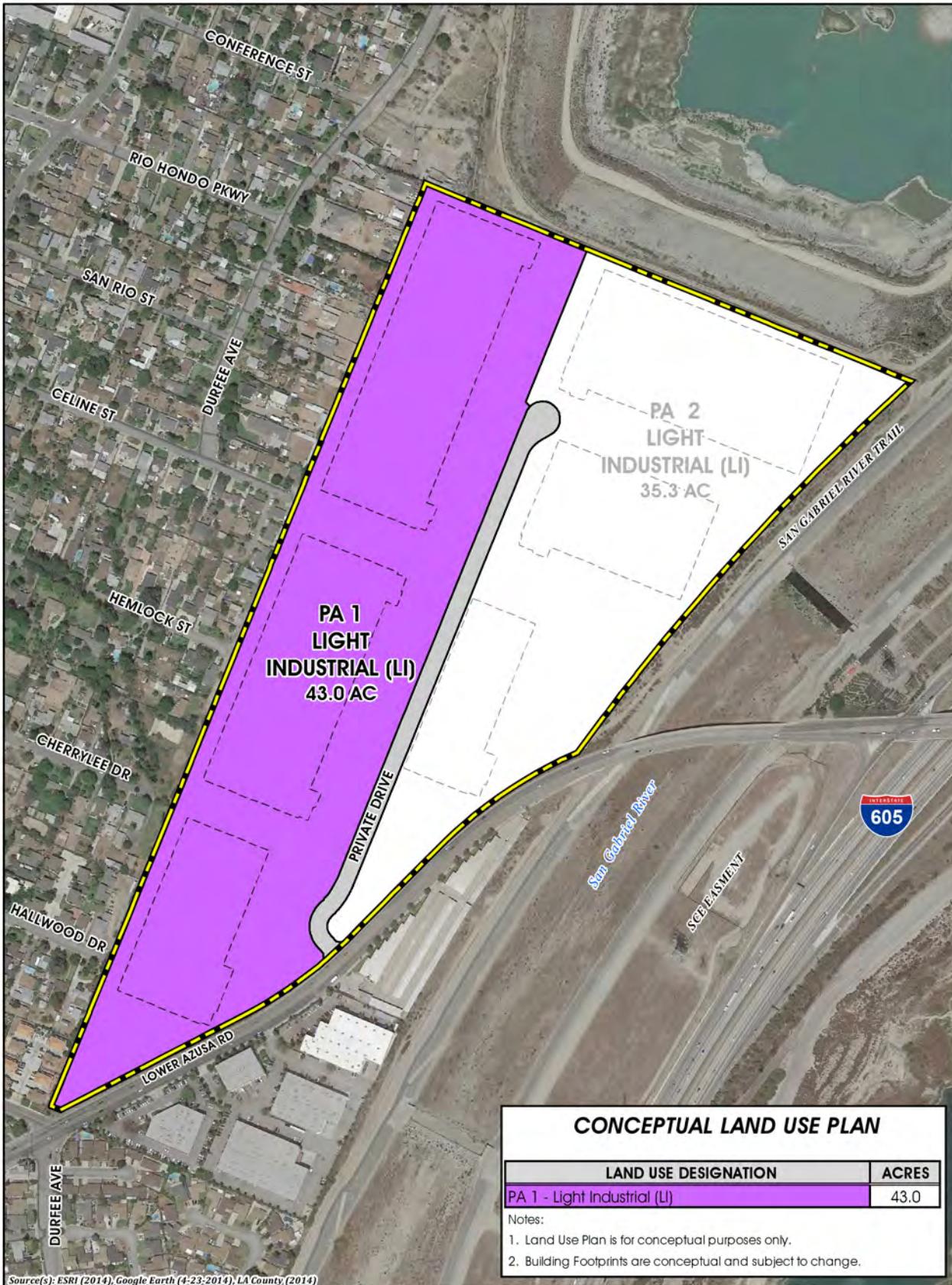


Figure II-8

### 2. Planning Area 2

#### a. Descriptive Summary

Encompassing 35.6 acres on the eastern side of the Specific Plan area, Planning Area 2 is designated for Industrial land use. As shown on Figure II-9, *Planning Area 2*, this planning area is bordered on the south by Lower Azusa Road, on the west by Planning Area 1, on the north by a quarry located in the City of Irwindale, and on the east by the San Gabriel River.

Planning Area 2 accommodates multiple buildings with a combined maximum size of 743,000 square feet for uses permitted by Table II-2, *Permitted, Conditional, and Ancillary Uses*.

Primary circulation within Planning Area 2 is provided from the Private Drive. All truck traffic is routed along the Private Drive. Secondary access for automobiles to Planning Area 2 is provided from Lower Azusa Road in two locations, east of the signalized intersection with the Private Drive.

#### b. Planning Standards

- (1) Primary access to Planning Area 2 shall be provided from Lower Azusa Road as shown on Figure II-3, *Conceptual Access Plan*. Drive aisles within the Planning Area 2 will be designed and provided, as needed, in conjunction with the implementing projects associated with the development of this Planning Area.
- (2) Landscaping shall be provided as depicted in Figure III-2, *Conceptual Landscape Plan*.
- (3) Walls shall be provided for this Planning Area as shown conceptually in Figure III-4, *Wall and Fence Plan*. Examples of the types of walls and fencing provided in this Planning Area are illustrated on Figure III-5, *Wall and Fence Detail*. Final walls and fences will be determined by a site-specific noise analysis conducted in conjunction with the implementing projects associated with the development of this Planning Area.
- (4) Development within the Planning Area shall be guided by the principals of the Specific Plan's Design Guidelines (Section III).

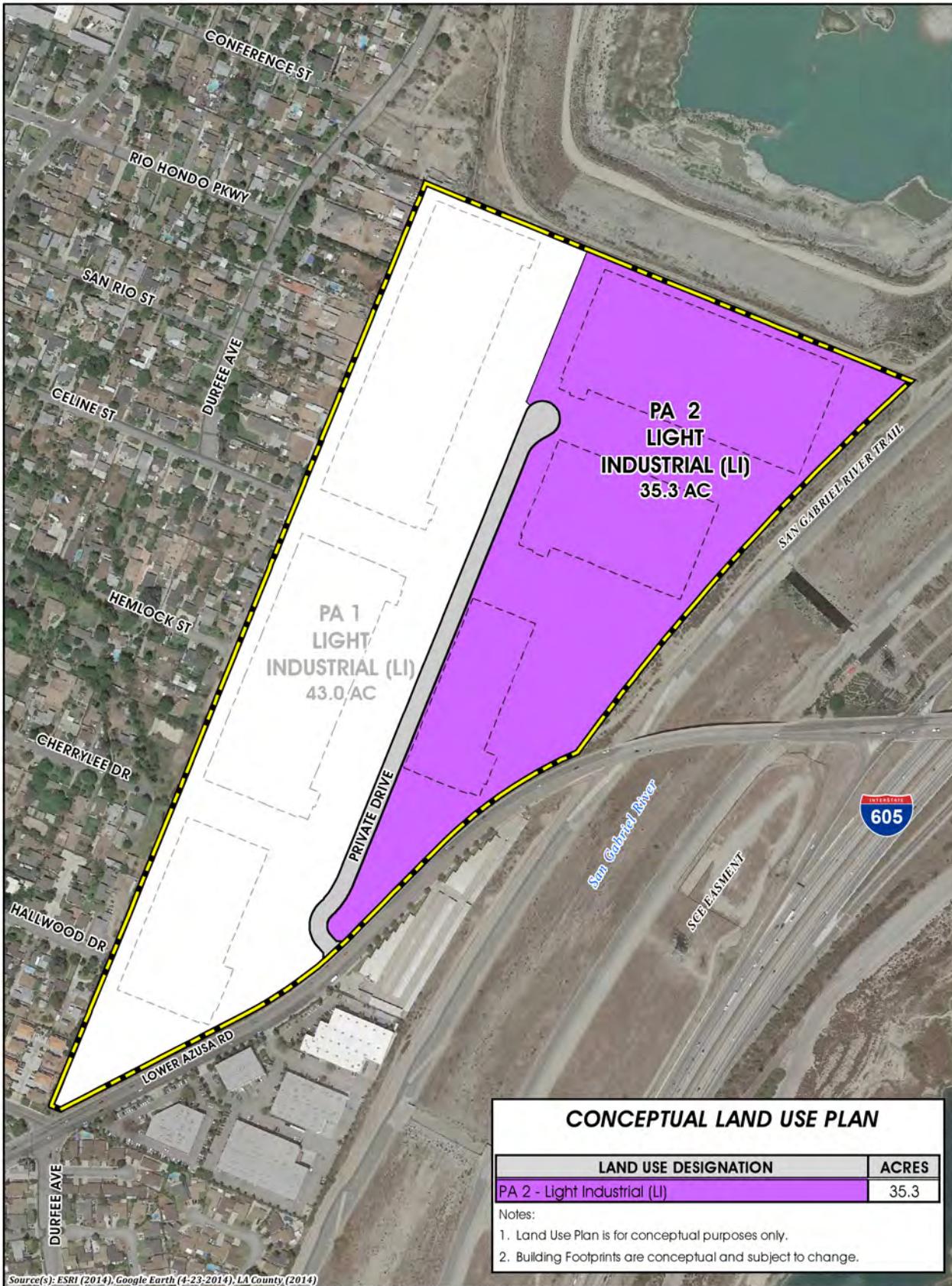


Figure II-9

PLANNING AREA 2

### III. DESIGN GUIDELINES

#### A. PURPOSE AND INTENT

The Design Guidelines presented in this Section establish the quality and character of the built environment and create an aesthetically cohesive appearance of the Arcadia Logistics Center. More specifically, the objectives of the Design Guidelines are:

- To provide the City of Arcadia with assurance that the Arcadia Logistics Center will be developed in accordance with the quality and character described within this Specific Plan.
- To provide guidance to developers, builders, engineers, architects, landscape architects, and other professionals needed to achieve and maintain the desired design quality.
- To provide guidance to City staff, the Planning Commission, and the City Council in the review of future implementing projects within the Specific Plan area.
- To provide a framework for the formulation of Covenants, Conditions, and Restrictions (CC&Rs) in the Specific Plan area, in the event these are prepared.
- To provide clear, understandable and achievable design components for industrial development in the Specific Plan's two Planning Areas to achieve a cohesive appearance.

The Design Guidelines describe the thematic elements and the construction quality expected for the Arcadia Logistics Center. These guidelines may be subject to modification over time to allow for response to unanticipated conditions, such as changes in the real estate market, specific needs of buildings users, technology advancements, and fluctuations in the economic environment.

#### B. INTRODUCTION

These Design Guidelines are intended to create quality development while allowing flexibility. Future projects implementing this Specific Plan will depict detailed building footprints, parking lot layouts, internal circulation flow patterns, and landscaping, and should be in substantial conformance with the goal of these Design Guidelines. However, the Design Guidelines in this Section are not intended to be interpreted in a way that would unnecessarily burden the Developer(s) and their design professionals with the need to exactly replicate the exhibits included in these guidelines.

These Design Guidelines consist of two principal components: Landscape Design Guidelines and Architectural Design Guidelines. These components define the design concept, physical character, and overall theme of the Arcadia Logistics Center. Textual descriptions and graphic exhibits are used to convey the overall theme and atmosphere of the Arcadia Logistics Center.

The Architectural Design Guidelines address the industrial themed architecture for buildings permitted within the Arcadia Logistics Center and are intended to provide a basis for decisions regarding the

structural environment. A high-quality logistics center is defined by the guidelines provided for architectural design and details, building mass and scale, materials and exterior colors, and articulations.

The Landscape Design Guidelines present general landscaping requirements, including streetscape design, entry treatments, signage, edge conditions, walls and fencing, and lighting. Plant material guidelines provide direction regarding the use of plant materials that complement the overall theme. The Landscape Design Guidelines also provide general requirements relating to water conservation.

### **C. ARCHITECTURAL DESIGN GUIDELINES**

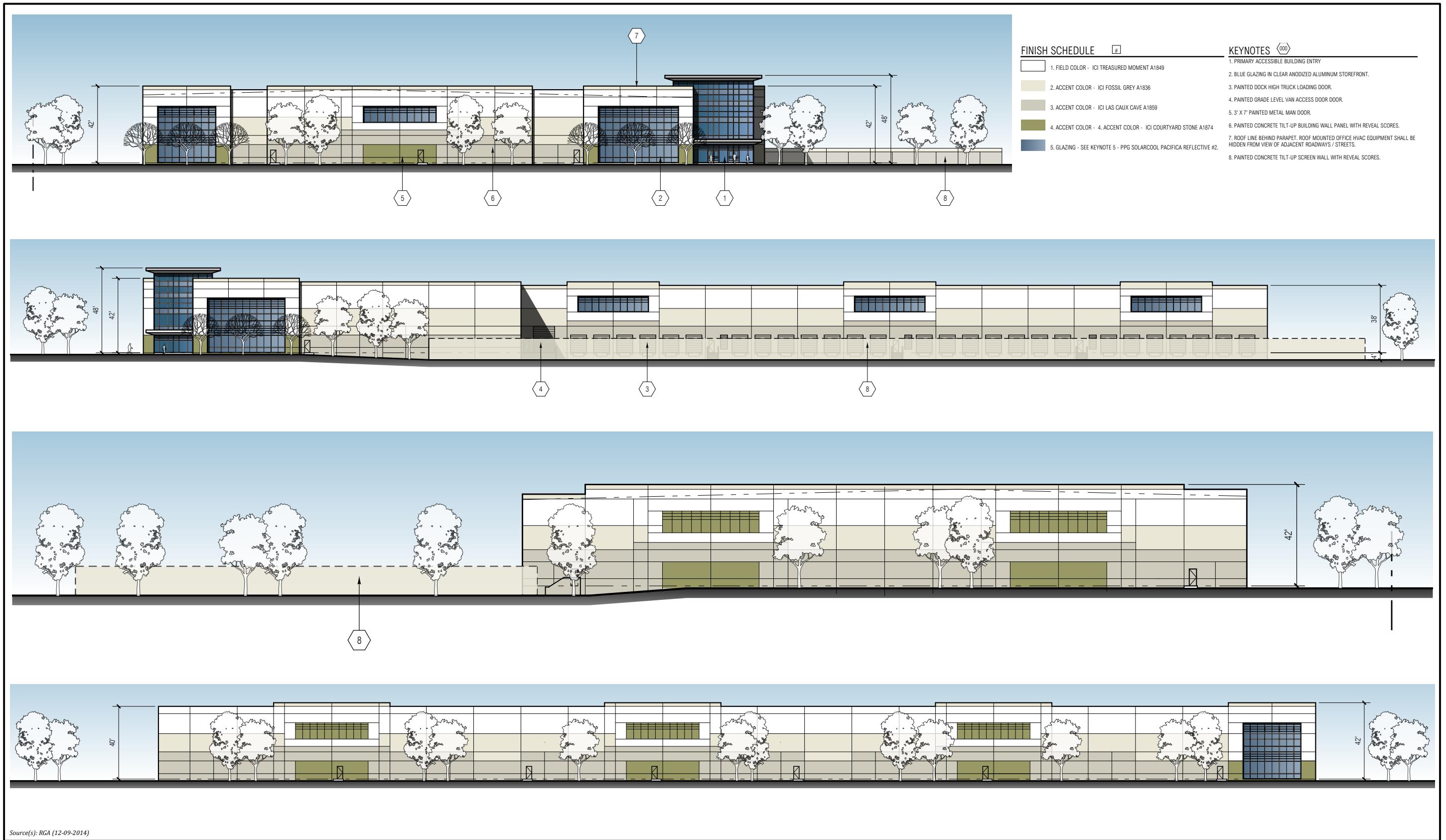
#### **1. Building Form**

Building form is one of the primary elements of architecture, and numerous design aspects, including shape, mass (size), scale, proportion, and articulation, are elements of a building's "form." Figure III-1, *Sample Building Elevation*, illustrates a building elevation that complies with these Architectural Design Guidelines. Figure III-1 is intended as an example only; future building designs may vary from this example. Building forms are especially important for building faces that are visible from the following locations:

- Building façades in Planning Area 1 that are visible from the existing residential neighborhood to the west;
- Building façades in all planning areas that are visible from Interstate 605;
- Building façades in all planning areas that are visible from Lower Azusa Road; and,
- Building façades in all planning areas that are visible from the Private Drive.

Buildings within the Arcadia Logistics Center Specific Plan shall comply with the following guidelines:

- (1) Simple geometric forms shall constitute the overall building form. Rectangular forms are encouraged to promote balance and visual interest. Arbitrary, complicated building forms should be avoided.
- (2) Building planes visible from Lower Azusa Road or the Private Drive shall be articulated by changes in exterior building materials, color, decorative accents, and/or articulated features.
- (3) Modulation and variation of building masses between adjacent buildings visible from public streets or the Private Drive is encouraged.
- (4) Pedestrian entrances to buildings accessible to visitors should be identifiable through changes in massing, color, and/or building materials.
- (5) Pedestrian and ground-level building entries accessible to visitors should be designed using recessed entries, covered entries, projections, or roofs to provide shade and visual relief at a pedestrian scale.
- (6) Architectural and trim detailing on building façades shall be clean, simple, and not overly complicated.



- (7) Materials applied to any elevations shall turn the corner of the building to a logical termination point in relation to architectural features or massing.

Note that building faces that orient inward to truck courts or service areas and that are not clearly visible from neighboring residential properties or public roads are not required to adhere to the preceding building form guidelines.

### 2. Building Materials, Colors, and Textures

The use of a complementary palette of building materials and colors plays a key role in developing a clean, contemporary visual environment. Therefore, the selected exterior materials, colors, and textures should complement one another throughout the Arcadia Logistics Center on the same building and among all buildings. Slight variations from building to building are permitted within the Specific Plan area to provide visual interest.

- (1) Appropriate primary exterior building materials include tilt-up concrete panels, stucco, and concrete. The primary materials shall be accented by secondary materials on building elevations that are visible from public streets or the Private Drive such as glass or glazing units; natural or fabricated stone, metal, brick, tile or tile panel systems; and glass block.
- (2) The use of metal and/or glass fabrications or curtain wall areas is appropriate.
- (3) Trim details may include metal finished in a consistent color, plaster, or concrete elements finished consistently with the building treatment. Use of overly extraneous "themed" detailing, like foam cornice caps, foam moldings and window detailing is discouraged.
- (4) Primary exterior building colors shall 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.
- (5) Bright primary colors, garish use of color and arbitrary patterns or stripes that will clash with a light and warm color palette are discouraged, except in signage logos.
- (6) Exposed downspouts, service doors and mechanical screen colors shall be the same or similar color as adjacent building walls.

### 3. Windows and Doors

The patterns of openings – windows and doors (excluding truck trailer loading dock doors) – shall correspond with the overall rhythm of the building and should be consistent in form, pattern, and color within a Planning Area. Guidelines for windows and doors within the Arcadia Logistics Center are as follows:

- (1) When possible, the layout of windows on individual building façades should be placed in a repetitive pattern to create continuity.

- (2) Window styles and trims shall be consistent in form and color within each Planning Area.
- (3) Gold or unfinished/untreated metal window or door frames are prohibited. Clear silver anodized frames are allowed.
- (4) Glass shall be clear or tinted with medium to high performance glazing. Mirrored glass is prohibited.
- (5) Windows are not permitted on building façades in Planning Area 1 adjacent to and facing residentially zoned property unless windows are placed a minimum of 8'-0" above floor height or windows use translucent glazing.
- (6) Pedestrian entrances to buildings accessible to visitors shall be clearly defined by features such as overhangs, awnings, and canopies or embellished with decorative framing treatments – including but not limited to accent trim. Dark and confined entries, flush doorways, and tacked-on entry alcoves are discouraged.

### 4. Functional Elements

The design and location of functional elements common to Industrial buildings should be carefully considered. Examples of functional elements include loading doors, service docks, ground or wall-mounted equipment, rooftop equipment, and trash enclosures. The design and placement of these elements should minimize their prominence when viewed from neighboring properties, public roads, and other public view areas.

#### a. Loading Doors and Service Docks

- (1) Loading doors, service docks, and truck courts shall be screened so they are not easily visible from public roads, unless the public road is substantially higher in elevation than the loading doors, service docks, and truck courts. Screening may be accomplished with solid walls or fences that are compatible with the architectural expression of the building or by any effective combination of appropriate walls, fences, landscaping, and berms.
- (2) Docks and truck courts shall be separated from visitor and customer parking areas and pedestrian circulation areas (walkways, pathways, etc.) through the use of walls, fences and/or landscaping.
- (3) No loading or unloading activity is permitted to take place from public streets or the Private Drive. Trucks shall have clear and convenient access into and within the truck courts of every building within the Arcadia Logistics Center and should not disrupt vehicular and pedestrian circulation.

#### b. Ground or Wall-Mounted Equipment

- (1) Ground-mounted equipment, including but not limited to mechanical equipment, electrical equipment, emergency generators, boilers, storage tanks, risers, and electrical conduits, but

specifically excluding electrical transformers, shall be screened so as not to be visible from off-site public viewing areas or from adjacent public roads. Screening may be accomplished with walls, fences and/or landscape elements that are consistent with these Guidelines.

- (2) Implementing projects that locate ground-mounted equipment, including but not limited to mechanical equipment, electrical equipment, emergency generators, boilers, storage tanks, risers, and electrical conduits, within Planning Area 1 between the western-most building(s) and the existing residential neighborhood to the west, shall be required to conduct an acoustical analysis for the ground-mounted equipment and implement all feasible acoustical attenuation that is identified and recommended by the report.
- (3) Electrical equipment rooms shall be located within the building. Pop-outs or shed-like additions are discouraged, unless fully incorporated into the architectural concept of the building.
- (4) Wall-mounted items, such as roof ladders or electrical panels, shall not be located on the building façade facing adjacent public roads when alternative locations are practical and safe. Wall-mounted items should be screened or incorporated into the architectural elements of the building so as not to be visually apparent from public streets, the Private Drive, or other public areas within or adjacent to the Arcadia Logistics Center.

### **c. Rooftop Equipment**

- (1) Rooftop equipment, including but not limited to mechanical equipment, electrical equipment, storage tanks, cellular telephone facilities, satellite dishes, skylights, vents, exhaust fans, hatches, and mechanical ducts, but excluding solar panels, shall be screened so as not to be visible from public roads, the Private Drive, or visitor parking areas on-site.
- (2) Rooftop screens (i.e. parapet walls) shall be integrated into the architecture of the main building.
- (3) Wood finished rooftop screens are prohibited.

### **d. Trash Enclosures**

- (1) All outdoor refuse containers shall be screened within a permanent, durable enclosure and should be oriented so they are not easily visible from public roads or other public viewing areas.
- (2) The design of trash enclosures shall reflect the architectural style of adjacent buildings and use similar, high-quality materials.
- (3) At least one trash enclosure shall be located adjacent to each building. Three sides of the trash enclosures will be constructed of 6 foot high concrete or block walls and the fourth

side of a swinging solid metal gate. The enclosures shall be painted to match the building colors.

- (4) All outdoor refuse containers shall be covered.

### D. LANDSCAPE DESIGN GUIDELINES

The landscaping design and materials have been selected to complement the existing setting of Arcadia, southern California climate and local soil conditions, ease of maintenance, and water conservation. In order to ensure the conservation of water resources and to alleviate long-term maintenance concerns, plant materials are comprised of species native to or naturalized for southern California. Water-efficient and drought-tolerant plant materials shall be placed throughout the Arcadia Logistics Center and 'smart' computer-controlled irrigation systems shall be used to reduce water use to the minimum level necessary. Turf shall be used in an appropriate, but very limited, manner. In order to meet these goals, landscaping with the Arcadia Logistics Center shall comply with the City of Arcadia's Water Efficient Landscaping Ordinance (WELO). All landscape plans are to be prepared by a licensed landscape architect.

This overall concept will be implemented through major thematic elements listed here and discussed in more detail below:

- Streetscape
- Community Entries
- Walls and Fencing
- Lighting
- Plant Palette
- Irrigation & Maintenance

An overall conceptual landscaping plan for the Arcadia Logistics Center is shown in Figure III-2, *Conceptual Landscape Plan*. This *Conceptual Landscape Plan* shows the Arcadia Logistics Center developed with six buildings as an example of what could be development on the site but is not intended to depict what is required to be developed on the site. The landscaping depicted in Figure III-2, *Conceptual Landscape Plan*, shall be used as a guideline for landscape plans submitted in conjunction with future implementing projects. Planting icons found on Figure III-2 correspond to the icons identified in Table III-1, *Plant Palette*, for each allowed species of plant. This exhibit will be referred to throughout these Landscape Design Guidelines.

#### 1. **Plant Palette**

The plant palette for Arcadia Logistics Center includes colorful shrubs and groundcovers, ornamental grasses and succulents, evergreen and deciduous trees – including flowering varieties – that are commonly used throughout southern California and which complement the Specific Plan's design theme and setting. The plant materials are water-efficient species, rated low or moderate by the Water Use Classification of Landscape Species (WUCOLS), native to Southern California or naturalized to the arid Southern California climate.

Table III-1, *Plant Palette*, provides a list of plant materials approved for use in Arcadia Logistics Center. The plants listed in Table III-1 establish a base palette for Arcadia Logistics Center's landscape design.

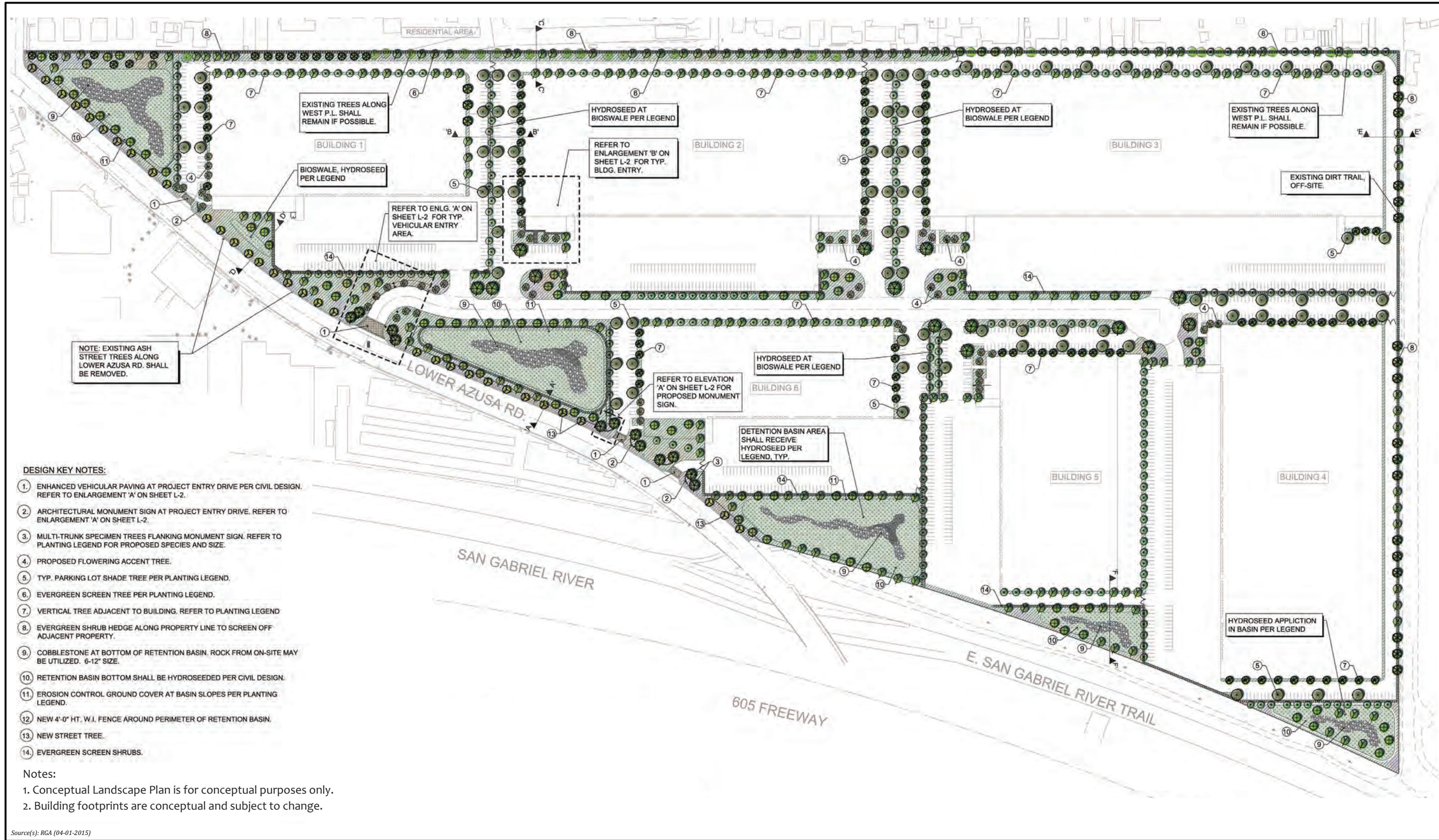


Table III-1 Plant Palette

PLANT NAME	COMMON NAME	SIZE	PLANT FACTOR
<b>TREES</b>			
	<i>Olea Europaea 'Wilosnii'</i>	Fruitless Olive	48" Box
	<i>Koelreuteria Paniculata</i>	Golden Rain Tree	24" Box
	<i>Chitalpa 'X' Tashkentensis</i>	Chitalpa Tree	36" Box
	<i>Ulmus Parvifolia 'True Green'</i>	Evergreen Elm	24" Box
	<i>Pinus Eldarica</i>	Afghan Pine	24" Box
	<i>Quercus Ilex</i>	Holly Oak	15 Gal.
	<i>Platanus Acerifolia</i>	London Plane Tree	15 Gal.
	<i>Geijera Parviflora</i>	Australian Willow	15 Gal.
	<i>Brachychiton Populneus</i>	Bottle Tree	24" Box
	<i>Tristaniopsis Conferta</i>	Brisbane Box	15 Gal.
	<i>Fraxinus uhdei</i>	Ash Tree	24" Box
	<i>Pinus canariensis</i>	Canary Island Pine	24" Box
<b>SHRUBS</b>			
<i>Elaeagnus Pungens</i>	Silverberry	5 Gal.	L
<i>Leucophyllum Texanum</i>	Texas Ranger	5 Gal.	L
<i>Dodonea Viscosa 'Purpurea'</i>	Hopseed Bush	5 Gal.	L
<i>Rhaphiolepis 'Pink Lady'</i>	Indian hawthorne	5 Gal.	L
<i>Rosmarinus 'Tuscan Blue'</i>	Rosemary Shrub	5 Gal.	L
<i>Rhaphiolepis 'Clara'</i>	Indian Hawthorne	5 Gal.	L
<i>Westringia Fruitocsa</i>	Coast Rosemary	5 Gal.	L
<b>GROUND COVER</b>			
<i>Lantana Montevidensis 'Gold Rush'</i>	Yellow Lantana	1 Gal.	L
<i>Muhlenbergia Rigens</i>	Deer Grass	1 Gal.	L
<i>Rosmarinus 'Prostratus'</i>	Creeping Rosemary	1 Gal.	L
<i>Leymus Arenarius 'Glaucum'</i>	Blue Lyme Grass	1 Gal.	L
<i>Salvia Greggii</i>	Autumn Sage	1 Gal.	L
<i>Ceanothus Sp.</i>	Creeping Ceanothus	1 Gal.	L
<i>Salvia Leucantha</i>	Mexican Brush Sage	5 Gal.	L

Other similar plant materials may be substituted for species listed in Table III-1, provided the replacement plants are drought-tolerant and complement the Arcadia Logistics Center design theme.

Table III-1, *Plant Palette*, includes information on plant names, sizes, and WUCOLS plant factor. Arcadia Logistics Center is located in WUCOLS region “4-South Inland Valley”. Plant Factor is indicated by an “H” for high water needs plants, “M” for moderate water needs plants, “L” for low water needs plants, and “VL” for very low water needs plants.

### 2. Streetscape

Lower Azusa Road is the only public street paralleling or within the Arcadia Logistics Center. The City of Arcadia General Plan classifies Lower Azusa Road as a Secondary Arterial roadway, which includes a 92-foot wide right-of-way, with two, 13-foot travel lanes in each direction, and an 8-foot landscape parkway within the right-of-way. A 5-foot, curb-adjacent sidewalk is provided within the right-of-way. As shown in Figure III-3, *Lower Azusa Road Streetscapes*, Arcadia Logistics Center includes multiple edge conditions along Lower Azusa Road.

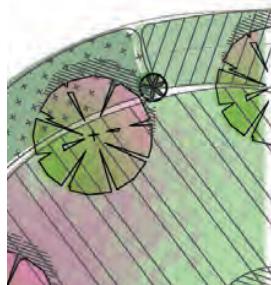
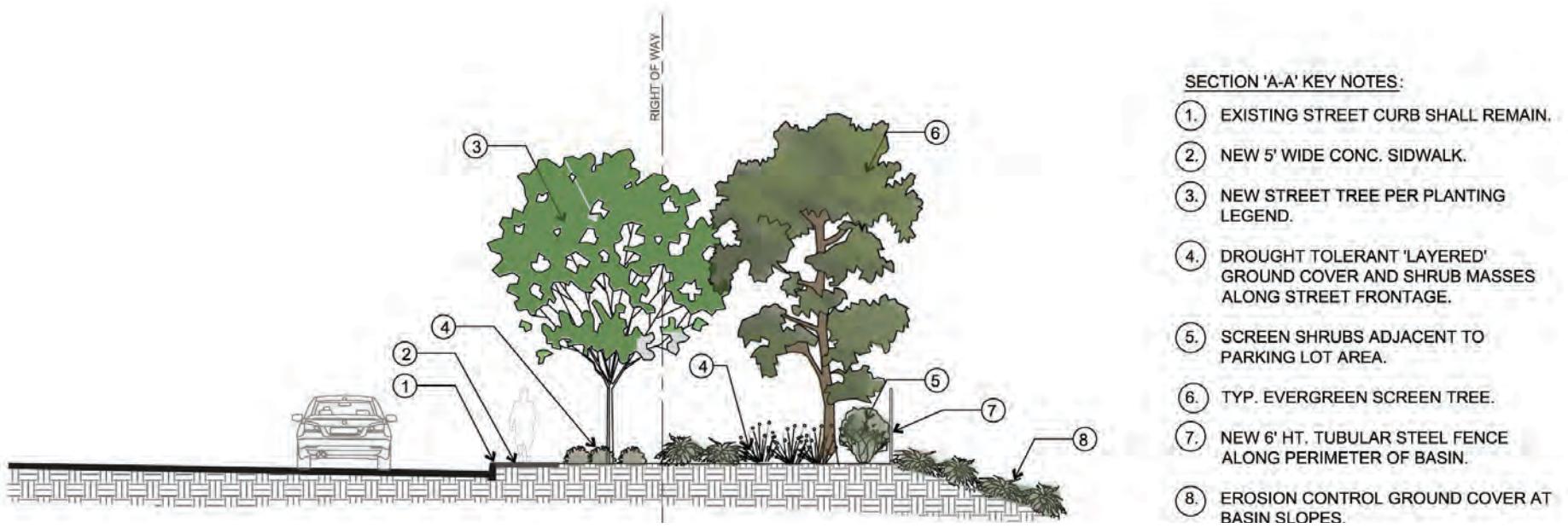
Section A-A illustrates Lower Azusa Road in the two locations where it is adjacent to Water Quality Basins. The Lower Azusa Road right-of-way includes a 5-foot, curb-adjacent sidewalk and landscape parkway. Adjacent to the landscape parkway, the Water Quality Basins include a minimum 20-foot landscape buffer separating each Basin. The landscape buffer also includes evergreen screen trees and screen shrubs located between the roadway and a 4 foot high tubular steel fence located around the perimeter of each Water Quality Basin. Basin slopes are planted with erosion control ground cover.

Section D-D illustrates the portion of Lower Azusa Road adjacent to the landscape buffer separating the road right-of-way from the buildings and parking within Arcadia Logistics Center. The Lower Azusa Road right-of-way includes a 5-foot, curb-adjacent sidewalk and landscape parkway. This landscape buffer varies in width, with a minimum of 20 feet provided from the edge of the right-of-way, except for areas where an additional lane may be provided for traffic turning into the Arcadia Logistics Center from Lower Azusa Road. Plant mass is layered from low-growing at the toe of the earthen berm, with taller material towards the top of the berm. Where required for storm water management, the landscape buffer shall also include a bio-retention area consisting of rock cobble along the flow-line and planted with grasses tolerant to seasonal water inundation. Evergreen screen trees are provided in accordance with Figure III-2, *Conceptual Landscape Plan*, in front of a Steel Fence that borders the truck yards.

### 3. Walls and Fencing

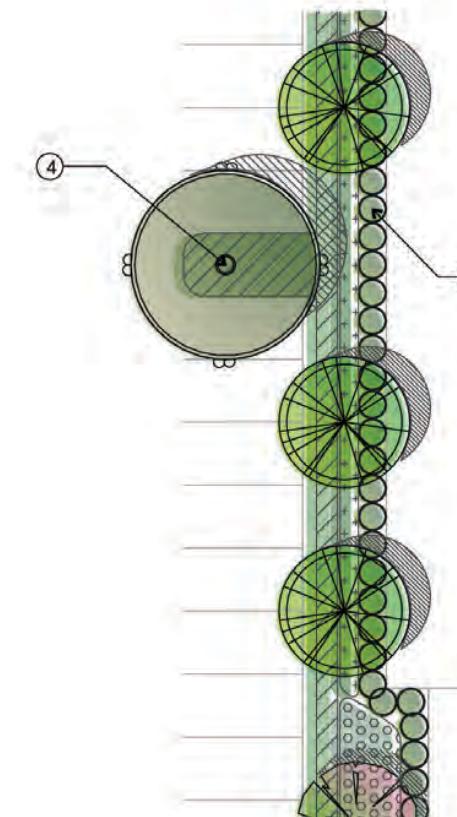
The following guidelines for walls and fencing ensure that these features complement the overall Arcadia Logistics Center design theme, be attractive from off-site public viewing areas, scaled appropriately, durable, provide security, and integrated consistently within Arcadia Logistics Center.

- (1) A Decorative Concrete Block Screen Wall shall be provided between the Arcadia Logistics Center buildings and the existing residential neighborhood to the west. The height of the Decorative Concrete Block Screen Wall shall be eight to twenty feet. Final configuration of

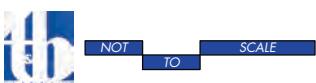


**ENLARGEMENT 'A' KEY NOTES:**

1. CURVED ARCH. MONUMENT SIGN AT EACH SIDE OF ENTRY DRIVE.
2. LARGE MULTI-TRUNK SPECIMEN TREE AS FOCAL ELEMENT BEHIND PROJECT MONUMENTS.
3. SMALL FLOWERING ACCENT TREE ALONG VEHICULAR ENTRY DRIVE PER ARCADIA LANDSCAPE DESIGN GUIDELINES.
4. LOW COLORFUL ACCENT GROUND COVER.
5. ENHANCED VEHICULAR PAVING AT ENTRY DRIVE CONSISTING OF 24" WD. CONC. PERIMETER BAND AND COLORED CONC. IN FIELD W/ SCORE-LINE GRID PATTERN. TYP. AT ALL VEHICULAR ENTRIES.
6. TYP. SCREEN SHRUBS.



Source(s): RGA (03-27-2015)



the Decorative Concrete Block Screen Wall shall be determined by an acoustical study prepared in conjunction with the first implementing project within Planning Area 1.

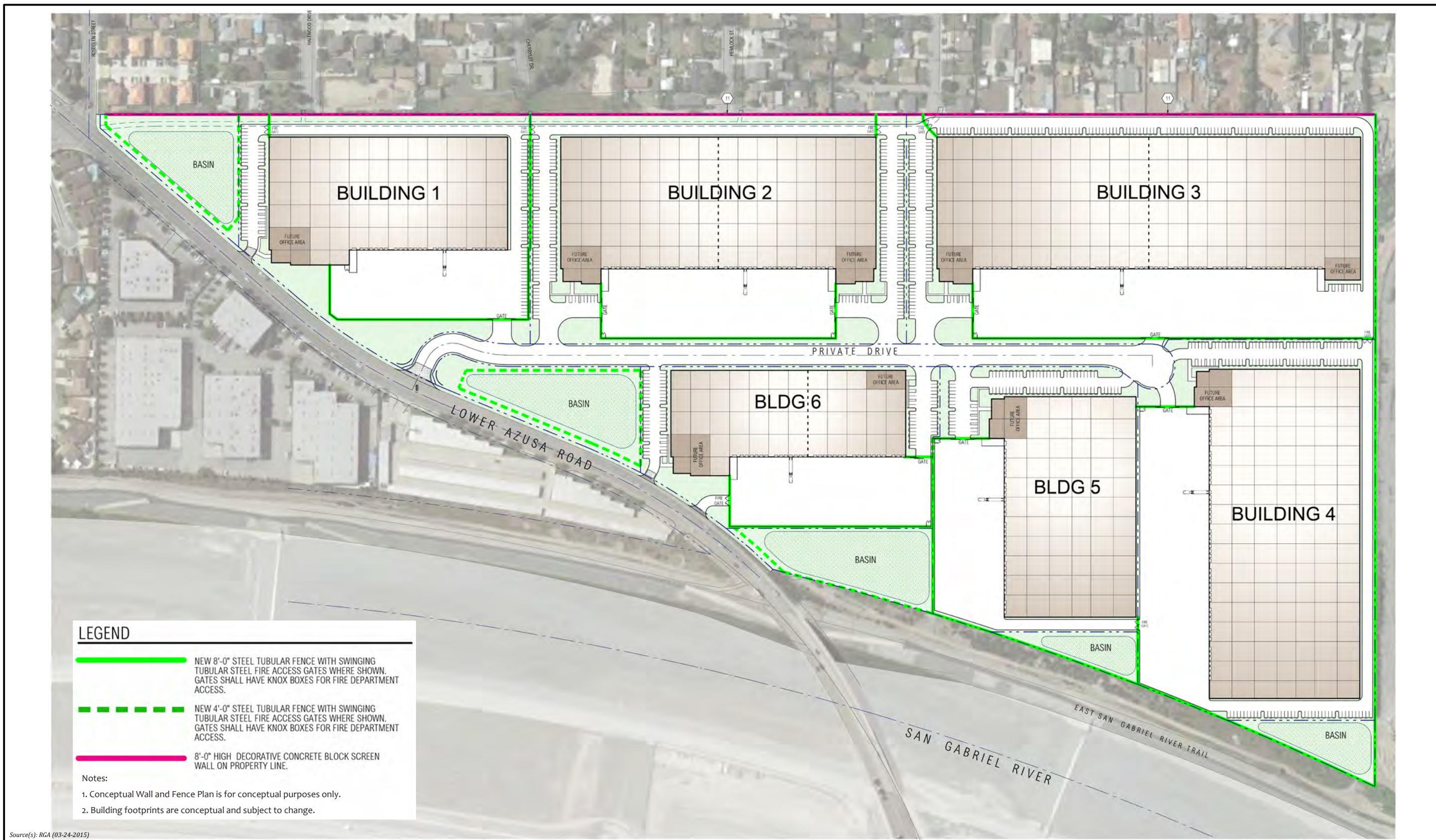
- (2) An Eight-foot High Tubular Steel Fence shall be located around the eastern and northern border of the Specific Plan area, around the loading and dock areas, as well as along internal property lines within the Arcadia Logistics Center, where other types of division, such as buildings or walls are not provided.
- (3) A Four-foot High Tubular Steel Fence shall be located around the perimeter of all Water Quality Basins to provide safety for pedestrians walking near the top of the basin slopes.
- (4) Freestanding walls and fences shall not exceed a height of 20 feet, measured from the base of the wall/fence to the top of wall/fence.
- (5) Landscape berms or planters may be used as an option to minimize the perceived height of walls and fences. A combined wall or fence and berm shall not exceed a height of 20 feet, measured from the base of the berm to the top of the wall or fence.
- (6) Chain-link fencing is not allowed, except during construction.
- (7) Along street frontages, long expanses of wall surfaces shall be screened using planting material, as illustrated in Figure III-2, *Conceptual Landscape Plan*.

The conceptual locations of walls and fences are illustrated on Figure III-4, *Conceptual Wall and Fence Plan*. Figure III-4 is intended as an example only. Implementing projects may adjust the location and design of buildings, in which case the location and suitability of walls may change. Modifications to the location of walls and fences by implementing projects shall not require a Specific Plan Amendment, and shall be approved in conjunction with approval of the implementing projects. Four wall and fence types are allowed within the Arcadia Logistics Center, as illustrated in Figure III-5, *Wall and Fence Detail*.

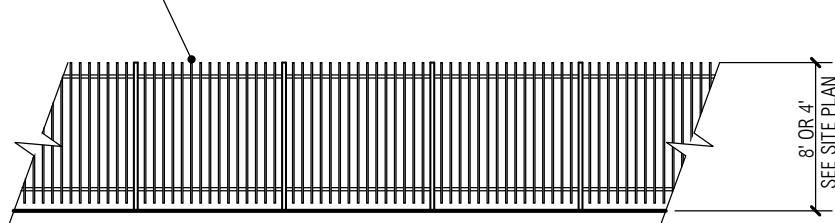
A Decorative Concrete Block Screen Wall is provided along the western property line, adjacent to the existing residential neighborhood. A wall is required to be provided in this location in accordance with the Reclamation Plan for the Former Rodeffer Quarry. The wall provided as part of the Reclamation Plan shall be enhanced or modified to meet the requirements of the Arcadia Logistics Center Design Guidelines.

The Decorative Concrete Block Screen Wall is provided to ensure pedestrians and vehicles cannot cross between the residential neighborhood and the Arcadia Logistics Center, and in order to provide noise attenuation. The Decorative Concrete Block Screen Wall is constructed from split face concrete masonry unit (CMU) blocks in brown and tan, with a band of precision CMU in gray, with a precision CMU cap in gray.

Eight-Foot Tubular Steel Fences are provided around docks, truck courts, and access roads to provide safety and security. The Eight-Foot Tubular Steel Fence is constructed from steel pickets painted black.



BLACK PAINTED TUBULAR STEEL PICKET FENCE -



### TYPICAL STEEL FENCE ELEVATION

2X8X16 ORCO CMU CAP -  
PRECISION GRAY MEDIUM

8X8X16 ORCO CMU -  
SPLIT FACE TAN MEDIUM

8X8X16 ORCO CMU -  
PRECISION GRAY MEDIUM

8X8X16 ORCO CMU -  
SPLIT FACE BROWN MEDIUM

FINISH GRADE - OUTSIDE FACE OF WALL

FINISH GRADE - INSIDE FACE OF WALL

8' OR 4'  
SEE SITE PLAN

2' MAXIMUM  
20'-0" MAXIMUM

### TYPICAL P.L. WALL ELEVATION

Source(s): RGA (09-29-2015)

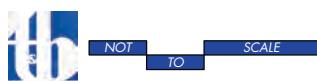


Figure III-5

### WALL AND FENCE DETAIL

Four-Foot Tubular Steel Fences are provided around the Water Quality Basins to provide safety and security for pedestrians walking near the Basins. The Four-Foot Tubular Steel Fence is constructed from steel pickets painted black.

### 4. Lighting

Outdoor lighting of Arcadia Logistics Center is an important architectural element that creates visual appeal, facilitates safe pedestrian and vehicular circulation, and improves security. These Outdoor Lighting Guidelines are categorized into two (2) elements: Public Lighting and Parcel Lighting. "Public Lighting" refers to lighting positioned along the perimeter of Arcadia Logistics Center and the Private Drive. "Parcel Lighting" refers to illumination of internal areas for purposes of safety, security, and nighttime ambience.

The following guidelines provide effective and visually appealing outdoor lighting that serve a variety of spaces such as public streets, parking lots, loading docks, walkways, courtyards/patios, building entries, rooftops, and building-mounted façade lights.

#### a. General Lighting Guidelines

- (1) All outdoor lighting, including spotlights, floodlights, electrical reflectors, and other means of illumination for signs, structures, landscaping, parking, loading, unloading, and similar areas, shall feature cutoff devices as appropriate and be focused, directed, and arranged to prevent glare and "spill over" to public streets or adjoining property.
- (2) Low intensity, energy-conserving night lighting is preferred, such as fixtures equipped with light emitting diodes (LED).
- (3) All lighting fixtures shall be from the same – or complementary – family of fixtures with respect to design, materials, fixture color, and light color.
- (4) Lights shall be unbreakable, recessed, or otherwise designed to reduce the problems associated with damage and replacement of fixtures.
- (5) Neon and similar types of lighting are prohibited in all areas within the Arcadia Logistics Center.
- (6) All light switch/control equipment shall be located with minimum public visibility if possible or shall be screened with appropriate plant materials.

#### b. Public Lighting

- (1) Lighting within the public right-of-way shall adhere to applicable City of Arcadia requirements.

### c. Parcel Lighting

- (1) Parking lots, loading dock areas, pedestrian walkways, building entrances, and public sidewalks shall be illuminated to the level necessary for building operation and security reasons. Dimmers and motion detectors are permitted.
- (2) Building-mounted lights generally shall be for architectural accent purposes. Building-mounted lights are permissible for general illumination on building façades that are not fronting public roads, so long as the light is directed downward and concentrated so “spill over” to other properties does not occur.
- (3) Exterior lights should be used to accent entrances, plazas, activity areas, and special features.

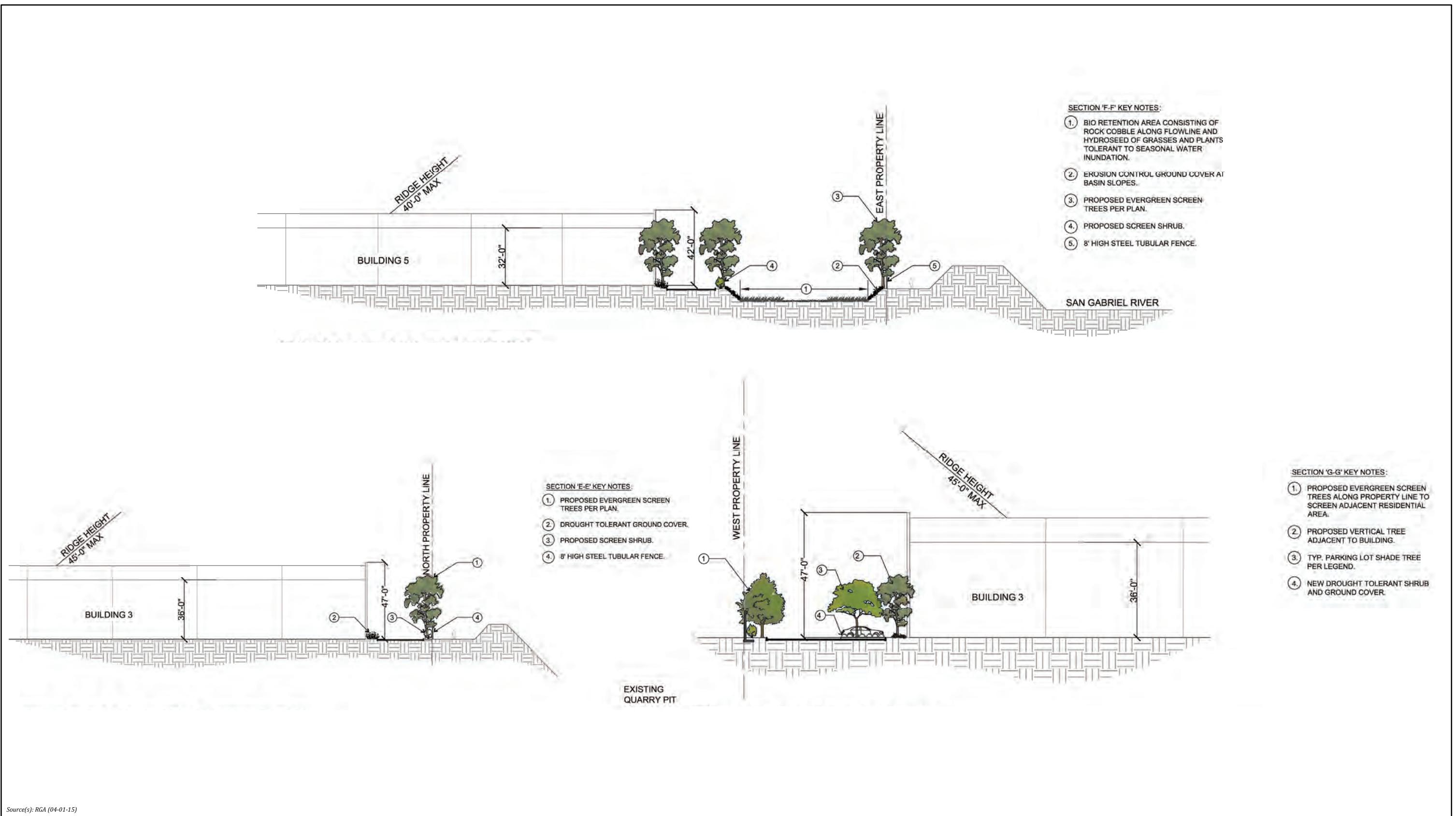
## 5. Land Use Transitions and Edge Conditions

As illustrated on Figure III-6, *Edge Conditions*, Arcadia Logistics Center abuts three distinct off-site land uses: to the north is a rock quarry; to the west is an existing residential neighborhood; and to the east is the San Gabriel River bicycle trail.

Located to the north of the Arcadia Logistics Center is an existing quarry. An Eight-Foot Tubular Steel Fence is provided along the property line to provide safety and security for the Arcadia Logistics Center. A 5-foot landscape buffer, planted with evergreen screen trees and screen shrubs as shown in Section E-E on Figure III-2, *Conceptual Landscape Plan*, is provided adjacent to the Eight-Foot Tubular Steel Fence. A drive aisle separates the landscape buffer from the buildings within both Planning Areas.

Located to the west of the Arcadia Logistics Center is an existing residential community. To buffer the residential neighborhood from the industrial uses within the Arcadia Logistics Center, a Decorative Concrete Screen Wall is provided along the property line. Adjacent to the property line is a 50-foot setback to the primary buildings, which includes the landscape buffer planted with evergreen screen trees and drought tolerant ground cover and shrubs, drive aisle and parking, as shown in Sections C-C and G-G on Figure III-2, *Conceptual Landscape Plan*.

Located to the east of the Arcadia Logistics Center is the San Gabriel River and bicycle trail. The bicycle trail is located on a raised berm, above the Center’s finished grade. An Eight-Foot Tubular Steel Fence is located along the property line in order to keep pedestrians and cyclists using the trail out of the Arcadia Logistics Center. Separating the Eight-Foot Tubular Steel Fence from a Water Quality Basin are evergreen screen trees, as shown in Section F-F on Figure III-2, *Conceptual Landscape Plan*. The final depth and width of the Water Quality Basin will be determined in conjunction with the implementing projects for Planning Area 2. The slopes of the Water Quality Basin are 3:1 and planted with erosion control ground cover. Separating the Water Quality Basin from the driveways, parking and buildings of Planning Area 2 are additional evergreen screen trees and screen shrubs.



### IV. GENERAL PLAN CONSISTENCY ANALYSIS

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

**Table IV-1 General Plan Consistency**

GENERAL PLAN POLICY	SPECIFIC PLAN CONSISTENCY
<b>Goal LU-1: A balance of land uses that preserves Arcadia's status as a Community of Homes and a community of opportunity</b>	
Policy LU-1.1: Promote new infill and redevelopment projects that are consistent with the City's land use and compatible with surrounding existing uses.	Arcadia Logistics Center is consistent with Policy LU-1.1 because it will redevelop a former quarry site that has been filled and mass graded through an Inert Debris Engineered Fill Operation (IDEFO), authorized by City of Arcadia Conditional Use Permit (CUP) No. 92-003. Compatibility with surrounding uses is ensured through a complete set of Architectural and Landscape Design Guidelines.
Policy LU-1.2: Promote new uses of land that provide diverse economic, social, and cultural opportunities, and that reinforce the characteristics that make Arcadia a desirable place to live.	Arcadia Logistics Center is consistent with Policy LU-1.2 because it creates a logistics center within the City of Arcadia that will provide a substantial number of jobs which may be filled by city residents. Once the fill operation is complete on the property, there will be no on-going land uses or revenue generating activates for the City of Arcadia until the Arcadia Logistics Center is approved, constructed, and in operation. Additionally, Arcadia Logistics Center will also diversify the City of Arcadia economy by developing a large property with an employment-generating land use with long-term economic viability that complements the diversity of uses already present and planned in the City.
Policy LU-1.4: Encourage the gradual redevelopment of incompatible, ineffective, and/or undesirable land uses.	Arcadia Logistics Center is consistent with Policy LU-1.4 because it will redevelop a former quarry site currently operating as a landfill with a productive end use that is desired in the City of Arcadia.

**Table IV-1 General Plan Consistency**

GENERAL PLAN POLICY	SPECIFIC PLAN CONSISTENCY
Policy LU-1.5: Require that effective buffer areas be created between land uses that are of significantly different character or that have operating characteristics which could create nuisances along a common boundary.	Arcadia Logistics Center is consistent with Policy LU-1.5 because its Landscape Design Guidelines provide for landscape buffers and sound attenuating walls between buildings within the Specific Plan area and the existing residential neighborhood to the west, and Lower Azusa Road's public right-of-way. In addition, the Arcadia Logistics Center Architectural Design Guidelines require that buildings within the Specific Plan's Planning Area 1 be oriented in a way where loading docks are not positioned facing existing residential uses.
Policy LU-1.7: Encourage developments to be placed in areas that reduce or better distribute travel demand.	Arcadia Logistics Center is consistent with Policy LU-1.7 because it is located within $\frac{1}{4}$ mile of Interstate 605, resulting in few trucks using local roads and longer routes into the inland empire and back to Los Angeles County.
<b>Goal LU-7: Industrial areas that encourage local, well-paying employment while providing for the other industrial service needs of the Arcadia community.</b>	
Policy LU-7.1: Require the use of buffers and transition in industrial developments to minimize impacts on surrounding residential neighborhoods.	Arcadia Logistics Center is consistent with Policy LU-7.1 because its Landscape Design Guidelines provide for landscape buffers and sound attenuating walls between buildings within the Specific Plan area and the existing residential neighborhood to the west, and Lower Azusa Road. In addition, the Arcadia Logistics Center Architectural Design Guidelines require that buildings within the Specific Plan area be oriented in a way that loading docks are not positioned in Planning Area 1 facing existing residential uses.
Policy LU-7.2: Encourage industrial uses that provide employment and revenue benefits to the City.	Arcadia Logistics Center is consistent with Policy LU-7.2 because it provides for up to 1,688,000 square feet of employment generating space within the City of Arcadia. Revenue benefits to the City may include development impact fees, increased property tax revenue and point-of-sale tax revenue for possible fulfillment centers located within Arcadia Logistics Center.
Policy LU-7.3: Require quality industrial development that includes visually appealing architectural design, site design, scale and massing, and landscaping design features consistent with the City's ordinance.	Arcadia Logistics Center is consistent with Policy LU-7.2 because the Design Guidelines within this Specific Plan include both guidelines and requirements which address architectural design, including scale, massing, and landscape design features to ensure that the Arcadia Logistics Center is visually appealing and consistent with the City's ordinance.

Table IV-1 General Plan Consistency

GENERAL PLAN POLICY	SPECIFIC PLAN CONSISTENCY
<b>Goal LU-13: A developed Lower Azusa Road Reclamation Area that maximizes revenue to the City while minimizing negative impacts on surrounding neighborhoods.</b>	
Policy LU-13.1: Require that developers of properties within the Lower Azusa Road Reclamation Area provide infrastructure at the time of development that meets requirements specific to the uses planned, including road pavement that may be needed to support truck traffic for industrial uses.	Arcadia Logistics Center is consistent with Policy LU-13.1 because the Specific Plan provides for coordinated development of the needed infrastructure within the Lower Azusa Road Reclamation Area.
Policy LU-13.2: Improve access to the Lower Azusa Road Reclamation Area through the upgrade of the roadway connection to the I-605 Freeway	Arcadia Logistics Center is consistent with Policy LU-13.2 because Lower Azusa Road provides sufficient capacity for the additional traffic attracted to the Specific Plan area, making upgrades of the roadway connection to the I-605 Freeway unnecessary.
<b>Goal ED-1: A mix of land uses and development incentives that work to retain existing business and attract new enterprises that generate tax revenues and high-quality jobs</b>	
Policy ED-1.4: Support and pursue re-use of the Lower Azusa Road Reclamation Area as a master-planned warehousing and logistics center that provides employment opportunities and fiscal benefits to the City of Arcadia, including but not limited to uses that generate sales tax revenue.	The Arcadia Logistics Center Specific Plan is a master-planned warehousing and logistics center within the Lower Azusa Road Reclamation Area. E-fulfillment point-of-sales uses are a Permitted Use within the Arcadia Logistics Center, which would generate sales tax revenue for the City of Arcadia.
Policy ED-1.9: Tailor regulations to respond to market changes, maximize revenue, and maintain the appropriate business mix.	Arcadia Logistics Center is consistent with Policy ED-1.9 because the Specific Plan provides for flexible design guidelines and a wide range of employment uses, which enable rapid response to market changes. Additionally, unlike facilities that are built for a specific purpose, logistics center facilities are built with the flexibility to accommodate a variety of building occupants over time, allowing for the reuse of buildings as users and desired uses change.
<b>Goal ED-3: A strong commercial and industrial economic base</b>	
Policy ED-3.1: Work with businesses, business organizations, and landowners within commercial districts outside of Downtown to facilitate revitalization of these areas and ensure ongoing high levels of property maintenance.	Arcadia Logistics Center is consistent with Policy ED-1.9 because it provides for the development of an underutilized parcel, and provides for coordinated development of the parcel through the Specific Plan. In addition, Arcadia Logistics Center provides for a Property Owner's Association to ensure an ongoing high level of property maintenance.

**Table IV-1 General Plan Consistency**

GENERAL PLAN POLICY	SPECIFIC PLAN CONSISTENCY
<b>Goal S-2: Superior storm drainage and flood control facilities that minimize risk of flooding</b>	<p>Policy S-2.3: Require that new development projects retain as much runoff as possible on the development site to reduce flow volumes into the storm drain system, allow for recharge of the groundwater basins, and comply with the City's storm water permitting requirements (consistent with the National Pollutant Discharge Elimination Systems program, or NPDES) and employ Best Management Practices (BMPs).</p> <p>Arcadia Logistics Center is consistent with Policy S-2.3 because it requires a series of surface basins or a combination of surface storage and sub-surface water quality chambers designed to reduce peak flow volumes to that required by the LA County Public Works Department. Water flows from the Specific Plan Area are designed to outlet into the San Gabriel River, which infiltrates water into the groundwater basin. BMPs are provided in the form of surface basins (or subsurface chambers) designed to achieve the level of filtering necessary to remove pollutants from the water prior conveyance to the San Gabriel River.</p>
<b>Goal N-1: Effective incorporation of noise considerations into land use planning decisions</b>	<p>Policy N-1.1: Consider noise impacts as part of the development review process relative to residential and other noise-sensitive land uses.</p> <p>Arcadia Logistics Center is consistent with Policy N-1.1 because it is designed to minimize noise impacts to adjacent residential land uses in three key ways: 1) requiring the construction of a minimum 8-foot high noise attenuating wall at the interface between the Arcadia Logistics Center and the neighboring residential neighborhood, 2) by prohibiting loading docks and truck parking areas adjacent to residential uses.</p> <p>Policy N-1.5: Require that proposed projects that have the potential to result in noise impacts include an acoustical analysis and appropriate mitigation to achieve the interior and exterior noise standards indicated in Table N-2 Interior/Exterior Noise Standards.</p> <p>Arcadia Logistics Center is consistent with Policy N-1.5 because an acoustical analysis for Arcadia Logistics Center was conducted in conjunction with the required California Environmental Quality Act assessment that accompanies this Specific Plan. Appropriate mitigation measures identified by the acoustical analysis to achieve the interior and exterior noise standards indicated in Table N-2, <i>Interior/Exterior Noise Standards</i>, will be implemented.</p>

## V. PLAN IMPLEMENTATION

Approval of the Arcadia Logistics Center Specific Plan indicates acceptance by the City of Arcadia City Council of a general framework for the development of the Arcadia Logistics Center property. That framework establishes specific development standards that constitute the zoning regulations for the Specific Plan. The provisions contained herein regulate development within the Specific Plan area.

Development within the Arcadia Logistics Center Specific Plan will be implemented through the City approval of tentative and final parcel maps, site plans, plot plans, buildings permits, and other permits that may be required by the City of Arcadia. The implementation process described herein provides the mechanisms for review and approval of development or construction of the individual components of the Arcadia Logistics Center.

### **A. SEVERABILITY**

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

### **B. MINOR MODIFICATIONS TO THE SPECIFIC PLAN**

The City recognizes that modifications to the text and exhibits of this document may be needed over time. At the discretion of the City of Arcadia Development Services Director, minor modifications to text, exhibits, and/or development standards and design guidelines shall not require a formal Specific Plan Amendment (i.e. through public hearing).

Applicants seeking a Minor Modification to the Specific Plan shall complete and submit an Administrative Modification Application to the City of Arcadia Planning Department. Prior to approving an application for Minor Modification, the Development Services Director must find the minor modification is consistent with the intent of the Arcadia Logistics Center Specific Plan, that the minor modification preserves the quality of the Specific Plan's built environment, and that the minor modification does not adversely impact neighboring property owners or residents.

The following list provides an example of minor modifications that may be made to the Arcadia Logistics Center Specific Plan administratively, at the discretion of the Development Services Director. The Development Services Director shall have the discretion to refer to any such request for modification to the Planning Commission or City Council.

- Modification of design criteria such as architectural details, landscape treatments, fencing, lighting, and entry treatments.
- Location and size of buildings, as long as they meet the Specific Plan standards and guidelines.

- Implementation of additional landscape materials, wall materials, wall alignment, entry monument design, and streetscape design that are consistent with the conceptual design guidelines contained within this Specific Plan.
- Final infrastructure facility sizing and precise location of dry utilities, water, sewer, and storm drainage improvements.
- Roadway alignment when the changes are warranted.
- Revisions to exhibits that do not substantially change the intent of the Specific Plan.
- Minor modification and deletions to the list of permitted uses.
- Modifications of a similar nature to those listed above which are deemed minor by the Development Services Director, which are in keeping with the intent of this Specific Plan and which are in conformance with the City of Arcadia General Plan.

### **C. AMENDMENTS TO THE SPECIFIC PLAN**

All modifications to this document that do not meet the criteria of a Minor Modification as defined in this Section shall be deemed to require a Specific Plan Amendment. This document was prepared pursuant to California Code §65450, et. seq. Amendments shall be processed in accordance with the applicable requirements of the law, which include §65450, et. seq. of the California Government Code.

Specific Plan Amendments shall be subject to the review and approval of the City Council. The Planning Commission should first hear and consider applications for Specific Plan Amendments and provide a recommendation to the City Council. As required by the California Government Code, all government agencies significantly affected by the proposed Amendment shall be notified of the proposed action prior to the approval. In addition, and as required by the California Environmental Quality Act (CEQA), Specific Plan Amendments shall be appropriately reviewed in accordance with the State CEQA Guidelines, with the City of Arcadia serving as CEQA Lead Agency.

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

Amendments also may be initiated by the City Council or Planning Commission by majority vote. The City of Arcadia shall notify the property owner(s) of any amendment initiated by the City Council or Planning Commission. All Planning Commission-requested amendments shall be submitted and considered by the City Council and accepted for processing by a majority vote. City staff may initiate an amendment by submitting the requested amendment to the Planning Commission for a vote. Only amendments accepted by a majority vote of the Planning Commission shall be submitted to the City Council for consideration; however, the Applicant shall have the right of appeal to City Council if the Planning Commission fails to approve.

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

- Consistent with the City's General Plan in effect at the time of consideration.
- Compatible with surrounding land uses with respect to use, development standards, density, or issues of health, public safety, and general welfare.
- Consistent with the overall design character and general structure of the Arcadia Logistics Center as set forth in the Specific Plan Design Guidelines of this document.

### D. SUBDIVISION MAPS

Approval of subdivision (parcel) maps may occur concurrently or subsequent to the adoption of the Specific Plan. All tentative and final subdivision maps shall be reviewed and approved pursuant to applicable provisions of the City of Arcadia Subdivision Code and consistent with the applicable provisions of the Land Use and Design Guidelines adopted as part of the Specific Plan.

### E. DESIGN REVIEW

Subdivision (parcel) maps, site plans, and building plans, shall not be required to undergo the City of Arcadia's Architectural Design Review Process if the Director of Development Services determines that the submitted plans substantially conform to the Design Guidelines located in Section III of this Specific Plan.

### F. MAXIMUM VEHICLE TRIP CAP & SPECIFIC PLAN LAND USE TRIP BUDGET

The ARCADIA LOGISTICS CENTER has a maximum vehicle generation trip cap of 10,029 daily passenger car equivalent (PCE) trips. Trip generation rates for the uses permitted by this Specific Plan are documented in Table V-1, *Trip Generation Rates*, (using the Institute of Transportation Engineers (ITE) rates, 9th Edition).

Table V-1    Trip Generation Rates, in PCE

LAND USE	DAILY
E-Commerce	No ITE Rates. Estimated and Daily and Peak Hour Trips Shall be Obtained from the Prospective Building User Based on Their Typical Operating Characteristics
General Light Industrial <sup>1</sup>	8.845
High-Cube Warehouse <sup>2</sup>	2.636
Industrial Park <sup>3</sup>	8.329
Manufacturing <sup>4</sup>	5.005
Shipping/Parcel Delivery	No ITE Rates. Estimated and Daily and Peak Hour Trips Shall be Obtained from the Prospective Building User Based on Their Typical Operating Characteristics
Warehousing <sup>5</sup>	4.665

Land Use Definitions per Institute of Transportation Engineers Trip Generation, 9<sup>th</sup> Edition:

1. General Light Industrial: Light Industrial facilities are free-standing facilities devoted to a single use. The facilities have an emphasis on activities other than manufacturing and typically have minimal office space. Typical light industrial activities include printing, material testing and assembly of data processing equipment.
2. High-Cube Warehouse: High-cube warehouses are used for the storage of materials, goods and merchandise prior to their distribution to retail outlets, distribution centers or other warehouses. These facilities are typically characterized by ceiling heights of at least 24 feet with small employment counts due to a high level

**Table V-1    Trip Generation Rates, in PCE**

of mechanization. High-cube warehouses generally consist of large steel or masonry shell buildings and may be occupied by single or multiple tenants. A small ancillary office use component may be included and some limited assembly and repackaging may occur within these facilities.
3. Industrial Park: Industrial parks contain a number of industrial or related facilities. They are characterized by a mix of manufacturing, service and warehouse facilities with a wide variation in the proportion of each type of use from one location to another. Many industrial parks contain highly diversified facilities – some with a large number of small businesses and others with one or two dominant industries.
4. Manufacturing: Manufacturing facilities are areas where the primary activity is the conversion of raw materials or parts into finished products. Size and type of activity may vary substantially from one facility to another. In addition to the actual production of goods, manufacturing facilities generally also have office, warehouse, research and associated functions.
5. Warehousing: Warehouses are primarily devoted to the storage of materials, but they may also include office and maintenance areas.

Prior to the approval of any implementing project that identifies a building's use, the City of Arcadia shall use the PCE trip generation rates in the table above (if a specific building user is not yet identified) or trip counts provided by a specific prospective building user (based on the typical operating characteristics of their other facilities or similar facilities in the Southern California region). The total number of PCE average daily trips (ADT) for all buildings in the ARCADIA LOGISTICS CENTER shall not exceed 10,029 daily PCE trips.

The following procedures shall be followed by the City of Arcadia in association with the review and processing of applications for implementing projects that identify building users or building user types within the ARCADIA LOGISTICS CENTER.

- (1) The City of Arcadia Planning Department shall maintain a log or spreadsheet called the "ARCADIA LOGISTICS CENTER Trip Budget." The log or spreadsheet shall depict the maximum trip cap for the Specific Plan (10,029 daily passenger car equivalent (PCE) trips). The form shall list every constructed building, the building occupant, prospective occupant, or building occupant type if a building user/occupant is not identified. The log or spreadsheet shall be set up to record the calculated total daily PCE trips.
- (2) During the Planning Department's review of implementing projects, PCE trip generation shall be calculated for the proposed building user(s) using the trip generation rates shown in Table V-1, *Trip Generation Rates*, based on land use type, or based on trip counts provided by a specific prospective building user based on the typical operating characteristics of their other facilities or similar facilities in the Southern California region.
- (3) If the Specific Plan's trip cap of 10,029 daily passenger car equivalent (PCE) trips will be exceeded by an implementing project, either:
  - The use shall not be permitted; or
  - A traffic analysis shall be performed by a licensed traffic engineer demonstrating that the increased number of trips for the Specific Plan will not cause impacts to

the transportation system beyond those disclosed in the ARCADIA LOGISTICS CENTER Environmental Impact Report.

### **G. INFRASTRUCTURE AND OTHER PUBLIC IMPROVEMENTS**

Each planning area shall be responsible for roadway improvements fronting its individual parcel. In addition, each planning area shall pay its fair share of major infrastructure costs for the Specific Plan area. The major infrastructure costs may be offset by public assistance such as a Community Facility District (CFD) or other special district to provide funding for the construction of a variety of public facilities and the provision of public services. City Council approval is a prerequisite for the implementation of any and all special district-financing mechanisms. In addition, Development Impact Fee (DIF) credits may be applied.