

I. INTRODUCTION *(Amended Ord. No. 351, 428)*

A. Background *(Amended Ord. No. 351, 428)*

The land use pattern in Apple Valley has been primarily residential, with commercial development occurring on State Route 18 and Bear Valley Road, the Town’s connection to surrounding communities. The General Plan for the Town of Apple Valley includes a number of Special Study Areas in which additional planning and land use studies have been recommended to address unique challenges and opportunities associated with developing these areas. These Special Study areas include the Airport Influence Area; the Dry Lake Flood Area; the Apple Valley Village Area located west of Central Avenue; the Highway 18 Improvement Area; the I-15 Corridor; and the Bear Valley Road Improvement Area. The North Apple Valley Industrial Specific Plan has at its center the Airport Influence Area.

This Specific Plan has been prepared to establish long-term development goals, standards and guidelines for 6,220-acres including and surrounding the airport. The primary land uses envisioned in this area are industrial and commercial land uses, which will provide the Town with long-term economic growth and vitality, job growth, and revenue.

1. Statutory Authority

California Government Code Section 65450 through 65457 authorizes cities to adopt Specific Plans as a tool in the implementation of their General Plan. Government Code further specifies the content of Specific Plans, including the following minimum requirements:

1. Text and diagrams that provide the distribution, location and extent of land uses; the distribution, location and extent of transportation, water, sewer, drainage and other utilities; and the standards and criteria by which these improvements will proceed;
2. Implementation measures including regulations, programs, public works projects and financing measures required to implement the Plan;
3. Consistency analysis to assure that the Specific Plan is compatible with the General Plan.

Government Code further allows local jurisdictions to adopt Specific Plans either by resolution or ordinance. The Town of Apple Valley Development Code Section 9.03.070 specifies that Specific Plans shall be adopted by ordinance.

2. Relationship to the General Plan *(Amended Ord. No. 351, 428)*

The North Apple Valley Industrial Specific Plan is a tool for implementing the goals of the Town’s General Plan related to the 6,221-acre area that includes and surrounds the Apple Valley Airport. The Specific Plan is consistent with the Apple Valley General Plan, and implements the goals of the General Plan related to the Airport Influence Area.

3. Relationship to the Development Code *(Amended Ord. No. 351, 428)*

This Specific Plan establishes development standards and guidelines for the Specific Plan area. This Specific Plan provides the zoning ordinance for the Specific Plan area. Where a development standard is different in the Development Code than in this Specific Plan, the provisions in this Specific Plan shall apply. Where a standard is not provided in this Specific Plan, the standards of the Development Code shall apply.

The Specific Plan implements four land use and zoning designations:

General Commercial – Specific Plan provides for a wide range of commercial uses intended to support the industrial development in the Specific Plan area. Appropriate land uses in this designation include hotels and motels, professional services, retail commercial land uses, in the form of both free-standing businesses and retail centers. General Commercial lands total 270.6 acres, and are located at the corners of the Specific Plan area, on major roadways. The location of the commercial areas is designed to encourage the patronage of surrounding residents, and facilitate access to the High Desert Corridor and Interstate 15.

Industrial – Airport is assigned to lands within the control of the Apple Valley Airport. Land uses permitted include airport-related activities, such as hangars, repair and fueling facilities, and similar uses. Also appropriate in the Industrial – Airport designation are support commercial facilities, and quasi-public uses, such as restaurants and museums, respectively. This designation has been assigned to 740.1 acres located in the center of the Specific Plan area.

Industrial – Specific Plan allows for a broad range of clean manufacturing and warehousing uses, ranging from furniture manufacture to warehouse distribution facilities. All uses must be conducted within enclosed buildings. Outdoor storage must be completely screened from view. Appropriate land uses in this designation include manufacturing facilities with showrooms and offices, regional warehousing facilities, and support services for manufacturing and warehousing. This designation is the most prevalent in the Specific Plan area, having been assigned to 4,788.5-acres of land.

Industrial – General allows for more intense manufacturing uses, including uses which may be conducted outdoors. Appropriate in this designation are such users as cement batch plants, welding shops, and vehicle dismantling. This land use designation has been applied to 340 acres located in the northeastern portion of the Specific Plan area.

B. Project Location (*Amended Ord. No. 428*)

The Town of Apple Valley is located in the Victor Valley area which is located forty miles north of San Bernardino; 25 miles southwest of Barstow; and 100 miles northeast of Los Angeles. Apple Valley is located in San Bernardino County.

The Specific Plan area is located in the northern portion of the Town. Its boundaries include Langley Road on the north, Waalew Road on the south, Dale Evans Parkway on the west, and Central and Joshua Roads on the east. At its eastern boundary along Central Road and Joshua Road, the Specific Plan area abuts unincorporated lands within San Bernardino County. Please see Exhibit I-1 Regional Location, Exhibit I-2 Vicinity Map, and Exhibit I-3 Existing Conditions.

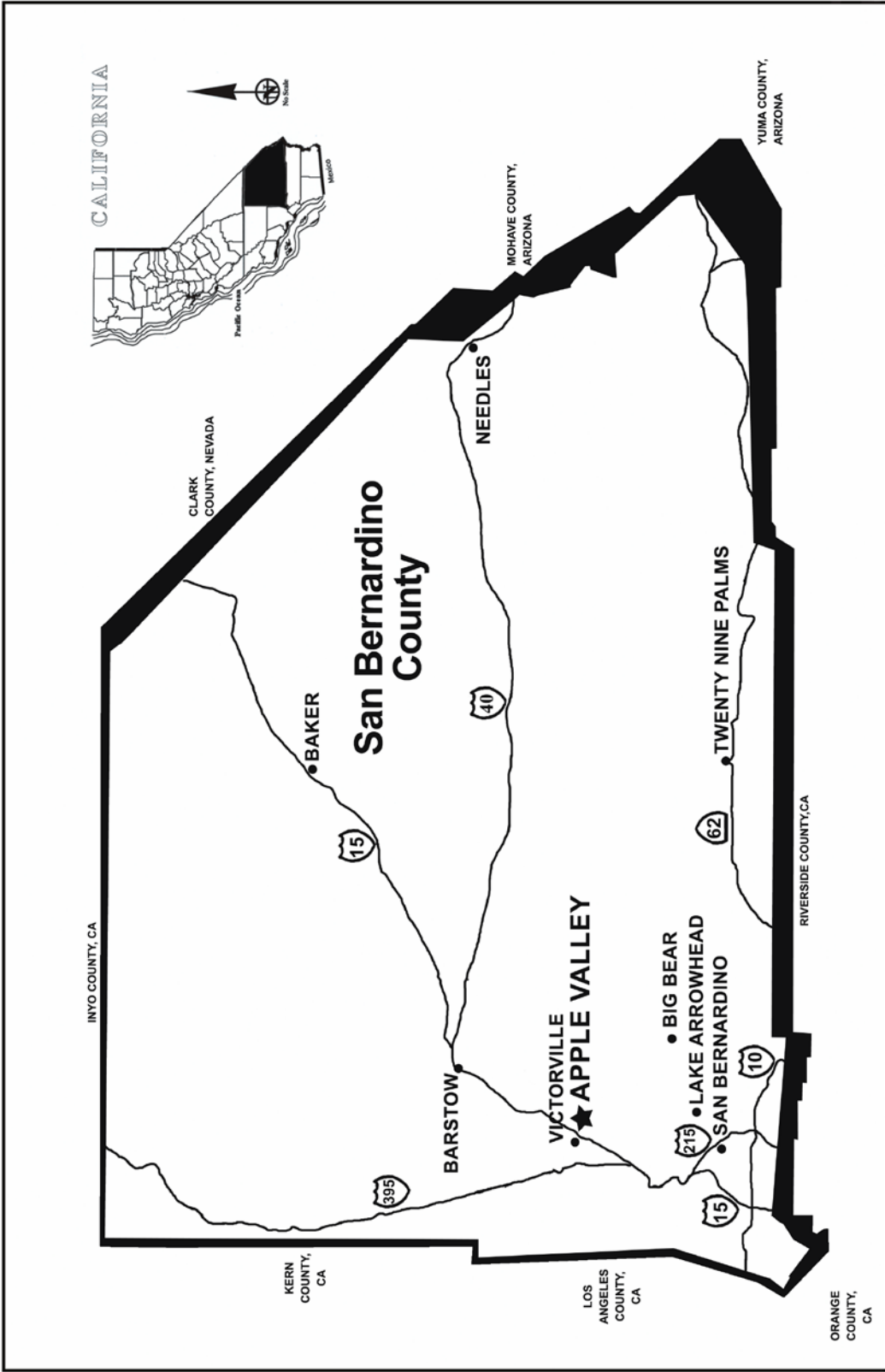
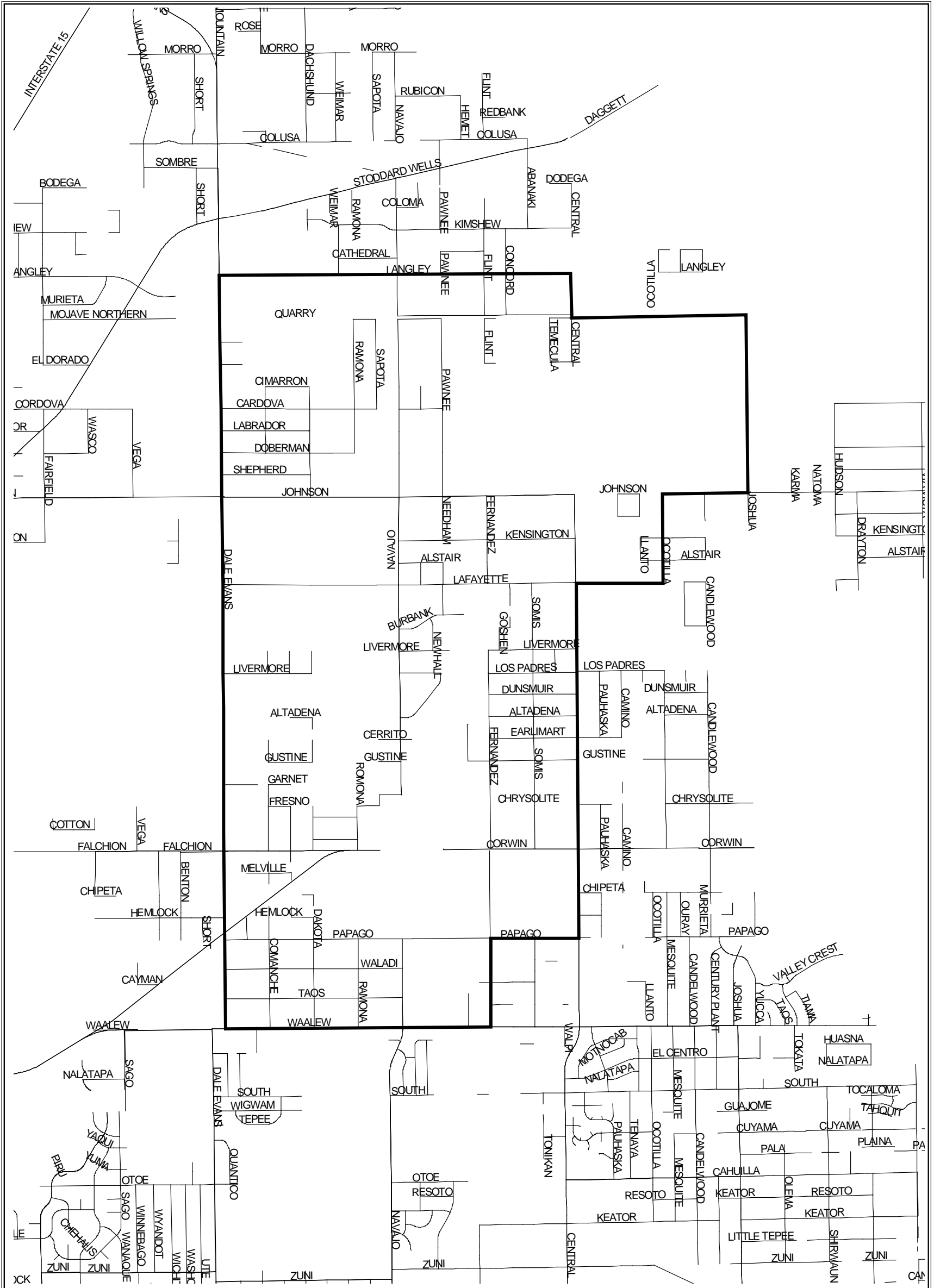


Exhibit
 I-1

North Apple Valley Industrial Specific Plan
 Regional Location Map
 Apple Valley, California



Get a Slice of the Apple.



North Apple Valley Industrial Specific Plan Project Vicinity Map



— Project Boundary Line

0.25 0 0.25 0.5 0.75 1 Miles



Exhibit

I-2



North Apple Valley Industrial Specific Plan Existing Conditions

Exhibit

I-3

C. Specific Plan

1. Opportunities

The North Apple Valley Industrial Specific Plan capitalizes on the opportunities and advantages that the area offers, and promotes the use of the area as a regional center for industry and manufacturing. Unique advantages provided by the Specific Plan area include:

- Proximity to a significant regional transportation system that includes State Route 18, Interstate 15, historic State Route 66, State Route 395, and the Burlington Northern Santa Fe Railroad.
- Uncongested access to regional business centers such as San Bernardino and Barstow; international commerce centers such as Las Vegas and Los Angeles; and to the ports of Long Beach and San Pedro.
- A range of businesses, industries, and institutions that have already developed around the airport. These include utility company facilities; fuel and flight related businesses; airplane hangars; industrial storage facilities; law enforcement facilities; the WalMart warehouse/distribution facility; vehicle and equipment rental and storage areas; auto salvage yards; and machine shops.
- An expanding regional airport with current ability to accommodate both general aviation and commercial jets.
- Generally flat, vacant and unconstrained land which can suit any size of business or industry.

These attributes combine to make the Specific Plan area an ideal site for a wide range of industrial, commercial, institutional, office, and airport-related uses.

Attracting corporations and industries that have linkages with local firms, and that can support and build upon successful operations that have already developed in and around the Specific Plan area, is likely to be a critical factor in the speed of industrial development, and the type of industrial development that will take place.

The efforts of local businesses, chambers of commerce, and elected officials, as well as local and regional economic development staffs and related resources will determine the direction, pace, and quality of the build out of this Specific Plan. Likewise, the Town's Economic Development Department and Redevelopment Agency are charged with accomplishing the Town's economic development goals and will be instrumental in the success of the North Apple Valley Industrial Specific Plan.

As part of its recent emphasis on commercial and industrial development, the Town Council has established the financing and installation of public infrastructure as its number one economic development priority. The Town has a Development Advisory Board and a Coordinating Task Force that will also be acting to facilitate the location of business and industry in the Specific Plan area. The Task Force includes high-level Town personnel in a range of departments including planning, engineering, building and safety, and public works.

This Specific Plan is structured to provide local and regional decision makers with the tools needed to successfully develop the area, and implement infrastructure improvements which assure long term success.

2. Challenges

There are many challenges that will need to be addressed as the Specific Plan is implemented, including:

- Constraints upon east-west roads due to the location of the airport's primary 18-26 runway;
- The ownership of Quarry Road by private interests, and its conversion to a public right of way;
- The absence of existing utility infrastructure in much of the Specific Plan area;
- The running of utility lines under the Apple Valley Airport runways;
- The lack of existing roads and drainage systems in the majority of the Specific Plan area; and
- Redesign of the roads in the southwestern portion of the Specific Plan area that will be dead-ended by the High Desert Corridor, and the reorganization of circulation patterns in this area.

3. Goals

The Specific Plan has been developed to provide land owners, developers, business owners and the Town with development standards and guidelines which lead to:

- Long-term economic growth.
- Clean industry, ranging from manufacturing to warehousing.
- A wide range of employment opportunities.
- Adequate and available backbone infrastructure – roads, water, sewer and utilities.
- A streamlined permitting process.
- Flexibility for individual properties and developers.
- High quality construction.
- Master planned landscaping that unifies and defines the area.

4. Overview

Key considerations in the development of the Specific Plan include:

- Creating a professional, well-maintained and attractive environment for the development of industrial and commercial master planned projects.
- Restricting outdoor manufacturing to the northeastern portion of the Specific Plan area.
- Establishing clearly identifiable entries to the Specific Plan area which set the landscaping theme.
- Providing buffers which allow sufficient separation between the commercial and industrial businesses in the Specific Plan area and the surrounding residences.

- Establishing pleasing architectural treatments for buildings, incorporating the use of natural building materials and natural colors.
- Constructing high quality roads that can serve large numbers of cars and heavy trucks that will have sufficient width, turning radii, and other amenities, and operate at acceptable levels of service.
- Realigning roads in the southwest portion of the Specific Plan area to adjust for the High Desert Corridor, while providing adequate access both to and through the Specific Plan area.
- Placing all utilities underground.
- Planting and maintaining high quality landscaping that utilizes desert vegetation (with low water demands); that limits turf areas; and that is aesthetically pleasing.
- Restricting building heights where necessary to prevent interference with airport take-off and landing operations.
- Restricting lighting intensity, placement, and direction to prevent interference with airport operations; to avoid glare to nearby residents and motorists; to curtail unnecessary energy use; and to support the Town’s Dark Night Sky aesthetic and policies.

5. Purpose

The Specific Plan creates land use districts that will facilitate the development of well-planned projects that are consistent with the objectives outlined in Apple Valley’s General Plan, and that will provide good jobs and other clear benefits to the Apple Valley community. These districts are designed to:

- Create suitable locations for high quality industrial, light industrial, value additive, and high technology enterprises which further the Town’s economic development and land use goals.
- Provide suitable locations for office, commercial, retail, utility, and institutional uses that support the industrial and employment base in the Specific Plan area by providing goods and services for these employees and nearby residents.
- Locate manufacturing uses in such a way that the Town’s residential population is not impacted by noise, light, pollution, traffic, or other nuisances or hazards.
- Facilitate the construction of utilities, roads, and other major infrastructure investments that will be sufficiently sized to adequately serve the Specific Plan area and its surroundings through build out of the Town.
- Determine design specifications and development criteria for the lands within the Specific Plan boundaries that are consistent with the Town’s existing Development Code.
- Create an application review process that streamlines the permitting process, while fully vetting all issues, public concerns, and unique impacts associated with each proposed project.

6. Format

This document is organized into sections which address specific issues. In addition to this section, which provides an introduction to the Specific Plan, Section II describes in greater detail the land use designations established in this Specific Plan. Section III provides the development standards and guidelines to implement the Specific Plan, including landscaping, parking and

signage standards. Section IV provides a detailed description of existing and future infrastructure within the Specific Plan area, and includes cost estimates and funding sources for its implementation.

D. CEQA Compliance (*Amended Ord. No. 351, 428*)

In compliance with the California Environmental Quality Act (CEQA), the Town identified the preparation of this Specific Plan as a “project” under CEQA, and prepared an Initial Study. The Initial Study found that the Specific Plan had a potential to significantly impact the environment, and that an Environmental Impact Report (EIR) must be prepared. The Town circulated to all responsible and trustee agencies a Notice of Preparation (NOP) of an EIR. All comments received in response to the NOP were considered and incorporated into the EIR. The EIR was circulated to all responsible and trustee agencies, and all other interested parties, for a period of 45 days. All comments received in response to the EIR were considered in the Response to Comments prepared for the Planning Commission and Town Council. The Town Council certified the EIR prior to adopting this Specific Plan, on October 10, 2006.

In 2007, the Town approved an Amendment to the Specific Plan which added 163.9 acres to the southwestern corner of the Specific Plan. That Amendment was reviewed under CEQA through the preparation of an Initial Study, tiering off the certified EIR. The Initial Study found that impacts associated with the Amendment could be mitigated to less than significant levels, and a Mitigated Negative Declaration was adopted.

In 2011, the Town finalized the annexation of the Northeast Industrial area, consisting of 805.1± acres of land (Annexation No. 2008-02) located immediately east of, and adjacent to the Town limits and contiguous with the North Apple Valley Industrial Specific Plan (NAVISP). Also, included within the Amendment is an additional 315± acres located north of Quarry Road and contiguous to the NAVISP. Both areas were reviewed under CEQA through the General Plan Update which included the certification of the Environmental Impact Report (EIR). Therefore, proposed Amendment is exempt from further CEQA review.