

II. LAND USE *(Amended Ord. No. 351, 413, 428)*

Introduction *(Amended Ord. No. 351, 428)*

This section of the Specific Plan describes the vision, the design concepts and the land use designations within the Specific Plan area.

The Specific Plan governs land use for an area totaling 6,221-acres in the northern portion of the Town. The intent of the Town is to establish land use designations which facilitate industrial and commercial development to broaden the Town’s economic base, and provide long term growth and prosperity.

The Town of Apple Valley General Plan recognizes the importance of commercial and industrial development for the Town’s future, and supports the development within the Specific Plan for industrial development surrounding the Apple Valley Airport¹. To that end, the Town analyzed those areas which could support industrial and commercial development, and determined the boundary of the Specific Plan area, as shown throughout this document.

A. Previous Land Use and Zoning Designations *(Amended Ord. No. 351, 428)*

Prior to the adoption of the NAVISP, the General Plan previously designated lands within the Specific Plan area Community Reserve, Planned Industrial, and General Commercial, as shown in Exhibit II-1, Previous General Plan Land Use Designations. Table II-1 illustrates the acreage in each of these land use designations. The acreage identified in Table II-1 are based on the original specific plan boundaries and do not reflect the subsequent amendments to the specific plan boundary.

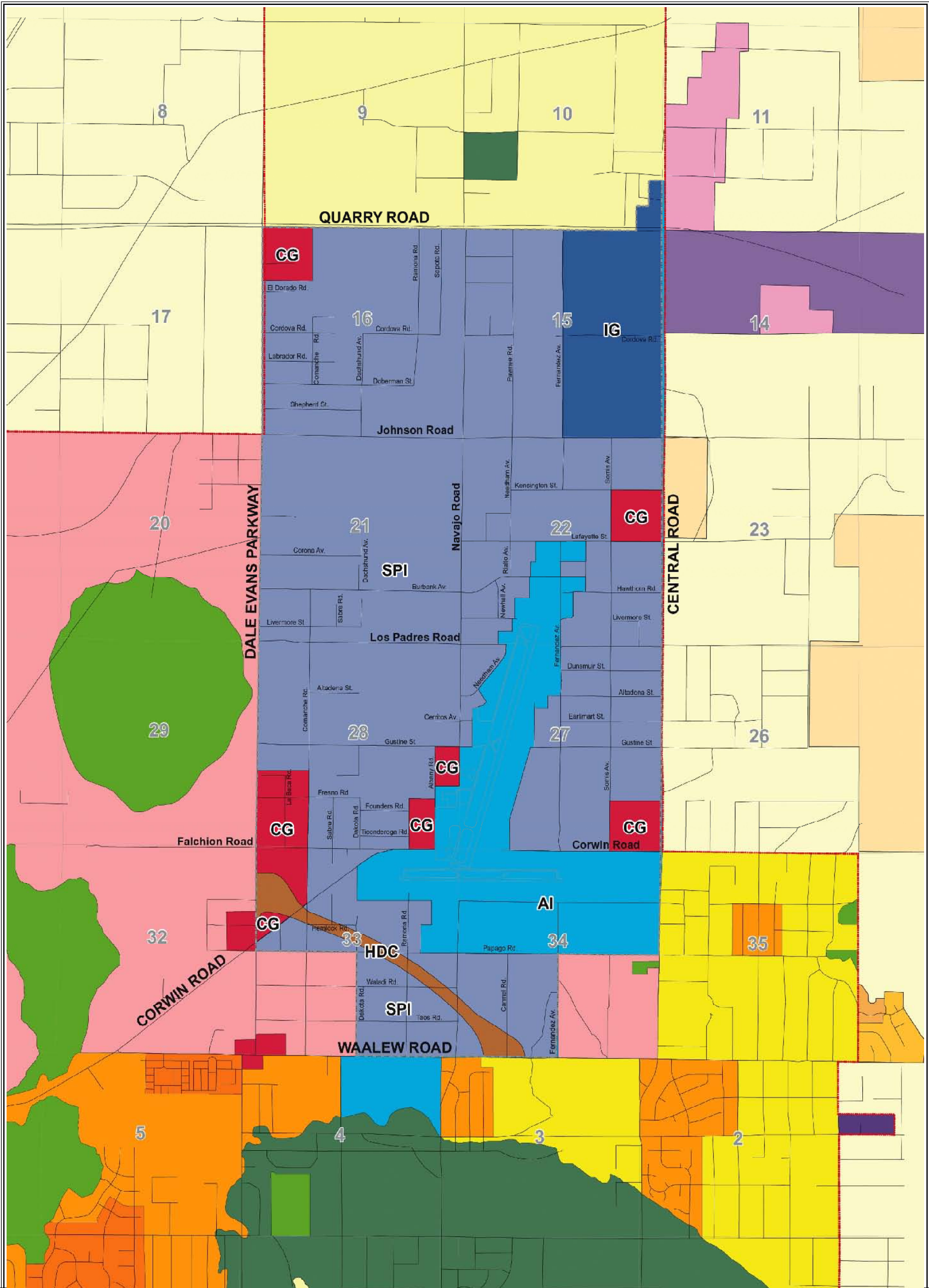
Table II-1 Previous General Plan Designations *Amended Ord. No. 351)*

Land Use Designation	Acres		
	Acres Vacant	Developed	Acres Total
General Commercial	29.6	16.6	46.2
Planned Industrial	2,205.2	698.0	2,903.2
Community Reserve	2,024.4	45.4	2,069.8
High Desert Corridor*	73.7	8.0	81.7
Total	4,332.9	768.0	5,100.9

*High Desert Corridor is not a General Plan designation, but is included in these calculations because of the future potential for these lands being lost to development.

¹ Town of Apple Valley General Plan, Land Use Goal LU-7, Program LU-7.A.2, and Policy 7.C .

As shown in the Table, two thirds of the land within the Specific Plan area is designated for industrial development currently. Approximately one third of the area is designated for single-family residential land uses. The lands in the Community Reserve designation could support up to 2,070 single-family residential units, while the General Commercial and Planned Industrial lands could ultimately support 442,744 square feet and 27,821,946 square feet of development, respectively.



Legend				
	General Plan Res.	General Plan Comm.	General Plan Other	Specific Plan Designations
	SB County Designations			

North Apple Valley Industrial Specific Plan Previous General Plan Land Use



Exhibit
II-1

B. Land Use Concept

The Town of Apple Valley wishes to facilitate the development of high quality industrial development to provide for the Town's economic future. To that end, this Specific Plan establishes development standards and guidelines intended to guide land owners and developers in their project designs. These standards and guidelines assure the long-term development of a quality industrial park which will include distinctive, highly identifiable complements, such as entry monumentation and landscaping, which give the North Apple Valley Industrial Specific Plan area a sense of place and identity in the community.

The land use map for the Specific Plan has been developed to maximize development potential, and consider the logical location of land uses. Industrial land uses were determined to be the single most important land uses within the Specific Plan area. These land uses are envisioned to provide employment opportunities at all levels, to contribute to a stable and varied economy for the Town's future, and to improve the Town's tax base. Two types of industrial designations are included in the Specific Plan: the Industrial – Specific Plan and the Industrial – General designations. The former provides for a broad range of development, from warehousing to manufacturing uses, conducted entirely within a structure. The latter allows for more intense industrial uses, including using requiring outdoor manufacturing facilities.

The Town recognizes the importance of the Apple Valley Airport, and the associated constraints and opportunities which it provides the Town and the Specific Plan area. The potential land uses on airport-owned properties are specific to the airport, and will support and enhance its operations. As a result, a land use designation has been developed specifically for that area, which includes components of both commercial and quasi-industrial development.

The future industrial development, which is at the core of this Specific Plan, will require support services, and will generate a need for commercial development to serve both the businesses and the employees of the area. Commercial nodes, located at major intersections in the Specific Plan area, are intended to provide goods and services to both the Specific Plan businesses, and to development in the immediate area. This commercial development is intended to support the intensity of development within the Specific Plan, and not to replace the core of the Town's commercial development along Happy Trails Highway (Highway 18) and Bear Valley Road.

Finally, the Town recognizes that this Specific Plan will create the potential for more intense land uses, which will need to be good neighbors to the residential development which now surrounds the area, and which will continue to develop in the future. To that end, the Specific Plan incorporates design standards and buffer areas to assure a significant physical separation between the Specific Plan and other lands. These buffer areas will act as transition areas, protecting the surrounding residents from the impacts of industrial and commercial development.

C. Specific Plan Land Use Designations *(Amended Ord. No. 351, 428)*

This Specific Plan includes a one-map approach. That is to say, the General Plan and Zoning designations, and concurrent maps, are identical. Only one Land Use and Zoning Map is included in this Specific Plan (please see Exhibit II-2, Specific Plan Land Use Map).

The Specific Plan includes four land use designations, and one overlay. The land use designations are: General Commercial – Specific Plan; Industrial – Airport; Industrial – Specific Plan; and Industrial – General. The overlay is provided for the High Desert Corridor, a California State Highway currently in the planning stages.

Table II-2 depicts the acreage in each of the Specific Plan designations, as well as the development potential of these lands. As demonstrated in the Table, the Specific Plan area has the potential to generate up to 48,346,285 square feet of commercial and industrial space.

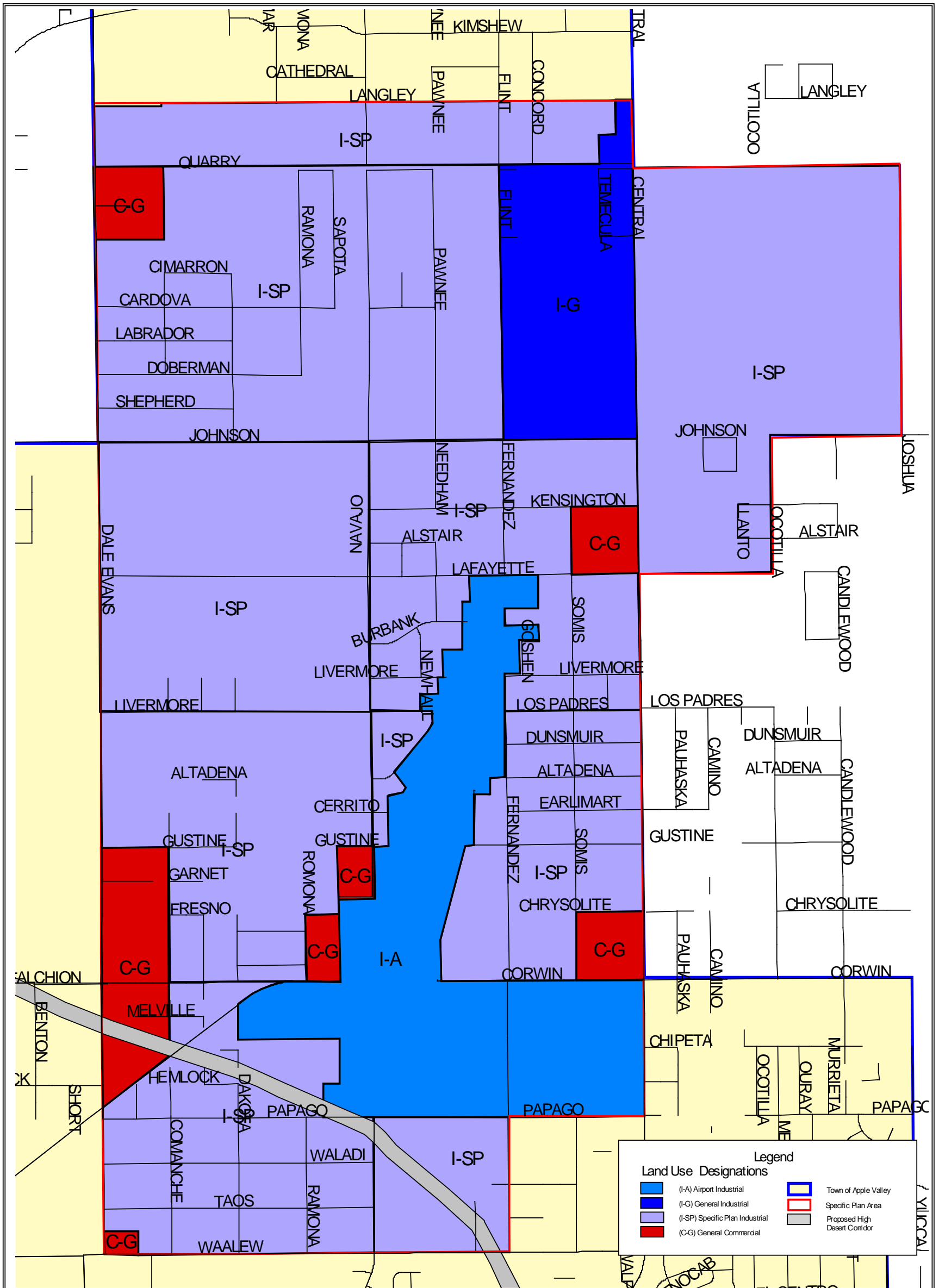
**Table II-2 Specific Plan Land Use Designations
 Buildout Summary**
(Amended Ord. No. 351, 428)

Designation	Acres Vacant	Acres Developed	Acres Total	Existing Square Footage*	Potential Square Footage**	Total Square Footage
General Commercial	265.7	4.9	270.6	46,958	2,546,256	2,593,214
Industrial - Airport	329.5	410.6	740.1	N/A	N/A	N/A
Industrial - Specific Plan	4,445.2	343.3	4,788.5	3,287,037	42,599,240	45,886,277
Industrial - General	334.0	6.1	340.1	58,458	3,200,789	3,259,246
High Desert Corridor	73.7	8.0	81.7	N/A	N/A	N/A
Total	5,374.4	772.9	6,221	3,392,453	48,346,285	51,738,737

*Assumes that existing development, which is generally non-conforming under the Specific Plan, will be re-developed with up to 22% building coverage.

**Assumes new development at 22% building coverage.

The land use designations within the Specific Plan allow a broad range of development. Each of the designations is described below. Specific development standards and guidelines for each designation are provided in Section III of this document



North Apple Valley Industrial Specific Plan Land Use Plan



2000 0 2000 4000 Feet

Exhibit

II-2

1. Industrial – Specific Plan

This designation allows for a broad range of clean manufacturing and warehousing uses, ranging from furniture manufacture to warehouse distribution facilities. Key features of this designation include:

1. Outdoor storage must be completely screened from view.
2. All uses must be conducted within enclosed buildings.
3. Perimeter landscaping must be complementary with that of surrounding projects to provide a unified, cohesive streetscape.

Appropriate land uses in this designation include manufacturing facilities with showrooms and offices, regional warehousing facilities, and support services for manufacturing and warehousing.

2. Industrial – General

This designation allows for more intense manufacturing uses, including those which may produce limited emissions due to manufacturing processes. Key features of this designation include:

1. Outdoor storage is permitted, with appropriate approvals.
2. Outdoor manufacturing is permitted, with appropriate approvals.
3. Perimeter landscaping must be complementary with that of surrounding projects to provide a unified, cohesive streetscape.

Appropriate in this designation are such users as cement batch plants, welding shops, and vehicle dismantling. Land uses also permitted in the Industrial – Specific Plan designation, such as warehousing and manufacturing, may also be permitted here.

3. Industrial – Airport

This designation is assigned to lands within the control of the Apple Valley Airport. Key features of this designation include:

1. Permitted uses are related to those needed for an airport, or complementary to airport operations.
2. A mix of commercial and industrial uses is allowed.
3. Perimeter landscaping must be complementary with that of surrounding projects to provide a unified, cohesive streetscape.

Land uses permitted include hangars, airplane repair and fueling facilities, and similar uses. Also appropriate are support commercial facilities, and quasi-public uses, such as restaurants and museums, respectively.

4. General Commercial – Specific Plan

This designation provides for a wide range of commercial uses intended to support the industrial development in the Specific Plan area. Key features of this designation include:

- Commercial services which provide activity centers for the industrial development.
- Services and offices are encouraged.
- Perimeter landscaping must be complementary with that of surrounding projects to provide a unified, cohesive streetscape.

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. Heavier commercial land uses, including vehicle repair, and vehicle storage may also be appropriate, particularly if related to the industrial development adjacent.

High Desert Corridor designates lands identified by the California Department of Transportation (CalTrans) as the future location of State Highway 220. Should development be proposed on these lands, it can occur within the limits of the General Commercial – Specific Plan regulations for lands west of Corwin Road, and within the limits of the Industrial – Specific Plan regulations for lands east of Corwin Road.

D. Design Principles

As discussed in Section I, this Specific Plan is intended to provide guidance to developers and landowners to assure that the Specific Plan area is developed in a manner which will provide long term economic growth for the Town. One of the keys to providing this growth is to ensure that development within the Specific Plan area is of the highest quality. The following design principles should be implemented for all projects proposed:

1. A building's function must be balanced with a building's design.
 - a. Large structures still function efficiently, even when the wall planes are articulated and architectural relief is provided on the outside.
2. Because of the Town's flat topography, buildings and development sites can be seen from all sides at a distance.
 - a. All sides of all buildings should present an attractive view to those who may see them.
 - b. The same level of architectural detail should be applied to all four sides of a structure.
3. Parking is not a design feature.
 - a. Employee parking should not be the focus of a project's front yard.
 - b. Commercial vehicle parking must be hidden from view, and should never be located in a front or street side yard.
 - c. Landscaping and berming will enhance a project, and provide an inexpensive design solution to hide parking areas.

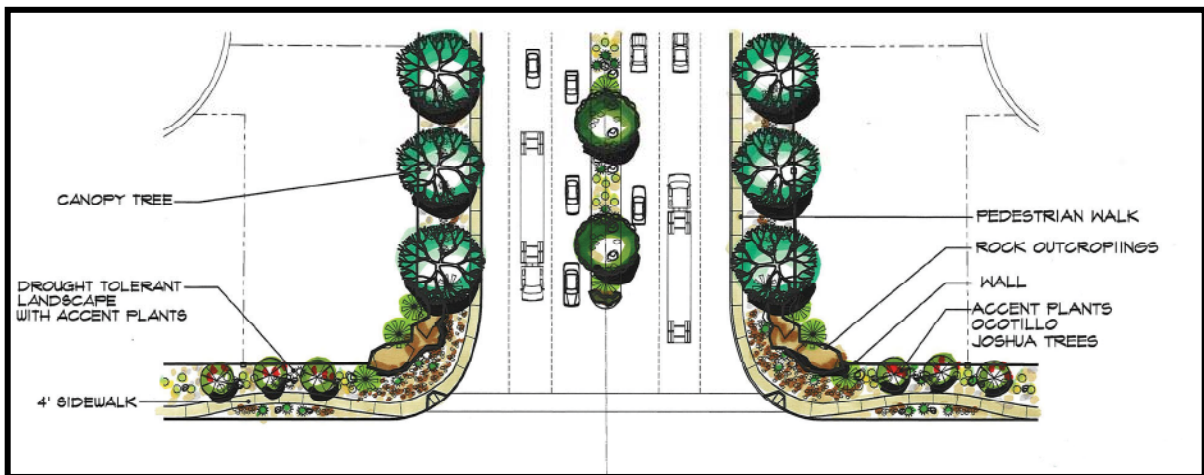
4. Minimum development standards are not maximum development standards.
 - a. Although the Town is sensitive to the costs of development, any project will benefit from setbacks that exceed the standards in this Specific Plan, or more trees than required in a parking lot.
5. All development should be sensitive to its surroundings.
 - a. Site design should always consider what development occurs on adjacent parcels, and be compatible with it.
 - b. The desert environment must be respected and integrated into all projects in terms of providing shade and passive solar design, native landscaping materials and water efficiency.

E. Special Provisions

The Development Standards and Guidelines included in Section III of this Specific Plan are consistent with the requirements of the Town Development Code. Several special provisions have been added to this Specific Plan, due to factors such as location, economic development potential, and community concern.

1. Entry Statements *(Amended Ord. No. 351, 428)*

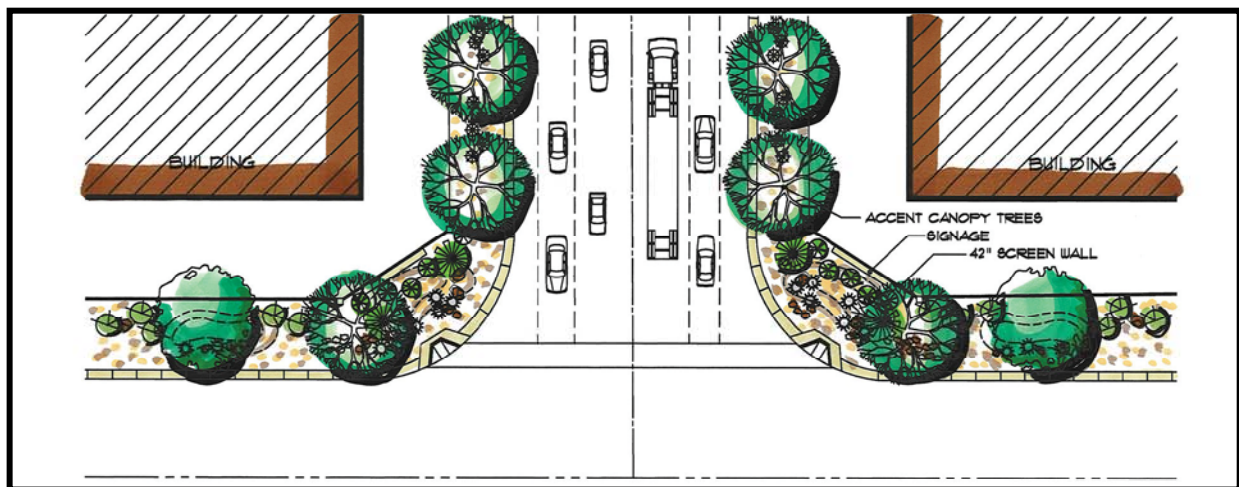
Major entry statements are to provide a sense of arrival to the Specific Plan area. Major entry statements shall be located at the following locations (see Exhibit II-3, Special Provisions):



Major Entry Statement

1. On Dale Evans Parkway at the off ramps of High Desert Corridor (SR-220)
2. Entry at Dale Evans Parkway and Fresno Road
3. Entry at Dale Evans Parkway and Johnson Road
4. At the corner of Dale Evans Parkway and Quarry Road
5. At the corner of Central Road and Papago Road

Major project entries should include landscaping, monument signage, and a park-like setting in an area of about one acre. The landscaping palette should utilize vertical accents such as Incense Cedar and Arizona Cypress to provide a sense of arrival to the project.



Secondary Entry Statement

Secondary entry statements are to maintain a sense of place to the Specific Plan area. These entries should be similar to the major entry statements, but with fewer features and reduced landscaping area and density. Secondary entry statements shall be located at the following locations:

1. Entry at Johnson Road and Joshua Road
2. At the corner of Central Road and Quarry Road
3. Entry at Dale Evans Parkway and Waalew Road

Entry statements can be part of an individual project, but must be consistent with each other. Typical major entry statements are depicted in Section III of this document. These special provisions are outlined in greater detail in Section III.

2. Buffer Areas *(Amended Ord. No. 351, 428)*

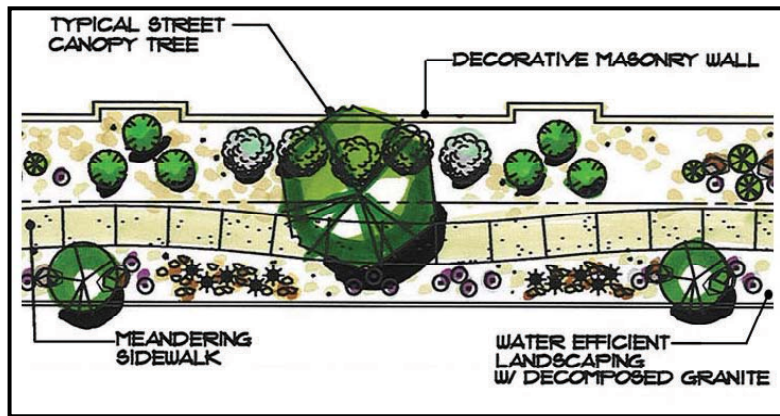
Landscaping and building setbacks on the perimeter streets within the Specific Plan are required to assure that sufficient distance is provided between the industrial and commercial uses and the residences across each of these streets. The buffer areas are as follows:

Table II-3 Buffer Areas
(Amended Ord. No. 351, 428)

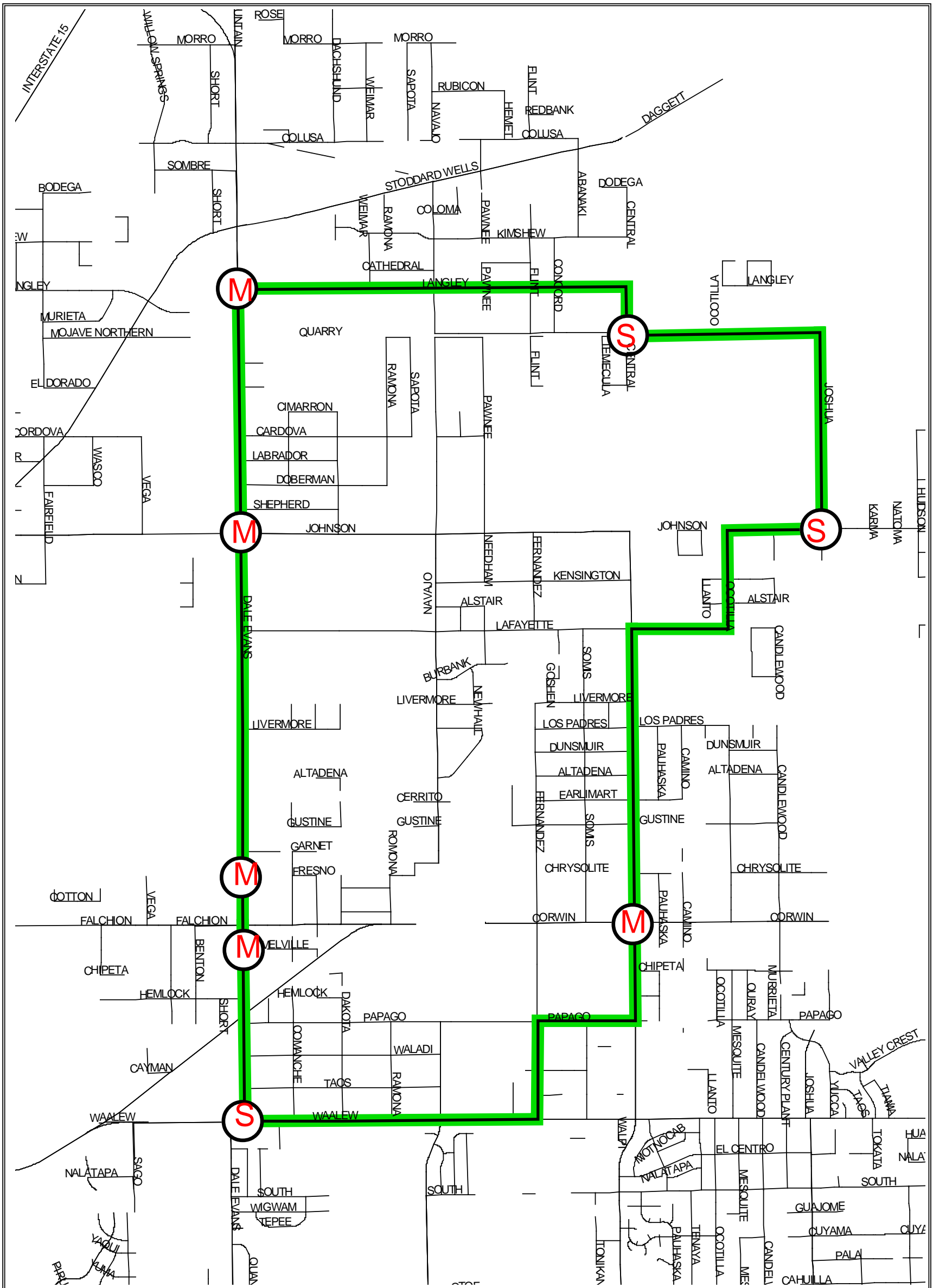
Location	Landscaping Setback (feet)*	Building Setback (feet)*
Dale Evans Parkway	25	50
Central Road	25	50
Papago Road	50	75
Waalew Road	50	75
Fernandez Street	50	75
Joshua Road	50	75
Lafayette (East of Central)	50	75
Langley Road	50	75
Ocotilla	50	75

*From outside edge of public right of way

Landscape buffer areas will be planted with the streetscape plant palette established in Section III of this document. The locations of buffer areas are shown in Exhibit II-3, Special Provisions. A depiction of the landscaped setback is shown below.



Typical Buffer Area



North Apple Valley Industrial Specific Plan Special Provisions



- Project Boundary Line
- Buffer Areas
- M Major Entries
- S Secondary Entries

0.25 0 0.25 0.5 0.75 1 Miles



Exhibit

II-3

3. Permit Streamlining

This Specific Plan includes provisions for the permitting of projects through an administrative process, called Site Plan Review. Qualifying projects (permitted uses not requiring a SUP or CUP) will be reviewed and approved by the Director of Economic and Community Development or his representative. Site Plan Review is a process unique to this Specific Plan in the Town, and is designed to provide qualifying projects with streamlined permitting requirements which do not require public hearings before the Planning Commission or Town Council. The detailed provisions for Site Plan Review are provided in Section III of this Specific Plan.

4. Existing Development (*Amended Ord. No. 413*)

Existing development in the Specific Plan area falls under one of two categories:

1. Development which does not conform to the permitted and conditionally permitted land uses under the Specific Plan, such as single family residences; or
2. Development which conforms to the permitted and conditionally permitted uses, but which does not conform to the design standards and guidelines.

Residential units in the Specific Plan area existing as of the adoption of this Specific Plan may remain in perpetuity, and may be expanded, renovated or remodeled in conformance with the development standards for the Low Density Residential zone.

Non-conforming commercial or industrial buildings and uses in the Specific Plan area existing as of the adoption of this Specific Plan may continue to operate, and are not required to conform to the provisions of this Specific Plan unless the building or use is abandoned for a period of 6 months. These buildings or uses may also be replaced if damaged by fire or act of God. Expansion of these buildings or uses will require the approval of a Conditional Use Permit. Buildings proposing to expand the existing use of, or replace, exposed metal, require the approval of a Conditional Use Permit. The use of exposed metal that has been approved with a Conditional Use Permit shall not be considered a non-conforming use.

5. Restrictions on Eminent Domain

Property owners in the Specific Plan area expressed concern that the Town would exercise powers of eminent domain on their parcels, and force the sale for purposes of assemblage or development incentives to business interests. Although the Specific Plan is not within a Town Redevelopment Area at this time, and in order to protect property owners within the Specific Plan from the uncontrolled sale of their property, the Town shall not exercise eminent domain for purposes of conveying property for private ownership or use.