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**TOWN OF APPLE VALLEY  
PLANNING COMMISSION AGENDA**

**WEDNESDAY, NOVEMBER 3, 2021**

**Regular Meeting 6:00 p.m.**

***Town Council Chambers***  
**14955 Dale Evans Parkway**

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**PLANNING COMMISSION MEMBERS**

Joel Harrison, Chairman  
Mike Arias Jr., Vice-Chairman  
Bruce Kallen, Commissioner  
B.R. "Bob" Tinsley, Commissioner  
Jared Lanyon, Commissioner

**PLANNING DIVISION OFFICE: (760) 240-7000 Ext. 7200**  
**[www.AVPlanning.org](http://www.AVPlanning.org)**

***Monday - Thursday 7:30 a.m. to 5:30 p.m.***  
***Alternating Fridays 7:30 a.m. to 4:30 p.m.***



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**TOWN OF APPLE VALLEY  
PLANNING COMMISSION AGENDA  
REGULAR MEETING  
WEDNESDAY NOVEMBER 3, 2021 – 6:00 P.M.**

**IMPORTANT COVID-19 NOTICE**

THIS MEETING IS BEING CONDUCTED CONSISTENT WITH CURRENT GUIDANCE ISSUED BY THE STATE OF CALIFORNIA REGARDING THE COVID-19 PANDEMIC. THE MEETING IS BROADCAST LIVE AND VIEWABLE ON FRONTIER CHANNEL 29 OR CHARTER SPECTRUM CHANNEL 186 AND LIVE STREAMED ONLINE AT [APPLEVALLEY.ORG](http://APPLEVALLEY.ORG). FOR INDIVIDUALS NOT PHYSICALLY PRESENT AND STILL WISHING TO MAKE PUBLIC COMMENTS, YOU MAY COMMENT IN ONE OF TWO WAYS:

- 1) COMMENTS AND CONTACT INFORMATION CAN BE EMAILED TO [PUBLICCOMMENT@APPLEVALLEY.ORG](mailto:PUBLICCOMMENT@APPLEVALLEY.ORG) BY 12 P.M. WEDNESDAY NOVEMBER 3, 2021, TO BE INCLUDED IN THE RECORD;
- 2) A REQUEST TO SPEAK CAN BE EMAILED TO THE SAME ADDRESS AS ABOVE AND AT THE TIME OF THE REQUESTED AGENDA ITEM, THE TOWN CLERK WILL PLACE A PHONE CALL TO THE COMMENTER AND ALLOW THEM TO SPEAK TO THE COUNCIL VIA SPEAKER PHONE DURING THE LIVE MEETING FOR UP TO THREE MINUTES.

Materials related to an item on this agenda, submitted to the Commission after distribution of the agenda packet, are available for public inspection in the Town Clerk's Office at 14955 Dale Evans Parkway, Apple Valley, CA during normal business hours. Such documents are also available on the Town of Apple Valley website at [www.applevalley.org](http://www.applevalley.org) subject to staff's ability to post the documents before the meeting.

The Town of Apple Valley recognizes its obligation to provide equal access to those individuals with disabilities. Please contact the Town Clerk's Office, at (760) 240-7000, two working days prior to the scheduled meeting for any requests for reasonable accommodations.

**REGULAR MEETING**

The Regular meeting is open to the public and will begin at 6:00 p.m.

**CALL TO ORDER**

## ROLL CALL

Commissioners: Kallen \_\_\_\_\_; Tinsley \_\_\_\_\_; Lanyon \_\_\_\_\_;  
Vice-Chairman Arias \_\_\_\_\_; Chairman Harrison \_\_\_\_\_

## PLEDGE OF ALLEGIANCE

## APPROVAL OF MINUTES

1. Minutes of the October 20, 2021 meeting.

## PUBLIC COMMENTS

Anyone wishing to address an item not on the agenda, or an item that is not scheduled for a public hearing at this meeting, may do so at this time. California State Law does not allow the Commission to act on items not on the agenda, except in very limited circumstances. Your concerns may be referred to staff or placed on a future agenda.

## PUBLIC HEARING ITEMS

2. **Conditional Use Permit No. 2021-007 7 Site Plan Review No. 2021-001.** A request to construct a new outdoor storage yard with 10-foot-high perimeter fencing and convert an existing residence into an office building within the Industrial Specific Plan (SP-I) of the North Apple Valley Industrial Specific Plan on 2.96 acres

**APPLICANT:** Rory Burchatz

**LOCATION:** 21525 Papago Road; APN: 0463-402-03

### ENVIRONMENTAL

**DETERMINATION:** Staff has determined that, pursuant to the Guidelines to Implement the California Environmental Quality Act (CEQA) Section 15332- Infill Development Project, the proposed request is Exempt from further environmental review.

**PREPARED BY:** Daniel Alcayaga, AICP, Planning Manager

**RECOMMENDATION:** Approval

3. **General Plan Amendment No. GPA-2021-001& Development Code Amendment No. DCA-2021-002.** A General Plan Amendment and a Development Code Amendment to create an overlay within the Regional Commercial (CR) District that would allow warehouse distribution developments. The overlay would only apply to 978 acres within the CR District located immediately west of the I-15

freeway, Dante Road to the south and Caplet Street to the north, and the CR District's boundary to the east

**APPLICANT:** Town of Apple Valley

**LOCATION:** Located immediately west of the I-15 freeway, Dante Road to the south and Caplet Street to the north, and the CR District's boundary to the east.

**ENVIRONMENTAL**

**DETERMINATION:** Based upon an Initial Study, pursuant to the State Guidelines to Implement the California Environmental Quality Act (CEQA), a Mitigated Negative Declaration has been prepared for this proposal.

**PREPARED BY:** Daniel Alcayaga, AICP, Planning Manager

**RECOMMENDATION:** Approval

**OTHER BUSINESS**

**PLANNING COMMISSION COMMENTS**

**STAFF COMMENTS**

**ADJOURNMENT**

The Planning Commission will adjourn to its next regularly scheduled Planning Commission meeting on November 17, 2021.

**MINUTES  
TOWN OF APPLE VALLEY  
PLANNING COMMISSION  
REGULAR MEETING  
OCTOBER 20, 2021**

**CALL TO ORDER**

Chairman Harrison called to order the regular meeting of the Town of Apple Valley Planning Commission at 6:00p.m.

**Roll Call**

Present: Commissioner Lanyon; Chairman Harrison Commissioner Tinsley; Vice-Chairman Arias

Absent: Commissioners Kallen

**Staff Present**

Daniel Alcayaga, Planning Manager; Richard Pederson, Deputy Town Engineer; Albert Maldonado, Town Attorney; and Maribel Hernandez, Planning Commission Secretary.

**PLEDGE OF ALLEGIANCE**

The Pledge of Allegiance was led by Vice-Chairman Arias.

**PUBLIC COMMENTS**

None

**APPROVAL OF MINUTES**

**1A.** Minutes for the Regular Meeting of September 1, 2021.

**1B.** Minutes for the Regular Meeting of September 15, 2021.

Motion by Commissioner Tinsley, second by Commissioner Lanyon to approve minutes of the September 1, 2021, and September

**ROLL CALL VOTE**

Yes: Chairman Harrison  
Vice-Chairman Arias  
Commissioner Tinsley  
Commissioner Lanyon

Noes: None

Abstain: None

Absent: Commissioner Kallen

The Motion Carried by a 4-0-0-1 vote.

**PUBLIC HEARING**

**2. Tentative Tract Map No. 20415.**

Mr. Daniel Alcayaga presented the staff report as filed with the Planning Division.

Merrell Johnson, applicant was not available.

Mr. Alcayaga said they were notified about the meeting in writing.

Chairman Harrison opened the public hearing at 6:06pm.

Beign that there is no one wanting to speak on the item, Chairman Harrison closed the public hearing at 6:07PM.

Motion by Commissioner Tinsley, second by Vice-Chairman Arias to approve Tentative Tract Map No. 20414 and the Planning Commission move to:

1. Find that pursuant to the California Environmental Quality Act (CEQA), Section No. 15315, the proposed request is Exempt from further environmental review.
2. Find the Facts presented in the staff report support the required Findings for approval and adopt the Findings.
3. Approve Tentative Parcel Map No. 20415, subject to the attached Conditions of Approval.
4. Direct Staff to file the Notice of Exemption.

**ROLL CALL VOTE**

Yes: Chairman Harrison  
Commissioner Lanyon  
Vice-Chairman Arias  
Commissioner Tinsley  
Noes: None  
Abstain: None  
Absent: Commissioner Kallen

The Motion Carried by a 4-0-0-1 vote.

**3. Conditional Use Permit No. 2015-010, Amendment 1**

Mr. Daniel Alcayaga presented the staff report as filed with the Planning Division.

Brian Egger, applicant was not able to attend due to a pre-planned engagements.

Mr. Alcayaga said applicant sent an email agreeing with the conditions as presented, but had an issue getting the material as it was backlogged. Mr. Egger, asked for a 60 day timeframe to complete the work, instead of 30 days.

Chairman Harrison opened the public hearing at 6:14pm.

Being that there is no one wanting to speak on the item, Chairman Harrison closed the public hearing at 6:14PM.

Motion by Vice-Chairman Arias, second by Commissioner Tinsley to approve Conditional Use Permit No. 2015-010, Amd. 1 as amended and the Planning Commission move to:

Planning Commission move to:

1. Determine that the project is Exempt from further environmental review.
2. Find the Facts presented in the staff report support the required Findings for approval and adopt the Findings.
3. Approve Conditional Use Permit No. 2015-010, Amendment 1, subject to the attached Conditions of Approval.
4. Direct Staff to file the Notice of Exemption.

**ROLL CALL VOTE**

Yes: Chairman Harrison  
Commissioner Lanyon  
Vice-Chairman Arias  
Commissioner Tinsley  
Noes: None  
Abstain: None  
Absent: Commissioner Kallen

The Motion Carried by a 4-0-0-1 vote.

**OTHER BUSINESS**

4. Annual Development Report.
  - a. Review and File

**PLANNING COMMISSION COMMENTS**

**STAFF COMMENTS**

Mr. Alcayaga gave an update on new staff, Yennifer Cid.

**ADJOURNMENT**

Motion by, Commissioner Kallen, seconded by Commissioner Lanyon and unanimously carried, to adjourn the meeting to the regular Planning Commission meeting on November 3, 2021.

Respectfully Submitted by:

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Maribel Hernandez  
Planning Commission Secretary

Approved by:

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Chairman Joel Harrison





## Planning Commission Agenda Report

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**Date:** November 3, 2021 Item No. 2

**To:** Planning Commission

**Case Number:** Conditional Use Permit No. 2021-007 & Site Plan Review No. 2021-001

**Applicant:** Rory Burchatz

**Proposal:** Consideration of Conditional Use Permit No. 2021-007 & Site Plan Review No. 2021-001 to construct a new outdoor storage yard with 10-foot-high perimeter screen fencing and to convert an existing residence into an office building within the Industrial Specific Plan (I-SP) of the North Apple Valley Industrial Specific Plan on 2.96 acres

**Location:** 21525 Papago Road; APN: 0463-402-03

**Environmental Determination:** Pursuant to Section 15315 of the Guidelines to Implement the California Environmental Quality Act (CEQA), Section 15332- Infill Development Project, the proposed request is Exempt from further environmental review.

**Prepared By:** Daniel Alcayaga, AICP, Planning Manager

**Recommendation:** Approval

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### PROJECT SITE AND DESCRIPTION

- A. Project Size:  
The existing parcel is approximately 2.96 acres in size.

B. Surrounding Zoning and Land Use:

The project site, as well as surrounding properties are within the North Apple Valley Industrial Specific Plan (NAVISP), as follows:

Project Site – Industrial -Specific Plan (I-SP), Single-family residence  
North - Airport Industrial (I-A), Vacant Lot  
South - Industrial -Specific Plan (I-SP), Vacant Lot  
East - Industrial -Specific Plan (I-SP), Vacant Lot  
West - Industrial -Specific Plan (I-SP), Vacant Lot

C. Site Characteristics:

A single-family residence currently exists on the project site. Surrounding land is currently vacant and consists mainly of sparse vegetation. The property is relatively flat with no apparent drainage courses.

ANALYSIS

D. General:

The applicant is requesting Planning Commission review and approval of a Conditional Use Permit and Site Plan Review to construct a new outdoor storage yard with 10-foot-high perimeter fencing and to convert an existing residence into an office. The proposed yard is intended for the outdoor storage of boats and tractor trailers. For commission consideration is whether the perimeter fencing made up of K-rail with chain-link or corrugated metal on top is permitted fencing.

- Chapter III of the NAVISP, subsection (C)(G)(5) permits “storage yards/facilities including and limited to boats, RVs, trucks, mini storage” within the I-SP District.
- Chapter III of the NAVISP, subsection (F)(4)(b)(3) states that a Conditional Use Permit shall be required for a wall or fence above eight (8) feet in height, up to a maximum of ten (10) feet in height, as measured from the lowest grade adjacent to either side of the wall.

The required front yard setback is 50 feet in the I-SP District and along Papago Road. The development is also required to have a 25-foot landscape setback within the front yard. The residence, which will be converted into an office, has an existing setback of 50 feet as required. The preliminary landscape (Sheet L1) plans show that landscaping will be provided within the 25-foot landscaping setback.

There is currently a 1,138 square foot residence on the property that will be converted into an office. A condition of approval will require the residence to comply with the design guidelines of the NAVISP. The conditions states:

The building elevations for the residence shall comply with the design guidelines of the NAVISP. The residence shall be painted, and roof shall be replaced with concrete tile. Stone veneer shall be added along the base (as waistcoat) of the front building elevation and veneer shall wrap around the sides building elevations by three feet. All doors and windows shall be replaced with office type windows and doors with trim surrounds. The entrance shall be enhanced with a prominent roof feature large enough to accommodate a wall sign with columns made of stone veneer. Substitutions can be made subject to the approval of the Director.

Due to security concerns, the applicant is proposing 10-foot-high fencing along the perimeter of the property. On the west half of the street frontage, the fencing along Papago Road will be wrought iron, 10 feet high, surrounding the parking area and office building. On the east half of the frontage, the fencing along Papago Road will be a block wall, 10 feet high, with view obscuring wrought iron gates. Along the side and rear boundaries, the applicant is proposing chain link fencing over K-rail. The applicant has submitted examples of this design. To the rear of the office building, the fencing will be corrugated metal over K-rail for a total height of 10 feet. A condition of approval requires all K-rail used as fencing to be in good shape; shall be painted as needed; and shall not be allowed to have visible blemishes, such as markings, graffiti, or significant chips/cracks.

Boat and tractor trailer parking is proposed within the property, which is proposed to be covered with gravel, and all drive aisles leading to the boat and tractor trailer parking will be paved with concrete. The site plan shows a future building on the property, which is not part of this approval, and will require a separate review.

#### 1. Traffic and Circulation

Papago Road bounds the property to the north and is considered a Local Industrial Commercial Street. Papago Road is currently a dirt road. Local Industrial Commercial Street are 66-foot roads with a 33-foot half width. Along the project frontage, the property has already dedicated a 40-foot half width exceeding the half width requirements. Therefore, no additional dedication is required.

Papago Road is currently a dirt road. The closest paved road is Navajo Road to the east. Condition No. EC3 requires the developer to provide standard paved access from two directions from the network of Town maintained roads. Any off-site paving will be required to be Fire District standards.

The development will be required to construct curb and gutter along the project frontage. The curb face must be constructed 20 feet from centerline of Papago Road.

The NAVISP Land Use Map shows the proposed High Desert Corridor bisecting the

property. In further reviewing the preliminary engineering alignment plans, the High Desert Corridor is planned further to the south of the project. The Engineering Department is recommended no further action.

2. Drainage

Prior to issuance of a grading permit, a final drainage plan shall be submitted for review and approval by the Town Engineer showing provisions for receiving and conducting off-site and on-site tributary drainage flows around or through the site in a manner which will not adversely affect adjacent or downstream properties. The proposal is required to retain onsite drainage flows from a 100-year design storm.

3. Sewer Connection

The Town's adopted Local Agency Management Plan (LAMP) requires the development to connect to sewer if wastewater generated by the development exceeds 500 gallons per acre per day. A fixture count analysis will be conducted during the plan check process to determine daily domestic wastewater discharge volumes. If the development does not exceed 500 gallons/acre/day, then the use of a private septic system is possible.

Based upon the information provided, implementation of development standards and Conditions of Approval, the proposed storage yard will not produce adverse impacts upon the site nor surrounding properties. The project site is designated for outdoor storage subject to development standards of the Industrial Specific Plan of the NAVISP. Adjacent to the project site are similarly zoned designations, which will allow property owners to develop the site in a manner that is consistent with the Town's goals and objectives to promote industrial development.

E. Environmental Assessment:

Pursuant to Section 15315 of the Guidelines to Implement the California Environmental Quality Act (CEQA), Section 15332- Infill Development Project, the proposed request is Exempt from further environmental review.

F. Noticing:

The public hearing for proposed Conditional Use Permit No. 2021-007 & Site Plan Review No. 2021-001 was legally noticed on October 22, 2021.

G. Site Plan Review Findings:

As required under Section III (G)(3) of the North Apple Valley Industrial Specific Plan, prior to approval of a Site Plan Review, the reviewing authority must make specific required "Findings". These Findings, as well as a comment to address each, are presented below.

1. That the location, size, design, density and intensity of the proposed development is consistent with the General Plan, the North Apple Valley Industrial Specific Plan, Development Code and the development policies and

standards of the Town;

Comment: The proposed storage yard is within the Industrial – Specific Plan District and is consistent with the General Plan, Development Code, and North Apple Valley Industrial Specific Plan, subject to approval of a Site Plan Review and Conditional Use Permit. The project is consistent with the vision of the specific plan.

2. That the location, size and design of the proposed structures and improvements are compatible with the site's natural landforms, surrounding sites, structures and streetscapes;

Comment: The subject site is relatively flat, with no topographic features or constraints and, the proposed storage yard is anticipated to develop in accordance with the Specific Plan standards.

3. That the materials, textures and details of the proposed construction, to the extent feasible, are compatible with the adjacent and neighboring structures;

Comment: The facility is proposed in an area that is largely undeveloped. As such, comparisons in building design to the surrounding area cannot be made. The building elevations for the residence will be enhanced with a condition of approval to add visual interest, varying materials schemes, and features consistent with an office building. To emphasize the building entrance to the offices, a covered entryway with stone veneer columns is required. The facility will be enhanced with decorative fencing and landscaping along the front setback. Therefore, the design will not detract from the area as it builds out.

4. That quality in architectural design is maintained in order to enhance the visual environment of the Town and to protect the economic value of existing structures;

Comment: The proposed building elevation for the residence will be architecturally treated as conditioned. The architectural features will provide the appearance of an office building consistent with the intent of the Specific Plan and is compatible with the surrounding land uses. The office building architectural design together with decorative fencing and landscaping will therefore enhance the visual environment and protect the economic value of the area.

5. That there are public facilities, services and utilities available at the appropriate levels, or that these shall be installed at the appropriate time, to serve the project as they are needed;

Comment: The development is required to connect to utilities to accommodate the use. The Apple Valley Fire Protection District has provided comments to address any fire related issues.

6. That access to the site and internal circulation are safe;

Comment: Upon the widening and extension of street improvements to Papago Road, access to the project will provide safe and adequate access.

7. That the project is consistent with the uses described in the North Apple Valley Industrial Specific Plan and analyzed in the North Apple Valley Industrial Specific Plan Environmental Impact Report (SCH No. 2006031112) and General Plan EIR (SCH #2008091077).

Comment: The proposed storage yard is consistent with the permitted use table within the Specific Plan and, therefore, was anticipated and analyzed in the certified EIRs. All mitigation measures in the NAVISP EIR and General Plan Update EIR applicable to the project are included in the Approvals and are made conditions of approval.

### RECOMMENDATION

Based upon the information contained within this report, and any input received from the public at the hearing, it is recommended that the Planning Commission move to:

1. Find that pursuant to the California Environmental Quality Act (CEQA), Section 15332- Infill Development Project, the proposed request is Exempt from further environmental review.
2. Find the Facts presented in the staff report support the required Findings for approval and adopt the Findings.
3. Approve Conditional Use Permit No. 2021-007 & Site Plan Review No. 2021-001, subject to the attached Conditions of Approval.

### ATTACHMENTS:

1. Recommended Conditions of Approval
2. Site Plan
3. Zoning Map

TOWN OF APPLE VALLEY

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**RECOMMENDED CONDITIONS OF APPROVAL**

Conditional Use Permit No. 2021-007 & Site Plan Review No. 2021-001

*Please note: Many of the suggested Conditions of Approval presented herewith are provided for informational purposes and are otherwise required by the Municipal Code. Failure to provide a Condition of Approval herein that reflects a requirement of the Municipal Code does not relieve the applicant and/or property owner from full conformance and adherence to all requirements of the Municipal Code.*

**Planning Division Conditions of Approval**

- P1. This conditional use permit and site plan review shall comply with the provisions of the Town Development Code. This approval shall expire two (2) years from the date of approval by the Planning Commission/Town Council. A time extension may be approved in accordance with Town Ordinance, if an extension application is filed and the appropriate fees are paid thirty (30) days prior to the expiration date. The conditional use permit and site plan review becomes effective ten (10) days from the date of the decision unless an appeal is filed as stated in the Town's Development Code.
- P2. Barbed or razor wire shall be prohibited.
- P3. The filing of a Notice of Exemption requires the County Clerk to collect a documentary handling fee of fifty dollars (\$50.00). The fee must be paid in a timely manner in accordance with Town procedures. The check shall be delivered to the Planning Division for processing and be made payable to the Clerk of the Board of Supervisors, 385 North Arrowhead, 2nd Floor, San Bernardino, CA 92415.
- P4. Conditional Use Permit No. 2021-007 & Site Plan Review No. 2021-001 shall adhere to all requirements of the Development Code.
- P5. The applicant shall defend at his sole expense (with attorneys approved by the Town) and indemnify the Town against any action brought against the Town, its agents, officers or employees resulting from or relating to this approval. The applicant shall reimburse the Town, its agents, officers or employees for any judgment, court costs and attorney's fees which the Town, its agents, officers or employees may be required to pay as a result of such action. The Town may, at its sole discretion, participate at its own expense in the defense of any such action, but such participation shall not relieve the applicant of these obligations under this condition.
- P6. Approval of the Conditional Use Permit No. 2021-007 & Site Plan Review No.

2021-001 by the Planning Commission is understood as acknowledgement of Conditions of Approval by the applicant, unless an appeal is filed in accordance with Section 9.12.250, Appeals, of the Town of Apple Valley Development Code.

- P7. The building elevations for the residence shall comply with the design guidelines of the NAVISP. The residence shall be painted, and roof shall be replaced with concrete tile. Stone veneer shall be added along the base (as waistcoat) of the front building elevation and wrapping around the sides building elevations by three feet. All doors and windows shall be replaced with office type windows and doors with trim surrounds. The entrance shall be enhanced with a prominent roof feature large enough to accommodate a wall sign with columns made of stone veneer. Substitutions can be made subject to the approval of the Director.
- P8. All K-rail used as fencing shall be in good shape; shall be painted as needed; and shall not be allowed to have visible blemishes, such as markings, graffiti, or significant chips/cracks. Chain link along the sides and rear boundaries shall have slats, in good condition throughout the life of the project, to completely screen the outdoor storage from surrounding properties. The block wall along the frontage shall be decorative block (i.e. slump stone or split face) with a decorative cap.
- P9. All outdoor mechanical and electrical equipment, whether rooftop, side of structure, or on the ground, shall be screen from view from the public street by architectural elements designed to be an integral part of the building.
- P10. Access to roofs shall be from the interior of the building. If roof access is on the exterior of the building, the roof access ladder shall be screened from view from any public street or public parking area and security shall be provided to prevent unauthorized access.
- P11. Light standards shall blend architecturally with approved project design.
- P12. All lighting shall be scheduled so light rays emitted by the fixture are projected below the imaginary horizontal plane passing through the lowest point of the fixture and in such a manner that the light is directed away from streets and adjoining properties. Light poles in parking lot shall not exceed twenty (20) feet in height.
- P13. All required and installed landscaping shall incorporate and maintain a functioning automatic sprinkler system, and said landscaping shall be maintained in a neat, orderly, disease and weed free manner at all times.
- P14. Landscaping shall be installed with appropriate combinations of drought tolerant trees, shrubs, and ground cover, consistent with Chapter 9.75, *Water Conservation Landscape Regulations*, of this Code.
- P15. Final landscape and irrigation plans shall be submitted prior to the issuance of Building Permits and installed prior to issuance of occupancy permits subject to approval by the Planning Division.



- P16. All identification signs shall have a separate permit and are subject to final approval by the Town Planning Division.
- P17. In accordance with Section 9.37.030.B.10, the maximum slope within any retention/ detention basin shall be 4:1.
- P18. The detention basin shall be completely landscaped with native vegetation, subject to the review and approval by the Planning Division.
- P19. Parking requirements shall be met and be in compliance with Development Code standards. All parking stalls shall be clearly striped and permanently maintained with double or hairpin lines.

### **Engineering Division Conditions of Approval**

- EC1. Prior to issuance of a grading permit, a final drainage plan with street layouts shall be submitted for review and approval by the Town Engineer showing provisions for receiving and conducting offsite and onsite tributary drainage flows around or through the site in a manner which will not adversely affect adjacent or downstream properties. This plan shall consider reducing the post-development site-developed flow to 90 percent of the pre-development flow for a 100-year design storm. (Town Resolution 2000-50; Development Code 9.28.050.C, 9.28.100)
- EC2. Street improvement plans shall be submitted to the Town Engineer for review and approval.
- EC3. All streets abutting the development shall be improved a minimum half-width of 28 feet with curb and gutter on the development side.
- EC4. Papago Road adjacent to the property shall be improved to the Town's half-width Industrial Street standards.
- EC5. A 33-ft wide half-width road dedication along Papago Road adjacent to the property shall be granted to the Town of Apple Valley prior to Issuance of Grading Permit.
- EC6. During the grading of the roads, soils testing of the road subgrades by a qualified soils engineering firm shall be performed to determine appropriate structural road section. Minimum asphalt concrete thickness for all streets shall be 0.25 ft.
- EC7. An encroachment permit shall be obtained from the Town prior to performing any work in any public right of way.
- EC8. Developer shall provide standard paved access from two directions from the network of Town maintained roads to project as approved by the Town Engineer.

- EC9. Final improvement plans and profiles shall indicate the location of any existing utility which would affect construction and shall provide for its relocation at no cost to the Town.
- EC10. A final grading plan shall be submitted to the Town Engineer prior to issuance of a grading permit for review and approval. A grading permit shall not be issued until street improvement plans have been submitted to the Town Engineer for review and substantial completion of the street plans has been attained as determined by the Town Engineer.
- EC11. Traffic impact fees adopted by the Town shall be paid by the developer.
- EC12. Utility lines shall be placed underground in accordance with the requirements of the Town.
- EC13. Any required street striping shall be thermoplastic as approved by the Town Engineer.
- EC14. Any developer fees adopted by the Town including but not limited to drainage fees shall be paid by the developer.
- EC15. All requirements of the Specific Plan pertaining to this phase of the project shall be implemented.
- EC16. A Storm Water Pollution Prevention Plan (SWPPP) in accordance with the National Pollutant Discharge Elimination System (NPDES) shall be required.

#### **Public Works Division Conditions of Approval**

- PW1. Connection to the Town of Apple Valley sewer system will be required if the current septic tank is not adequate and if the project is over 500 gallons per acre per day.
- PW2. Provide engineering calculations to Town of Apple Valley Public Works (if the current septic tank is not adequate) to determine daily domestic wastewater discharge volumes.

#### **Environmental & Regulatory Compliance Conditions of Approval**

- ER1. Pursuant to AVMC § 8.19.020(a) et seq., the construction contractor shall complete and submit a Waste Management Plan (WMP), on a WMP form approved by the Town for this purpose as part of the application packet for the building or tenant improvement permit.
- ER2. Pursuant to AVMC § 8.19.050(a) et seq., and prior to the issuance of a Certificate of Occupancy, the contractor shall submit documentation proving that the project has met the diversion requirement. Pursuant to current State regulations, the diversion requirement shall be at least fifty (65%) percent of the total C&D debris

generated by the project via reuse or recycling, including soils, landscaping debris, and green waste by the Town's franchise solid waste hauler.

- ER3. Pursuant to the provisions as set forth in Ab 341, AB 1826 and AVMC Section 6.2.023 (et seq), businesses that generate 2 cubic yards or more of commercial solid waste per week shall have a recycling program in place and arrange for collection services including but not limited to collection of recyclable paper, plastic waste, and organics by the Town's franchise solid waste hauler.
- ER4. As of September 2020, and pursuant to the provisions as set forth in AB1826 and AVMC Section 6.20.023(et seq), businesses that generate 2 cubic yards or more of commercial solid waste per week shall arrange for organic waste recycling services with limited exceptions and/or contract with an edible food recovery organization. Contact Burrtec Waste Industries at (760) 245-8607 for further information.
- ER5. To accomplish the requirements of ER3 and ER4, listed above, a trash enclosure shall be constructed to accommodate the source separated trash, recyclable material, and organic waste containers that are appropriately sized to handle the estimated waste generated and service frequency; recyclables and organic waste containers are currently minimum 60-gallon barrels.
- ER6. There shall be no storage, temporary or otherwise, of used or waste passenger or truck tires. Any and all used, or waste tires shall be immediately removed from the site and taken to an approved site for handing. At no times shall more than nine used or waste tires be transported in violation of California Vehicle Code Section 31560 et al.

### **Building and Safety Department Conditions of Approval**

- BC.1 Grading and drainage plans including a soils report must be submitted to and approved by the Building Department and Engineering Department prior to grading permit issuance.
- BC.2 Submit plans, engineering and obtain permits for all structures, retaining walls, signs
- BC.3 A pre-construction permit and inspection are required prior to any land disturbing activity to verify requirements for erosion control, flood hazard native plant protection and desert tortoise habitat.
- BC.4 A notice of Intent (NOI) and a Storm Water Prevention Plan (SWPP) must be submitted to and approved by the Engineering and Building Departments prior to issuance of a grading permit and or any land disturbance.
- BC.5 All utilities shall be placed underground in compliance with Town Ordinance No.89
- BC.6 All cross lot drainage requires easements and may require improvements at the time of development.

- BC.7 Comply with State of California Disability Access requirements
- BC.8 A pre-grading meeting is required prior to beginning any land disturbance. This meeting will include the Building Inspector, General Contractor, Grading Contractor, soils technician and any other parties required to be present during the grading process such as Biologist, Paleontologist.
- BC.9 Dust palliative or hydro seed will be required on those portions of the site graded but not constructed (phased construction).
- BC.10 Page two of the submitted building plans will be the conditions of approval
- BC.11 Construction must comply with current California Building Codes
- BC.12 Best Management Practices (BMPs) are required for the site during construction.
- BC.13 Provide Water Quality Management Plan (WQMP) or Alternative Compliance Plan.

**Fire Protection District Conditions of Approval**

- FD1. The above referenced project is protected by the Apple Valley Fire Protection District. Prior to construction occurring on any parcel, the owner shall contact the Fire District for verification of current fire protection development requirements.
- FD2. All new construction shall comply with applicable sections of the California Fire Code, California Building Code, and other statutes, ordinances, rules, and regulations regarding fires and fire prevention adopted by the State, County, or Apple Valley Fire Protection District.
- FD3. All combustible vegetation, such as dead shrubbery and dry grasses, shall be removed from each building site a minimum distance of thirty (30) feet from any combustible building material, including the finished structure. This does not apply to single specimens of trees, ornamental shrubbery, or similar plants, which are used as ground cover if they do not form a means of transmitting fire.  
California Public Resources Code, Sec. 4291
- FD4. Prior to combustible construction, the development and each phase thereof, shall have two points of paved access for fire and other emergency equipment, and for routes of escape which will safely handle evacuations. Each of these points of access shall provide an independent route into the area in which the development is located.
- FD5. Fire lanes shall be provided with a minimum width of twenty-six (26) feet, maintained, and identified.
- FD6. A turnaround shall be required at the end of each roadway one hundred fifty (150) feet or more in length and shall be approved by the Fire District. Cul-de-sac length shall not exceed one thousand (1,000) feet.

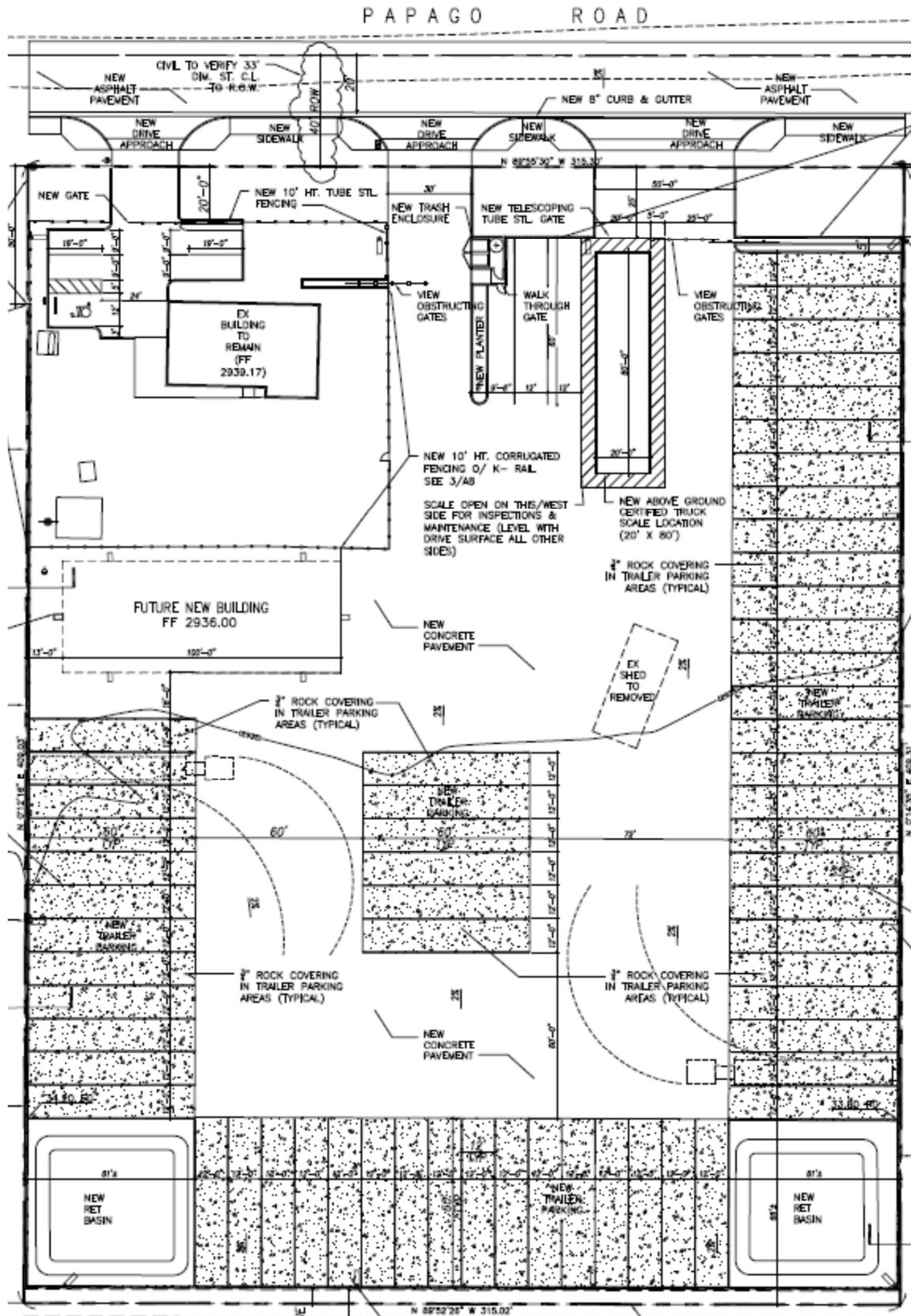
Turning radius on all roads within the facility shall not be less than 22 feet inside and minimum of 40 feet outside turning radius with no parking on street, or 47 feet with parking. Road grades shall not exceed twelve percent (12%) unless approved by the Chief.

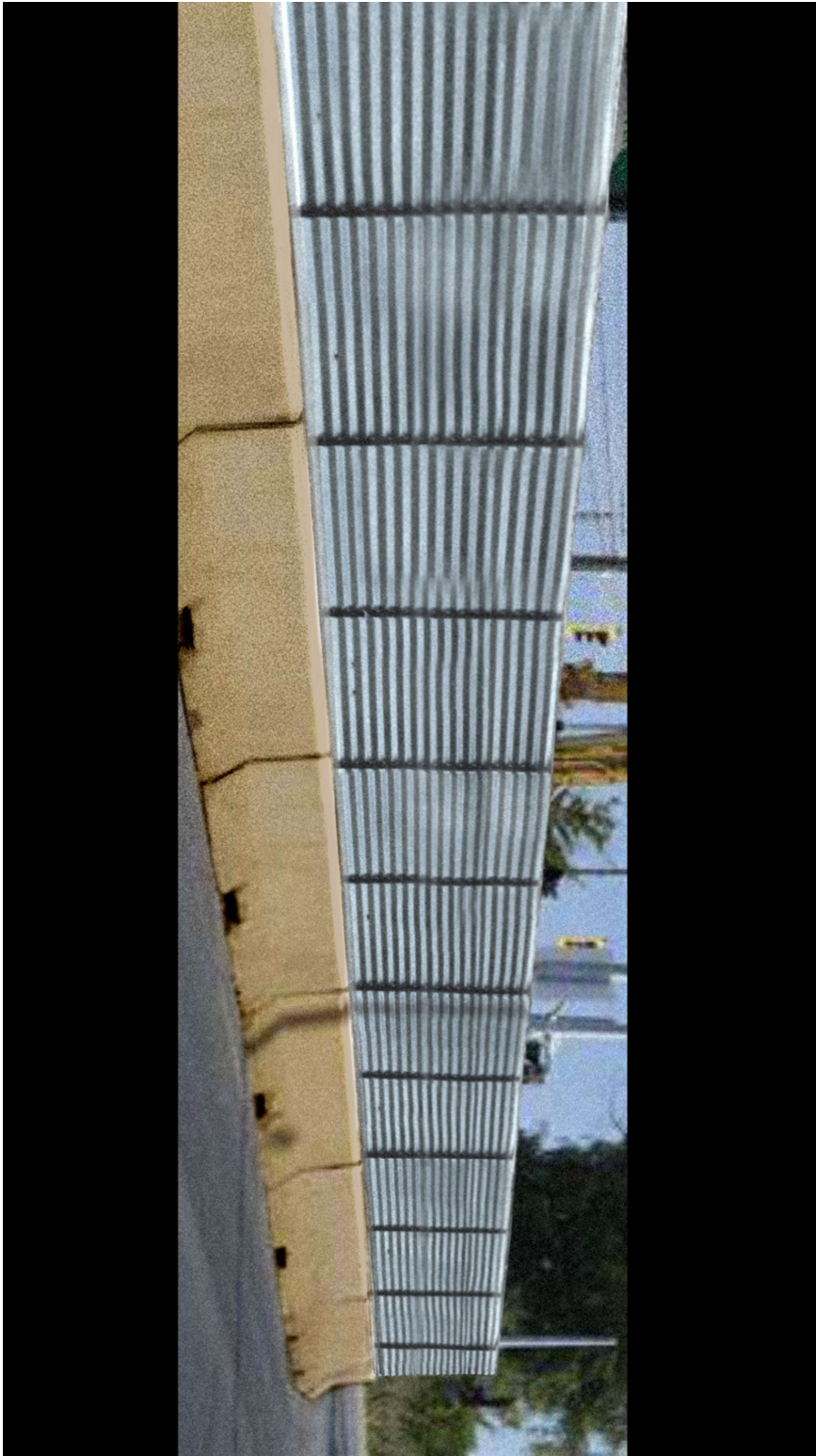
- FD7. Approved numbers or addresses shall be placed on all new and existing buildings in such a position as to be plainly visible and legible from the street or road fronting the property. Said numbers shall contrast with their background.

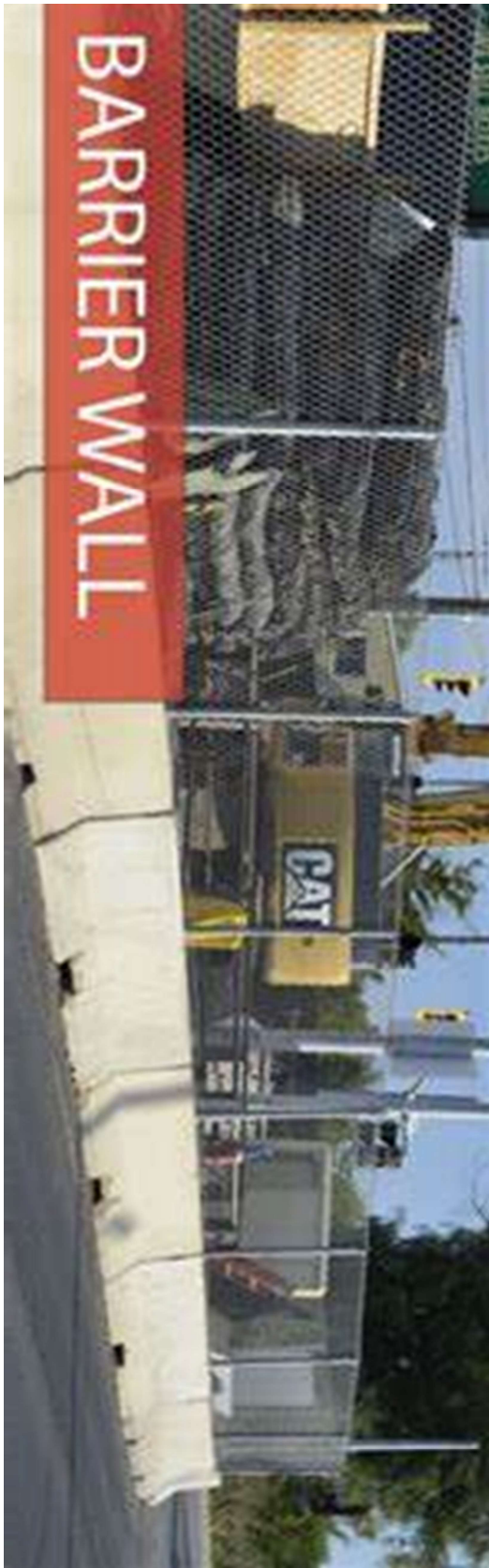
Commercial and industrial developments shall have street addresses and location approved by the Fire District. Where the building setback exceeds 200 feet from the roadway, additional non-illuminated contrasting (14) inch numbers shall be displayed at the property entrance. When these developments have rear doors of each unit, the unit number shall be a minimum of 6 inches and shall contrast with their background.

- FD8. A letter shall be furnished to the Fire District from the water purveyor stating that the required fire flow for the project can be met prior to the Formal Development Review Committee meeting.
- FD9. One Fire Hydrant required in front of the property.
- FD10. Prior to issuance of building permit, the developer shall pay all applicable fees as identified in the Apple Valley Fire Protection District Ordinance.

**END OF CONDITIONS**

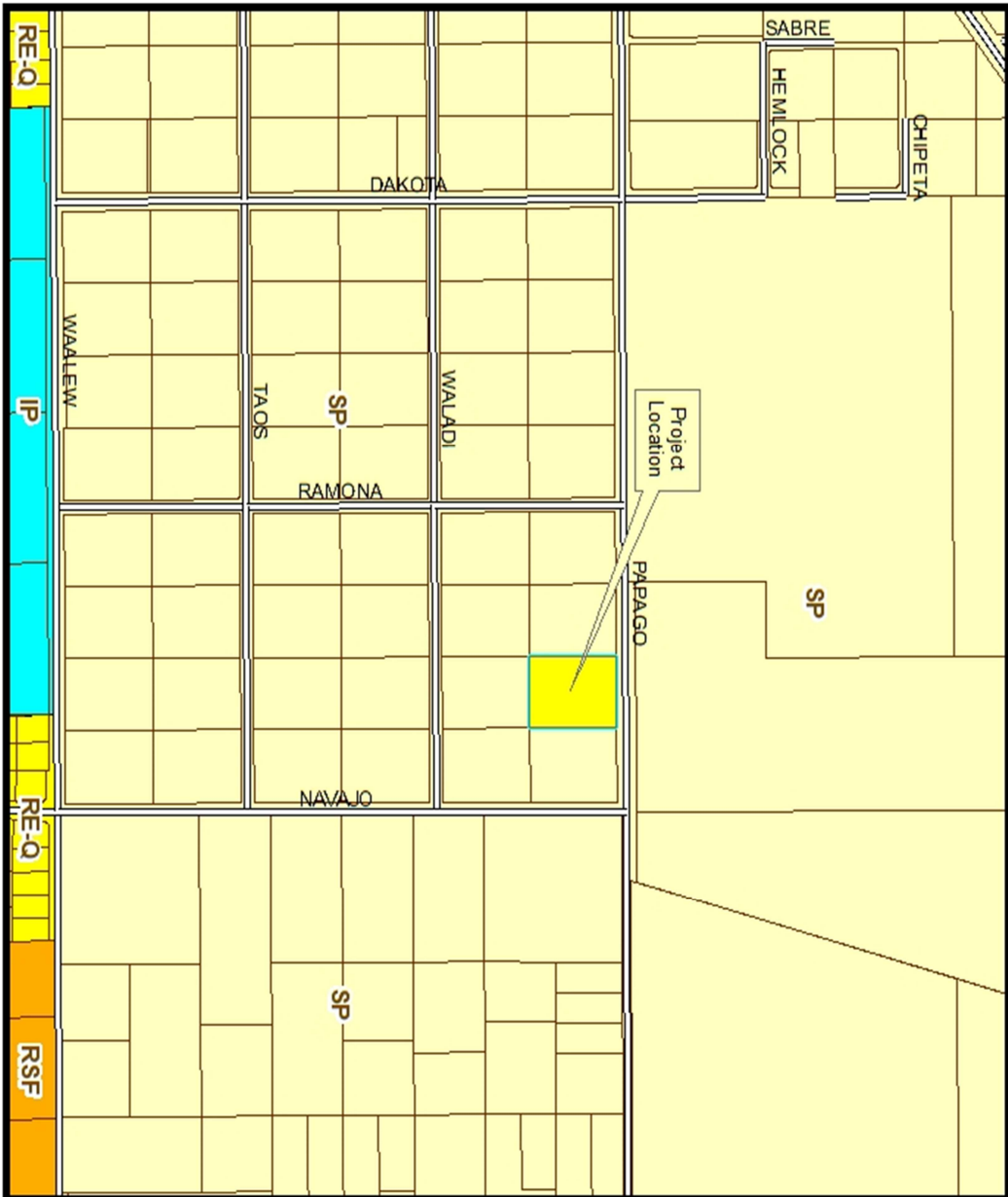








# ZONING/LOCATION MAP



Conditional Use Permit 2021-007 &  
 Site Plan Review No. 2021-001

21525 Papago Rd

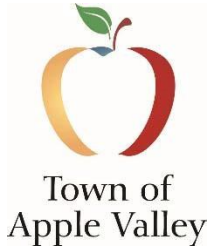
APN 0463-402-03



**Legend**

RE-Q	Conditional Use Permit 2021-007 & Site Plan Review No. 2021-001
IP	Industrial Professional
SP	Single-Family Residential
NAVAJO	Navajo
WALLEW	Wallew

Date: 10/22/2021



## Planning Commission Agenda Report

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- Date:** November 3, 2021 Item No. 3
- To:** Planning Commission
- Case Number:** General Plan Amendment No. GPA-2021-001 & Development Code Amendment No. DCA-2021-002
- Applicant:** Town of Apple Valley
- Proposal:** The project includes a General Plan Amendment and a Development Code Amendment to create an overlay within the Regional Commercial (C-R) District that would allow warehouse distribution developments. The overlay would only apply to 978 acres within the C-R District
- Location:** Located immediately west of the I-15 freeway, Dante Road to the south and Caplet Street to the north, and the CR District's boundary to the east.
- Environmental Determination:** Based upon an Initial Study, pursuant to the State Guidelines to Implement the California Environmental Quality Act (CEQA), a Mitigated Negative Declaration has been prepared for this proposal.
- Prepared By:** Daniel Alcayaga, AICP, Planning Manager

**Recommendation:** Recommend Approval to the Town Council

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### PROJECT DESCRIPTION

The General Plan Amendment and Development Code Amendment would create an overlay allowing warehouse distribution developments within the C-R District in proximity to the Interstate 15 (I-15) freeway and Stoddard Wells Road Interchange. The proposed overlay would apply to 978 acres bounded by the I-15 freeway to the west, Dante Road to the south and Caplet Street to the north, and the C-R District's boundary to the east (Attachment 1). The Amendments would allow warehouse distribution developments within this overlay to be subject to development standards (i.e., setbacks and height limitations) consistent with the C-R District to maintain consistency with new commercial developments. Warehouse distribution developments would be subject to design

standards, as well as parking and landscape regulations consistent with industrial uses/developments.

The proposed 978 acres overlay would extend approximately 1.5 miles to the north and 2.25 miles to the south of the I-15 & Stoddard Wells Road Interchange. The overlay would extend to east boundary of the C-R District, which has a depth of approximately 1,000 feet to 4,200 feet from the I-15 Freeway. The north boundary of the overlay would be approximately 2.82 miles from I-15 & Dale Evans Parkway Interchange, or 2.5 miles to the south of the future Brightline West Station. The proposed overlay would not apply to the C-R District surrounding the Brightline West Station because the land surrounding the station could support regional commercial uses, such as restaurants, retail uses, and hotels to complement the station.

**BACKGROUND**

The Town has received interest in establishing large-scale warehouse distribution developments along the I-15 freeway in north Apple Valley. E-commerce and warehouse distributors are presently seeking land within the Inland Empire (IE) and the Mojave River Valley (MRV) for possible new developments. The Economic Development Incentive Ad-Hoc Subcommittee recently discussed this topic and agreed allowing warehouse distribution developments along the I-15 freeway should be considered.

**ANALYSIS**

Presently, the Town has 5,746 acres of vacant land zoned for new warehouse distribution developments, 4,339 acres of which are located within the North Apple Valley Industrial Specific Plan (NAVISP). The NAVISP remains a strong focal point for new warehouse distribution developments. Land along the I-15 freeway is now becoming viable for large scale warehouse distribution developments due to large sized parcels and access to the freeway. Along the I-15 freeway frontage, the Town currently has 398 acres of vacant land zoned Industrial.

**Table 1  
 Land Zoned for Industrial**

	<b>Vacant</b>	<b>Developed</b>	<b>Total</b>
<b>NAVISP (1)</b>	4,339	449	4,788
<b>IP</b>	1,003	21	1,025
<b>Total</b>	5,746	470	5,813

(1) NAVISP includes the Specific Plan Industrial (I-SP); General Industrial (I-G), and Airport Industrial (I-A) Districts

**Table 2  
 Available Land Zoned for Regional Commercial**

	<b>Vacant</b>	<b>Developed</b>	<b>Total</b>
<b>C-R</b>	1,203 (2)	99.6	1,303

(2) This acreage includes 978 acres proposed as an overlay for warehouse distribution. The remaining C-R acre would be in proximity to the I-15 Freeway & Dale Evans

Interchange as well as the corners of Bear Valley and Apple Valley Roads

The General Plan Amendment and Development Code Amendment would add 978 acres to land zoned for future large scale warehouse distribution along the I-15 freeway. This would be accomplished by creating an overlay within the CR District which would allow both retail uses and warehouse distribution to coexist.

Market Assessment

A market assessment prepared by Alfred Gobar Associates (2021) identifies strong performance indicators for sustainable long-term growth in the Inland Empire (IE) industrial market (Attachment 2). The IE industrial market is currently experiencing low vacancy rates during a period of increase industrial construction; a high amount of available land; and a record high industrial rent growth.

In the Mojave River Valley (MRV), the market assessment identifies a low supply of large-scale industrial developments (+500,000 sq. ft.), two of which are in Apple Valley and four are in Victorville. The assessment identifies a total of 13 large scale industrial developments currently under construction or planned throughout the MRV, 10 of which are in Victorville and three in Hesperia. The assessment believes there is a tremendous opportunity for the entire MRV to accommodate large-scale industrial developments.

The market assessment makes the following observations to demonstrate a shift away from brick-and-mortar retail developments, and long-term trend towards industrial (e-commerce) developments:

From a demand perspective, Oxford Economics is forecasting net industrial absorption activity to average 22.2 million square feet per year over the next five years in the IE, in contrast to retail net absorption projections of only 1.6 million square feet per year across the IE.

- In some instances, companies like Amazon are re-purposing vacated retail spaces for last-mile distribution centers, as these properties offer close proximity to local area residents to facilitate faster delivery times. Amazon recently acquired the former Walmart building on Bear Valley Road in the City of Victorville to convert it into a last-mile distribution center.
- Over the last 12 months, the five Southern California metro areas sustained a net loss of 726,801 square feet of retail space occupancy concurrent with a 50,729,237 square foot net gain in industrial space occupancy.

The Town has an opportunity to capitalize on what appears to be long-term sustainable industrial growth, which is supported by Town's General Plan. General Plan Land Use Goal No. 6 and Land Use Policy 6.B promote a broad-based economy to strengthen the local economy; improve quality of life; and create a healthy jobs-housing balance. The General Plan Amendment and Development Code Amendment provides an opportunity to increase local employment for residents; reduce commute times by providing local employment opportunities; and increase local spending by keeping resident in the MRV.

The following are excerpts from the General Plan:

**Policy 6.B** - The Town shall promote commercial and industrial development that are capable of strengthening the local economy and enhancing the quality of life of Town residents.

**Goal 7** - Industrial development which supports a broad-based economy and encourages the jobs-housing balance.

The Town's C-R District permits or permits with approval of a conditional use permit similar uses such as hay/feed storage, transportation facilities, truck terminals, new construction of outdoor storage, public utility installations, and assembly of products (as ancillary uses to commercial uses). The proposed overlay would continue to allow regional commercial uses while allowing flexibility to permit warehouse distribution developments. Good examples of regional commercial development coexisting with warehouse distribution facilities can be found along the I-15 Freeway in the Eastville, Ontario, and Rancho Cucamonga, CA.

#### Traffic

Kimley Horn, a traffic consultant, prepared a memo (2021) comparing trips generations from a 1.9 million square foot shopping center and a 1.5 million square foot warehouse distribution development both on 143 acres within the Planning area. The results show that the warehouse distribution development produced 54,542 less daily trips; 142 less am peak hour trips; and 3,395 PM less peak hour trips (Attachment 4).

If the entire 978 acre overlay (Planning area) zoned C-R were developed with only warehouse distribution developments with limited office and sit-down restaurants, it is estimated that at build-out, this would reduce daily trips by 375,648 daily trips in the Project area. On a regional scale, traffic would be reduced by creating satellite distribution facilities closer to the customer and eliminate long distance deliveries. These regional and local trip reductions also generate reductions in Air Quality Emissions, Greenhouse Gas Emissions, and Vehicle Miles Traveled.

#### Other considerations:

- Infrastructure will remain a limiting factor, but this would still be the case if it remained solely commercial. The Amendments would allow for more flexibility to promote development associated infrastructure improvements.
- It is possible that the Brightline West Train Station could create an increase demand for commercial along the I-15 freeway in north Apple Valley. Being that a Rancho Cucamonga station is being contemplated, it is possible that the Apple Valley station may not create as much of a demand for commercial since it is no longer the start of the line to Las Vegas.

### Environmental Assessment

Pursuant to California Environmental Quality Act (CEQA), an Initial Study and Mitigated Negative Declaration has been prepared for the General Plan Amendment and Development Code Amendment. The impacts of new development in the Planned Area (project) were previously analyzed in the Environmental Impact Report (EIR) for the 2009 General Plan and 2018 EIR Addendum for newly annexed areas. The 2018 EIR Addendum was completed for the newly annexed land along the I-15 freeway within north Apple Valley, some of which are part of the proposed overlay. The present analysis concluded that any new development as a result of the Amendments would be required to comply with all mitigation measures in the previously adopted 2009 General Plan EIR and 2018 EIR Addendum and therefore impacts will be less than significant.

Native American Tribes were notified consistent with AB-52 and SB-18, and all mitigation measures were included in the adoption of the Initial Study and Mitigation Measures as requested by San Manuel Band of Missions Indians. The San Fernando Band of Mission Indians requested to be notified of any future developments.

### Recommended General Plan Amendment

**The General Plan Land Use Designations for C-R in Chapter II of the Land Use Element of the General Plan is amended as follows:**

Regional Commercial (C-R): This land use category allows retail uses that serve not only the residents and businesses of Apple Valley, but also of the surrounding region. Permitted uses in this designation include auto malls, regional malls, business parks, factory stores and outlets, entertainment commercial, hotels and motels, restaurants, institutional and public uses. **The C-R designation provides opportunities for warehouse distribution developments along the I-15 freeway in North Apple Valley to operate in conjunction with retail uses.** ~~The minimum size for a Regional Commercial project site is 10 acres.~~

### Recommended Development Code Amendment

#### **9.35.020 - Commercial and Office Districts**

**Regional Commercial District (C-R).** The C-R district is intended for the development of a full range of retail stores, offices and personal and business services on a scale to serve the needs of the Town and the surrounding region, to be located in proximity to interstate and state highways and arterial roadways. This district implements the Regional Commercial (C-R) land use designation of the General Plan. A maximum floor area ratio (F.A.R.) of 1.0 is permitted in the C-R District. **A total of 978 acres within the CR District bounded by Interstate 15 (I-15) freeway to the west, Dante Road to the south and Caplet Street to the north, and the CR District's boundary to the east allows for warehouse distribution developments.**

**9.35.030 - Permitted Uses**

Type of Use <sup>(1)</sup>	District <sup>(1)</sup>					
	O-P	C-G	C-S	C-R	C-V	M-U
J. Manufacturing/Production/Wholesale Uses						
<b><u>5. Warehouse Distribution (Indoors)</u></b> <i>(7)</i>				<b><u>P</u></b>		

**(7) In the C-R District, new warehouse distribution developments shall only be allowed within the 978 acres bounded by I-15 freeway to the west, Dante Road to the south and Caplet Street to the north, and the CR District’s boundary to the east. Any new warehouse distribution development would be subject to Site Development Standards in Section 9.35.040; Industrial Design Standards in Chapter 9.47; and Off-street Parking regulations in Chapter 9.72 and Landscaping regulations in Chapter 9.75 for industrial uses/developments. Conflicts and Clarification shall be resolved as specified in Section 9.05.080.**

RECOMMENDATION

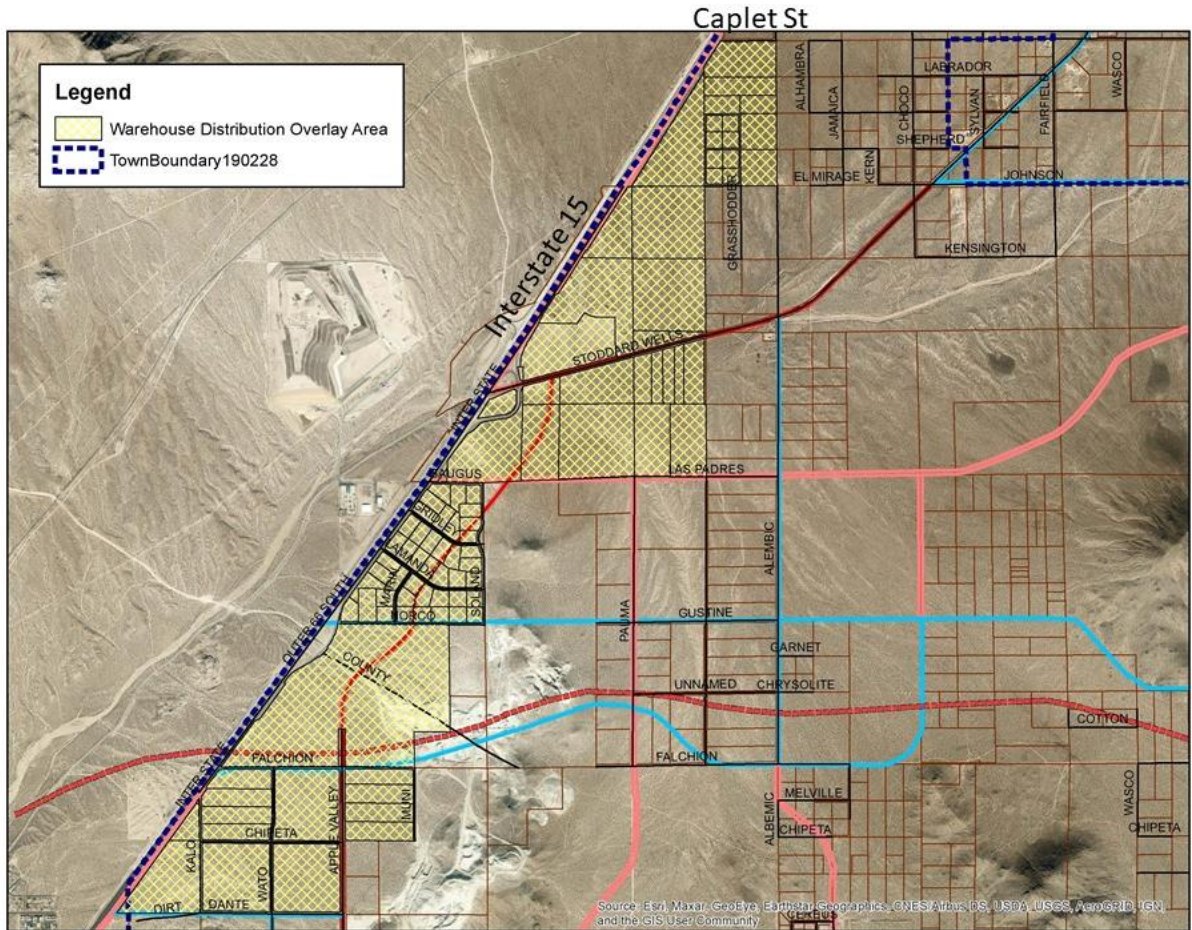
Based upon the information contained within this report, and any input received from the public at the hearing, it is recommended that the Planning Commission move to:

1. Find that pursuant to the California Environmental Quality Act (CEQA), recommendation adoption of the Initial Study and Mitigated Negative Declaration.
2. Recommend that the Town Council approve General Plan Amendment No. GPA-2021-001 & Development Code Amendment No. DCA-2021-002

ATTACHMENTS:

1. Map Exhibit
2. Market Assessment (2021)
3. Initial Study and Mitigated Negative Declaration
4. Traffic Memo
5. Planning Commission Resolution No. 2021-007

# ATTACHMENT 1





## **ATTACHMENT 2**

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ALFRED GOBAR ASSOCIATES

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September 1, 2021

Mr. Tony DeAguiar  
THE DEAGUIAR FAMILY TRUST  
5486 Industrial Parkway, Unit D  
San Bernardino, CA 92407

Subject: Apple Valley Rezoning Assessment

Dear Mr. DeAguiar:

Enclosed please find one copy electronic (PDF) of the report titled, "Apple Valley Rezoning Assessment."

We appreciate the opportunity to serve the Town of Apple Valley in the preparation of this report. Please feel free to contact us with regard to any questions you may have about the report.

Very truly yours,

ALFRED GOBAR ASSOCIATES

A handwritten signature in blue ink that reads "James Wolf". The signature is fluid and cursive, with a long, sweeping underline that extends to the left.

James W. Wolf, CRE®  
Principal  
(714) 772-8900 x303

Encl.

F:\REPORT.DOC\SEPTEMBER 1, 2021\B

# **APPLE VALLEY REZONING ASSESSMENT**

# **APPLE VALLEY REZONING ASSESSMENT**

**Prepared for:  
THE TOWN OF APPLE VALLEY**

**AUGUST 2021**



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**ALFRED GOBAR ASSOCIATES**

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I	INTRODUCTION .....	I-1
II	SUMMARY AND CONCLUSIONS .....	II-1
III	ECONOMIC & DEMOGRAPHIC OVERVIEW .....	III-1
IV	COMMERCIAL MARKET ASSESSMENT .....	IV-1
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VI	ANALOGOUS EX-URBAN DEVELOPMENT .....	VI-1

# Chapter I

## Introduction

### Purpose

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The purpose of this report is to assist the Town of Apple Valley in their assessment of a rezoning request for roughly 143 acres of land located at the northeast section of Interstate 15 and Stoddard Wells Road. The property is currently zoned C-R (Regional Commercial) with a request to rezone the property to allow for industrial-related land uses. The Town of Apple Valley 2009 General Plan identifies the subject property's location within a C-R (Regional Commercial) land use area. For reference, each of Apple Valley's three current/planned Interstate 15 interchange locations – Stoddard Wells Road, planned Quarry Road/State Route 220 interchange and Dale Evans Parkway – have a C-R (Regional Commercial) designation per current zoning and General Plan land use designations. Each of these three existing/planned interchanges are void of existing development activity, with the nearest interstate-related commercial use consisting of a 51 room motel facility (Studio 6 Victorville constructed in 1989 as a Motel 6) located approximately 3.5 miles south of the subject property in the City of Victorville.

The C-R (Regional Commercial) zoning and General Plan land use designation in place for the subject property is intended for more intensive commercial uses including shopping malls, outlet centers, lodging facilities, convention centers, entertainment centers, travel centers, etc. With the exception of a travel center, these regional commercial uses are equally dependent on local consumer support to supplement interstate traveler and visitor support.

## **Subject Property Description**

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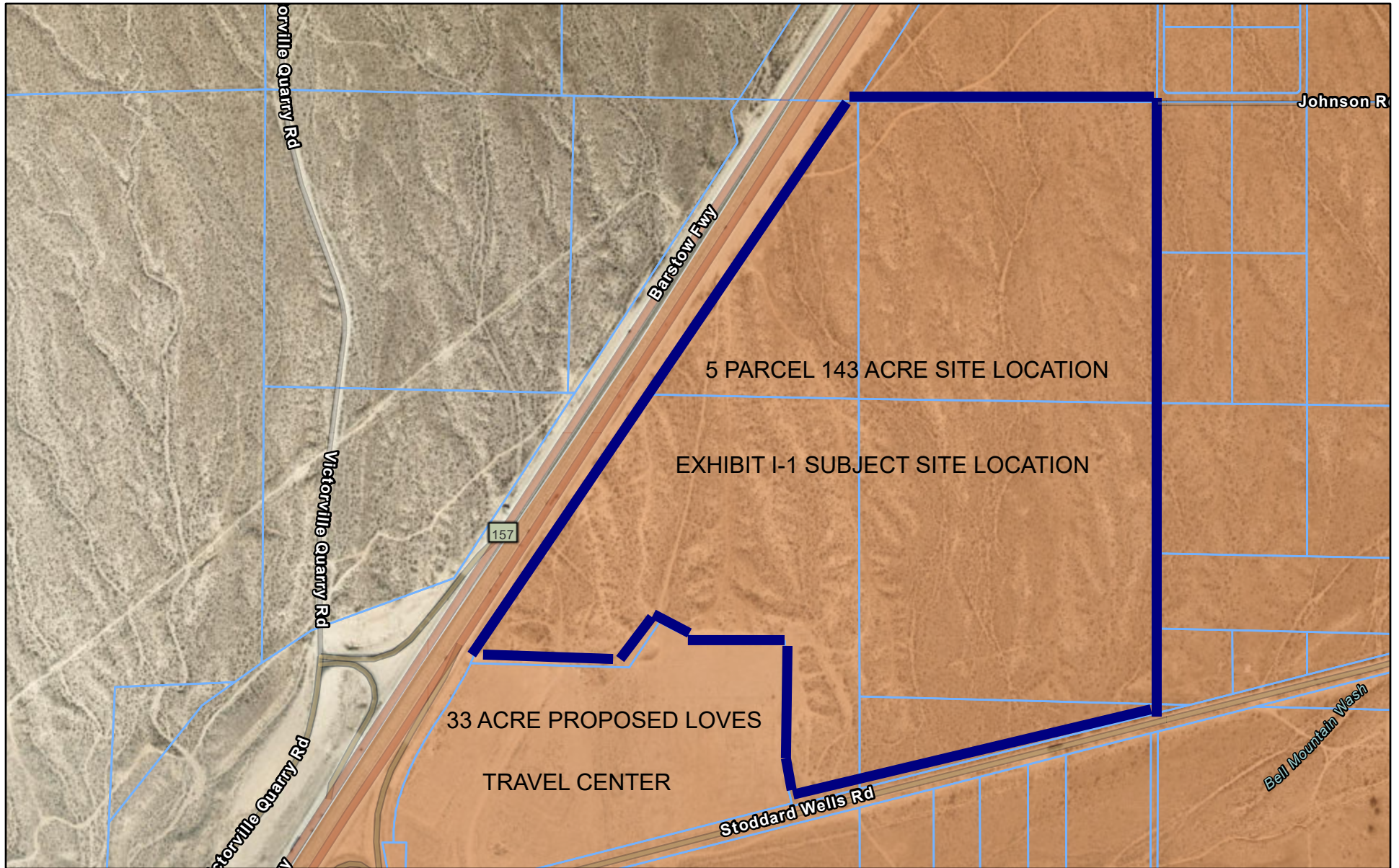
The subject property is comprised of five contiguous land parcels totaling 143 acres, all of which are owned by the DeAguiar Family Trust, facilitating a convenient land assemblage opportunity. The San Bernardino County Assessor's office identifies these five parcels as APN 047221115, 047222206, 047221106, 047221105 and 04722221, respectively. The five subject land parcels surround a 33 acre land parcel (APN 047222210) located at the immediate northeast corner of Interstate 15 and Stoddard Canyon Road, as shown on the aerial image provided in Exhibit I-1. Love's Travel Stops & Country Stores, a family-owned operator of over 500 truck stops and convenience stores across the United States, has plans to construct a truck stop and country store along the frontage portion of the 33 acre land parcel, facilitating excellent freeway visibility and direct ingress/egress for the 65,000-plus automobiles and trucks that traverse this portion of Interstate 15 on a daily basis. The balance (roughly 16 to 17 acres) of Love's 33 acre interchange site is being set aside for other regional commercial uses, including a possible RV park, the latter offering a convenient location for RV travelers heading into or out of the Southern California area. The 33 acre commercial parcel offers 896 feet of direct frontage along Interstate 15 together with 1,790 feet of direct frontage along Stoddard Wells Road. Oklahoma-based Love's company was ranked as the 17<sup>th</sup> largest private US-based company in 2019 by Forbes.

The five subject land parcels are described as raw acreage with the majority of utilities to site. The subject location is, however, challenged by the absence of water service in the area, requiring substantial capital investment necessary to fund the installation of a water infrastructure system to facilitate development the subject property and the adjoining 33 acres of planned commercial development. The five subject parcels offer approximately 1,650 feet of direct frontage along the east side of Interstate 15, providing excellent signage and identity opportunities along with direct freeway access. Surrounding land uses are primarily comprised of raw land parcels with very limited development for roughly a three mile radius surrounding the subject property. The most notable development in the site area consists of two large distribution/fulfillment centers for Walmart (1,500,000 square feet located at 21101 Johnson Road constructed in 2004) and Big Lots (1,350,000 square feet located at





1880 Navajo Road constructed in 2019), each located roughly 3.5 miles east of the subject property with truck access along a public road (Johnson Road) not designed for safe and efficient truck transit. The two distribution/fulfillment centers also account for the only two industrial buildings in the Town of Apple Valley larger than 100,000 square feet, with the majority of the Town's 114 industrial buildings concentrated along Highway 18 along with an area just south of the Apple Valley Airport, each area isolated from Interstate 15.

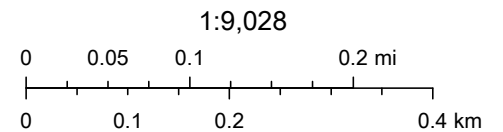


# San Bernardino County Parcel Viewer



9/1/2021, 12:30:57 PM

-  Override 1
-  City Limits
-  Parcels
-  BLM National Public Land Survey - Township



San Bernardino County, Maxar, Esri Community Maps Contributors, City of

## Chapter II

# Summary and Conclusions

1. The subject property represents 143 acres of a unique 176 acre contiguous land assemblage under single ownership. The adjoining 33 acre land parcel located at the northeast corner of Interstate 15 and Stoddard Wells Road is planned for regional commercial uses, namely a ±16 acre Love's Travel Center that will include a truck stop, gasoline station, convenience store and at least one national chain restaurant. The balance of the 33 acres is currently being investigated for the development of a recreational vehicle park. Development plans for Love's 33 acre regional commercial project will require tapping into water service located roughly 3.5 miles to the east of the subject property. Development of the surrounding 143 acres will require the creation of a water loop system, incorporating new water line extensions to the east (the same water line to service the 33 acre Love's site) and south. The total cost for this water loop system is estimated in excess of \$12.0 million, requiring a large, well-capitalized developer to front-load this infrastructure cost, a circumstance that has thwarted development of this property and other large land holdings throughout much of the Victor Valley area.
2. Industrial markets throughout Southern California are outperforming retail markets relative to key market performance benchmarks as summarized below:

Market	Vac Rate		Avail Rate		12-Mo Rent Growth	
	Ret	Ind	Ret	Ind	Ret	Ind
Inland Empire	7.3%	2.4%	7.9%	5.6%	3.7%	10.0%
Los Angeles	5.4%	2.2%	6.3%	3.1%	-0.8%	6.4%
Orange Co	4.6%	2.6%	5.2%	3.2%	1.2%	6.1%
San Diego	5.3%	4.5%	5.4%	5.9%	-0.1%	5.7%
Ventura	5.9%	2.5%	9.7%	3.2%	1.3%	4.0%

The Inland Empire's industrial market has been the most active of the Southern California industrial markets as highlighted below:

Market	12-Mo Delivered		Under Construction		12-Mo Net Absorption	
	Ret	Ind	Ret	Ind	Ret	Ind
Inland Empire	809,316	18,991,400	1,455,067	28,167,491	1,878,709	27,877,921
Los Angeles	1,015,713	3,831,556	1,623,992	3,798,735	(949,436)	11,241,262
Orange Co	52,661	575,082	131,590	391,203	(778,853)	2,873,375
San Diego	491,797	4,608,533	591,068	3,122,191	(825,062)	6,554,504
Ventura	35,280	351,129	63,573	1,249,964	(344,036)	1,890,298

Over the last 12 months, the Southern California industrial markets have collectively absorbed 50,729,237 square feet of additional industrial space occupancy, during a period in which retail space occupancy declined by 726,801 square feet. The Inland Empire is responsible for 55.0 percent of net absorption activity, establishing it as the premier industrial location in Southern California.

- Going forward, Inland Empire demand forecasts for both retail and industrial space are expected to moderate slightly relative to recently observed net absorption activity. The Inland Empire industrial sector is expected to outperform the retail sector by a ratio of approximately 14:1, as shown below:

Area	12-Mo Net Absorption		Annual Demand Forecast	
	Retail	Industrial	Retail	Industrial
Inland Empire	1,878,709	27,877,921	1,600,000	22,200,000
Mojave River Valley Submarket	150,652	365,552	140,000	572,222
MRV Market Share	8.0%	1.3%	8.8%	2.6%

Space demand for the Mojave River Valley is expected to remain relatively unchanged in the retail sector, in contrast to a 56.5 percent demand increase forecasted for the industrial sector. The Mojave River Valley market share of demand support is expected to remain relatively unchanged in the retail sector – from 8.0 percent to 8.8 percent – however double in the industrial sector – from 1.3 percent to 2.6 percent although this latter market share could expand even higher with the submarket’s ramp-up in the construction and delivery of mega-warehouse/distribution buildings, several of which are currently under

construction across the southerly portions of Victor Valley. Cities offering zoned and entitled industrial properties at competitive prices will be best positioned to capture accelerating industrial demand in the High Desert area.

4. Opportunities for Victor Valley communities to capitalize on the very strong demand for warehouse/distribution/fulfillment facilities will ultimately be dependent on their ability to offer zoned and entitled industrial properties at competitive pricing relative to off-the-hill properties. A review of large (50+ acre) commercial and industrial parcels available for development consideration throughout the four primary cities of Victor Valley indicates that the Valley is oversupplied relative to commercially-zoned properties (particularly in light of dwindling demand) and correspondingly undersupplied with reference to industrial-zoned properties (particularly in light of escalating demand), as summarized below:

Community	Total 50+ Ac Land Available		I-15 Frontage Land Available	
	Retail	Industrial	Retail	Industrial
Apple Valley	7,074.86	788.49	2,084.65	398.00
Adelanto	3,861.44	2,579.27	-	-
Hesperia	13,350.15	156.09	1,222.10	-
Victorville	<u>2,490.99</u>	<u>1,290.81</u>	<u>484.07</u>	<u>-</u>
Totals:	26,777.44	4,814.66	3,790.82	398.00

The volume of 50+ acre commercial-zoned land outnumbers the volume of industrial-zoned land by a ratio of more than 5:1. Of the 3,790.82 acres of commercial-zoned land offering frontage along Interstate 15, more than half is located within the Town of Apple Valley. The rezoning of the subject 143 acres would reduce the supply of commercial-zoned interstate properties in Apple Valley by only 6.8 percent and a Valley-wide reduction in commercial-zoned interstate properties of only 3.8 percent. The corresponding supply of industrial-zoned land parcels 50+ acres with interstate frontage is limited to only one property in Apple Valley, a 398 acre property located at the Interstate 15-Wild Wash Road interchange, representing the far northerly portion of Victor Valley. The cities of Victorville and Adelanto have positioned themselves to be major players in the mega-warehouse/distribution product segment going forward, facilitated through zoning and General Plan policies

that recognize the shifting land use dynamics favoring industrial development opportunities over commercial development opportunities.

5. A major obstacle to the development of the subject 143 acres and the adjoining 33 acres involves access to water. Cost estimates to extend a new water line roughly 3.5 miles from the east along with a secondary water line from approximately 3.5 miles to the south is expected to top \$12.0 million. Virtually any retail developer exploring the possibility of regional-type retail development across the 176 acre site will pass on this opportunity for a number of different reasons: the prohibitive upfront infrastructure costs; inadequate (and diminishing) retail demand to support development of 143+ acres of commercial development; a site location offering very limited local consumer support; and, access to more than 26,000 acres of commercial-zoned land throughout Victor Valley, including nearly 3,800 acres of commercial-zoned land with the benefit of interstate frontage and (presumably) lower upfront infrastructure costs. The isolated nature of the subject property makes it a much stronger candidate for industrial development, exposing the property to a wide array of major industrial developers, the majority of which have the capital backing to take on a project burdened by a large upfront infrastructure cost requirement. A large scale industrial development across the 143 acre subject property will also help to facilitate Love's development of their 33 acre project, provide a very synergistic use between the two properties, drive exposure and development interest in the Town of Apple Valley, and, most importantly, facilitate new development opportunities for properties to the east and south of the subject property via access to new water service.

# Chapter III

## Economic & Demographic Overview

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A review of targeted economic and demographic trends helps to identify land uses offering strong development support as well as land uses expected to receive very limited development support. A synopsis of several of the key economic and sociodemographic comparisons for the Inland Empire in relation to surrounding areas of Southern California is provided below:

### ECONOMIC & DEMOGRAPHIC MARKET COMPARISONS

Market	Total Employment	12-Mo Job Growth	Unempl Rate	Population	12-Mo Pop Growth	Median HH Income	Median HH Income Growth
<b>Inland Empire</b>	<b>1,548,262</b>	<b>6.1%</b>	<b>7.3%</b>	<b>4,712,384</b>	<b>0.7%</b>	<b>\$83,167</b>	<b>8.4%</b>
Los Angeles Co	4,290,441	7.0%	10.0%	9,907,002	-0.5%	\$82,985	6.8%
Orange Co	1,581,710	7.4%	6.1%	3,164,090	-0.2%	\$108,234	7.4%
San Diego Co	1,443,205	7.6%	6.9%	3,338,003	0.1%	\$95,040	7.2%
Ventura Co	297,343	5.0%	6.1%	840,329	-0.2%	\$107,973	8.2%
<i>National Index</i>	<i>147,309,813</i>	<i>6.6%</i>	<i>5.8%</i>	<i>330,245,656</i>	<i>0.2%</i>	<i>\$74,137</i>	<i>6.5%</i>

Source: Alfred Gobar Associates; CoStar; Oxford Economics

In comparison with the surrounding regions, the Inland Empire is achieving above-average performance relative to population growth and median household income growth over the last 12 months, in contrast to below-average market performance relative to job growth over the last 12 months. The Inland Empire is also identified as a region impacted by higher unemployment rates and lower median household income. A deeper dive into this information is provided in the following sections of this chapter.

## Regional Economic Overview

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### Employment Trends & Outlook

Exhibit III-1 provides a detailed breakout of long-term employment trends for the Riverside-San Bernardino-Ontario MSA, including targeted industrial employment sectors (blue font color) and targeted commercial employment sectors (burgundy font color). The bottom portion of the exhibit provides a subtotal for targeted industrial and commercial employment categories including both absolute and percentage change, as benchmarked against total non-farm employment.

Targeted warehouse/distribution-related employment expanded across each of the (time) periods investigated, with year-over-year employment gains between 2.4 percent and 10.2 percent since 2010. The strongest year-over-year employment growth occurred during 2020 in the Inland Empire, as identified by warehouse/distribution-related employment growth in excess of 10.0 percent, suggesting steadily growing demand for warehouse/distribution space. In contrast, targeted commercial/retail-related employment categories experienced net job losses in 2010 (a 3.6 percent loss of jobs) and again in 2020 (a staggering 12.4 percent employment loss).

Exhibit III-2 provides a detailed time series review of Inland Empire monthly employment changes both pre- and post-pandemic. From February 2020 to July 2021, the Inland Empire has lost 21,200 commercial/retail-related jobs (a 6.4 percent reduction) in contrast to the formation of 28,600 new warehouse/distribution-related jobs (a 13.0 percent increase) over the same 17 month period. Prior to 2020 job losses, commercial/retail-related employment throughout the Inland Empire had been steadily slowing since 2014, suggesting diminishing demand for commercial facilities. The dramatically expanded role of ecommerce/on-line sales has been eroding demand for bricks and mortar retail space for a number of years leading up to the pandemic. The onset of the pandemic in March 2020 had a devastating impact on bricks and mortar retail space (along with office and lodging properties), ultimately resulting in the bankruptcy of more than 25 major retailing brands including Pier 1 Imports, Neiman Marcus, J.C. Penny, Stein Mart, etc. In contrast, the expanded role of ecommerce/online sales expanded demand for warehouse/distribution product

throughout the Inland Empire, as consumers viewed it as a safer and less costly shopping alternative. Going forward, while the year-over-year growth rate of ecommerce/online sales is expected to slow from the 20.5 percent and 25.7 percent growth rates witnessed in 2019 and 2020, their respective share of total retail sales is expected to steadily expand from 17.8 percent (2020) to 24.5 percent (2025) according to a study conducted by Insider Intelligence, further bolstering demand for warehouse/distribution space throughout the Inland Empire while correspondingly diminishing demand for bricks and mortar retail space.

Exhibit III-3 provides long-term employment projections for the Inland Empire provided by California's Employment Development Department. The most recent (pre-pandemic) forecast identified commercial/retail-related employment to expand by 40,100 new jobs over the 10-year forecast period, translating to a 6.4 percent increase in this sector versus a corresponding 10.2 percent increase in total nonfarm jobs. Corresponding employment projections for the warehouse/distribution-related employment sectors targeted 111,300 new job formations (nearly triple the forecast of retail-related job gains), accounting for a 28.7 percent increase in this employment sector. These job forecasts provided by the State are updated every two years, with the current projections published just prior to the pandemic. The State identifies that the pandemic has likely caused new structural changes in the economy, likely expanding job growth above the forecasted changes in the warehouse/distribution-related industries while likely downgrading their forecasts for the commercial/retail-related industries identified in Exhibit III-3.

## Unemployment Rates

The Los Angeles-Long Beach-Glendale metropolitan area recorded the highest levels of unemployment over the last 12 months as summarized below:

MSA	Unemployment Rates		
	July 2020	May 2021	June 2021
Riverside-San Bernardino-Ontario	12.9%	7.2%	7.9%
Los Angeles-Long Beach-Glendale	18.2%	10.2%	10.3%
Anaheim-Santa Ana-Irvine	12.3%	5.8%	6.4%
San Diego-Carlsbad	12.3%	6.3%	7.0%
Oxnard-Thousand Oaks-Ventura	11.2%	5.8%	6.4%



The coastal regions of Southern California are the benefactors of the lowest reported unemployment rates, largely benefited by their more diverse economies with lower dependence on jobs in retailing and sales that were strongest impacted by the pandemic. Unemployment rates in the Inland Empire have not improved to the same levels observed for the coastal regions, with a greater concern that all five of the regions have recorded a step-up in unemployment rate from May 2021 to June 2021 as COVID infections have re-intensified, resulting in increased store closures and more stringent dining policies.

### Retail Sales Trends

On a positive note, retail sales volume (including e-commerce/online sales) throughout San Bernardino County has steadily expanded over each of the last five years, expanding from \$35.3 trillion in 2015 to \$42.9 trillion in 2020, as highlighted below:

**San Bernardino Co Retail Sales & Per Capita Sales Trends**

Year	San Bernardino County Retail Sales	% Change	San Berdo County Population	Retail Sales Per Capita	% Change
2015	\$35,338,556,225	-	2,118,684	\$16,679	-
2016	\$37,216,551,049	5.3%	2,131,737	\$17,458	4.7%
2017	\$38,399,372,700	3.2%	2,147,398	\$17,882	2.4%
2018	\$40,554,023,790	5.6%	2,160,791	\$18,768	5.0%
2019	\$41,770,308,843	3.0%	2,176,150	\$19,195	2.3%
2020	\$42,928,709,216	2.8%	2,184,112	\$19,655	2.4%

When isolating retail sales on a per capita basis, the comparisons indicate a slower rate of retail sales growth per capita over the last two years, expanding by less than one-half the expansion rate recorded during 2018. A continuation of this trend suggests reduced demand for bricks and mortar retail facilities throughout San Bernardino County going forward.

### Port Cargo Trends

A significant amount of goods consumed in Southern California and the entire United States are imported from overseas, most notably China, Vietnam, Japan, South Korea, Taiwan and Hong Kong. The majority of these imported goods arrive via the

Ports of Los Angeles and Long Beach, representing the two most active ports in the United States, collectively accounting for 31 percent of all container volume across the United States and a 74 percent market share for West Coast container activity. The two ports collectively support a total of 912,000 jobs across the five-county Southern California region and are considered one of the leading demand drivers for warehouse/distribution space throughout Southern California, most notably the Inland Empire. As the volume of loaded containers expands, demand for warehouse/distribution space correspondingly expands, particularly for loaded imports arriving into the ports and ultimately distributed to either local, regional or national markets. With the exception of 2019, the volume of loaded imports has steadily expanded since 2013, as detailed below:

**PORTS OF LA & LONG BEACH TOTAL LOADED TRENDS (TEUs)**

Year	Loaded Inbound (Imports)	% Change (Prior Yr)	Loaded Outbound (Exports)	% Change (Prior Yr)	Total Loaded	% Change (Prior Yr)
2020	8,825,380	4.2%	3,007,294	-6.9%	11,832,674	1.1%
2019	8,472,704	-5.5%	3,228,979	-5.8%	11,701,683	-5.6%
2018	8,967,959	4.5%	3,427,062	1.7%	12,395,021	3.7%
2017	8,579,276	7.4%	3,370,448	0.7%	11,949,724	5.4%
2016	7,987,323	2.6%	3,347,999	5.2%	11,335,322	3.4%
2015	7,784,726	0.0%	3,182,238	-10.0%	10,966,964	-3.2%
2014	7,787,272	4.8%	3,536,409	-2.5%	11,323,681	2.4%
2013	7,432,023	-	3,625,993	-	11,058,016	-

Source: Alfred Gobar Associates; Port of Los Angeles; Port of Long Beach

For reference, products most commonly imported through the Ports of Los Angeles and Long Beach include furniture, auto parts, apparel, electronics, plastics and clothing. Loaded export activity is more volatile than import activity, with recent reductions partially attributable to the shut-down of many manufacturing operations across the United States due to the impact of COVID. Export activity also plays a smaller role relative to demand for warehouse/distribution space in Southern California.

## Regional Demographic Overview

### Regional Population Trends

Exhibit III-4 provides a detailed breakout of population changes forecasted for each of California's 58 counties, with the six Southern California counties highlighted below:

County	Pop. ▲ 2020 to 2060	
	Absolute ▲	% ▲
San Bernardino	634,595 ▲	29.1%
Riverside	680,534 ▲	27.8%
Los Angeles	-473,959 ▲	-4.7%
Orange	-24,523 ▲	-0.8%
San Diego	230,940 ▲	6.9%
Ventura	7,652 ▲	0.9%

While Riverside County is expected to generate the largest absolute increase in population growth over the next 40 years, San Bernardino County is forecasted to have the largest percentage increase in population growth – 29.1 percent – translating into roughly 15,850 new residents per year. In contrast, Los Angeles County is forecasted to experience an exodus of residents on the order of 470,000 residents over the next 40 years, a trend that has been accelerated by the pandemic and the related work-from-home opportunities afforded most office workers, many of which have already sought out more affordable living destinations including the Inland Empire, Arizona, Texas and Nevada.

### Regional Population Density

Low population density has historically challenged retailing opportunities throughout the Inland Empire, most notably San Bernardino County. In general, retailers target high density locations, ideally benefited by higher income residents (more disposal income) and a high rate of homeownership (greater opportunity to establish a loyal client base). A comparison of population densities for each of the five counties highlights a major limiting factor for retailing operations in San Bernardino County, even in relation to neighboring Riverside County:

County	Residents Per Square Mile
San Bernardino	106
Riverside	323
Los Angeles	777
Orange	2,491
San Diego	3,985

The City of Los Angeles has a density of approximately 8,300 residents per square mile, paling in comparison to New York City's roughly 28,000 residents per square mile.

### Regional Median Household Income Trends

A comparison of changes in median household income for San Bernardino and Riverside Counties over the last 10 years is detailed below:

#### Median Household Income Trends

Year	San Berdo County	California	San Berdo Co % of CA	Riverside County	Riv Co % of CA
2010	\$61,678	\$67,659	91.2%	\$58,809	86.9%
2011	\$58,245	\$65,110	89.5%	\$57,531	88.4%
2012	\$56,533	\$64,949	87.0%	\$57,307	88.2%
2013	\$57,422	\$66,055	86.9%	\$57,437	87.0%
2014	\$56,200	\$66,883	84.0%	\$58,001	86.7%
2015	\$58,034	\$69,573	83.4%	\$60,187	86.5%
2016	\$60,011	\$72,156	83.2%	\$61,383	85.1%
2017	\$63,017	\$74,892	84.1%	\$62,927	84.0%
2018	\$65,014	\$76,641	84.8%	\$63,059	82.3%
2019	\$67,903	\$80,440	84.4%	\$65,712	81.7%

While Riverside County recorded a slightly higher median household income level over the five year period 2012 through 2016, San Bernardino County has recorded the higher median household income level for 2017, 2018 and 2019. Each of these two counties, however, are challenged by income levels well below State levels, a trend that is expected to continue going forward and, ultimately, contribute to lower retail space demand.

A similar comparison of real per capita income trends for San Bernardino and Riverside Counties identifies an even greater challenge for retailing opportunities in San Bernardino County, an area negatively-impacted by per capita income levels under \$27,000 through 2019, in contrast to Riverside per capita income levels above \$30,000 per person and State levels approaching \$40,000 per person, as highlighted below:

#### Real Per Capita Income Trends

Year	San Berdo County	California	San Berdo Co % of CA	Riverside County	Riv Co % of CA
2010	\$23,844	\$32,142	74.2%	\$26,290	81.8%
2011	\$23,188	\$31,737	75.1%	\$24,471	77.1%
2012	\$22,119	\$31,616	73.3%	\$24,509	77.5%
2013	\$23,006	\$32,443	68.2%	\$25,358	78.2%
2014	\$22,746	\$32,905	69.9%	\$25,359	77.1%
2015	\$23,329	\$34,086	66.7%	\$26,696	78.3%
2016	\$24,121	\$35,571	65.6%	\$27,172	76.4%
2017	\$24,682	\$36,551	66.0%	\$28,353	77.6%
2018	\$25,948	\$37,797	65.3%	\$29,486	78.0%
2019	\$26,926	\$39,393	65.9%	\$30,383	77.1%

Comparatively low income levels coupled with even lower population densities are two factors that have challenged and will continue to challenge attracting brick and mortar retailers to this region.

#### Poverty Rates

One additional challenge to attracting retailing operations to San Bernardino County, particularly businesses targeting more discretionary purchases, is the above-average poverty rate for residents of San Bernardino County (13.3 percent), well above corresponding rates for Riverside County (11.3 percent), San Diego County (10.3 percent) and Orange County (9.4 percent). Only one county is impacted by a higher poverty rate – Los Angeles County (13.4 percent) – primarily driven by the high cost of living. In contrast, low income levels are primarily responsible for above-average poverty levels in San Bernardino County. The high cost of living in Los Angeles County is one of the primary factors driving residents to seek more affordable living

options outside the County and State. For reference, poverty rates throughout the State of California (11.8 percent) and the U.S. (12.3 percent) also track below the corresponding poverty rates for San Bernardino and Los Angeles Counties.

## Local Demographic Overview

### Local Population Trends

In order to assess demographic information at the more local level, the Consultants compared and contrasted a number of different demographic variables for the four cities that predominantly comprise the Victor Valley area – Apple Valley, Hesperia, Victorville and Adelanto. The City of Victorville is the most populated of the four cities, a trend that is likely to continue based on population growth over the last decade:

City	Pop. ▲ 2010-2020			2020 City Population	Share of 4-City Area
	Absolute ▲	% ▲	Share of 4-City Area		
Apple Valley	6,656	9.6%	16.0%	75,791	21.7%
Hesperia	9,645	10.7%	23.2%	99,818	28.6%
Victorville	18,907	16.3%	45.6%	134,810	38.7%
Adelanto	6,281	19.8%	15.1%	38,046	10.9%

In contrast, Apple Valley accounts for only 21.7 percent of the Victor Valley's 2020 population and a nominal 16.0 percent of the Victor Valley's population growth over the last decade, suggesting a declining market share. While Adelanto's population is roughly one-half of Apple Valley's population, Adelanto nearly matched the population growth that Apple Valley achieved over the last decade, a pattern that will potentially mitigate retailers' interest in establishing a new retailing operation within the Town of Apple Valley.

### Local Median Household Income

Despite challenges related to below-average population growth over the last decade, residents of the Town of Apple Valley are aligned with slightly higher income levels relative to the neighboring communities, as identified below:

**Median Household Income Trends**

Year	Apple Valley	Hesperia	Victorville	Adelanto	San Berdo County
2018	\$53,023	\$53,402	\$50,691	\$40,018	\$65,014
2019	\$54,527	\$53,561	\$53,957	\$45,380	\$67,903

Low income levels for the communities of Victor Valley, each below that identified for the County, ultimately challenge new retailing opportunities in the local area.

**Homeownership**

Perhaps the greatest attribute of the Town of Apple Valley is the community's comparatively high level of homeownership as identified below:

**2019 Homeownership Rate**

Year	Apple Valley	Hesperia	Victorville	Adelanto	San Berdo County
2019	66.5%	61.4%	54.1%	53.9%	60.2%

As noted earlier, retailers prefer locations that offer comparably high rates of homeownership to facilitate capture of a loyal customer base and increased likelihood of repeat patronage.

**Median Housing Values**

Corresponding with its higher income levels, the Town of Apple Valley is also synonymous with higher housing values, as indicated in the following comparisons:

**2019 Median Housing Value**

Apple Valley	Hesperia	Victorville	Adelanto	San Berdo County
\$255,000	\$235,700	\$221,200	\$195,800	\$369,900

These median housing values do, however track 31.1 to 47.1 percent below County-wide median home value. Between 2018 and 2019, median home values for each of

the four cities surpassed 7.0 percent, well above the County-wide increase in median home value – 4.7 percent. Should median home values across the Victor Valley accelerate at a faster pace relative to household income growth, this will correspondingly diminish opportunities for discretionary retail purchases (and related retail space demand) going forward.

## Poverty Rates

While traditionally not part of retailer’s locational due diligence, the poverty rates for the Victor Valley area could likely become part of their corporate decision making, particularly for larger brand stores that undergo more comprehensive due diligence efforts. The 2019 poverty rates for the Victor Valley communities is as follows: Apple Valley (17.3 percent); Hesperia (20.1 percent); Victorville (20.1 percent) and Adelanto (28.5 percent). The high poverty rates are likely a function of the area’s above-average representation of jobs tied to retail, food & beverage operations and various services industries. These workers are traditionally some of the lowest paid workers and, more recently, potentially unemployed workers.

## Site Area Demographic Overview

Exhibit III-5 includes a detailed breakout of demographic data for residents living within a three- and five-mile radius of the subject property. The most poignant information contained within this exhibit is the extremely low population density in place today for both the three- and five-mile trade areas surrounding the subject property, a trend that is not expected to improve over the next five years as identified below:

Year	Population		Population Density	
	3.0-Mile Radius	5.0-Mile Radius	3.0-Mile Radius	5.0-Mile Radius
2021	1,518	25,726	53.5	327.6
2026	1,552	26,602	54.9	338.7

Low population densities associated with the site area will severely challenge the capture of local-serving retailers, forcing dependency on regional-serving retailers that require critical massing opportunities and exceptionally strong intercept



opportunities – generally large outlet centers that offer a full complement of trendy and brand-name retailers, numerous eating and drinking opportunities and, in some cases, overnight lodging opportunities. This opportunity at the subject property is severely challenged by the Barstow Outlets operation located at Interstate 15 and Lynwood Road in the City of Barstow, a 331,937 square foot outlet center now under the control of Craig Realty, one of the top owner-operator of outlet centers across Southern California. This center was constructed in 1989 and extensively renovated in 1994. A major attribute of the center is its mid-point location between Los Angeles and Las Vegas along with the extensive array of popular sit-down and quick-serve eating opportunities (including In-N-Out Burger, Panera Bread, Chili's Grill, Raising Cane's Chicken Fingers, two Starbucks, etc.), two travel centers (Flying J and Love's) and seven different lodging facilities. This location also features a California Welcome Center, enhancing its capture of tourists passing through the area. Tour buses transporting tourists between Los Angeles and Las Vegas make regular stops at this location, a strong contributor to local sales activity.



**EXHIBIT III-1**  
**RIVERSIDE-SAN BERNARDINO-ONTARIO MSA INDUSTRY EMPLOYMENT TRENDS**

SS-NAICS	TITLE	1990	1995	2000	2005	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020
50-511000	Publishing Industries (except Internet)	3,400	4,000	4,100	3,300	2,000	1,900	1,800	1,900	1,800	1,700	1,500	1,500	1,600	1,700	1,700
50-517000	Telecommunications	7,200	5,400	5,800	6,200	6,500	5,700	5,500	5,500	5,600	5,500	5,500	5,600	5,300	5,200	4,800
55-000000	Financial Activities	33,500	32,500	35,600	48,800	40,700	39,700	40,500	41,700	42,700	44,000	44,900	44,700	44,600	45,000	43,700
55-520000	Finance & Insurance	21,500	20,000	21,400	29,900	25,200	25,100	25,600	26,000	26,500	26,900	27,100	26,300	25,300	24,800	24,500
55-522000	Credit Intermediation & Related Activities	13,200	11,900	13,100	18,100	15,100	15,000	15,100	15,000	15,200	15,400	14,800	14,400	13,400	12,900	12,900
55-522100	Depository Credit Intermediation	9,400	9,900	9,500	10,900	11,100	10,900	10,900	10,500	10,100	9,800	9,600	9,500	9,000	9,100	9,000
55-522200	Nondepository Credit Intermediation	1,200	1,500	2,600	5,600	2,800	3,000	3,000	3,000	3,000	3,100	2,900	3,000	2,900	2,200	2,300
55-524000	Insurance Carriers & Related	6,300	6,700	6,700	9,800	8,600	8,700	9,100	9,400	9,600	10,000	10,700	10,300	10,200	10,200	9,900
55-524100	Insurance Carriers	4,000	4,300	3,600	5,200	3,800	3,800	4,000	4,200	4,000	4,100	3,900	3,600	3,200	2,900	2,800
55-530000	Real Estate & Rental & Leasing	12,000	12,600	14,200	18,900	15,500	14,600	14,900	15,600	16,300	17,000	17,900	18,400	19,300	20,200	19,100
55-531000	Real Estate	7,700	7,800	8,800	12,800	10,300	10,200	10,800	11,400	11,900	12,000	12,400	12,800	13,400	14,300	13,900
60-000000	Professional & Business Services	60,000	69,500	97,500	133,400	123,500	125,600	127,100	132,000	138,700	147,500	145,100	147,300	152,000	158,700	154,000
60-540000	Professional, Scientific & Technical Services	24,900	21,000	22,300	35,100	34,900	35,700	36,800	37,900	39,800	39,200	39,300	40,400	42,700	44,000	42,600
60-550000	Management of Companies & Enterprises	7,000	8,800	10,300	12,000	8,400	8,200	8,000	8,400	8,400	8,900	9,100	8,500	8,300	8,800	8,700
60-560000	Administrative & Support & Waste Services	28,100	39,700	64,900	86,300	80,100	81,800	82,300	85,700	90,500	99,500	96,800	98,400	101,000	105,900	102,700
60-561000	Administrative & Support Services	25,400	37,600	62,200	83,600	77,400	78,700	78,900	82,000	86,700	95,500	93,300	94,700	97,100	101,800	98,700
60-561300	Employment Services	8,100	14,400	32,900	47,000	37,100	38,000	36,700	37,800	42,100	49,600	44,700	43,800	43,100	45,100	43,100
60-561600	Investigation & Security Services	3,000	5,200	5,700	7,300	10,200	11,000	11,400	12,100	12,800	13,400	14,200	15,100	16,100	16,600	16,200
60-561700	Services to Buildings & Dwellings	9,700	11,800	14,500	17,800	15,900	16,100	17,000	17,700	17,900	18,500	19,200	19,500	20,300	21,600	22,100
65-000000	Educational & Health Services	72,600	90,300	107,500	137,700	162,200	166,200	174,400	188,500	195,900	206,300	215,700	226,700	239,500	250,300	248,700
65-610000	Educational Services	9,600	9,600	11,100	13,600	15,600	15,800	16,300	17,600	17,200	17,700	18,600	18,900	19,400	19,900	18,600
65-611300	Colleges, Universities & Prof Schools	4,300	4,300	5,100	5,400	6,100	6,100	6,100	6,100	6,100	6,500	6,400	6,300	6,300	6,300	6,100
65-620000	Health Care & Social Assistance	63,000	80,700	96,400	124,100	146,600	150,400	158,100	171,000	178,700	188,600	197,100	207,700	220,100	230,400	230,100
65-621000	Ambulatory Health Care Services	19,900	28,700	34,900	44,800	51,500	53,800	57,300	59,100	61,900	65,000	67,700	71,000	74,900	78,900	77,400
65-621100	Offices of Physicians	11,100	13,600	15,800	15,700	16,300	17,400	18,900	19,300	20,200	21,400	22,600	22,700	23,100	23,200	23,000
65-622000	Hospitals	23,000	23,800	27,400	28,800	32,500	34,300	35,100	35,800	36,100	37,700	39,000	39,100	40,200	41,700	41,700
65-623000	Nursing & Residential Care Facilities	11,700	16,400	19,000	19,500	20,600	21,400	22,300	23,100	24,300	25,200	25,600	26,100	27,200	27,300	26,100
70-000000	Leisure & Hospitality	76,100	84,100	100,600	122,600	122,800	124,000	129,400	135,900	144,800	151,700	160,200	166,300	170,600	175,900	139,200
70-710000	Arts, Entertainment & Recreation	11,600	11,500	14,600	15,600	15,800	15,400	15,800	16,800	17,600	18,500	19,200	19,700	19,800	20,500	13,400
<b>70-720000</b>	<b>Accommodation &amp; Food Services</b>	<b>64,400</b>	<b>72,600</b>	<b>86,000</b>	<b>107,100</b>	<b>107,000</b>	<b>108,600</b>	<b>113,600</b>	<b>119,000</b>	<b>127,200</b>	<b>133,200</b>	<b>140,900</b>	<b>146,700</b>	<b>150,900</b>	<b>155,400</b>	<b>125,800</b>
70-721000	Accommodation	16,000	13,300	15,800	17,900	13,700	13,800	14,200	14,600	15,500	16,500	17,600	18,400	18,400	18,200	12,300
70-722000	Food Services & Drinking Places	48,500	59,300	70,200	89,100	93,200	94,800	99,300	104,400	111,700	116,700	123,400	128,300	132,500	137,200	113,500
70-722500	Restaurants	44,900	56,800	67,300	86,100	89,900	91,300	95,700	100,800	107,400	113,100	119,300	124,100	128,100	132,400	110,700
70-722511	Full-Service Restaurants	20,600	23,800	29,800	38,600	38,900	39,700	42,200	44,000	46,000	47,500	48,900	50,100	50,900	51,900	36,100
70-722590	Limited-Service Eating Places	24,300	33,000	37,600	47,500	51,100	51,600	53,500	56,800	61,300	65,600	70,400	74,000	77,200	80,600	74,600
80-000000	Other Services	24,400	27,600	34,900	39,900	38,200	39,100	40,100	41,100	43,000	44,000	44,600	45,400	45,800	46,200	39,600
80-811000	Repair & Maintenance	8,700	10,700	15,300	16,000	12,500	13,000	13,700	14,700	15,500	16,400	16,900	17,100	17,300	17,300	16,200
80-812000	Personal & Laundry Services	5,900	6,500	7,300	8,900	9,500	9,600	10,300	10,500	10,900	11,500	12,000	12,500	12,900	13,600	10,200
90-000000	Government	150,800	163,000	192,100	220,400	234,300	227,500	224,600	225,200	228,800	233,300	242,300	251,000	257,200	261,200	249,100
90-910000	Federal Government	22,200	19,000	18,200	18,700	22,800	21,300	20,600	20,300	20,200	20,300	20,400	20,600	20,700	21,100	22,200
90-919110	Department of Defense	8,600	6,400	5,800	5,600	6,400	6,400	6,000	5,800	5,800	5,800	5,700	5,600	5,700	6,000	6,100
90-912991	Federal Government excl DOD	13,500	12,600	12,400	13,100	16,400	14,900	14,600	14,500	14,400	14,500	14,700	15,000	15,000	15,100	16,000
90-940000	State & Local Government	128,600	144,000	174,000	201,800	211,600	206,200	204,000	204,900	208,600	213,000	221,900	230,400	236,500	240,100	227,000
90-920000	State Government	18,900	21,300	24,600	27,000	29,300	29,100	28,200	27,800	28,200	28,700	29,700	30,400	30,600	31,100	31,100
90-921611	State Government Education	6,400	7,200	8,900	9,500	10,500	10,800	10,600	10,900	11,200	11,600	12,300	12,900	12,800	12,800	12,500
90-922000	State Government Excluding Education	12,500	14,100	15,700	17,400	18,800	18,300	17,600	16,900	16,900	17,100	17,400	17,500	17,800	18,300	18,600

**EXHIBIT III-1  
RIVERSIDE-SAN BERNARDINO-ONTARIO MSA INDUSTRY EMPLOYMENT TRENDS**

SS-NAICS	TITLE	1990	1995	2000	2005	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020
90-930000	Local Government	109,700	122,700	149,300	174,800	182,300	177,100	175,800	177,100	180,400	184,400	192,200	200,100	205,900	209,000	195,900
90-931611	Local Government Education	64,800	72,000	90,700	99,300	103,000	101,300	101,700	103,700	106,400	109,500	115,500	120,900	125,300	126,700	116,800
90-932000	Local Government Excluding Education	44,900	50,700	58,600	75,500	79,300	75,700	74,100	73,400	74,000	74,900	76,700	79,100	80,600	82,300	79,100
90-939012	County	23,600	26,100	30,500	32,900	36,500	35,100	34,300	33,400	33,000	32,700	33,700	34,600	34,300	34,800	35,600
90-939022	City	12,900	13,700	13,600	15,300	16,400	15,800	15,100	14,800	14,900	14,900	14,900	14,900	15,100	15,300	14,300
90-932994	Special Districts plus Indian Tribes	8,500	11,000	14,500	27,300	26,400	24,800	24,700	25,200	26,100	27,300	28,100	29,600	31,200	32,200	29,200
	<b>Commercial/Retail-Related Employment Trends:</b>	<b>164,900</b>	<b>182,000</b>	<b>213,200</b>	<b>272,500</b>	<b>262,600</b>	<b>267,200</b>	<b>276,000</b>	<b>283,900</b>	<b>296,800</b>	<b>307,600</b>	<b>319,200</b>	<b>327,600</b>	<b>332,100</b>	<b>336,100</b>	<b>294,600</b>
	<b>Five-Year Percentage Change:</b>		<b>10.4%</b>	<b>17.1%</b>	<b>27.8%</b>	<b>-3.6%</b>	<b>1.8%</b>	<b>3.3%</b>	<b>2.9%</b>	<b>4.5%</b>	<b>3.6%</b>	<b>3.8%</b>	<b>2.6%</b>	<b>1.4%</b>	<b>1.2%</b>	<b>-12.4%</b>
	<b>Warehouse/Distribution-Related Employment Trends:</b>	<b>44,800</b>	<b>59,300</b>	<b>79,900</b>	<b>105,300</b>	<b>108,500</b>	<b>111,100</b>	<b>119,200</b>	<b>128,900</b>	<b>139,700</b>	<b>153,100</b>	<b>162,800</b>	<b>177,500</b>	<b>192,700</b>	<b>208,900</b>	<b>230,100</b>
	<b>Five-Year Percentage Change:</b>		<b>32.4%</b>	<b>34.7%</b>	<b>31.8%</b>	<b>3.0%</b>	<b>2.4%</b>	<b>7.3%</b>	<b>8.1%</b>	<b>8.4%</b>	<b>9.6%</b>	<b>6.3%</b>	<b>9.0%</b>	<b>8.6%</b>	<b>8.4%</b>	<b>10.2%</b>
	<b>Total Non-Farm Employment:</b>	<b>720,400</b>	<b>789,100</b>	<b>995,100</b>	<b>1,239,000</b>	<b>1,151,000</b>	<b>1,154,800</b>	<b>1,185,400</b>	<b>1,233,600</b>	<b>1,289,700</b>	<b>1,353,500</b>	<b>1,401,400</b>	<b>1,452,800</b>	<b>1,506,000</b>	<b>1,552,100</b>	<b>1,487,800</b>
	<b>Five-Year Percentage Change:</b>		<b>9.5%</b>	<b>26.1%</b>	<b>24.5%</b>	<b>-7.1%</b>	<b>0.3%</b>	<b>2.7%</b>	<b>4.1%</b>	<b>4.6%</b>	<b>5.0%</b>	<b>3.5%</b>	<b>3.7%</b>	<b>3.7%</b>	<b>3.1%</b>	<b>-4.1%</b>

Source: Alfred Gobar Associates: State of California Employment Development Department



**EXHIBIT III-2  
RIVERSIDE-SAN BERNARDINO-ONTARIO MSA EMPLOYMENT PRE- & POST-PANDEMIC**

TITLE	Feb-20	Mar-20	Apr-20	May-20	Jun-20	Jul-20	Aug-20	Sep-20	Oct-20	Nov-20	Dec-20	Jan-21	Feb-21	Mar-21	Apr-21	May-21	Jun-21	Jul-21
Real Estate	14,700	14,400	13,400	13,500	13,700	14,000	14,000	13,900	13,300	13,000	13,600	13,000	13,100	13,100	13,400	14,300	14,100	14,000
Professional & Business Services	164,200	160,800	139,800	144,800	149,000	150,200	151,900	153,200	156,200	157,000	158,300	154,000	155,200	157,000	158,600	158,000	160,600	159,300
Professional, Scientific & Technical Serv	45,800	44,900	41,200	41,800	42,200	41,500	41,500	40,900	41,600	41,900	42,900	42,700	43,800	45,200	44,100	43,200	42,800	42,400
Management of Companies & Enterprises	8,900	8,800	8,500	8,400	8,400	8,400	8,500	8,700	8,800	8,800	8,900	8,800	8,800	8,800	8,700	8,700	8,800	8,700
Administrative/Support & Waste Services	109,500	107,100	90,100	94,600	98,400	100,300	101,900	103,600	105,800	106,300	106,500	102,500	102,600	103,000	105,800	106,100	109,000	108,200
Administrative & Support Services	105,300	103,000	86,200	90,700	94,400	96,400	98,100	99,700	102,100	102,500	102,700	99,100	99,200	99,600	102,400	102,600	105,500	104,700
Employment Services	46,500	45,000	33,500	36,500	39,300	41,100	42,700	44,700	47,600	47,500	47,600	43,600	44,400	44,600	45,000	45,400	46,400	45,800
Investigation & Security Services	17,000	16,700	16,200	16,400	16,500	16,500	16,200	15,800	15,600	15,200	15,200	15,100	15,100	15,200	15,800	15,400	15,500	15,400
Services to Buildings & Dwellings	22,800	22,400	20,400	21,400	21,800	22,100	22,100	22,200	22,400	22,700	22,600	22,300	21,600	21,700	22,100	21,900	22,300	22,500
Educational & Health Services	259,600	258,800	236,500	238,900	242,200	243,400	245,300	247,000	251,900	250,800	252,200	250,900	254,500	255,000	257,100	257,200	260,000	259,600
Educational Services	21,900	21,500	17,900	17,600	16,700	15,700	16,600	18,200	19,000	19,100	18,200	18,100	18,900	19,000	19,100	19,000	18,100	17,400
Colleges, Universities & Prof Schools	7,000	6,900	6,600	5,800	5,200	4,800	4,900	6,000	6,400	6,400	6,000	5,600	6,300	6,400	6,400	6,100	5,400	5,500
Health Care & Social Assistance	237,700	237,300	218,600	221,300	225,500	227,700	228,700	228,800	232,900	231,700	234,000	232,800	235,600	236,000	238,000	238,200	241,900	242,200
Ambulatory Health Care Services	81,600	81,100	68,200	71,200	74,900	76,800	77,800	77,600	79,400	78,600	80,700	80,800	81,000	80,800	82,300	83,500	84,800	85,400
Offices of Physicians	23,900	23,600	21,600	22,100	22,400	22,800	22,900	22,800	23,200	23,200	23,800	23,600	23,700	23,800	24,000	24,000	24,500	24,500
Hospitals	42,400	42,700	41,600	41,000	41,000	41,500	41,300	41,400	41,700	41,600	41,500	41,600	42,200	42,600	42,300	42,300	42,500	42,600
Nursing & Residential Care Facilities	27,800	27,700	26,600	26,100	25,700	25,200	25,100	25,100	25,200	25,200	25,300	25,200	26,200	26,100	26,200	26,200	26,300	26,200
Leisure & Hospitality	179,100	175,600	103,700	111,600	135,500	130,300	128,400	131,300	136,300	134,700	126,900	120,200	130,100	135,100	139,200	143,200	146,800	148,700
Arts, Entertainment & Recreation	22,300	21,700	8,100	9,100	11,800	11,600	9,900	10,000	10,500	11,400	11,600	11,100	11,400	11,700	11,600	11,300	11,100	11,500
<b>Accommodation &amp; Food Services</b>	<b>156,800</b>	<b>153,900</b>	<b>95,600</b>	<b>102,500</b>	<b>123,700</b>	<b>118,700</b>	<b>118,500</b>	<b>121,300</b>	<b>125,800</b>	<b>123,300</b>	<b>115,300</b>	<b>109,100</b>	<b>118,700</b>	<b>123,400</b>	<b>127,600</b>	<b>131,900</b>	<b>135,700</b>	<b>137,200</b>
Accommodation	18,800	18,400	9,800	9,600	11,400	10,700	10,600	10,300	10,500	10,600	9,100	8,000	9,200	10,100	10,800	11,400	12,000	12,200
Food Services & Drinking Places	138,000	135,500	85,800	92,900	112,300	108,000	107,900	111,000	115,300	112,700	106,200	101,100	109,500	113,300	116,800	120,500	123,700	125,000
Restaurants	133,400	131,000	84,500	91,400	110,200	106,000	105,800	108,700	112,400	109,700	103,400	98,400	106,500	110,300	113,800	117,500	120,600	121,800
Full-Service Restaurants	53,100	51,200	19,300	22,600	36,600	32,600	31,900	33,800	36,300	34,700	28,600	23,800	29,600	32,100	35,300	37,300	38,600	39,300
Limited-Service Eating Places	80,300	79,800	65,200	68,800	73,600	73,400	73,900	74,900	76,100	75,000	74,800	74,600	76,900	78,200	78,500	80,200	82,000	82,500
Other Services	48,100	47,000	32,300	34,900	38,200	39,800	36,300	37,800	38,800	38,500	36,600	36,100	38,200	38,600	39,200	39,600	40,800	40,800
Repair & Maintenance	17,500	17,100	13,700	15,200	15,800	16,000	16,300	16,100	16,500	16,400	16,200	16,200	15,300	15,100	15,400	15,400	16,000	16,100
Personal & Laundry Services	15,300	14,900	6,100	7,200	9,700	11,000	7,200	9,000	9,300	9,300	8,000	7,900	10,200	10,600	10,900	11,100	11,500	11,800
Government	265,800	268,600	259,900	242,000	243,100	229,000	238,800	240,000	245,500	245,500	245,200	243,600	242,900	244,200	241,000	242,800	241,500	227,600
Federal Government	21,300	21,800	21,400	21,500	21,700	21,600	25,200	24,200	22,800	21,600	21,600	21,300	21,200	21,200	21,300	21,400	21,500	21,600
Department of Defense	6,100	6,100	6,000	6,000	6,100	6,100	6,200	6,200	6,200	6,200	6,200	6,200	6,200	6,200	6,200	6,200	6,200	6,200
Federal Government excl DOD	15,200	15,700	15,400	15,500	15,600	15,500	19,000	18,000	16,600	15,400	15,400	15,100	15,000	15,000	15,100	15,200	15,300	15,400
State & Local Government	244,500	246,800	238,500	220,500	221,400	207,400	213,600	215,800	222,700	223,900	223,600	222,300	221,700	223,000	219,700	221,400	220,000	206,000
State Government	32,000	32,000	32,100	31,300	30,600	30,000	29,500	30,200	31,100	31,400	31,300	30,500	30,900	31,100	31,300	31,400	31,300	29,800
State Government Education	13,700	13,800	13,700	12,900	12,200	11,400	10,600	11,300	12,200	12,600	12,700	12,000	12,400	12,600	12,600	12,700	12,500	11,000
State Government Excl Education	18,300	18,200	18,400	18,400	18,400	18,600	18,900	18,900	18,900	18,800	18,600	18,500	18,500	18,500	18,700	18,700	18,800	18,800
Local Government	212,500	214,800	206,400	189,200	190,800	177,400	184,100	185,600	191,600	192,500	192,300	191,800	190,800	191,900	188,400	190,000	188,700	176,200
Local Government Education	129,200	131,200	126,000	114,800	112,500	99,800	105,700	107,000	113,900	115,200	115,300	115,200	114,100	115,400	112,100	113,900	112,600	100,000
Local Government Excluding Education	83,300	83,600	80,400	74,400	78,300	77,600	78,400	78,600	77,700	77,300	77,000	76,600	76,700	76,500	76,300	76,100	76,100	76,200
County	35,500	35,500	35,400	35,500	35,600	35,600	36,300	36,400	35,700	35,500	35,200	34,800	34,800	34,700	34,500	34,000	33,600	34,000
City	15,200	15,200	14,400	14,100	14,000	13,900	14,000	14,000	13,900	13,700	13,700	13,500	13,700	13,800	13,700	13,800	14,100	13,800
Special Districts plus Indian Tribes	32,600	32,900	30,600	24,800	28,700	28,100	28,100	28,200	28,100	28,100	28,100	28,300	28,200	28,000	28,100	28,300	28,400	28,400
<b>Commercial/Retail-Related Employment:</b>	<b>333,800</b>	<b>329,300</b>	<b>242,600</b>	<b>250,600</b>	<b>285,200</b>	<b>284,500</b>	<b>285,900</b>	<b>290,800</b>	<b>300,000</b>	<b>302,700</b>	<b>295,100</b>	<b>283,000</b>	<b>292,900</b>	<b>297,200</b>	<b>301,900</b>	<b>305,800</b>	<b>310,100</b>	<b>312,600</b>
<b>Warehouse/Distribution Employment:</b>	<b>220,800</b>	<b>219,400</b>	<b>207,900</b>	<b>216,500</b>	<b>224,900</b>	<b>224,200</b>	<b>234,500</b>	<b>238,700</b>	<b>243,300</b>	<b>251,900</b>	<b>255,400</b>	<b>242,900</b>	<b>245,600</b>	<b>248,000</b>	<b>245,700</b>	<b>246,300</b>	<b>246,800</b>	<b>249,400</b>

Source: Alfred Gobar Associates: State of California Employment Development Department

**EXHIBIT III-3**  
**LONG-TERM (2018-2028) INDUSTRY EMPLOYMENT PROJECTIONS**  
**RIVERSIDE-SAN BERNARDINO MSA**

Series Code	Industry Title	Base Year Emplmt	Projected Emplmt	Numeric Change	% Change
1	Total Employment	1,610,500	1,773,100	162,600	10.1
6010	Self Employment	88,400	96,400	8,000	9
8010	Private Household Workers	900	1,200	300	33.3
11000000	Total Farm	14,500	14,800	300	2.1
<b>0</b>	<b>Total Nonfarm</b>	<b>1,506,700</b>	<b>1,660,700</b>	<b>154,000</b>	<b>10.2</b>
10000000	Mining and Logging	1,200	1,100	-100	-8.3
20000000	Construction	105,200	119,000	13,800	13.1
20236000	Construction of Buildings	15,600	17,700	2,100	13.5
20237000	Heavy and Civil Engineering Construction	12,500	13,900	1,400	11.2
20238000	Specialty Trade Contractors	77,000	87,400	10,400	13.5
20238100	Foundation, Structure, & Bldg Ext Contractors	24,000	27,200	3,200	13.3
20238200	Building Equipment Contractors	26,800	31,600	4,800	17.9
20238300	Building Finishing Contractors	17,800	19,800	2,000	11.2
30000000	Manufacturing	101,100	98,400	-2,700	-2.7
31000000	Durable Goods Manufacturing	65,100	63,000	-2,100	-3.2
31332000	Fabricated Metal Product Manufacturing	15,000	15,400	400	2.7
32000000	Nondurable Goods Manufacturing	36,000	35,500	-500	-1.4
40000000	Trade, Transportation, and Utilities	379,600	434,800	55,200	14.5
<b>41000000</b>	<b>Wholesale Trade</b>	<b>65,500</b>	<b>69,200</b>	<b>3,700</b>	<b>5.6</b>
<b>41423000</b>	<b>Merchant Wholesalers, Durable Goods</b>	<b>38,500</b>	<b>40,000</b>	<b>1,500</b>	<b>3.9</b>
<b>41424000</b>	<b>Merchant Wholesalers, Nondurable Goods</b>	<b>24,000</b>	<b>26,800</b>	<b>2,800</b>	<b>11.7</b>
<b>42000000</b>	<b>Retail Trade</b>	<b>181,200</b>	<b>183,400</b>	<b>2,200</b>	<b>1.2</b>
<b>42441000</b>	<b>Motor Vehicle and Parts Dealers</b>	<b>26,000</b>	<b>26,300</b>	<b>300</b>	<b>1.2</b>
<b>42441300</b>	<b>Automotive Parts, Accessories, and Tire Stores</b>	<b>7,500</b>	<b>7,200</b>	<b>-300</b>	<b>-4</b>
<b>42444000</b>	<b>Building Mat, Garden Equipmt &amp;Supplies</b>	<b>14,300</b>	<b>14,300</b>	<b>0</b>	<b>0</b>
<b>42445000</b>	<b>Food and Beverage Stores</b>	<b>34,100</b>	<b>37,200</b>	<b>3,100</b>	<b>9.1</b>
<b>42446000</b>	<b>Health and Personal Care Stores</b>	<b>11,600</b>	<b>12,100</b>	<b>500</b>	<b>4.3</b>
<b>42448000</b>	<b>Clothing and Clothing Accessories Stores</b>	<b>21,000</b>	<b>18,700</b>	<b>-2,300</b>	<b>-11</b>
<b>42448100</b>	<b>Clothing Stores</b>	<b>15,800</b>	<b>14,100</b>	<b>-1,700</b>	<b>-10.8</b>
<b>42452000</b>	<b>General Merchandise Stores</b>	<b>36,000</b>	<b>35,900</b>	<b>-100</b>	<b>-0.3</b>
43000000	Transportation, Warehousing, and Utilities	132,900	182,200	49,300	37.1
43220000	Utilities	4,900	4,900	0	0
<b>43400089</b>	<b>Transportation and Warehousing</b>	<b>128,000</b>	<b>177,300</b>	<b>49,300</b>	<b>38.5</b>
<b>43484000</b>	<b>Truck Transportation</b>	<b>27,000</b>	<b>33,600</b>	<b>6,600</b>	<b>24.4</b>
<b>43484100</b>	<b>General Freight Trucking</b>	<b>21,200</b>	<b>27,100</b>	<b>5,900</b>	<b>27.8</b>
<b>43492000</b>	<b>Couriers and Messengers</b>	<b>14,300</b>	<b>20,000</b>	<b>5,700</b>	<b>39.9</b>

**EXHIBIT III-3**  
**LONG-TERM (2018-2028) INDUSTRY EMPLOYMENT PROJECTIONS**  
**RIVERSIDE-SAN BERNARDINO MSA**

Series Code	Industry Title	Base Year Emplmt	Projected Emplmt	Numeric Change	% Change
<b>43493000</b>	<b>Warehousing and Storage</b>	<b>68,900</b>	<b>104,700</b>	<b>35,800</b>	<b>52</b>
50000000	Information	11,400	12,100	700	6.1
50511000	Publishing Industries (except Internet)	1,600	1,500	-100	-6.3
50517000	Telecommunications	5,300	5,400	100	1.9
55000000	Financial Activities	43,800	45,300	1,500	3.4
55520000	Finance and Insurance	24,600	24,700	100	0.4
55522000	Credit Intermediation and Related Activities	13,400	12,800	-600	-4.5
55522100	Depository Credit Intermediation	9,000	7,800	-1,200	-13.3
55522200	Nondepository Credit Intermediation	2,900	3,100	200	6.9
55524000	Insurance Carriers and Related Activities	9,400	10,300	900	9.6
55524100	Insurance Carriers	3,200	3,200	0	0
55530000	Real Estate and Rental and Leasing	19,300	20,600	1,300	6.7
55531000	Real Estate	13,400	14,800	1,400	10.4
60000000	Professional and Business Services	151,400	165,900	14,500	9.6
60540000	Professional, Scientific, and Technical Services	42,000	47,100	5,100	12.1
60550000	Management of Companies and Enterprises	8,300	8,400	100	1.2
60560000	Admin/Support & Waste Mgmt/Remediation Serv	101,000	110,400	9,400	9.3
60561000	Administrative and Support Services	97,100	105,800	8,700	9
60561300	Employment Services	43,100	47,500	4,400	10.2
60561600	Investigation and Security Services	16,100	17,300	1,200	7.5
60561700	Services to Buildings and Dwellings	20,300	22,600	2,300	11.3
65000000	Ed Serv (Private), Health Care & Social Ass	239,500	277,900	38,400	16
65610000	Educational Services (Private)	19,400	21,700	2,300	11.9
65611300	Colleges, Universities, and Professional Schools	6,300	7,200	900	14.3
65620000	Health Care and Social Assistance	220,100	256,200	36,100	16.4
65621000	Ambulatory Health Care Services	74,900	92,600	17,700	23.6
65621100	Offices of Physicians	23,100	25,800	2,700	11.7
65622000	Hospitals (Private)	40,200	44,600	4,400	10.9
65623000	Nursing and Residential Care Facilities	27,200	31,500	4,300	15.8
70000000	Leisure and Hospitality	170,600	191,200	20,600	12.1
70710000	Arts, Entertainment, and Recreation	19,800	21,300	1,500	7.6
70720000	Accommodation and Food Services	150,900	170,000	19,100	12.7
<b>70721000</b>	<b>Accommodation</b>	<b>18,400</b>	<b>17,900</b>	<b>-500</b>	<b>-2.7</b>
<b>70722000</b>	<b>Food Services and Drinking Places</b>	<b>132,500</b>	<b>152,000</b>	<b>19,500</b>	<b>14.7</b>
<b>70722500</b>	<b>Restaurants and Other Eating Places</b>	<b>128,100</b>	<b>147,500</b>	<b>19,400</b>	<b>15.1</b>
80000000	Other Services (excludes Private HH Workers)	45,800	48,300	2,500	5.5
80811000	Repair and Maintenance	17,300	17,700	400	2.3
80812000	Personal and Laundry Services	12,900	14,500	1,600	12.4



**EXHIBIT III-3**  
**LONG-TERM (2018-2028) INDUSTRY EMPLOYMENT PROJECTIONS**  
**RIVERSIDE-SAN BERNARDINO MSA**

Series Code	Industry Title	Base Year Emplmt	Projected Emplmt	Numeric Change	% Change
90000000	Government	257,200	266,700	9,500	3.7
90910000	Federal Government	20,700	21,000	300	1.4
90940000	State and Local Government	236,500	245,700	9,200	3.9
90920000	State Government	30,600	32,500	1,900	6.2
90921611	State Government Education	12,800	14,200	1,400	10.9
90922000	State Government Excluding Education	17,800	18,300	500	2.8
90930000	Local Government	205,900	213,300	7,400	3.6
90931611	Local Government Education	125,300	128,700	3,400	2.7
90932000	Local Government Excluding Education	80,600	84,600	4,000	5
	<b>Commercial/Retail-Related Industries Projections</b>	<b>626,500</b>	<b>666,600</b>	<b>40,100</b>	<b>6.4</b>
	<b>Warehouse/Distribution-Related Industries Projections:</b>	<b>387,400</b>	<b>498,700</b>	<b>111,300</b>	<b>28.7</b>
	<b>Total Nonfarm</b>	<b>1,506,700</b>	<b>1,660,700</b>	<b>154,000</b>	<b>10.2</b>

Source: Alfred Gobar Associates; State of California Employment Development Department

**EXHIBIT III-4**  
**TOTAL ESTIMATED & PROJECTED POPULATION FOR CALIFORNIA & COUNTIES**  
**JULY 2010 to JULY 2060**

Geography	Estimates			Projections								
	2010	2015	2020	2021	2025	2030	2035	2040	2045	2050	2055	2060
<b>California</b>	37,366,938	39,007,121	39,782,419	39,953,269	40,808,001	41,860,549	42,718,403	43,353,414	43,785,947	44,049,015	44,176,739	44,228,057
<b>Alameda County</b>	1,516,721	1,622,375	1,671,855	1,678,334	1,725,911	1,785,496	1,836,364	1,877,766	1,909,308	1,933,085	1,948,730	1,959,165
<b>Alpine County</b>	1,175	1,154	1,115	1,133	1,153	1,185	1,171	1,135	1,115	1,047	1,020	1,006
<b>Amador County</b>	37,678	36,168	37,577	37,986	38,679	39,394	39,756	39,743	39,539	39,360	39,281	39,465
<b>Butte County</b>	220,359	224,023	206,362	226,910	230,691	236,874	242,240	246,453	249,457	252,567	255,389	258,144
<b>Calaveras County</b>	45,542	44,907	44,286	44,153	44,443	44,919	45,087	44,860	44,368	43,966	43,874	44,106
<b>Colusa County</b>	21,330	21,612	22,075	22,786	23,163	23,670	24,164	24,471	24,653	24,635	24,604	24,652
<b>Contra Costa Co</b>	1,052,554	1,118,662	1,149,800	1,159,507	1,197,341	1,244,173	1,283,681	1,312,536	1,331,431	1,342,620	1,347,877	1,351,284
<b>Del Norte County</b>	28,409	26,847	27,193	26,840	26,754	26,750	26,610	26,498	26,226	25,975	25,747	25,720
<b>El Dorado County</b>	181,151	182,583	192,012	189,089	193,540	200,004	205,978	210,196	213,236	215,511	217,995	222,219
<b>Fresno County</b>	933,249	979,625	1,026,358	1,021,649	1,053,955	1,096,638	1,135,837	1,170,525	1,200,150	1,226,158	1,249,858	1,272,559
<b>Glenn County</b>	28,233	28,286	29,507	29,185	29,510	30,068	30,562	30,769	30,890	30,881	30,801	30,708
<b>Humboldt County</b>	135,102	134,596	132,706	134,214	134,057	133,738	132,602	130,791	128,450	126,261	124,054	121,972
<b>Imperial County</b>	175,401	184,460	188,090	191,619	197,859	206,486	214,817	222,307	229,206	235,339	240,918	246,235
<b>Inyo County</b>	18,547	18,635	18,429	18,172	18,055	18,020	17,864	17,552	17,204	16,671	16,112	15,653
<b>Kern County</b>	842,069	881,129	912,975	920,651	961,629	1,019,221	1,075,952	1,127,781	1,174,771	1,217,086	1,256,599	1,295,502
<b>Kings County</b>	152,398	149,455	154,745	155,100	159,733	165,752	171,517	176,940	181,726	185,868	189,652	192,955
<b>Lake County</b>	65,056	64,690	63,771	64,174	64,259	64,764	65,237	65,505	65,769	66,151	66,737	67,561
<b>Lassen County</b>	34,789	30,200	28,872	29,965	29,526	28,894	28,106	27,293	26,400	25,569	24,818	24,082
<b>Los Angeles Co</b>	9,845,931	10,155,982	10,171,593	10,198,389	10,258,572	10,322,678	10,331,803	10,286,350	10,193,978	10,061,774	9,891,603	9,697,634
<b>Madera County</b>	150,182	154,166	158,794	161,121	168,293	178,070	187,842	197,025	205,517	213,456	220,790	228,393
<b>Marin County</b>	252,655	262,041	258,956	258,165	257,394	257,024	256,131	253,549	249,270	243,838	237,458	231,338
<b>Mariposa County</b>	18,245	18,086	17,778	17,571	17,574	17,631	17,636	17,490	17,332	17,199	17,060	17,073
<b>Mendocino County</b>	87,755	88,091	87,491	88,297	88,746	89,232	89,106	88,205	86,956	85,573	84,360	83,305
<b>Merced County</b>	256,785	268,843	284,761	285,801	298,184	314,690	330,805	346,085	359,888	372,461	384,691	396,956
<b>Modoc County</b>	9,688	9,542	9,416	9,384	9,320	9,134	8,896	8,567	8,307	8,028	7,803	7,587
<b>Mono County</b>	14,020	13,744	13,447	13,838	13,985	14,118	14,130	14,009	13,726	13,367	12,871	12,422
<b>Monterey County</b>	416,005	434,604	441,290	445,181	453,956	464,124	471,901	477,265	480,694	481,305	479,785	476,734
<b>Napa County</b>	136,587	141,390	138,711	139,369	140,748	143,223	145,444	146,602	146,641	146,050	144,968	144,261
<b>Nevada County</b>	98,709	97,836	97,439	98,017	99,131	101,004	102,479	103,193	103,639	103,775	104,905	106,944
<b>Orange County</b>	3,016,796	3,154,363	3,190,832	3,209,272	3,249,431	3,291,863	3,314,115	3,315,726	3,299,179	3,268,048	3,222,492	3,166,309
<b>Placer County</b>	350,664	371,896	397,469	396,376	414,544	437,655	458,999	476,434	490,609	501,591	512,040	522,567
<b>Plumas County</b>	19,969	18,225	18,246	19,124	18,864	18,493	17,974	17,289	16,534	15,924	15,496	15,277
<b>Riverside County</b>	2,198,479	2,327,112	2,449,299	2,477,971	2,593,906	2,728,068	2,840,775	2,933,038	3,004,816	3,059,095	3,099,770	3,129,833
<b>Sacramento County</b>	1,422,960	1,488,917	1,562,242	1,558,537	1,615,713	1,687,220	1,751,463	1,808,307	1,857,394	1,901,507	1,941,201	1,979,204

**EXHIBIT III-4**  
**TOTAL ESTIMATED & PROJECTED POPULATION FOR CALIFORNIA & COUNTIES**  
**JULY 2010 to JULY 2060**

Geography	Estimates			Projections								
	2010	2015	2020	2021	2025	2030	2035	2040	2045	2050	2055	2060
<b>San Benito County</b>	55,527	58,464	62,789	61,719	63,604	66,355	68,908	70,866	72,395	73,558	74,607	75,620
<b>San Bernardino Co</b>	2,044,890	2,118,684	2,184,112	2,200,340	2,273,291	2,368,002	2,456,262	2,536,592	2,611,160	2,681,796	2,750,180	2,818,707
<b>San Diego County</b>	3,104,732	3,275,036	3,352,145	3,343,827	3,398,922	3,461,883	3,508,919	3,543,663	3,567,892	3,583,006	3,587,294	3,583,085
<b>San Francisco Co</b>	810,504	869,403	899,891	892,429	913,369	936,862	956,232	972,787	988,709	1,004,943	1,022,329	1,039,403
<b>San Joaquin County</b>	688,464	727,038	776,068	775,350	810,495	853,661	891,642	923,341	948,975	968,662	984,240	996,241
<b>San Luis Obispo Co</b>	269,450	276,584	276,151	278,574	281,643	284,729	285,918	284,346	280,262	274,677	268,911	263,650
<b>San Mateo County</b>	721,354	765,820	775,132	774,990	787,161	800,006	808,253	813,098	815,187	814,643	811,379	805,479
<b>Santa Barbara Co</b>	424,109	443,640	451,329	453,498	460,973	469,717	476,193	479,622	480,831	479,532	476,750	473,067
<b>Santa Clara County</b>	1,791,215	1,924,097	1,962,251	1,974,827	2,030,957	2,105,066	2,175,951	2,241,634	2,298,147	2,343,610	2,378,827	2,408,169
<b>Santa Cruz County</b>	262,813	274,514	270,067	275,023	279,617	284,670	288,195	289,843	290,001	289,138	288,190	287,606
<b>Shasta County</b>	177,376	178,496	177,692	176,451	178,006	180,498	182,530	183,482	183,672	184,110	184,511	185,208
<b>Sierra County</b>	3,233	3,152	3,117	3,098	3,037	2,903	2,862	2,757	2,673	2,591	2,491	2,456
<b>Siskiyou County</b>	44,855	44,540	43,792	43,315	42,979	42,707	42,195	41,434	40,605	39,874	39,471	39,395
<b>Solano County</b>	412,862	428,906	440,198	445,326	460,736	479,372	496,286	510,412	521,832	530,874	538,355	545,126
<b>Sonoma County</b>	484,055	501,512	491,134	500,879	509,995	521,303	529,766	533,600	533,191	529,338	524,423	519,518
<b>Stanislaus County</b>	516,583	536,530	555,955	561,951	581,308	606,128	627,883	645,069	658,448	668,224	675,118	680,311
<b>Sutter County</b>	94,888	96,796	101,160	99,210	101,757	105,245	108,595	111,246	113,752	115,895	118,068	120,143
<b>Tehama County</b>	63,380	63,396	65,266	63,950	64,566	65,570	66,502	66,922	67,274	67,634	68,039	68,705
<b>Trinity County</b>	13,798	13,556	13,291	13,180	13,041	12,890	12,661	12,387	12,235	12,180	12,286	12,470
<b>Tulare County</b>	442,517	463,671	480,788	481,649	496,657	516,810	535,463	551,563	565,075	575,525	584,163	591,539
<b>Tuolumne County</b>	55,240	53,531	52,353	51,732	51,538	51,530	51,319	50,807	50,015	49,356	48,982	48,911
<b>Ventura County</b>	824,935	848,687	841,439	850,054	859,528	872,856	882,506	885,628	882,363	873,594	861,671	849,091
<b>Yolo County</b>	202,619	212,374	221,718	225,894	235,943	248,815	261,579	273,739	285,462	296,338	306,651	316,740
<b>Yuba County</b>	72,346	74,449	79,089	78,123	80,259	82,698	84,739	86,321	87,412	88,176	88,444	88,592

Projections Prepared by Demographic Research Unit, California Department of Finance, July 2021

**EXHIBIT III-5  
SITE AREA DEMOGRAPHIC DATA**

Radius	3 mile	5 mile	10 mile
<b>Population</b>			
2010 Population	1,478	23,358	182,796
2021 Population	1,518	25,726	202,985
2026 Population Projection	1,552	26,602	210,170
Annual Growth 2010-2021	0.2%	0.9%	1.0%
Annual Growth 2021-2026	0.4%	0.7%	0.7%
<b>Households</b>			
2010 Households	581	7,757	57,447
2021 Households	593	8,417	64,186
2026 Household Projection	606	8,681	66,514
Annual Growth 2010-2021	0.0%	0.4%	0.7%
Annual Growth 2021-2026	0.4%	0.6%	0.7%
Avg Household Size	2.50	3.00	3.10
Avg Household Vehicles	2.00	2.00	2.00
<b>Housing</b>			
Median Home Value	\$382,118	\$301,823	\$270,332
Median Year Built	1988	1983	1989
Owner Occupied Households	398	4,939	41,499
Renter Occupied Households	208	3,742	25,015
<b>Household Income</b>			
< \$25,000	106	1,734	11,802
\$25,000 - 50,000	162	2,362	15,958
\$50,000 - 75,000	68	1,209	10,633
\$75,000 - 100,000	58	1,145	8,515
\$100,000 - 125,000	49	683	6,917
\$125,000 - 150,000	39	305	3,084
\$150,000 - 200,000	69	523	4,217
\$200,000+	43	456	3,057
Avg Household Income	\$89,244	\$75,841	\$78,632
Median Household Income	\$59,666	\$52,250	\$59,248
<b>Population By Age</b>			
Age 0 - 4	89	1,735	14,151
Age 5 - 9	92	1,868	15,167
Age 10 - 14	95	1,962	16,055
Age 15 - 19	94	1,877	15,417
Age 20 - 24	98	1,883	15,290
Age 25 - 29	103	1,998	16,005
Age 30 - 34	87	1,741	13,850
Age 35 - 39	76	1,556	12,580
Age 40 - 44	69	1,381	11,326
Age 45 - 49	79	1,407	11,314

**EXHIBIT III-5  
SITE AREA DEMOGRAPHIC DATA**

<b>Radius</b>	<b>3 mile</b>	<b>5 mile</b>	<b>10 mile</b>
Age 50 - 54	91	1,450	11,188
Age 55 - 59	106	1,550	11,633
Age 60 - 64	104	1,434	10,648
Age 65 - 69	93	1,209	8,873
Age 70 - 74	83	998	7,191
Age 75 - 79	64	722	5,212
Age 80 - 84	46	487	3,579
Age 85+	49	468	3,506
<b>Population Summary</b>			
Age 15+	1,242	20,161	157,612
Age 20+	1,148	18,284	142,195
Age 55+	545	6,868	50,642
Age 65+	335	3,884	28,361
Median Age	41.80	34.40	33.40
Avg Age	41.60	36.90	36.00
Median Age, Male	38.60	32.70	31.80
Avg Age, Male	40.10	35.70	34.80
Median Age, Female	44.60	36.30	35.00
Avg Age, Female	43.00	38.00	37.10
<b>Education</b>			
Some High School, No Diploma	60	2,685	23,131
High School Graduate	360	5,038	37,150
Some College, No Degree	392	6,248	48,125
Associate Degree	21	1,080	6,423
Bachelor's Degree	115	1,335	11,750
Advanced Degree	122	1,094	6,749
<b>Employment</b>			
Civilian Employed	671	10,106	75,964
Civilian Unemployed	45	1,192	9,382
Civilian Non-Labor Force	502	8,469	68,964
U.S. Armed Forces	5	20	224
<b>Worker Travel Time To Job</b>			
<30 Minutes	386	6,341	40,966
30-60 Minutes	154	1,887	16,323
60+ Minutes	123	1,548	14,780
<b>Household Composition</b>			
1-Person Households	151	1,679	11,644
2-Person Households	211	2,520	17,940
3-Person Households	97	1,459	11,002
4-Person Households	75	1,231	10,096
5-Person Households	34	796	6,802
6-Person Households	17	406	3,594

**EXHIBIT III-5  
SITE AREA DEMOGRAPHIC DATA**

<b>Radius</b>	<b>3 mile</b>	<b>5 mile</b>	<b>10 mile</b>
7-Person Households	7	326	3,108
<b>Marital Status</b>			
Married	298	4,088	33,115
Married No Children	200	2,337	17,396
Married with Children	99	1,752	15,719
<b>Housing Units</b>			
1 Unit	371	5,610	53,522
2 - 4 Units	134	1,839	5,813
5 - 19 Units	69	895	4,821
20+ Units	10	80	1,932
<b>Housing Value</b>			
< \$100,000	24	611	3,829
\$100,000 - 200,000	8	517	6,580
\$200,000 - 300,000	39	1,241	13,643
\$300,000 - 400,000	151	1,289	7,304
\$400,000 - 500,000	42	389	3,306
\$500,000 - 1,000,000	109	677	4,263
\$1,000,000+	17	61	1,084
<b>Housing By Year Built</b>			
Built 1940 - 1949	31	525	1,408
Built 1950 - 1959	39	581	2,934
Built 1960 - 1969	49	867	4,311
Built 1970 - 1979	48	1,476	7,902
Built 1980 - 1989	179	2,629	18,184
Built 1990 - 1999	172	1,132	11,727
Built 2000 - 2010	121	1,565	17,913
Built 2010+	1	403	5,229

Source: Alfred Gobar Associates; CoStar

## Chapter IV

# Commercial Market Assessment

The Inland Empire commercial market competes with four surrounding Southern California commercial markets, the performance of each summarized in the following comparisons:

RETAIL MARKET COMPARISONS

Market	Vac Rate	Avail Rate	Rent/ SF	Annual Rent Growth	Inventory SF	12 Mo Delivered SF	Under Constr SF	U/C % of Invent	12 Mo Net Absorp SF	Sale Price/ SF	12 Mo Sales Vol Growth	Retail Cap Rate
Inland Emp	7.3%	7.9%	\$1.91	3.7%	197,890,302	809,316	1,455,067	0.7%	1,878,709	\$251	-1.3%	6.2%
Los Angeles	5.4%	6.3%	\$2.75	-0.8%	447,718,999	1,015,713	1,623,992	0.4%	-949,436	\$386	16.4%	5.4%
Orange Co	4.6%	5.2%	\$2.77	1.2%	144,163,939	52,661	131,590	0.1%	-778,853	\$391	-19.9%	5.2%
San Diego	5.3%	5.4%	\$2.54	-0.1%	139,323,298	491,797	591,068	0.4%	-825,062	\$344	29.7%	5.6%
Ventura	5.9%	9.7%	\$2.14	1.3%	41,195,723	35,280	63,573	0.2%	-344,036	\$277	30.3%	6.0%
<i>Ntl Index</i>	<i>4.9%</i>	<i>6.1%</i>	<i>\$1.85</i>	<i>1.6%</i>	<i>-</i>	<i>-</i>	<i>-</i>	<i>0.4%</i>	<i>-</i>	<i>\$218</i>	<i>11.1%</i>	<i>7.0%</i>

Source: Alfred Gobar Associates; CoStar

The Inland Empire's commercial market is negatively-impacted by retail vacancy and availability rates well above regional and national rates in addition to retail rental rates 10.8 to 31.0 percent below surrounding regions. On a positive note, the Inland Empire achieved the highest retail rent growth over the last 12 months (3.7 percent) in contrast to two markets – Los Angeles County and San Diego County – where minor reductions were observed for retail rents.

The Inland Empire's commercial market delivered the second largest volume of new retail space completions over the last 12 months – 809,316 square feet – joined by the second largest volume of retail space currently under construction – 1,455,067 square feet. The combined 2,264,383 square feet of new and upcoming retail space deliveries is likely to result in an increase in Inland Empire retail vacancy and availability rates based on current net absorption volume in the 1.8 to 2.0 million square foot range. Over the last 12 months, the Inland Empire was the only region of Southern California able to post positive net absorption activity in its retail sector, unlike all competing Southern California regions which witnessed net retail occupancy

loses ranging from 334,036 square feet (Ventura County) to 949,436 square feet (Los Angeles County). The 2.6 million square feet of recently completed/soon to be completed retail space in Los Angeles County concurrent with ongoing occupancy reductions is expected to result in a ramp-up in retail vacancy and availability rates along with further reductions in retail rental rates.

## **Inland Empire Retail Overview**

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Exhibit IV-1 provides a detailed synopsis of the Inland Empire's retail market performance over the past 15 years including a forecast for the next six years. The Inland Empire's supply of retail space witnessed a major increase – roughly 12.9 million square feet of new space deliveries – over the two-year period 2006 to 2008. Since 2008, new retail space deliveries have averaged between 850,000 to 900,000 square feet per year.

Inland Empire retail vacancy rates have tracked between 6.8 percent and 8.1 percent over the last five years, closely paralleling retail availability rates that have fluctuated between 8.1 percent and 9.3 percent over the last five years. Current year-to-date retail vacancy and availability rates for the Inland Empire are identified at 7.3 percent and 7.9 percent respectively, the latter representing the lowest recorded retail availability rate over the last 15+ years. While Inland Empire retail vacancy rates are expected to remain moderate over the next six years – from 6.8 percent to 7.1 percent - larger volumes of new supply deliveries similar to the nearly 1.5 million square feet currently under construction are likely to expand retail vacancy rates even higher, particularly with a resurgence in COVID-19 and the related impact the pandemic had on the Inland Empire retail market in 2020 – a net reduction of 1.6 million square feet of occupied retail space.

Going forward, Oxford Economics is forecasting that the Inland Empire retail market will absorb between 830,000 and 2.6 million square feet of retail space per year – average net absorption on the order of 1.6 million square feet per year - in conjunction with rent growth of between 1.1 and 7.0 percent.

In an attempt to identify larger, more-regionally targeted retail concentrations throughout the Inland Empire, the Consultants investigated the locations of all



existing retail properties 100,000 square feet or larger, grouping these facilities by the submarket in which they are located to determine the market share of the Mojave River Valley submarket relative to its ability to capture larger, more-regionally competitive retailing operations. The results of this exercise are detailed in Exhibit IV-2. For reference, the Inland Empire is home to 47.1 million square feet of retail buildings 100,000 square feet or larger, accounting for 23.9 percent of total retail space in place throughout the Inland Empire. Not surprisingly, these large/larger retailing operations are benefited by a lower retail availability rate – 5.3 percent – relative to the overall retail availability rate of 7.9 percent identified above.

The Mojave River Valley submarket that includes the Barstow area currently accounts for 3.0 million square feet of retail buildings 100,000 square feet or larger, accounting for 6.4 percent of the Inland Empire's large/larger retailing operations. An argument could be made to include the 24 building, 331,937 square foot Barstow Outlets property to this list, a process that would expand the representation of more regionally-based Mojave River Valley retail operations to 3.3 million square feet and its overall capture rate to 7.0 percent of Inland Empire larger scale retailing operations. The City of Apple Valley accounts for six retail buildings sized in excess of 100,000 square feet, collectively totaling 820,675 square feet. The six Apple Valley large/larger retailing operations collectively account for 27.4 percent of Mojave River Valley large retailer base (24.6 percent if we include the Barstow Outlets) and a negligible 1.7 percent of the Inland Empire's total base of large/larger retailing operations.

Exhibit IV-3 identifies the location and size of all large/larger retail facilities 100,000 square feet or larger under construction, planned or proposed for development throughout the Inland Empire, arrayed by submarket location. The Mojave River Valley accounts for four larger buildings ranging in size from 115,500 to 204,931 square feet, collectively accounting for 620,431 square feet or approximately 9.6 percent of Inland Empire large scale retail operations either under construction or planned for development. The Town of Apple Valley accounts for one of the four buildings, identified as a 150,000 square foot retail facility located at 19439 Bear Valley Road, accounting for 2.3 percent of large/larger retail facilities under construction or planned for development throughout the Inland Empire.

## **Mojave River Valley Retail Overview**

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Exhibit IV-4 provides a summary of retail market trends and projections specific to the Mojave River Valley submarket, the area in which the subject property is located.

Key takeaways from this submarket information includes the following:

- Overall retail operations in the Mojave River Valley submarket currently account for 9.1 percent of the total Inland Empire retail base.
- Prior to 2020, retail vacancy and availability rates in the submarket have generally trended above retail vacancy and availability rates for the Inland Empire. Over the last 18 months, submarket vacancy and availability rates have trended just under Inland Empire rates, assisted by a very small volume of new submarket space completions in contrast to a very large volume of new space completions throughout the Inland Empire year-to-date 2021.
- While the Inland Empire's retail rental rates are identified at 10.8 percent to 31.0 percent below surrounding Southern California regions, retail rental rates within the Mojave River Valley submarket are amongst some of the lowest reported retail rental rates throughout the Inland Empire. The current submarket retail rental rate of \$1.54 per square foot significantly challenges the financial viability of new retail projects that may be under consideration for the Mojave River Valley submarket area.
- The entire submarket area that includes the four major cities of Victor Valley along with the City of Barstow has delivered a total of 3,855,721 square feet of new retail facilities since 2006 - average new retail space deliveries on the order of 250,000 square feet per year - in conjunction with net absorption activity on the order of 230,000 square feet per year, the latter accounting for approximately 15.1 percent of total retail net absorption activity throughout the entire Inland Empire since 2005.
- Going forward, Oxford Economics is forecasting retail net absorption activity for the Mojave River Valley submarket at an average rate of approximately 140,000 square feet per year, likely reflecting structural changes in retailing that are reducing demand for bricks and mortar retail space.

The above findings significantly challenge any form of large scale retail development at the subject 143 acres, outside of the ±16 acre Love’s Travel Center operation planned for the adjoining 33 acres. The large scale retail shopping/dining/refueling/lodging operations in place at Interstate 15 and Lynwood Road in the City of Barstow have effectively pre-empted the opportunity for similar large scale regional-serving commercial operations at the subject property or any interstate site throughout the Mojave River Valley submarket area. The proposed ±16 acre Love’s travel center likely represents the last travel center development opportunity for the submarket area and perhaps the only regional commercial type of development along Interstate 15.

**Commercial Land Availability**

Exhibit IV-5 identifies the supply of large (50+ acre) commercial-zoned properties that are available for development opportunities across the Mojave River Valley. The exhibit identifies a total of 326 commercial-zoned land parcels collectively totaling 109,876 acres. Commercial-zoned land availability for key cities of interest is provided below:

**Victor Valley 50+ Acre Commercial-Zoned Properties**

City	Total Properties	Total Comml Acreage	I-15 Frontage Properties	I-15 Frontage Comml Acreage
Apple Valley	39	7,074.86	14	2,084.65
Adelanto	31	3,861.44	0	0.00
Hesperia	27	13,350.15	13	1,222.10
Victorville	<u>23</u>	<u>2,490.99</u>	<u>6</u>	<u>484.07</u>
<b>Victor Valley Totals:</b>	<b>120</b>	<b>26,777.44</b>	<b>33</b>	<b>3,790.82</b>

Source: Alfred Gobar Associates: CoStar

The Town of Apple Valley has the largest number of available commercially-zoned properties and the second largest amount of commercial acreage available for development consideration. Apple Valley also offers the largest number of commercial properties offering frontage along Interstate 15 (14 properties) including the largest amount of freeway frontage acreage (2,084.65 acres) involving large (50+

acres) properties. The rezoning of the subject 143 acres from commercial to industrial would reduce the total supply of Apple Valley commercial property availability by 2.0 percent while reducing the supply of freeway frontage commercial properties by a nominal 6.9 percent. The above comparisons exclude an additional 81 commercial parcels 50 acres or larger identified in the City of Barstow totaling a staggering 31,783.21 acres, many of which involve properties with frontage along Interstate 15.

## **Subject Property Commercial SWOT Analysis**

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The Consultant's assessment of regional commercial development opportunities for the subject 143 acres included utilization of the SWOT analysis technique to provide more qualitative input concerning this development opportunity. The results of this assessment are provided in the following sections of this chapter.

### **Property Strengths**

Strengths associated with developing the subject 143 acres with regional commercial uses include the following:

- The property offers approximately 1,650 feet of frontage along Interstate 15.
- The property offers direct interstate access via the I-15/Stoddard Wells Road full interchange in place.
- The property is under one ownership, eliminating assemblage challenges.
- All utilities are stubbed to property with the exception of water.
- A Love's travel center planned for a site adjacent to the subject property will help to capture freeway travelers, including exposure to retail services at the subject property.

### **Property Weaknesses**

Corresponding weaknesses associated with the development of the subject property as a regional commercial center include the following:

- The lack of water service to the subject property will require water line extensions roughly 3.5 miles from the east and 3.5 miles from the south, collectively costing in excess of \$12.0 million, a major upfront infrastructure cost hurdle that will challenge most commercial developers.
- While the subject property does offer freeway visibility and access, the neighboring 33 acres planned for regional commercial land uses offers a much preferred commercial location directly at the off-ramp and on-ramps to Interstate 15, establishing the subject property as a second-tier regional commercial location.
- The rising popularity of on-line purchases which dramatically accelerated following the onslaught of the pandemic has created a huge number of retail bankruptcies and vacated retail spaces, ultimately reducing bricks and mortar retail space demand across the board – from small inline store space to large retail anchor space.
- The subject site location offers minimal demand support potential from local area consumers based on the property's isolation from surrounding area housing. The nearest housing concentrations are more than three miles removed from the subject property.
- Regional commercial development opportunities associated with retail land uses on the subject 143 acres would likely be limited to a travel center (a use planned for the adjoining 33 acres), an outlet center (a major outlet center is in place in nearby Barstow) or some form of retail-entertainment uses (family fun center, waterpark, miniature golf, go-carts, etc.) uses that traditionally rely heavily on local market support.
- Regional commercial development opportunities associated with lodging properties would be extensively challenged by the large supply of lodging properties in place, the majority offering centroid locations that include a variety of food and beverage opportunities and varying levels of shopping opportunities. Bartow's location mid-way between Los Angeles and Las Vegas represents a preferred lodging location relative to the subject property location, the latter only a short drive from the Los Angeles Basin. Lodging

demand remains well below historical levels as many leisure travelers are either reducing their travel activities or seeking alternative accommodations (RV's, AirBNB, etc.). Companies have also dramatically reduced business travel that historically accounted for a large portion of lodging demand, replacing this with zoom meetings and other virtual interactions.

### **Development Opportunities**

Opportunities associated with the development of regional commercial uses across the 143 acre subject property are limited to the following:

- No land assemblage efforts required.
- The majority of utilities are extended to property.
- Development interest in the site area would expand with the development of the Brightline West high-speed rail connection between Las Vegas and (ultimately) Los Angeles, with a train station planned near the intersection of I-15 and Dale Evans Parkway. Funding for the project has generally been reallocated to pay for affordable housing projects in California with the fruition of the project ultimately dependent on the generation of roughly \$200 million in bond money to fund land acquisition and development costs.
- The potential development of a new State Route 220 (aka the High Desert Corridor) along the Quarry Road/Johnson Road alignment including a new interchange at Interstate 15 will improve access to the site area, particularly for locations to the east and west of the subject property. Inadequate funding sources could challenge the fruition of this project.

### **Development Threats**

A number of factors could threaten the successful development of the subject 143 acres with regional commercial land uses, the most significant of which are described below:

- The roughly \$6.0 to \$12.0 million in upfront infrastructure costs to extend either one or two water lines to the subject property will require a very large

and well-capitalized commercial developer to accommodate any larger-scale development of the subject property.

- The insert above identifies roughly 27,000 acres of large (50+ acre) commercial-zoned properties available for development consideration in the Victor Valley area, including nearly 3,800 acres of commercial properties offering direct frontage along Interstate 15. Exclusive of freeway frontage, commercial properties located in the southerly portions of Victor Valley in Victorville and Hesperia offer more marketable commercial development opportunities based on their immediate access to considerably larger and more densely-built residential areas. The above totals exclude an additional 31,783 acres of identified commercial-zoned properties in the City of Barstow, many of which provide frontage along Interstate 15. There is no shortage of commercial-zoned properties in the High Desert area.
- In the unlikely event that the Brightline West high-speed rail line gets extended from Las Vegas to the planned Apple Valley terminal, this would significantly enhance regional commercial development opportunities at the Interstate 15 - Dale Evans Parkway interchange, further curtailing regional commercial development opportunities for the subject 143 acres.
- If the proposed State Route 220/High Desert Corridor reaches fruition, this would heighten development opportunities surrounding the new freeway interchange while likely lowering the appeal of the subject property for regional commercial land uses.

**EXHIBIT IV-1**  
**INLAND EMPIRE RETAIL MARKET TRENDS & FORECASTS**

Period	Inventory SF	Vac Rate	Avail Rate	Rent/SF	Annual Rent Growth	Under Constr SF	U/C % of Invent	12 Mo Net Absorp SF	Sale Price/SF	12 Mo Sales Vol Growth	Retail Cap Rate
2026	205,677,968	7.1%	-	\$2.31	1.1%	-	-	830,885	\$304	-	6.3%
2025	204,710,091	7.0%	-	\$2.29	1.6%	-	-	1,038,672	\$303	-	6.3%
2024	203,300,643	6.8%	-	\$2.26	2.8%	-	-	1,341,750	\$299	-	6.2%
2023	201,757,718	6.8%	-	\$2.19	5.0%	-	-	1,737,196	\$293	-	6.2%
2022	200,259,442	7.0%	-	\$2.09	7.0%	-	-	2,054,770	\$279	-	6.1%
21 EST	198,356,766	7.1%	-	\$1.95	6.1%	-	-	2,661,514	\$259	-	6.1%
21 YTD	197,890,302	7.3%	7.9%	\$1.91	3.7%	1,455,067	0.7%	1,878,709	\$251	-4.4%	6.2%
2020	197,540,169	8.1%	8.6%	\$1.84	1.5%	589,826	0.3%	(1,607,976)	\$243	-42.2%	6.2%
2019	196,525,371	6.8%	8.1%	\$1.81	2.6%	938,816	0.5%	571,930	\$237	15.0%	6.3%
2018	195,996,784	7.0%	8.6%	\$1.77	3.5%	932,338	0.5%	1,828,318	\$231	-4.9%	6.3%
2017	194,572,002	7.3%	9.0%	\$1.71	3.4%	1,361,279	0.7%	1,358,587	\$223	29.6%	6.3%
2016	193,106,503	7.3%	9.3%	\$1.65	3.0%	1,274,433	0.7%	2,217,868	\$215	-30.0%	6.4%
2015	192,368,939	8.1%	10.2%	\$1.60	2.8%	796,275	0.4%	587,099	\$207	11.4%	6.5%
2014	191,794,987	8.1%	10.7%	\$1.56	2.7%	773,954	0.4%	1,937,279	\$194	59.5%	6.7%
2013	190,591,348	8.6%	10.9%	\$1.52	0.6%	1,274,040	0.7%	1,518,959	\$173	26.9%	7.0%
2012	190,092,425	9.1%	11.1%	\$1.51	-2.2%	626,013	0.3%	992,891	\$171	54.7%	7.0%
2011	189,552,596	9.4%	11.6%	\$1.55	-3.5%	883,360	0.5%	(427,223)	\$163	-27.0%	7.2%
2010	189,650,361	9.2%	11.5%	\$1.60	-7.0%	243,159	0.1%	854,166	\$159	50.2%	7.4%
2009	189,324,268	9.5%	11.5%	\$1.72	-10.4%	456,108	0.2%	(2,152,871)	\$161	-50.2%	7.4%
2008	187,002,459	7.2%	8.9%	\$1.92	-5.9%	2,203,718	1.2%	2,289,648	\$194	-23.3%	6.7%
2007	180,734,013	5.3%	6.3%	\$2.04	3.1%	4,568,458	2.5%	7,229,246	\$232	-10.0%	6.0%
2006	174,106,527	5.8%	6.2%	\$1.98	-	5,698,732	3.3%	4,547,093	\$231	13.8%	5.9%

Source: Alfred Gobar Associates; CoStar; Oxford Economics



**EXHIBIT IV-2**  
**INLAND EMPIRE 100,000+ SF RETAIL IN PLACE**

Submarket Name	Co Name	City	Property Address	RBA	Year Built	Land Area (AC)	Land Area (SF)	Zoning
Airport Area	SB	Rancho Cucamonga	12487 N. Main St.	1,130,849	2004	40.06	1,745,014	PC-V
Airport Area	SB	Ontario	4400-4510 Ontario Mills Pky	225,749	1999	22.89	997,088	C1
Airport Area	SB	Fontana	17030-17184 Slover Ave	123,574	1992	3.60	156,816	M1-X
Airport Area	SB	Rancho Cucamonga	11530 4th St	105,555	2007	11.00	479,160	
Airport Area	SB	Rancho Cucamonga	11800 4th St	169,183	2002	14.00	609,840	
Airport Area	SB	Ontario	1670 E 4th St	100,680	1992	2.75	119,790	
Airport Area	SB	Ontario	4200 E 4th St	131,878	2007	10.68	465,047	SP
Airport Area	SB	Ontario	4900 E 4th St	124,614	1997	18.78	818,057	C4
Airport Area	SB	Ontario	2000 E Convention Ctr Wy	170,976		17.26	751,846	
Airport Area	SB	Rancho Cucamonga	8250 Day Creek Blvd	180,330	2004	14.03	611,147	
Airport Area	SB	Rancho Cucamonga	8998-9116 Foothill Blvd	102,654	1981	8.96	390,298	CC
Airport Area	SB	Rancho Cucamonga	10576 Foothill Blvd	139,583	1990	11.80	514,008	PC-TV
Airport Area	SB	Rancho Cucamonga	11399 Foothill Blvd	135,197	2000	14.90	649,044	IP
Airport Area	SB	Rancho Cucamonga	11884 Foothill Blvd	165,000	1996	11.19	487,436	
Airport Area	SB	Rancho Cucamonga	12549 Foothill Blvd	130,173	1994	9.00	392,040	RRC
Airport Area	SB	Rancho Cucamonga	12649 Foothill Blvd	136,000	1985	12.32	536,659	RRC
Airport Area	SB	Fontana	14338 Foothill Blvd	117,074	2007	13.19	574,622	C
Airport Area	SB	Fontana	16203 Foothill Blvd	141,343	1950	2.07	90,169	C-2
Airport Area	SB	Fontana	17251 Foothill Blvd	154,000	1992			3
Airport Area	SB	Ontario	2390 S Grove Ave	134,583	2007	12.46	542,758	C3
Airport Area	SB	Ontario	3700 Inland Empire Blvd	120,022	1990	15.36	669,082	C-1
Airport Area	SB	Rancho Cucamonga	7855 Kew Ave	174,581	2004	2.56	111,514	
Airport Area	SB	Rancho Cucamonga	12399 S Main St	133,000	2004	2.11	91,912	
Airport Area	SB	Rancho Cucamonga	12501 S Main St	181,694	2004	2.88	125,453	
Airport Area	SB	Ontario	951 N Milliken Ave	116,336	2000	11.18	487,001	
Airport Area	SB	Ontario	1 Mills Cir	1,459,702	1996	107.08	4,664,405	
Airport Area	SB	Ontario	4549 Mills Cir	132,254	1996	14.68	639,461	
Airport Area	SB	Ontario	920-1050 N Mountain Ave	135,333	1998	11.99	522,284	
Airport Area	SB	Ontario	1333 N Mountain Ave	164,148	1964	16.28	709,209	
Airport Area	SB	Fontana	16783 Santa Ana Ave	105,570	2007	10.91	475,379	
Airport Area	SB	Fontana	9800-9880 Sierra Ave	110,000	1981	9.50	413,820	C-2
Airport Area	SB	Fontana	16005 Sierra Lakes Pky	117,073	2007	16.05	699,112	
Airport Area	SB	Fontana	16505 Sierra Lakes Pky	155,429	2006	14.60	635,893	C-G
Airport Area	SB	Fontana	16851 Sierra Lakes Pky	138,000	2006	12.42	541,015	C-1
Airport Area	SB	Fontana	16964 Slover Ave	135,000	1992	10.16	442,570	
Airport Area	SB	Fontana	14940-15160 Summit Ave	108,650	2003	8.05	350,658	C
Airport Area	SB	Fontana	15272 Summit Ave	123,735	2005	9.89	430,808	
Airport Area	SB	Fontana	16005 Valley Blvd	111,143	2001	18.21	793,228	
Airport Area	SB	Fontana	16721-16767 Valley Blvd	123,834	1991	33.00	1,437,480	
Airport Area	SB	Fontana	17099 Valley Blvd	103,157	1983	6.50	283,140	C-4
Airport Area	SB	Rancho Cucamonga	7777 Victoria Gardens Ln	185,480	2007	16.81	732,331	
Airport Area	SB	Ontario	1375 S Woodruff Way	141,915	1985	10.59	461,300	CM
Airport Area	SB	Ontario	1290 E Elm St	117,955	2006	6.64	289,238	
Airport Area	SB	Ontario	3860 E Guasti Rd	133,000	2020	10.00	435,600	
Beaumont/Hemet	Riv	Hemet	2200 W Florida Ave	124,963	1986	18.41	801,940	C1

**EXHIBIT IV-2  
INLAND EMPIRE 100,000+ SF RETAIL IN PLACE**

Submarket Name	Co Name	City	Property Address	RBA	Year Built	Land Area (AC)	Land Area (SF)	Zoning
Beaumont/Hemet	Riv	Beaumont	1480 E 2nd St	122,438	2006	11.17	486,565	
Beaumont/Hemet	Riv	Beaumont	1540 E 2nd St	187,000		22.52	980,971	
Beaumont/Hemet	Riv	Hemet	2171-2243 W Florida Ave	120,772		13.45	585,882	C-1
Beaumont/Hemet	Riv	Hemet	2981-3133 W Florida Ave	167,242	2004	18.16	791,050	C2
Beaumont/Hemet	Riv	Hemet	3400 W Florida Ave	107,806		7.49	326,264	
Beaumont/Hemet	Riv	Hemet	3527 W Florida Ave	113,388	1990	8.28	360,677	C-2
Beaumont/Hemet	Riv	Beaumont	1634-1650 Highland Springs Av	120,889	2008	16.33	711,335	
Beaumont/Hemet	Riv	Banning	300 S Highland Springs Ave	100,000	1991	8.79	382,892	C1
Beaumont/Hemet	Riv	Hemet	541-573 N San Jacinto St	109,708	1971	7.36	320,602	C02
Beaumont/Hemet	Riv	San Jacinto	1861 S San Jacinto Ave	200,280		19.37	843,757	
Beaumont/Hemet	Riv	Hemet	350 S Sanderson Ave	138,775		5.85	254,826	C2
Beaumont/Hemet	Riv	Hemet	1231 S Sanderson Ave	224,000	2004	18.24	794,534	
Beaumont/Hemet	Riv	Cabazon	48400 Seminole Dr	651,433	1990	70.00	3,049,200	C-P-S
<b>Beaumont/Hemet</b>				<b>2,488,694</b>				
Chino/Chino Hills	SB	Chino	4012-4036 Grand Ave	165,302	1994	25.50	1,110,780	RC
Chino/Chino Hills	SB	Chino	12365-12375 Central Ave	102,400	1982	8.57	373,309	CG
Chino/Chino Hills	SB	Chino Hills	4200 Chino Hills Pky	128,900	1990	7.29	317,552	CH/CG
Chino/Chino Hills	SB	Chino Hills	4777 Chino Hills Pky	170,393	2008	48.48	2,111,789	
Chino/Chino Hills	SB	Chino	3833 Grand Ave	340,144	2002	11.61	505,732	
Chino/Chino Hills	SB	Chino	3943 Grand Ave	220,619	2002			
Chino/Chino Hills	SB	Chino	3944 Grand Ave	122,263	1994	8.83	384,635	RC
Chino/Chino Hills	SB	Chino	3950-4046 Grand Ave	140,000	1995	8.24	358,934	
Chino/Chino Hills	SB	Chino Hills	13111 Peyton Dr	120,527	1998	11.74	511,394	C-G
Chino/Chino Hills	SB	Chino Hills	13251 Peyton Dr	140,000	1998	11.00	479,160	C-G
Chino/Chino Hills	SB	Chino	5459 Philadelphia St	104,465	1987	6.22	270,786	CR
Chino/Chino Hills	SB	Chino	5555 Philadelphia St	119,764	1987	7.61	331,492	CR
Chino/Chino Hills	SB	Chino	14549 Ramona Ave	128,270	2007	21.83	950,915	
Chino/Chino Hills	SB	Chino	14659 Ramona Ave	103,525	2007	8.73	380,279	C
Coachella Valley	Riv	Coachella	49617-49939 Cesar Chavez St	125,835	1973	11.24	489,614	C-G
Coachella Valley	Riv	Palm Desert	72333-72543 Highway 111	154,217	1995			
Coachella Valley	Riv	Palm Desert	72345-72399 Highway 111	159,686	1996	36.50	1,589,940	PC3
Coachella Valley	Riv	La Quinta	78267-78483 Highway 111	193,193	1985	3.22	140,263	C02
Coachella Valley	Riv	La Quinta	79150 Highway 111	135,134	2005	17.30	753,375	RC
Coachella Valley	Riv	Palm Springs	1555 S Palm Canyon Dr	100,000	1998	17.40	757,944	C1
Coachella Valley	Riv	Indio	82123-82227 US Highway 111	214,869	1976	19.95	869,022	C2
Coachella Valley	Riv	Cathedral City	31033 Date Palm Dr	117,316	1992	12.97	564,973	PCC
Coachella Valley	Riv	Cathedral City	35760-35792 Date Palm Dr	122,156	1987	9.56	416,434	
Coachella Valley	Riv	Palm Desert	72800 Dinah Shore Dr	131,540	1992	13.62	593,287	PC-3/FCOZ
Coachella Valley	Riv	Coachella	49171-49249 Grapefruit Blvd	138,660	2003	6.03	262,667	CG
Coachella Valley	Riv	Rancho Mirage	71800 Highway 111	233,420	2002	27.23	1,186,139	CG
Coachella Valley	Riv	Palm Desert	72549 Highway 111	104,299	1998	9.83	428,195	
Coachella Valley	Riv	Palm Desert	72780 Highway 111	202,000	1982	6.95	302,742	PC
Coachella Valley	Riv	La Quinta	78720 Highway 111	590,857	2014	0.41	17,860	
Coachella Valley	Riv	La Quinta	78865 Highway 111	145,387		13.66	595,030	CR

**EXHIBIT IV-2  
INLAND EMPIRE 100,000+ SF RETAIL IN PLACE**

Submarket Name	Co Name	City	Property Address	RBA	Year Built	Land Area (AC)	Land Area (SF)	Zoning
Coachella Valley	Riv	La Quinta	78935 Highway 111	124,620	2005	11.00	479,160	CR
Coachella Valley	Riv	La Quinta	78950 Highway 111	154,383	1992	6.62	288,367	Comml
Coachella Valley	Riv	La Quinta	79315 Highway 111	138,406	2007	14.29	622,472	CR
Coachella Valley	Riv	La Quinta	79705-79845 Highway 111	150,306		16.60	723,096	
Coachella Valley	Riv	Palm Desert	72810-72900 Hwy 111	394,181	1983	64.00	2,787,840	PC3SP
Coachella Valley	Riv	La Quinta	78520-78760 Hwy 111	125,765	1992	60.00	2,613,600	
Coachella Valley	Riv	La Quinta	79295 Hwy 111	194,643	2003	36.93	1,608,684	CR
Coachella Valley	Riv	La Quinta	79900 Hwy 111 Hwy	108,908		13.37	582,397	CR
Coachella Valley	Riv	Indio	42100 Jackson St	141,192		11.10	483,516	BP
Coachella Valley	Riv	Indio	42625 Jackson St	173,891	2008	12.01	523,156	MU (DA)
Coachella Valley	Riv	Palm Desert	34220 Monterey Ave	154,320	2006	70.00	3,049,200	
Coachella Valley	Riv	Palm Desert	34500 Monterey Ave	221,319		8.56	372,874	
Coachella Valley	Riv	Cathedral City	67750 E Palm Canyon Dr	120,265	1989	9.11	396,936	CPS
Coachella Valley	Riv	Cathedral City	69115-69265 Ramon Rd	116,896	1991	15.00	653,400	
Coachella Valley	Riv	Palm Springs	5200 E Ramon Rd	149,591	2008	11.40	496,584	M-1P
Coachella Valley	Riv	Palm Springs	5200 E Ramon Rd	121,991	2008	10.64	463,478	M-1P
Coachella Valley	Riv	Palm Springs	5201 E Ramon Rd	163,549		12.75	555,229	M1 IL
Coachella Valley	Riv	Palm Springs	5601 E Ramon Rd	224,072	2005	22.00	958,320	
Coachella Valley	Riv	Palm Springs	1751 N Sunrise Way	110,751	1984	15.00	653,400	
Coachella Valley	Riv	Palm Desert	42065-42305 Washington St	124,343	1993	10.06	438,214	PC-2
Coachella Valley	Riv	Indio	82491 Avenue 42	177,000	2014			
Coachella Valley	Riv	Palm Desert	72880 Highway 111	134,639	1982	7.20	313,632	N/Av
<b>Coachella Valley</b>				<b>6,393,600</b>				
Corona/Eastvale	Riv	Corona	720-782 N Main St	152,830	1970	32.00	1,393,920	C2
Corona/Eastvale	Riv	Corona	3335-3485 Grand Oaks	143,042	2004	17.84	776,949	
Corona/Eastvale	Riv	Corona	3615-3665 Grand Oaks	116,663		12.83	558,875	
Corona/Eastvale	Riv	Eastvale	6140 Hamner Ave	146,657	2003	11.04	480,902	C-P-S
Corona/Eastvale	Riv	Norco	1290 Hamner Ave	123,458	1995	9.80	426,888	
Corona/Eastvale	Riv	Norco	200 Hidden Valley Pky	133,400	1999	9.91	431,680	C22
Corona/Eastvale	Riv	Eastvale	12423 Limonite Ave	114,213	2006	6.93	301,871	C-P-S
Corona/Eastvale	Riv	Eastvale	12471 Limonite Ave	123,735	2006	9.99	435,164	C-P-S
Corona/Eastvale	Riv	Corona	1285 Magnolia Ave	118,128	2004	13.34	581,090	
Corona/Eastvale	Riv	Corona	705 N Main St	117,000	1998	9.60	418,176	MU
Corona/Eastvale	Riv	Corona	479 N McKinley St	126,951		12.67	551,905	
Corona/Eastvale	Riv	Corona	480 N McKinley St	114,112	1989	13.76	599,246	SP81-2
Corona/Eastvale	Riv	Corona	490 N McKinley St	100,000		8.82	384,199	
Corona/Eastvale	Riv	Corona	1290 E Ontario Ave	122,332		12.80	557,568	
Corona/Eastvale	Riv	Corona	1355 E Ontario Ave	105,601	1995	12.19	530,996	
Corona/Eastvale	Riv	Corona	1375 E Ontario Ave	121,674	1995	11.28	491,357	
Corona/Eastvale	Riv	Corona	2615 Tuscany St	124,646	2003	10.01	436,036	
Mojave River Valley	SB	Barstow	1867-1900 E Main St	125,847	1976	9.74	424,274	
Mojave River Valley	SB	Victorville	11896 Amargosa Rd	200,000	2012	34.96	1,522,884	
Mojave River Valley	SB	Apple Valley	12189 Apple Valley Rd	137,104	2005	26.14	1,138,632	
Mojave River Valley	SB	Apple Valley	12218 Apple Valley Rd	102,120	2007	11.82	514,849	C-G

**EXHIBIT IV-2**  
**INLAND EMPIRE 100,000+ SF RETAIL IN PLACE**

Submarket Name	Co Name	City	Property Address	RBA	Year Built	Land Area (AC)	Land Area (SF)	Zoning
Mojave River Valley	SB	Victorville	14333 Bear Valley Rd	137,094	2000	13.00	566,280	
Mojave River Valley	SB	Victorville	14400 Bear Valley Rd	340,073	1986	64.28	2,800,037	C3
Mojave River Valley	SB	Victorville	14580 Bear Valley Rd	102,523	1986	7.43	323,651	
Mojave River Valley	SB	Victorville	15272 Bear Valley Rd	126,395	1983	12.52	545,371	C2
Mojave River Valley	SB	Apple Valley	19201 Bear Valley Rd	123,947	2006	8.80	383,328	
Mojave River Valley	SB	Apple Valley	15000 Dale Evans Pky	179,810	2007	12.53	545,807	
Mojave River Valley	SB	Apple Valley	20251 Hwy 18	103,804	1996	14.28	622,037	
Mojave River Valley	SB	Barstow	1100 L St	120,000	2006	13.95	607,662	
Mojave River Valley	SB	Hesperia	12795 Main St	177,833	2008	14.28	622,242	
Mojave River Valley	SB	Hesperia	13401 Main St	195,350	2012	48.00	2,090,880	RC
Mojave River Valley	SB	Barstow	621 Montara Rd	103,960	1993	12.00	522,720	
Mojave River Valley	SB	Victorville	12234 Palmdale Rd	185,797	2014	22.86	995,782	
Mojave River Valley	SB	Victorville	15321 Palmdale Rd	105,471	1982	8.84	385,070	SP
Mojave River Valley	SB	Apple Valley	20288 US Highway 18	173,890	2007	13.13	572,113	
Mojave River Valley	SB	Victorville	14555 Valley Center Dr	159,010	1985	10.05	437,626	
Mojave River Valley	SB	Barstow	504-516 E Virginia Way	100,000	1992	7.58	330,185	MU
<b>Mojave River Valley</b>				<b>3,000,028</b>				
Moreno Valley/Perris	Riv	Moreno Valley	22500 Town Cir	414,063	1991	31.09	1,354,280	
Moreno Valley/Perris	Riv	Moreno Valley	23687-23965 Sunnymead Bl	197,678	1986	24.72	1,076,803	CC
Moreno Valley/Perris	Riv	Riverside	375 E Alessandro Blvd	103,795	1991	9.97	434,293	
Moreno Valley/Perris	Riv	Riverside	2550 Canyon Springs Pky	167,893	2008	90.00	3,920,400	CR
Moreno Valley/Perris	Riv	Riverside	2663 Canyon Springs Pky	143,350	2004	12.46	542,758	CR
Moreno Valley/Perris	Riv	Riverside	2755 Canyon Springs Pky	126,677	2003	10.07	438,649	
Moreno Valley/Perris	Riv	Moreno Valley	12400 Day St	135,591		14.29	622,472	
Moreno Valley/Perris	Riv	Moreno Valley	12700 Day St	118,428	1992	30.82	1,342,519	
Moreno Valley/Perris	Riv	Moreno Valley	27100 Eucalyptus Ave	179,007	2002	11.18	487,001	
Moreno Valley/Perris	Riv	Moreno Valley	12625 Frederick St	115,000	1988	9.31	405,544	
Moreno Valley/Perris	Riv	Moreno Valley	24318 Hemlock Ave	104,000	1989	80.00	3,484,800	SP205RC
Moreno Valley/Perris	Riv	Moreno Valley	12721 Moreno Beach Dr	222,776	2006	20.88	909,533	
Moreno Valley/Perris	Riv	Perris	15-138 W Nuevo Rd	132,048	1988	13.00	566,280	CC
Moreno Valley/Perris	Riv	Perris	1800 N Perris Blvd	185,000	2015			CC
Moreno Valley/Perris	Riv	Perris	2560 N Perris Blvd	114,895	1999	13.30	579,348	C
Moreno Valley/Perris	Riv	Perris	681 E San Jacinto Ave	114,599	1994	13.07	569,233	CC
Moreno Valley/Perris	Riv	Perris	25085 Spring St	345,029	1990	13.00	566,280	
Moreno Valley/Perris	Riv	Moreno Valley	22400 Town Cir	155,106	2006	11.41	497,020	
Moreno Valley/Perris	Riv	Moreno Valley	22450 Town Cir	160,271	1992	10.13	441,263	
Moreno Valley/Perris	Riv	Moreno Valley	22550 Town Cir	152,750	2006	10.51	457,816	
Moreno Valley/Perris	Riv	Moreno Valley	22650 Town Circle	154,560	1992	9.58	417,305	SP 200 MUC
Moreno Valley/Perris	Riv	Riverside	6250 Valley Springs Pky	153,483	2012	1.65	71,874	CR
Moreno Valley/Perris	Riv	Riverside	6363 Valley Springs Pky	138,389		15.50	675,180	
Redlands/Loma Linda	SB	Loma Linda	25540-25698 Barton Rd	102,867	1970	14.00	609,840	Comml
Redlands/Loma Linda	SB	Redlands	418-602 Orange St	105,943	1990	10.00	435,600	
Redlands/Loma Linda	SB	Highland	27847 Greenspot Rd	138,684	2009	10.96	477,387	PD
Redlands/Loma Linda	SB	Redlands	1151 W Lugonia Ave	131,816	1994	13.19	574,556	
Redlands/Loma Linda	SB	Redlands	27320 W Lugonia Ave	124,150	2004	5.16	224,770	EV/CG

**EXHIBIT IV-2**  
**INLAND EMPIRE 100,000+ SF RETAIL IN PLACE**

Submarket Name	Co Name	City	Property Address	RBA	Year Built	Land Area (AC)	Land Area (SF)	Zoning
Redlands/Loma Linda	SB	Redlands	1725 Redlands Blvd	142,485	2000	0.01	436	
Redlands/Loma Linda	SB	Redlands	100 W Redlands Blvd	102,542	1977	13.00	566,280	C2
Redlands/Loma Linda	SB	Redlands	1625 W Redlands Blvd	109,750	1976	8.66	377,230	C-M
Redlands/Loma Linda	SB	Redlands	27651 San Bernardino Ave	183,063	2015	14.92	649,915	
Redlands/Loma Linda	SB	Yucaipa	33598-33730 Yucaipa Blvd	142,021	2002	21.82	950,653	
Redlands/Loma Linda	SB	Redlands	2050-2070 W Redlands Blvd	125,914	1991	26.00	1,132,560	
Riverside	Riv	Riverside	5225 Canyon Crest Dr	131,138	1979	14.44	629,006	C1
Riverside	Riv	Riverside	4652-4822 La Sierra Ave	119,152	1989	8.97	390,733	CR
Riverside	Riv	Jurupa Valley	7840 Limonite Ave	100,000	1979	7.50	326,700	C1
Riverside	Riv	Riverside	3213 Adams St	107,628		4.33	188,615	
Riverside	Riv	Riverside	3333 Arlington Ave	100,053	1987	9.04	393,782	CR
Riverside	Riv	Riverside	5130-5290 Arlington Ave	119,048	1994	11.25	490,050	C3
Riverside	Riv	Riverside	5261-5265 Arlington Ave	191,650	1964	17.43	759,251	C3
Riverside	Riv	Riverside	8000 Auto Dr	115,903		2.96	128,938	C3
Riverside	Riv	Riverside	3848-3977 SW Chicago Ave	195,000	1960	2.88	125,597	D
Riverside	Riv	Riverside	1299 Galleria At Tyler	407,522	1970	35.29	1,537,213	
Riverside	Riv	Riverside	3500 Galleria At Tyler	157,384	1973	9.29	404,672	CT
Riverside	Riv	Riverside	3601 Galleria At Tyler	145,258	1991	1.57	68,389	
Riverside	Riv	Riverside	3700 Galleria At Tyler	153,500	1970	10.16	442,435	
Riverside	Riv	Eastvale	5030 Hamner Ave	152,000	2018	41.03	1,787,079	R3
Riverside	Riv	Riverside	2995-3001 Iowa Ave	129,193	1970	13.10	570,636	
Riverside	Riv	Riverside	3675 La Sierra Ave	117,029	1985	7.00	304,920	
Riverside	Riv	Riverside	3323 Madison St	113,710		11.26	490,486	
Riverside	Riv	Riverside	9851 Magnolia Ave	166,205	2000	18.00	784,080	
Riverside	Riv	Riverside	11060-11080 Magnolia Ave	146,759	1971	9.37	408,157	CG
Riverside	Riv	Jurupa Valley	6301-6413 Pats Ranch Rd	144,303	2007			CPS
Riverside	Riv	Jurupa Valley	6413 Pats Ranch Rd	172,000		1.65	71,874	C-P-S
Riverside	Riv	Riverside	3625 Riverside Plaza Dr	126,046	2002	8.19	356,756	
Riverside	Riv	Riverside	3764 San Simeon Way	100,700	1956	0.04	1,742	C3
Riverside	Riv	Riverside	3775 Tyler Ave	104,526	1970	5.21	226,948	
Riverside	Riv	Riverside	3570 Tyler St	130,320	1998	9.16	399,010	C2
Riverside	Riv	Riverside	5200 Van Buren Blvd	148,804		11.00	479,160	
Riverside	Riv	Riverside	6100-6350 Van Buren Blvd	107,547	1960	7.05	307,098	CP
Riverside	Riv	Riverside	3605 Galleria At Tyler	165,566	1970	10.40	452,850	
San Bernardino	SB	San Bernardino	242-500 Inland Center Dr	330,420	1966	15.31	666,904	CR1
San Bernardino	SB	San Bernardino	885-897 Harriman Pl	149,059	1987	12.71	553,648	
San Bernardino	SB	San Bernardino	2028-2150 E Highland Ave	110,362	1987	8.40	365,704	CG-1
San Bernardino	SB	San Bernardino	570-618 S Mount Vernon Av	121,962	1968	9.60	418,176	CR2
San Bernardino	SB	San Bernardino	2380 Sterling Ave	102,400	1985	8.91	388,120	CG-1
San Bernardino	SB	San Bernardino	1055 W 21st St	133,780	1968	7.00	304,920	C-2
San Bernardino	SB	Rialto	128-300 W Base Line Rd	109,431	1984	3.67	159,865	C1A
San Bernardino	SB	San Bernardino	150 Carousel Mall	495,000	1977	45.00	1,960,200	C-4
San Bernardino	SB	San Bernardino	160 Carousel Mall	220,000	1973			
San Bernardino	SB	San Bernardino	300 N E St	147,542	1927	1.50	65,340	
San Bernardino	SB	Rialto	1451 W Foothill Blvd	107,865	1999	11.35	494,406	
San Bernardino	SB	San Bernardino	4001 Hallmark Pky	183,789	2003	3.56	155,074	

**EXHIBIT IV-2  
INLAND EMPIRE 100,000+ SF RETAIL IN PLACE**

<b>Submarket Name</b>	<b>Co Name</b>	<b>City</b>	<b>Property Address</b>	<b>RBA</b>	<b>Year Built</b>	<b>Land Area (AC)</b>	<b>Land Area (SF)</b>	<b>Zoning</b>
San Bernardino	SB	San Bernardino	4060 N Hallmark Pky	134,788	2007	10.55	459,558	C-1
San Bernardino	SB	San Bernardino	1055 E Harriman Pl	133,000	2003	11.73	510,959	
San Bernardino	SB	Highland	26529-26545 Highland Ave	180,000	1975	6.32	275,299	
San Bernardino	SB	Highland	26655 Highland Ave	113,357	1994	9.74	424,274	CG
San Bernardino	SB	Highland	4210 E Highland Ave	125,043	1993	13.49	587,624	CG-1
San Bernardino	SB	San Bernardino	695 E Hospitality Ln	122,190	1991	9.86	429,384	
San Bernardino	SB	San Bernardino	1099 E Hospitality Ln	132,166	1998	14.55	633,632	
San Bernardino	SB	Lake Arrowhead	28200 Hwy 189	238,189	1979	18.00	784,080	Gen Comm
San Bernardino	SB	San Bernardino	100 Inland Ctr	257,105	1966	19.71	858,568	
San Bernardino	SB	San Bernardino	200 Inland Ctr	149,835	1966	10.10	440,135	
San Bernardino	SB	San Bernardino	300 Inland Center Dr	186,320	1966	12.60	548,856	CR1
San Bernardino	SB	San Bernardino	400 Inland Center Dr	168,442	1999	2.51	109,336	
San Bernardino	SB	Colton	1120 S Mount Vernon Ave	145,000	1992	13.22	575,863	
San Bernardino	SB	Colton	1175 S Mount Vernon Ave	105,882	1991	8.58	373,745	C2
San Bernardino	SB	San Bernardino	499 W Orange Show Rd	143,082	1985	9.00	392,040	CG1
San Bernardino	SB	San Bernardino	101 E Redlands Blvd	178,268	1985	6.38	277,913	CR-3
San Bernardino	SB	Rialto	1175-1295 W Renaissance Pky	158,614	2018	17.45	760,122	C
San Bernardino	SB	Rialto	1366 N Riverside Ave	198,047	2017	19.04	829,426	
San Bernardino	SB	Rialto	1610 S Riverside Ave	124,485	1993	7.00	304,920	
San Bernardino	SB	San Bernardino	999 N Waterman Ave	104,000	1969	11.89	517,928	CG-1
South Riverside	Riv	Murrieta	39413-39621 Los Alamos Rd	119,980	1991	4.49	195,584	
South Riverside	Riv	Murrieta	25125 Madison Ave	132,502	2005	6.35	276,606	MU-5
South Riverside	Riv	Menifee	29737-30251 Antelope Rd	115,162	1994	9.32	405,979	SP ZONE
South Riverside	Riv	Menifee	30123-30145 Antelope Rd	114,531	1992	10.05	437,722	SP
South Riverside	Riv	Murrieta	41040 California Oaks Rd	125,475	2000	9.90	431,244	
South Riverside	Riv	Perris	3150 Case Rd	103,381	2008	10.96	477,418	SP
South Riverside	Riv	Perris	3150 N Case Rd	163,679	2008	19.40	845,243	SP
South Riverside	Riv	Lake Elsinore	29223-29315 Central Ave	131,736		2.66	115,870	
South Riverside	Riv	Lake Elsinore	29260 Central Ave	127,700	2021			
South Riverside	Riv	Lake Elsinore	29335 Central Ave	133,604	2006	19.26	838,966	
South Riverside	Riv	Murrieta	27818 Clinton Keith Rd	179,887	2009	14.35	625,086	RC
South Riverside	Riv	Lake Elsinore	18282 Collier Ave	100,933	2006	10.61	462,172	
South Riverside	Riv	Lake Elsinore	18287 Collier Ave	126,332	2006	9.96	433,858	
South Riverside	Riv	Lake Elsinore	31700 Grape St	126,390		12.39	539,708	C2
South Riverside	Riv	Menifee	30340 Haun Rd	148,950	2008	65.00	2,831,400	SP ZONE
South Riverside	Riv	Menifee	30472 Haun Rd	140,000		19.56	852,034	SP ZONE
South Riverside	Riv	Temecula	32225 Highway 79	221,639	2003	19.20	836,352	
South Riverside	Riv	Murrieta	24701 Madison Ave	143,763		11.79	513,572	
South Riverside	Riv	Murrieta	25100-25320 Madison Ave	232,108	2001	25.00	1,089,000	
South Riverside	Riv	Murrieta	40500 Murrieta Hot Springs Rd	134,991	2004	33.98	1,480,169	
South Riverside	Riv	Murrieta	41200 Murrieta Hot Springs Rd	131,129		19.12	832,867	
South Riverside	Riv	Temecula	32020 Temecula Pky	106,198		8.60	374,616	
South Riverside	Riv	Murrieta	24360-24410 Village Walk Pl	139,384	2006	10.71	466,528	CC
South Riverside	Riv	Murrieta	24420-24490 Village Walk Pl	108,846	2006	31.00	1,350,360	CC
South Riverside	Riv	Temecula	40390 Winchester Rd	128,649		16.23	706,979	
South Riverside	Riv	Temecula	40408-40458 Winchester Rd	178,499	2000	11.09	483,080	C-O

**EXHIBIT IV-2**  
**INLAND EMPIRE 100,000+ SF RETAIL IN PLACE**

Submarket Name	Co Name	City	Property Address	RBA	Year Built	Land Area (AC)	Land Area (SF)	Zoning
South Riverside	Riv	Temecula	40435 Winchester Rd	100,000	1999	6.51	283,576	CC
South Riverside	Riv	Temecula	40640 Winchester Rd	125,492	1999	9.14	398,138	
South Riverside	Riv	Temecula	40710 Winchester Rd	111,380	1999	9.61	418,612	
South Riverside	Riv	Temecula	40820 Winchester Rd	1,104,928	1999	75.00	3,267,000	
South Riverside	Riv	Temecula	26610 Ynez Rd	135,820		1.24	54,014	
Twentynine Palms	SB	Yucca Valley	58705 29 Palms Hwy	137,840	2007	13.07	569,329	
Twentynine Palms	SB	Yucca Valley	57980 Twentynine Palms Hwy	104,529	1992	12.53	545,807	CC-GC
Twentynine Palms	SB	Yucca Valley	58501 29 Palms Hwy	170,382	2013	27.41	1,193,980	
<b>Twentynine Palms</b>				<b>412,751</b>				
Upland/Montclair	SB	Montclair	5060 Montclair Plaza Ln	849,752	1968	78.00	3,397,680	
Upland/Montclair	SB	Montclair	5200 S Montclair Plaza Ln	110,690	2020	9.81	427,324	C3
Upland/Montclair	SB	Montclair	5391-5467 Moreno St	118,180	1993	9.56	416,434	C3
Upland/Montclair	SB	Upland	1151-1301 E 19th St	162,750	2013	17.53	763,607	CH
Upland/Montclair	SB	Upland	1931 N Campus Ave	123,735	2005	8.78	382,457	
Upland/Montclair	SB	Upland	1935-1945 N Campus Ave	109,216	2005	13.32	580,219	CH
Upland/Montclair	SB	Montclair	9041-9061 Central Ave	101,284	1983	6.92	301,435	
Upland/Montclair	SB	Montclair	9052 Central Ave	129,572	2003	10.99	478,724	
Upland/Montclair	SB	Montclair	9404 Central Ave	146,000	2002	14.53	632,927	
Upland/Montclair	SB	Upland	1445 E Foothill Blvd	107,000	1980	10.24	446,054	CH
Upland/Montclair	SB	Upland	1540 W Foothill Blvd	125,455	1994	13.00	566,280	
Upland/Montclair	SB	Upland	1659 W Foothill Blvd	130,775	2002	15.27	665,161	
Upland/Montclair	SB	Montclair	5015 E Montclair Plaza Ln	134,000	1986	2.17	94,525	C-3
Upland/Montclair	SB	Montclair	5080 E Montclair Plaza Ln	179,250	1985	3.23	140,699	
<b>TOTAL INLAND EMPIRE:</b>				<b>47,193,810</b>				

Source: Alfred Gobar Associates; CoStar

**EXHIBIT IV-3**

**INLAND EMPIRE 100,000+ SF RETAIL UNDER CONSTRUCTION, FINAL PLANNING & PROPOSED**

Submarket Name	Co Name	City	Property Address	RBA	Year Built	Land Area (AC)	Land Area (SF)	Zoning
Airport Area	SB	Ontario	Edison Ave & Archibald Av	116,000		12.00	522,720	
Airport Area	SB	Ontario	SWC Ontario Ranch Rd & Hamner Av	206,072		19.60	853,776	
Beaumont/Hemet	Riv	Hemet	5904 W Florida Ave	124,000		8.25	359,370	C-2
Beaumont/Hemet	Riv	Calimesa	Roberts Rd	581,148	2022	31.33	1,364,735	CN
Beaumont/Hemet	Riv	San Jacinto	SEC Ramona Xway at State St	160,000		14.50	631,620	
<b>Beaumont/Hemet</b>				<b>865,148</b>				
Coachella Valley	Riv	Mecca	Expressway 86 & 66th Ave	280,225	2022			
Coachella Valley	Riv	Indio	44333 Golf Center Pky	193,856	2022			
Coachella Valley	Riv	Indio	82001 Hwy 111	240,360	2022	40.00	1,742,400	
Coachella Valley	Riv	Indio	SEC Monroe & Avenue 42 St	127,746	2022			
Coachella Valley	Riv	Indio	Northgate Crossing	354,900	2022			
Coachella Valley	Riv	Desert Hot Springs	16987 Palm Rd	106,500	2022			
<b>Coachella Valley</b>				<b>1,303,587</b>				
Mojave River Valley	SB	Apple Valley	19439 Bear Valley Rd	150,000	2022	19.87	865,537	
Mojave River Valley	SB	Hesperia	Cataba Rd	115,500	2022			
Mojave River Valley	SB	Hesperia	Main St	204,931	2022	26.38	1,149,113	
Mojave River Valley	SB	Hesperia	Main St	150,000				
<b>Mojave River Valley</b>				<b>620,431</b>				
Moreno Valley/Perris	Riv	Moreno Valley	NEC Cactus Ave & Nason St	120,938	2022	8.40	365,904	
Moreno Valley/Perris	Riv	Riverside	Van Buren Blvd	138,516	2022	5.00	217,800	CR
Moreno Valley/Perris	Riv	Riverside	Van Buren Blvd	124,076	2022	4.00	174,240	CR
Moreno Valley/Perris	Riv	Moreno Valley	Iris Ave	100,000		9.00	392,040	
Redlands/Loma Linda	SB	Redlands	1170 W Lugonia Ave	255,350				
Redlands/Loma Linda	SB	Yucaipa	Yucaipa Blvd	135,000		21.73	946,559	
Riverside	Riv	Jurupa Valley	Freeway & Pedley Rd	115,828	2022			
San Bernardino	SB	Rialto	SWC Riverside Av & San Berdo Av	134,450		17.93	781,031	
South Riverside	Riv	Winchester	Auld Rd	158,236	2022	26.18	1,140,401	
South Riverside	Riv	Wildomar	Baxter Rd & Cental Ave	123,529	2022	16.00	696,960	
South Riverside	Riv	Murrieta	Bldg Q @ The Vineyard	151,340	2022			
South Riverside	Riv	Wildomar	Freeway & Clinton Keith & Catt	117,000	2022			
South Riverside	Riv	Wildomar	Clinton Keith & Catt Rd	117,000	2022			C-P-S
South Riverside	Riv	Murrieta	Murrieta Hot Springs Rd	559,000	2023	64.19	2,796,116	
South Riverside	Riv	Menifee	Newport Rd	120,000	2022			
South Riverside	Riv	Menifee	Newport Rd	116,500	2023	11.00	479,160	
South Riverside	Riv	Menifee	Newport & Bradley Rd	100,000	2022	18.39	801,068	CPS
South Riverside	Riv	Menifee	24042 Scott Rd	160,000				
South Riverside	Riv	Corona	N Temescal Canyon Rd	120,000	2022	11.15	485,694	
South Riverside	Riv	Murrieta	The Vineyard	150,000	2024			C
South Riverside	Riv	Murrieta	100-160 Winchester Rd	240,000	2023	48.83	2,127,035	
<b>TOTAL INLAND EMPIRE</b>				<b>6,468,001</b>				



**EXHIBIT IV-4**  
**MOJAVE RIVER VALLEY RETAIL SUBMARKET TRENDS & FORECASTS**

Period	Inventory SF	Vac Rate	Avail Rate	Rent/S F	Annual Rent Growth	Under Constr SF	U/C % of Invent	12 Mo Net Absorp SF	Sale Price/ SF	12 Mo Sales Vol Growth	Retail Cap Rate
2026	18,472,846	6.1%	-	\$1.86	1.2%	-	-	79,897	\$266	-	6.6%
2025	18,389,837	6.0%	-	\$1.85	1.6%	-	-	97,548	\$265	-	6.6%
2024	18,268,786	6.0%	-	\$1.82	2.8%	-	-	121,150	\$262	-	6.5%
2023	18,136,223	6.0%	-	\$1.77	5.1%	-	-	125,218	\$256	-	6.5%
2022	18,008,705	6.0%	-	\$1.68	7.1%	-	-	88,823	\$243	-	6.4%
21 EST	17,947,965	6.2%	-	\$1.57	5.2%	-	-	326,735	\$226	-	6.4%
21 YTD	17,944,218	6.3%	6.7%	\$1.54	3.2%	11,000	0.1%	373,825	\$218	-21.8%	6.5%
2020	17,933,669	7.9%	9.0%	\$1.49	2.0%	10,885	0.1%	150,652	\$212	-42.7%	6.5%
2019	17,828,426	8.3%	9.6%	\$1.47	2.3%	44,815	0.3%	(19,377)	\$201	119.3%	6.7%
2018	17,801,518	8.0%	9.3%	\$1.43	2.2%	8,790	0.0%	225,150	\$196	-20.4%	6.7%
2017	17,748,174	9.0%	11.1%	\$1.40	3.2%	43,884	0.2%	206,097	\$192	-9.5%	6.7%
2016	17,615,560	9.5%	12.1%	\$1.36	2.7%	106,827	0.6%	145,569	\$186	-44.6%	6.7%
2015	17,558,103	10.0%	12.6%	\$1.32	3.2%	48,773	0.3%	(22,250)	\$177	119.7%	6.9%
2014	17,463,515	9.4%	12.8%	\$1.28	2.5%	2,100	0.0%	367,821	\$168	66.3%	7.0%
2013	17,219,765	10.3%	13.0%	\$1.25	-2.0%	248,016	1.4%	300,846	\$149	5.4%	7.4%
2012	17,197,570	11.9%	14.6%	\$1.27	-2.1%	31,877	0.2%	249,102	\$149	-10.3%	7.3%
2011	16,724,638	10.9%	12.2%	\$1.30	-4.1%	423,757	2.5%	(247,086)	\$144	72.8%	7.5%
2010	16,718,568	9.4%	10.7%	\$1.36	-6.9%	17,305	0.1%	320,017	\$142	-1.7%	7.6%
2009	16,677,210	11.1%	12.1%	\$1.46	-10.4%	47,348	0.3%	(292,619)	\$143	-51.6%	7.6%
2008	16,345,324	7.5%	8.1%	\$1.63	-7.0%	287,504	1.8%	271,496	\$172	-17.3%	6.9%
2007	15,628,349	5.0%	6.1%	\$1.75	3.7%	651,980	4.2%	1,357,828	\$205	5.2%	6.2%
2006	14,365,916	6.1%	5.6%	\$1.69	-	935,430	6.5%	188,829	\$205	-6.7%	6.0%

Source: Alfred Gobar Associates; CoStar; Oxford Economics

**EXHIBIT IV-5  
MOJAVE RIVER VALLEY COMMERCIAL LAND PARCELS 50+ ACRES**

City	Property Address	Land Area (AC)	Zoning	Proposed Land Use
Adelanto	Adelanto Rd @ De Soto	163.00	ADD	Commercial
Adelanto	NEC of Adelanto Rd. & Oleander St.	160.00	RL-5	Industrial
Adelanto	Air Base Rd	60.50	OP	Hold for Development, Hold for Investment, Industrial
Adelanto	Air Expressway & Caughlin Rd	160.00	MMC	Health Care, Rehabilitation Center, Religious Facility, Schools
Adelanto	Bonanza Trail & St Anthony Ave	155.80		Retail
Adelanto	O Bryman Rd	77.57	RL-5	
Adelanto	Caughlin Road	110.00		
Adelanto	Highway 395	60.00		Commercial
Adelanto	Koala Rd	80.82		
Adelanto	W Middleton Rd	160.00	RC	Commercial, Hold for Development
Adelanto	Mojave & Sonora Rd	80.00	PH/RL-5	
Adelanto	18755 Old Phelan Rd	78.79		Commercial
Adelanto	Palmdale Rd	77.06		
Adelanto	Palmdale Rd	58.83	C1	Single Family Development
Adelanto	Palmdale Rd	80.00	Comm1 & Res	
Adelanto	Princess Pat Mine Rd & I-395	240.00	RC	Airport, Planned Unit Development
Adelanto	Raccoon Ave	61.16	MI	Commercial
Adelanto	Rancho Rd	155.77	I	Industrial
Adelanto	Rancho Rd & Turquoise Rd	106.45	Industrial	Commercial
Adelanto	80 Rancho Rd	80.00	RL-5	Hold for Development
Adelanto	Shadow Mountain Rd	80.00	RL	
Adelanto	US-395	56.44	CR	Commercial
Adelanto	Colusa Rd	285.98		
Adelanto	Colusa Rd	80.00		
Adelanto	County Road - 78.45 Acres	78.45	RC	
Adelanto	Desoto Ave	540.82		
Adelanto	NW Desoto Ave	50.00	R1 SFR	Single Family Development
Adelanto	NEC Highway 395	160.00	C	Retail, Strip Center
Adelanto	Rancho Rd	80.00		
Adelanto	Shadow Mountain Rd	164.00	RC	Commercial
Adelanto	Vinton Rd & Cougar	80.00	RL-5	Commercial
<b>Adelanto (31 Properties):</b>		<b>3,861.44</b>		
Apple Valley	Apple Valley Rd	62.33		
Apple Valley	Bear Valley Rd	57.89		Commercial
Apple Valley	19968 Bear Valley Rd	57.89	Commercial	Comm1, Ofc, Medical, Lodging, Storage, Hold for Dev/Invest
Apple Valley	Ca-18	160.00	RL-20	
Apple Valley	NE Section I-15 & Dale Evans	83.51	C-R	Retail
Apple Valley	284 Acres Dale Evans Pky	284.00	COM	Commercial, Hold for Development
Apple Valley	Desert View Rd	60.00	LV/RL	Commercial
Apple Valley	Desert View Rd	318.00		Commercial
Apple Valley	Fairview Valley Rd	147.00	RL-20	MHP, Residential, Church, Schools, Hold for Dev
Apple Valley	Highway 18	99.47	C-S/OS-C	Commercial, Hold for Investment
Apple Valley	Interstate 15	396.17	BP, M-2, RC, IPDT	Commercial, Industrial
Apple Valley	Interstate 15 2	176.42	Reg Cooml	
Apple Valley	Kiamihi Road Rd	1,700.00	Residential 3	
Apple Valley	Ocotillo Way Clark Rd & Milpas Dr	304.00	RL-20	Agribusiness, Cement/Gravel Plant, SFD
Apple Valley	Outer Hwy 15	380.51	IN	Commercial
Apple Valley	Power Line & Dale Evans Rd	100.00		
Apple Valley	24527 Sorrel Trl	60.38	RC	
Apple Valley	NEC Stoddard Wells Rd & I-15	143.00	Commercial	Commercial, Community Center, General Freestanding
Apple Valley	61.74 Acres-Daggett Rd	61.74		
Apple Valley	Bear Valley Rd	102.00		
Apple Valley	Bell Mountain Rd & Morro Rd.	68.00	C-R	Retail

**EXHIBIT IV-5  
MOJAVE RIVER VALLEY COMMERCIAL LAND PARCELS 50+ ACRES**

City	Property Address	Land Area (AC)	Zoning	Proposed Land Use
Apple Valley	NWC Central Rd & Lafayette St	58.79	Comml/Ind	
Apple Valley	Cordova Rd	57.19		
Apple Valley	Dale Evans Pky, Bell Mtn, E/O I-15	83.00	N/Av, County	Unknown
Apple Valley	Dale Evans Pky	100.00		Commercial
Apple Valley	Gustine Street-141.42 Acr	141.42		
Apple Valley	Harris Rd	100.00		
Apple Valley	Highway (31)15	73.60	RC	
Apple Valley	Highway 15 -79.31 Acres	79.31		
Apple Valley	I-15 E/O Stoddard Rd, N/O Dante Rd	56.75		Commercial
Apple Valley	Johnson Rd	120.00	RL	
Apple Valley	Johnson Rd	56.06		
Apple Valley	Los Padres Rd	50.00		
Apple Valley	W/O Lucerne Valley Rd	157.00	RC	Commercial
Apple Valley	Lucerne Valley Cutoff	689.00	RC	Commercial
Apple Valley	0 Navajo Rd	80.00		
Apple Valley	Stoddard Wells Rd	80.00	RC	Commercial, Hold for Dev/Invest
Apple Valley	Stoddard Wells Rd	120.00		
Apple Valley	Hwy 18, S/O Stoddard Wells	<u>150.43</u>	N/Av	Open Space
<b>Apple Valley (39 Properties):</b>		<b>7,074.86</b>		
Barstow	80 Acres Incl 30K Acres Govt Land	80.00		
Barstow	Afton Rd	393.99		
Barstow	Arbuckle & Outlet Center	61.14		
Barstow	Barstow Rd	255.06	RC	Commercial, Mixed Use
Barstow	W/O Barstow Rd, 1.1M N/O Slash X	160.00	RC	Commercial, Mixed Use
Barstow	Barstow Rd	419.00		Commercial, MultiFamily
Barstow	31570 S Barstow Rd	80.00	RC	Commercial, Hold for Dev/Invest
Barstow	Bishop Rd	960.00	RL-5	Commercial
Barstow	Bonanza Trl	320.00	RC	
Barstow	N/O Boulder Rd, W/O I-15	640.00		Commercial, Mixed Use
Barstow	Buckboard Rd	88.00	General Plan	Commercial
Barstow	Camp Rock Rd	80.00	RC	
Barstow	Country Club Dr	71.79		Comml, Residential, Golf Course, Hold for Dev/Invest
Barstow	Country Club Dr	117.00	RL	Apartment Units - Senior, Commercial
Barstow	I-15 & Field Rd	295.34	R-C	Hold for Development, Hold for Investment
Barstow	100 Fort Irwin	100.00	RC	Ag, Comml, Ind, Apts, Golf Course, Office, PUD, Hold for Dev
Barstow	Fort Irwin Rd	851.00	RC	
Barstow	Highway 15, Fort Irwin Rd Exit	92.30	RC	Commercial
Barstow	Fort Irwin Rd	60.00		
Barstow	High Desert Rd	80.00	Lenwood SP	Commercial, Retail
Barstow	Highway 247 Near Stoddaard Wells Rd	73.25	RC	
Barstow	Highway 395	640.00	RC	Commercial
Barstow	000 Highway 395	640.00	RC	Hold for Investment
Barstow	Highway 58	100.66	RL	
Barstow	Hinkley Rd	59.00		Commercial
Barstow	Hodge Rd	6,027.00	RC	Commercial, Industrial, Single Family Development
Barstow	Hwy 15	192.00	RC	General Freestanding, Service Station, Truck Stop
Barstow	Hwy 40, W/O Nebo St	124.58	Heavy ind/Hwy Comml	Commercial, Industrial
Barstow	Hwy 58	320.00		Hold for Development, Hold for Investment
Barstow	I-15	80.00	Recreational	Commercial
Barstow	I-15 and L St	50.83	CG	Commercial, Industrial, Mixed Use, MultiFamily
Barstow	I 15 & Outlet Center Dr/Buckaroo Rd	146.00	RC	Commercial
Barstow	Iron Mountain Rd & Hinkley Rd	83.70	RL5	Commercial, SFD, Hold for Dev/Invest
Barstow	Route 66 & Lenwood Rd	640.00		Master Planned Community
Barstow	Lenwood Rd & Outlet Center Dr	160.00	C1	Casino, Commercial, Hotel

**EXHIBIT IV-5**  
**MOJAVE RIVER VALLEY COMMERCIAL LAND PARCELS 50+ ACRES**

City	Property Address	Land Area (AC)	Zoning	Proposed Land Use
Barstow	Lenwood I-15 Interchange	59.66	Commercial	Commercial, Hospitality, Hotel, Motel, Restaurant
Barstow	W Main St	55.20		
Barstow	W Main St	53.70		Commercial
Barstow	W Main St	81.40	RL	Commercial
Barstow	Meadow Grove Rd	80.00	RC	Cemetery/Mausoleum, Medical, Office, SFD
Barstow	Mother Lode Road Fort Irwin Rd	160.00		Single Family Development
Barstow	National Trails Hwy	137.00	RL	Commercial
Barstow	National Trails Hwy	1,144.00		GC/Driving Range, Hold for Dev/Invest, Open Space
Barstow	E Of Outlet Center Dr	53.76		
Barstow	0 Old 58 Hwy	600.00		
Barstow	44660 Orchid Rd	631.00	RC	Hold for Dev/Invest, Ind, Water Retention/Treatment Facility
Barstow	Outlet Center Dr	266.52	Comml, Mixed Use	Commercial
Barstow	Outlet Center Dr	160.00	R-C	Commercial
Barstow	Outlet Center Dr	78.48	GC	Commercial, Hold for Development
Barstow	888 Outlet Center Dr	160.00	RC	Comml, Ind, Mixed Use, Retail, SFD, Hold for Dev/Invest
Barstow	Prarie Ave	640.00	RL	Hold for Investment, MPC, MPD
Barstow	0 S Outlet Center	80.00	Residential	
Barstow	Sorrel Trl	188.32	RC	
Barstow	Sorrel Trl	640.00		
Barstow	Stoddard Wells Rd	640.00	W2	Commercial, Single Family Development
Barstow	Stoddard Wells & Townsend	158.08	RC	
Barstow	Stoddard Wells & Townsend	320.00	RC	Commercial
Barstow	SEC Hwy 58 & Main St	79.72	MU	Mixed Use
Barstow	33624 Acacia Rd	80.00		
Barstow	Alvord Rd	546.21	RC	Commercial
Barstow	Barstow Fwy	105.00		Commercial, Retail
Barstow	Barstow Rd	640.00	RC	Hold for Investment
Barstow	Buckaroo Rd	80.00		
Barstow	Buckboard Rd	80.00	RL	Commercial
Barstow	Cannae Rd & RR Tracks	70.08	RL	
Barstow	Copper City Rd, N/O I 15	80.00	RC	
Barstow	Hwy 395, NE of County Rd	80.00	RC	Commercial
Barstow	Hwy 91	160.00		
Barstow	I-15	840.00	RC	Hold for Development, Hold for Investment
Barstow	S/O I-40, W/O Old Mountain Rd	80.00	RC	
Barstow	Interstate 15	728.00		
Barstow	Interstate 15 Fwy	160.00	RC	
Barstow	W/O Irwin Rd	80.00		
Barstow	Mayor Katy Pky	366.82		
Barstow	Osborne Rd, S/O Main St	59.24	CH	
Barstow	SE Of State Hwy 15	188.32		
Barstow	Sorrel Trl, E/O I 15	107.00	RC	Commercial, Hold for Dev/Invest
Barstow	Starbright Mine Rd	160.00	RC	
Barstow	Stoddard Mountain Hwy	160.00	RC	
Barstow	0 Sun Valley St	798.98		Commercial
Barstow	Wheeler Rd	5,125.08	RC	Hold for Development, Hold for Investment
<b>Barstow (81 Properties):</b>		<b>31,783.21</b>		
Boron	50 Acres-Hoffman Rd	50.00		
Boron	Hoffman Rd	160.00	RC	Commercial
Boron	Hoffman Rd & Hwy 395	81.34	RC	
Boron	State Highway 58	160.00	RL	
County Area	Hwy 58 @ Kramer Junction	453.40		Industrial
Daggett	Camp Rock Rd	160.00	RC	Hold for Development
Daggett	35487 National Trail Hwy	13,129.00		Commercial, Manuftrd Hms/Mobl Hm Prk

**EXHIBIT IV-5  
MOJAVE RIVER VALLEY COMMERCIAL LAND PARCELS 50+ ACRES**

City	Property Address	Land Area (AC)	Zoning	Proposed Land Use
Daggett	37000 Santa Fe St	292.00		
El Mirage	Parkdale Rd	133.27	RL-5	Airport
El Mirage	Sheepcreek Rd	320.00	RC	Distribution, Truck Terminal, Warehouse
Fort Irwin	Fort Irwin Rd	623.00	RC	Commercial
Fort Irwin	S Loop Rd	861.00		Hold for Development
Helendale	Bonanza Trl	79.08	RL	Commercial, Hold for Dev/Invest
Helendale	25662 Darghty Rd	290.51	FW	Commercial
Helendale	Helendale Rd	160.00	RC	Utility Sub-Station
Helendale	National Trails Hwy	127.00		Commercial
Helendale	Orebaugh Ln	95.00		Commercial
Helendale	NWC Rodeo Rd & Bronco Trail	157.50	RL	Commercial, Hold for Dev/Invest
Helendale	Wheeler Rd	80.00	RC	Health Care, Single Family Development
Helendale	Wild Rd	160.00		Mixed Use
Helendale	0 Wild Rd	316.98	RL-5	Industrial, Single Family Development
Helendale	0 National Trail Hwy	73.40	RL	Commercial
Hesperia	8929 Glendale Ave	52.77	A-2	Hold for Development
Hesperia	Hesperia Dump Rd	138.00	RS-1	
Hesperia	Main St	65.00	C-2	Commercial, Retail
Hesperia	Main St	55.00		Schools
Hesperia	Main & I-15 Fwy	93.11	RC	Commercial
Hesperia	Mariposa Rd	60.45		
Hesperia	300.00-Acres Mariposa Rd	300.00		Commercial
Hesperia	Mariposa & I-15	50.00	OP	Office Park
Hesperia	NWC Mesa Linda St & Poplar St	68.97	C1	Commercial
Hesperia	NWQ Hiwy 395 & Phelan Rd ( Main St)	196.21	IBP	Commercial, Hold for Development, Industrial
Hesperia	Phelan Rd	59.00		
Hesperia	Phelan Rd, E/O Los Banos Ave	60.00	CIBP/LDR	Commercial
Hesperia	Ranchero Rd	63.00	Commercial	Convenience Store, Retail, Service Station
Hesperia	SWC Caliente & Ranchero Rd	55.41	CCD	Commercial, Hold for Dev/Invest
Hesperia	Ranchero & I-15	63.15	C	Community Center
Hesperia	Summit Valley Rd	415.09	Rural Residential	
Hesperia	Us-395	200.00		
Hesperia	12161 Yucca St	9,230.00		Mixed Use
Hesperia	11700 Aspen St	52.27		Hold for Development
Hesperia	Caliente Rd	170.40		Industrial
Hesperia	Caliente Rd	87.40		
Hesperia	SWC Sultana & Escondido Av	51.72	Mixed Use	
Hesperia	Mariposa Rd	67.52		Unknown
Hesperia	SEC Mesa Linda St & Phelan Rd	90.98		
Hesperia	Pico Ave	211.45	FW	Golf Course/Driving Range
Hesperia	Summit Valley Rd	1,340.00		
Hesperia	W/O US-395, S/O Phelan Rd	<u>53.25</u>	I-1, Hesperia	Hold for Development, Race Track
<b>Hesperia (27 Properties):</b>		<b>13,350.15</b>		
Hinkley	138 Acres Hwy	138.00		Single Family Residence
Hinkley	50301106 Apn Fremont Peak Rd	150.00		
Hinkley	Freemont Peak Rd	150.00	RC	Agribusiness, Utility Sub-Station
Hinkley	Georgia Rd	310.32	RC	
Hinkley	Hinkley Rd	684.91		Commercial, Mixed Use
Hinkley	0 Hoffman Rd	80.00	Residential 1	
Hinkley	Lackhart Ranch Rd	99.91	RC	
Hinkley	Lackhart Ranch Rd	50.00	RC	Open Space, Utility Sub-Station
Hinkley	Lockhart Rd	965.85		Agribusiness, Open Space
Hinkley	Mountain General Rd, E/O Mtn View Rd	160.00	RL-5	Hold for Development, Hold for Investment

**EXHIBIT IV-5  
MOJAVE RIVER VALLEY COMMERCIAL LAND PARCELS 50+ ACRES**

City	Property Address	Land Area (AC)	Zoning	Proposed Land Use
Hinkley	0 Railroad Rd	74.00	RC	
Hinkley	Roy St	120.00	RL	Agribusiness, Utility Sub-Station
Hinkley	(North) Black Canyon Rd	1,473.00		
Hinkley	40892 Harper Lake Rd	58.06	RL	Commercial
Hinkley	Hwy 395	640.00	RC	Commercial
Hinkley	HWY 58	160.00	RL-5	
Hinkley	Lockhart Rd (16 APN's)	2,594.40	R5	Commercial
Kramer Junction	CA-58	596.00	RC	Hold for Dev/Invest, SFD
Kramer Junction	Farmington Rd	313.00	RC	Utility Sub-Station
Kramer Junction	State Highway 58	74.99	Rural Living (RL-5)	Commercial, Truck Stop
Kramer Junction	5980 E State Highway 58	69.76	RC	Industrial, Retail, Single Family Development
Lockhart	00 Lockhart Ranch Rd	80.00	RC	Agribusiness
Lucerne Valley	247 Hwy & Cambria St	400.00		Utility Sub-Station
Lucerne Valley	Barstow Rd	165.13		
Lucerne Valley	16881 Barstow Rd	83.75	LV/AG-40	Commercial
Lucerne Valley	Ca-18	300.00	Commercial	Commercial
Lucerne Valley	Herrod Rd	147.43	LV/RC	
Lucerne Valley	Hwy 18	116.23	RL-5	
Lucerne Valley	Hwy 247 & Cambria St	52.00	R/C	Commercial, Industrial
Lucerne Valley	33535 Rabbit Springs Rd	80.00	LV/RL	Commercial, Hold for Dev/Invest, SFD
Lucerne Valley	5811 SR 18	9,000.00		Commercial
Lucerne Valley	Sutter & Visalia Rd	93.48	R/L 5	Single Family Development
Lucerne Valley	Herrod Rd	160.00	LV/RC	
Lucerne Valley	6950 Meridian Rd	89.83	IC	Industrial
Lucerne Valley	Meridian Rd	170.82		
Lucerne Valley	SWC Randall Rd & Ross Ln	80.00	LV/RL-5	Hold for Investment
Lucerne Valley	Sante Fe Rd	1,140.00	LV/RL-5	
Ludlow	59725 Hwy 66	310.00	RC	
Newberry Springs	Hectorite Clay Mining Parcel	160.00		Commercial
Newberry Springs	Hwy 15 At Harvard	226.74	RC	
Newberry Springs	Cherokee St	120.00	RL	Hold for Investment
Newberry Springs	SWC Coyote Lake Rd & Carol Ann Dr	722.00	RL-40	Commercial, Hold for Dev/Invest, SFD
Newberry Springs	43915 E Dunn Rd	304.00		Commercial
Newberry Springs	Fort Cady Rd	148.37	RL	
Newberry Springs	Fort Cady Rd	163.69	RL	Hold for Investment
Newberry Springs	35705 Fremont Rd	80.00	RL-5	Hold for Investment
Newberry Springs	72 Hacienda Rd	251.25	CH	Sr Apts, Comml, Ind, SFD, Hold for Dev/Invest
Newberry Springs	3 Mi E/O Hwy 40	640.00		Comml, Ind, Hold for Dev/Invest
Newberry Springs	I-15 at Harvard Rd exit	155.00	RL, RC	Comml, GC/Driving Range, Mixed Use, Apts
Newberry Springs	I-15 at Harvard Rd exit	160.00	RL, RC	Comml, GC/Driving Range, Mixed Use, Apts
Newberry Springs	I-15 at Harvard Rd exit	116.94	RL, RC	Comml, GC/Driving Range, Mixed Use, Apts
Newberry Springs	I-15 at Harvard Rd exit	318.81	RL, RC	Comml, GC/Driving Range, Mixed Use, Apts
Newberry Springs	I-15 at Harvard Rd exit	111.01	RL, RC	Comml, GC/Driving Range, Mixed Use, Apts
Newberry Springs	Jeffery Lane & 1st St	160.00	RC	Hold for Investment, Open Space
Newberry Springs	National Trails Hwy	95.71	NA	
Newberry Springs	46923 Palo Verde Ln	150.00	RL-5	Commercial
Newberry Springs	Silver Valley Rd	160.00	RL	Hold for Investment
Newberry Springs	0 YERMO Rd	99.95		
Newberry Springs	Calico Blvd	332.92		
Newberry Springs	Fort Cady Rd	80.00	RL-5	Hold for Investment
Newberry Springs	Harvard Rd	63.00		Commercial
Newberry Springs	I-15 at Harvard Rd exit	180.24	RL-40	Commercial
Newberry Springs	I-15 at Harvard Rd exit	120.00	RL	Hold for Development, Hold for Investment
Newberry Springs	I-15 at Harvard Rd exit	80.00	RL/RC	Hold for Development, Hold for Investment
Newberry Springs	I-15 at Harvard Rd exit	77.86	RL	Hold for Development, Hold for Investment

**EXHIBIT IV-5  
MOJAVE RIVER VALLEY COMMERCIAL LAND PARCELS 50+ ACRES**

City	Property Address	Land Area (AC)	Zoning	Proposed Land Use
Newberry Springs	I-15 at Harvard Rd exit	120.00	RL	Commercial, Hold for Dev/Invest
Newberry Springs	I-15 at Harvard Rd exit	157.58	RL	Commercial, Hold for Dev/Invest
Newberry Springs	I-15 at Harvard Rd exit	60.00	RL	Hold for Development, Hold for Investment
Newberry Springs	I-15 at Harvard Rd exit	80.00	RL, RC	Comml, GC/Driving Range, Mixed Use, Apts
Newberry Springs	I-15 at Harvard Rd exit	480.18	RL, RC	Comml, GC/Driving Range, Mixed Use, Apts
Newberry Springs	Lani Kai Rd & Ord St	80.00	RL-5	Commercial
Newberry Springs	Mountain View	80.00	RL	Open Space
Newberry Springs	Newberry Rd, S/O Ntl Trails Hwy	160.00	RC	Commercial
Newberry Springs	Newberry Springs	480.00	RC	
Newberry Springs	State Hwy 40	157.61		Mixed Use
Oak Hills	11700 Aspen Rd	75.78	CIBP	Public Park
Oak Hills	Caliente Rd	83.43	RC/RR	Commercial, Single Family Development
Oak Hills	I-15 & Rancho Road	63.15	CCD	
Oro Grande	Dale Evans & I-15	292.00	RES	Commercial, Hold for Dev/Invest
Oro Grande	(West) State Hwy 15	62.68		
Phelan	Baldy Mesa Rd	79.55	RL	Commercial
Phelan	NWC Caughlin Rd & La Mesa	160.00	R-1	Commercial
Phelan	90-acres Hwy 138 & Beekley Rd	90.00	PH/SD-RES	Comml, Mixed Use, Medical, SFD, Hold for Dev
Phelan	Johnson Rd	61.00		
Phelan	Palmdale Rd	80.00	General Comml	Commercial
Phelan	5901 Palmdale Rd	80.00	PH/SD	Hotel, Ind, Mixed Use, Hold for Dev
Phelan	5950 Palmdale Rd	80.00		Commercial, Single Family Development
Phelan	NEC of Phelan Rd & Johnson Rd	58.77	Special Dev	Commercial, Single Family Development
Phelan	Phelan Rd	74.13		
Phelan	Sonora Rd	80.00	PH/RL-5	Commercial
Phelan	7637 US HWY 138	50.33	PH/SD-RES	
Phelan	White Rd	57.40		Hold for Development, Hold for Investment
Phelan	Duncan Rd & Buttemere Rd	128.50	PH/RL	
Pinon Hills	Phelan	100.00	PH/SD-RES	Comml, SFD, PUD, Mixed Use, Hold for Dev/Invest
Pinon Hills	Palmdale Rd	109.27		
San Bernardino	SW Fremont Peak Rd & Hoffman Rd	280.00	RC	Hold for Development
San Bernardino	NW Wild wash Rd	192.00		Commercial
Victorville	Colusa Rd , S/O Floreate Rd	80.00		
Victorville	Colusa Rd	160.00	Industrial	Distribution, Hold for Investment, Industrial, R&D
Victorville	NWC Colusa Rd & Topaz Rd	181.28	SP	
Victorville	El Evado Rd	72.19		
Victorville	Interstate 15 1	71.87	Comml/Retail	
Victorville	Mojave St	85.43		
Victorville	NWC Mojave Dr & Colbalt Rd	73.43	R1TB4	Apts, Sr Apts, Comml, SFD, Hold for Dev
Victorville	Palmdale Rd	55.05	C-2/PUD	
Victorville	Palmdale Rd	55.00	C-1	Commercial
Victorville	Palmdale Rd	55.05		Commercial
Victorville	SEC Palmdale Rd & Bellflower	58.71	C2 & R3	Commercial, MultiFamily
Victorville	SEC Palmdale Rd & Bellflower St	60.00	15-20 DU/acre	Commercial, Mixed Use
Victorville	E Phantom	158.00	Specific Plan	
Victorville	Quarry Rd Fronting I-15	72.20	RC	Commercial, SFD, Hold for Dev/Invest
Victorville	Stoddard Wells Rd	80.00		Industrial
Victorville	3 Stoddard Wells Rd	97.40	Mixed Use, Res	
Victorville	Air Base Rd & Village	196.81	C-M	
Victorville	11500 Amargosa Rd	90.00	C2T	
Victorville	D St	219.00	C-2, Victorville	
Victorville	Hwy 15	67.17	C4, Victorville	Hold for Development, Hold for Investment
Victorville	National Trails Hwy	287.72		Unknown
Victorville	SEC Baldy Mesa Rd & Mesa Rd	54.68	OH/RL	

**EXHIBIT IV-5  
MOJAVE RIVER VALLEY COMMERCIAL LAND PARCELS 50+ ACRES**

City	Property Address	Land Area (AC)	Zoning	Proposed Land Use
Victorville	N/O Verano Dr, W/O Old El Mirage Rd	160.00	RC	Commercial
<b>Victorville (23 Properties):</b>		<b>2,490.99</b>		
Yermo	Calico Rd & Hwy 15	592.00	RC	Casino, Commercial
Yermo	Field Rd	99.48		
Yermo	36191 Ghost Town Rd	103.02		Commercial, Hold for Dev/Invest
Yermo	Harvard Rd	226.74	Commercial	Commercial
Yermo	Mule Canyon Rd	790.00	5	Commercial, Mixed Use
Yermo	Yermo 640 acres	640.00		Hold for Investment
<b>TOTAL MOJAVE RIVER VALLEY COMM L SITES 50+ ACRES:</b>		<b>109,876.10 Acres</b>		
<b>(SUBTOTAL VICTOR VALLEY:)</b>		<b>26,777.44 Acres</b>		

**(Note: Victor Valley Parcels with I-15 Frontage)**

Source: Alfred Gobar Associates; CoStar



# Chapter V

## Industrial Market Assessment

Based on the rezoning request from commercial to industrial, the Consultants are providing a similar investigation of the Inland Empire and Mojave River Valley industrial markets. For additional perspective, this investigation begins with an evaluation of the Inland Empire's industrial market performance relative to the surrounding Southern California metro areas, the results of which are summarized below:

INDUSTRIAL MARKET COMPARISONS

Market	Vac Rate	Avail Rate	Rent/SF	Annual Rent Growth	Inventory SF	12 Mo Delivered SF	Under Constr SF	U/C % of Invent	12 Mo Net Absorp SF	Sale Price/SF	12 Mo Sales Vol Growth	Retail Cap Rate
Inland Emp	2.4%	5.6%	\$0.85	10.0%	691,647,035	18,991,400	28,167,491	4.1%	27,877,921	\$178	71.5%	4.5%
Los Angeles	2.2%	3.1%	\$1.22	6.4%	942,681,661	3,831,556	3,798,735	0.4%	11,241,262	\$285	28.6%	4.3%
Orange Co	2.6%	3.2%	\$1.28	6.1%	301,870,418	573,082	391,203	0.1%	2,873,375	\$278	40.3%	4.6%
San Diego	4.5%	5.9%	\$1.47	5.7%	203,315,449	4,608,533	3,122,191	1.5%	6,554,504	\$269	40.3%	5.3%
Ventura	2.5%	3.2%	\$1.03	4.0%	71,271,463	351,129	1,249,964	1.8%	1,890,298	\$173	83.5%	5.4%
<i>Ntl Index</i>	<i>4.9%</i>	<i>7.2%</i>	<i>\$0.78</i>	<i>5.8%</i>	-	-	-	<i>2.5%</i>	-	<i>\$124</i>	<i>10.9%</i>	<i>6.4%</i>

Source: Alfred Gobar Associates; CoStar

The above summary is testament to the overall strength of the Inland Empire's industrial market and the entire Southern California region, strongly out-performing the nation across the board. Comparing these statistics to the retail summary statistics provided at the start of Chapter IV also reveals the overall strength of the Inland Empire industrial market (along with each and every Southern California industrial market) relative to the corresponding performance of the corresponding retail markets.

Despite accounting for 66.3 percent of Southern California's 28,632,231 square feet of new industrial deliveries over the last 12 months and 76.0 percent of the 37,079,027 square feet of industrial facilities currently under construction throughout Southern California, the Inland Empire has been able to maintain a very competitive industrial vacancy rate (2.4 percent) and industrial availability rate (5.6 percent), each

well below the national rates of 4.9 percent and 7.2 percent, respectively. Major attributes of the Inland Empire's industrial market include competitive rental rates – 17.5 to 42.2 percent below surrounding markets – ongoing delivery of new product offering the features and amenities targeted by today's industrial users, and access to large development sites to facilitate the mega-warehouse/distribution/fulfillment centers. The most notable comparison between the industrial and retail markets of Southern California focuses on net absorption activity. Over the last 12 months, the five Southern California metro areas sustained a net loss of 726,801 square feet of retail space occupancy concurrent with a 50,729,237 square foot net gain in industrial space occupancy. In some instances, companies like Amazon are re-purposing vacated retail spaces for last-mile distribution centers, as these properties offer close proximity to local area residents to facilitate faster delivery times. Amazon recently acquired the former Walmart building on Bear Valley Road in the City of Victorville to convert it into a last-mile distribution center.

## **Inland Empire Industrial Overview**

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Exhibit V-1 provides a comprehensive summary of industrial market performance for the Inland Empire since 2000 along with projections going forward. Sub-5.0 percent industrial vacancy rates since 2017 are indicative of the strength of the Inland Empire's industrial market, despite in excess of 20.0 million square feet of industrial facilities under construction at any given time over the last seven years. Record high industrial rent growth witnessed for year-to-date 2021 (10.0 percent) is expected to continue through year-end (projected 2021 rent growth of 11.3 percent) to be followed by more modest rent growth over the next five years.

From a demand perspective, Oxford Economics is forecasting net industrial absorption activity to average 22.2 million square feet per year over the next five years, in contrast to retail net absorption projections of only 1.6 million square feet per year across the Inland Empire.

Exhibit V-2 provides identification of mega industrial facilities located throughout the Inland Empire, in this case, restricting the investigation to industrial buildings 500,000 square feet or larger. The results of this investigation identify a base of mega

industrial buildings on the order of 220.5 million square feet. Despite the recent completions of many of these buildings, the current availability rate is a very impressive 2.1 percent, highlighting strong demand for mega-sized buildings as companies try to consolidate to improve operational efficiencies and overall storage capacities. This low availability rate also highlights the frequent practice of preleasing these mega-sized buildings prior to completion.

Buildings in Exhibit V-2 are arrayed by submarket location, including a breakout of the six existing 500,000+ square foot industrial buildings that comprise the Mojave River Valley submarket. The six Mojave River Valley buildings collectively total 6,582,159 square feet or roughly 3.0 percent of the Inland Empire's base of mega-sized industrial buildings. The Town of Apple Valley accounts for two of the six buildings (a combined 2,850,000 square feet) with the remaining four buildings located in Victorville, the latter accounting for a combined 3,732,159 square feet. Notably absent from this investigation are mega-sized industrial buildings in the Cities of Hesperia, Adelanto and Barstow, the latter that much further removed from the Ports of Los Angeles and Long Beach although it does offer a major rail yard.

Exhibit V-3 provides a breakout of the volume and (submarket) location of 500,000+ square foot industrial facilities under construction, in planning or planned for development throughout the Inland Empire. The exhibit identifies 13 mega-sized industrial buildings that are either under construction or planned for development in the Mojave River Valley submarket, collectively totaling 13,273,380 square feet. The volume of space under construction and planned is more than double the submarket's existing supply of mega-sized industrial buildings – 6,582,159 square feet. This submarket's 14.3 percent share of mega-sized industrial buildings under constructed and planned throughout the Inland Empire far exceeds the 3.0 percent market share for mega-sized industrial buildings in place in the Mojave River Valley. These comparisons highlight the diminishing opportunities to construct mega-sized industrial buildings in the basin region of the Inland Empire, forcing developers to now seek opportunities in the High Desert area and, to a lesser extent, the Coachella Valley area. Of the 13 buildings identified as either under construction or planned for development across the submarket, 10 of the 13 buildings target locations in Victorville (a combined 10,041,340 square feet) in addition to three buildings within the new 200-acre Hesperia Commerce Center project, located just southwest of

Interstate 15 and Caliente Road. In addition to the three mega-sized buildings currently under construction – 1,227,600 square feet, 1,004,400 square feet and 1,000,000 square feet, the latter preleased by Amazon for one of their large item fulfillment centers – the project will also offer a 15-acre site targeted to smaller service-commercial type buildings, capitalizing on this area’s excellent access from Interstate 15 and Highway 395.. Notably absent from the list of mega-sized industrial buildings under construction and planned are buildings in Apple Valley, Adelanto or Barstow, the former continuing to lose market share in this strong product sector.

## **Mojave River Valley Industrial Overview**

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Exhibit V-4 provides a detailed summary of industrial trends specific to the Mojave River Valley submarket since 2000, including a forecast of market expectations going forward. This submarket currently accounts for 3.2 percent of the Inland Empire’s total industrial base with vacancy rates, availability rates and lease rates closely paralleling Inland Empire numbers. With isolated exceptions – most recently 2018 – this submarket has been challenged by the lack of new space deliveries, not only capping net absorption opportunities but also negating tenants’ access to new state of the art buildings offering the features and amenities targeted by today’s industrial tenants.

Over the last five and one-half years (including year-to-date 2021), this submarket has averaged just under 700,000 square feet of net absorption activity per year, roughly 3.6 times the average volume of retail net absorption activity over the last five and one-half years. Net absorption potential has been largely constrained by the small volume of industrial construction activity in place across the submarket, reporting a negligible 118,580 square feet of new development activity over the last two years. Going forward, Oxford Economics is forecasting net absorption activity for this submarket at an average pace of only 572,222 square feet per year, supposedly absent their knowledge of the six mega-sized industrial facilities totaling in excess of 6.0 million square feet recently under way, to be joined by an additional 7.0+ million square feet of planned and proposed buildings. On the assumption that large scale industrial development opportunities become increasingly scarce and/or price-prohibitive in the Inland Empire basin area, the Mojave River Valley offers tremendous opportunity to major developers and users, providing the area can

continue to offer large, competitively-priced industrial sites with utilities and zoning in place.

### Industrial Land Availability

Exhibit V-5 catalogs all the industrial-zoned land parcels 50 acres or larger available for development consideration across the Mojave River Valley submarket. The identified properties collectively represent 14,550.22 acres, roughly 13.0 percent of the comparative volume of commercial land parcels 50+ acres available across the Mojave River Valley. The four-city Victor Valley area accounts for only one-third of this industrial land availability, potentially challenging this area to remain competitive in the big box industrial market going forward. The representation of larger-sized industrial-zoned land parcels in the Victor Valley area is identified below:

#### Victor Valley 50+ Acre Industrial-Zoned Properties

City	Total Properties	Total Ind. Acreage	I-15 Frontage Properties	I-15 Frontage Ind. Acreage
Apple Valley	4	788.49	1	398.00
Adelanto	26	2,579.27	0	0.00
Hesperia	2	156.09	0	0.00
Victorville	<u>14</u>	<u>1,290.81</u>	<u>0</u>	<u>0.00</u>
<b>Victor Valley Totals:</b>	<b>46</b>	<b>4,814.66</b>	<b>1</b>	<b>398.00</b>

Source: Alfred Gobar Associates; CoStar

The most significant observations generated from these comparisons include the following:

- Apple Valley accounts for only four of the 46 large industrial land properties currently available throughout the Victor Valley area, including the only property with frontage along Interstate 15 – a 398.0 acre property located along the east side of Interstate 15 at the Wild Wash Road interchange in the far northerly region of Victor Valley.
- The cities of Adelanto and Victorville are positioning themselves to be major players in the Inland Empire’s big box industrial market over the near-/mid-

/long-term based on their zoning and General Plan policies that recognize the changing land use dynamics of the Inland Empire.

- It is likely that the City of Hesperia will experience an uptick in rezoning requests from commercial to industrial, as property owners attempt to reposition their land holdings to expand developer interest in their properties.

## **Subject Property Industrial SWOT Analysis**

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A similar discussion of the strengths and weaknesses of the subject 143 acres relative to industrial development opportunities is provided below, including identification of opportunities or potential threats to industrial development at the subject site location.

### **Property Strengths**

Strengths associated with the subject 143 acres relative to the development of larger scale industrial facilities include the following:

- The property offers approximately 1,650 feet of frontage along Interstate 15, providing excellent signage opportunities for companies cognizant of branding opportunities.
- The property offers direct interstate access via the I-15/Stoddard Wells Road full interchange in place, negating truck traffic along public thoroughfares, the majority not designed for safe and enduring truck traffic.
- The property is under one ownership, eliminating assemblage challenges.
- All utilities are stubbed to property with the exception of water.
- A planned Love's travel center planned adjacent to the subject property will create a synergistic use with trucks and drivers doing pickups or deliveries at the adjoining industrial properties.

- The ability to attract a major industrial developer to the subject property will facilitate access to much need capital to help front-load the expected \$12.0 million in infrastructure costs associated with a mandatory loop water system needed for water service to the subject property.
- Development of one or more large warehouse/distribution/fulfillment centers on the subject property will facilitate maximum building coverage while also providing an excellent buffer to Interstate 15 and the nearby Victorville Landfill. The isolated nature of the property, well-removed from residential development, will facilitate an opportunity for three shift fulfillment operations (traditionally a 22-hour operating period with a two-hour shut down for routine maintenance and repairs). This location could also support less-stringent yard screening requirements, while still maintaining a safe and secure operation.
- The rising popularity of on-line purchases which dramatically accelerated following the onslaught of the pandemic has created significant demand for a variety of large scale fulfillment centers similar to those operated by Amazon, Walmart, etc. The subject property location offers convenient linkages to the Ports of Los Angeles and Long Beach along with direct access to Interstate 15 (providing access to markets across the western and northern sections of the U.S), nearby access to Highway 395 (provides access to markets in eastern California and Nevada), Interstate 40 (providing access to markets extending east to North Carolina) and the BNSF rail yard in Barstow, all of which offer opportunities for the efficient movement of goods to locations across the U.S., including the local Victor Valley area.

### **Property Weaknesses**

Corresponding weaknesses associated with the development of the subject property for large scale industrial operations include the following:

- The lack of water service to the subject property will require water line extensions roughly 3.5 miles from the east and 3.5 miles from the south, collectively costing in excess of \$12.0 million, a major upfront infrastructure

cost hurdle that can only be resolved via the property's acquisition by a large and well-capitalized industrial developer.

### **Development Opportunities**

Opportunities associated with the development of one or more large scale industrial operations across the 143 acre subject property include the following:

- No land assemblage efforts required.
- The majority of utilities are extended to property.
- The capture of a prominent industrial developer at the subject property and ultimately the capture of one or more major companies will help facilitate additional recognition of the Apple Valley area along with increased developer interest and increased tenant interest in the area.
- The extension of two water lines extending roughly 3.5 miles to the east and 3.5 miles to the south will facilitate a tremendous opportunity to host a variety of new development opportunities in this area of Apple Valley, opportunities that would not exist without the costly extension of these water lines.
- The potential development of a new State Route 220 (aka the High Desert Corridor) along the Quarry Road/Johnson Road alignment including a new interchange at Interstate 15 will improve access to the site area, including markets to the west and east of the subject property. Inadequate funding sources could challenge the fruition of this project.

### **Development Threats**

A number of factors could threaten the successful development of the subject 143 acres relative to large scale industrial uses, the most significant of which are described below:

- The seemingly insatiable demand for mega-distribution/fulfillment centers throughout much of the Inland Empire is funneling up the I-15 corridor as developers either exhaust available development sites in the basin and/or land prices preclude profitable development opportunities. While the High



Desert area is in a position to compete for this new opportunity along with outlying markets like Banning-Beaumont and even Coachella Valley, it is crucial for cities to offer fast-track development opportunities that includes zoning in place, utilities in place, fast-track approvals and permitting, etc. Cities offering these benefits will be in a much stronger position to compete for this demand, demand that will ultimately diminish at some point in the future.

- The roughly \$12.0 million in in-front infrastructure costs to extend two water lines to the subject property will require a very large and well-capitalized industrial developer to facilitate development of this property.
- Of the nearly 5,000 acres of large (50+ acre) industrial-zoned properties available for development consideration in the Victor Valley area, only one property offers direct frontage along Interstate 15, a 398 acre property located at the far northerly periphery of Victor Valley. Exclusive of freeway frontage, industrial properties located in Victorville and Hesperia are more commonly associated with master planned industrial projects similar to the new Hesperia Commerce Center. The above totals exclude an additional 31,783 acres of identified commercial-zoned properties in the City of Barstow, many of which provide frontage along Interstate 15. There is no shortage of commercial-zoned properties in the High Desert area. The distribution-related advantages offered by the BNSF rail yard in Barstow and, to a much lesser extent, the Southern California Logistics Airport in the Victorville/Adelanto area, could dramatically expand each location's interest from industrial developers and tenants alike, particularly companies that rely more heavily on rail or air cargo operations.

**EXHIBIT V-1**  
**INLAND EMPIRE INDUSTRIAL MARKET TRENDS & FORECASTS**

Period	Inventory SF	Vac Rate	Avail Rate	Rent/SF	Annual Rent Growth	Under Constr SF	U/C % of Invent	12 Mo Net Absorp SF	Sale Price/SF	12 Mo Sales Vol Growth	Ind Cap Rate
2026	810,709,267	3.4%	-	\$1.09	2.5%	-	-	17,213,844	\$226	-	4.6%
2025	796,043,135	3.3%	-	\$1.07	2.8%	-	-	18,585,838	\$222	-	4.6%
2024	775,133,576	3.0%	-	\$1.04	3.7%	-	-	20,776,178	\$217	-	4.6%
2023	752,145,004	2.8%	-	\$1.01	5.6%	-	-	22,885,842	\$211	-	4.5%
2022	725,651,244	2.5%	-	\$0.95	7.9%	-	-	23,849,908	\$201	-	4.5%
21 EST	700,491,182	2.3%	-	\$0.88	11.3%	-	-	29,648,031	\$186	-	4.5%
21 YTD	691,647,035	2.4%	5.5%	\$0.85	10.0%	28,167,491	4.1%	27,877,921	\$178	56.5%	4.5%
2020	679,240,236	3.7%	5.4%	\$0.79	6.6%	20,181,644	3.0%	24,775,207	\$161	-35.0%	4.6%
2019	659,469,805	4.5%	6.1%	\$0.74	7.4%	23,870,413	3.6%	24,908,865	\$147	1.2%	4.7%
2018	634,434,603	4.7%	6.9%	\$0.69	8.7%	27,482,509	4.3%	27,100,259	\$135	53.4%	4.8%
2017	609,240,454	5.2%	7.5%	\$0.64	9.4%	23,438,489	3.8%	16,972,338	\$120	31.1%	5.0%
2016	584,399,375	4.1%	7.6%	\$0.58	10.0%	22,710,250	3.9%	24,464,580	\$110	-20.2%	5.1%
2015	565,366,525	5.3%	8.5%	\$0.53	9.3%	20,141,304	3.6%	19,679,387	\$98	72.1%	5.3%
2014	544,131,793	5.2%	9.0%	\$0.48	7.9%	18,391,952	3.4%	20,399,014	\$86	-1.9%	5.7%
2013	523,224,450	5.3%	9.6%	\$0.45	5.7%	17,809,254	3.4%	18,023,522	\$77	70.4%	5.9%
2012	513,235,940	7.0%	10.6%	\$0.42	2.7%	8,807,581	1.7%	6,584,924	\$72	-22.6%	6.1%
2011	507,465,988	7.2%	11.9%	\$0.41	-0.2%	4,512,497	0.9%	16,495,326	\$68	4.3%	6.3%
2010	505,135,064	10.0%	13.9%	\$0.41	-4.9%	2,470,331	0.5%	11,218,441	\$66	72.0%	6.5%
2009	504,558,822	12.2%	16.4%	\$0.44	-8.9%	1,814,765	0.4%	926,484	\$65	-49.8%	6.7%
2008	496,093,257	10.8%	14.6%	\$0.48	-3.9%	7,915,755	1.6%	3,489,054	\$73	4.7%	6.3%
2007	470,982,072	6.8%	11.1%	\$0.50	2.0%	22,181,838	4.7%	27,641,110	\$86	-14.8%	5.6%
2006	445,050,039	7.6%	9.6%	\$0.49	4.6%	23,143,214	5.2%	23,236,430	\$82	21.8%	5.7%
2005	412,001,192	5.8%	8.3%	\$0.47	4.9%	26,028,269	6.3%	20,079,256	\$73	13.9%	6.1%
2004	388,245,026	5.3%	-	\$0.44	5.0%	19,737,991	5.1%	20,455,411	\$65	20.0%	6.5%
2003	370,783,245	6.3%	-	\$0.42	3.9%	14,216,465	3.8%	16,488,654	\$57	37.8%	7.0%
2002	355,562,437	6.9%	-	\$0.41	2.4%	11,855,237	3.3%	14,135,061	\$49	29.7%	7.7%
2001	340,585,639	7.0%	-	\$0.40	3.9%	12,032,747	3.5%	16,880,657	\$45	12.2%	8.0%
2000	316,942,339	5.4%	-	\$0.38	-	21,732,795	6.9%	18,205,231	\$41	24.3%	8.2%

Source: Alfred Gobar Associates; CoStar; Oxford Economics

**EXHIBIT V-2**  
**INLAND EMPIRE 500,000+ SF INDUSTRIAL IN PLACE**

Submarket Name	Co Name	City	Property Address	RBA	Year Built	Land Area (AC)	Land Area (SF)	Zoning
Airport Area	SB	Fontana	10681 Production Ave	1,101,840	2006	45.92	2,000,275	
Airport Area	SB	Ontario	5540 4th St	504,530	2000			
Airport Area	SB	Rancho Cucamonga	12434 4th St	1,431,000	1984	91.39	3,980,948	GI
Airport Area	SB	Rancho Cucamonga	10299-10311 6th St	841,325	2005	38.00	1,655,280	IP
Airport Area	SB	Ontario	5600 E Airport Dr	1,631,743	1986	94.22	4,104,223	IH
Airport Area	SB	Ontario	5170 S Archibald Ave	1,000,930	2021	49.65	2,162,754	M-1
Airport Area	SB	Rancho Cucamonga	12400 Arrow Rt	611,573	2019	28.00	1,219,680	
Airport Area	SB	Rancho Cucamonga	12521 Arrow Rte	555,664	2015	26.17	1,140,004	
Airport Area	SB	Fontana	9774 Calabash Ave	591,020	2006	27.45	1,195,722	
Airport Area	SB	Fontana	9950 Calabash Ave	528,320	2005	26.00	1,132,560	IR
Airport Area	SB	Fontana	10288 Calabash Ave	574,080	2008	24.87	1,083,215	IC
Airport Area	SB	Ontario	5051 Carpenter Ave	1,197,339	2020	55.98	2,438,489	Industrial
Airport Area	SB	Ontario	5331 S Carpenter Ave	589,012	2020	30.87	1,344,697	
Airport Area	SB	Fontana	11188 Citrus Ave	639,473	2015	27.53	1,199,207	
Airport Area	SB	Fontana	11281 Citrus Ave	1,003,570	2017	25.83	1,125,155	
Airport Area	SB	Ontario	951 Etiwanda Ave	667,420	2010	59.08	2,573,525	C2
Airport Area	SB	Rancho Cucamonga	8728 Etiwanda Ave	1,034,282	2015	48.68	2,120,470	
Airport Area	SB	Fontana	11101 Etiwanda Ave	611,968	2006	26.91	1,172,200	I-G
Airport Area	SB	Ontario	5750 Francis St	800,526	2014	33.88	1,475,813	M3/VI
Airport Area	SB	Ontario	3510 E Francis Ave	561,921	2008	26.49	1,153,852	C2
Airport Area	SB	Ontario	3551 E Francis St	644,462	2000	28.44	1,238,846	RI
Airport Area	SB	Ontario	4060 E Francis St	680,925	2008	30.29	1,319,432	SP-RI
Airport Area	SB	Ontario	4061 E Francis St	500,000	2001	20.87	909,097	
Airport Area	SB	Ontario	1505 S Haven Ave	732,612	2001	30.50	1,328,580	
Airport Area	SB	Ontario	2001 S Hellman Ave	750,000	2006	30.00	1,306,800	
Airport Area	SB	Ontario	4810 S Hellman Ave	1,180,908	2020	51.80	2,256,408	
Airport Area	SB	Rancho Cucamonga	9333 Hermosa Ave	573,000	2002	23.38	1,018,433	GI
Airport Area	SB	Ontario	1460 S Hofer Ranch Rd	656,040	2008	28.47	1,240,153	SP
Airport Area	SB	Ontario	2104 Jay St	573,266	2016	32.33	1,408,295	
Airport Area	SB	Ontario	2053 E Jay St	553,136	2017	24.57	1,070,269	
Airport Area	SB	Fontana	13052 Jurupa Ave	827,560	2003	23.10	1,006,236	M2
Airport Area	SB	Fontana	15750 Jurupa Ave	967,200	2016	39.96	1,740,658	
Airport Area	SB	Fontana	16270 Jurupa Ave	630,784	2017	42.97	1,871,773	
Airport Area	SB	Ontario	2825 Jurupa St	612,104	2013	28.37	1,235,797	
Airport Area	SB	Ontario	3140 Jurupa St	632,204	1992	88.64	3,861,159	
Airport Area	SB	Ontario	2950 E Jurupa Ave	750,000	1998	32.25	1,404,810	
Airport Area	SB	Ontario	2900 E Jurupa St	710,526	1998	31.58	1,375,625	SP
Airport Area	SB	Fontana	9211 Kaiser Way	830,000	2002	38.20	1,663,774	KC/SP
Airport Area	SB	Fontana	9415 Kaiser Way	544,717	2005	23.27	1,013,641	KC/SP
Airport Area	SB	Ontario	1151 S Mildred St	857,182	2002	35.66	1,553,175	M2
Airport Area	SB	Fontana	14750 Miller Ave	1,500,000	1980	74.36	3,239,122	
Airport Area	SB	Ontario	4000 E Mission Blvd	923,083	1998	48.34	2,105,690	
Airport Area	SB	Ontario	4100 E Mission Blvd	760,158	2000	33.47	1,457,953	
Airport Area	SB	Fontana	11618 Mulberry Ave	633,953	1998	33.20	1,446,192	M1
Airport Area	SB	Fontana	10985 Oleander Ave	508,002	2021	19.84	864,235	
Airport Area	SB	Fontana	11263 Oleander Ave	615,971	2019	53.50	2,330,460	
Airport Area	SB	Ontario	5125 Ontario Mills Pky	520,161	2013	24.80	1,080,288	
Airport Area	SB	Ontario	3000 E Philadelphia St	991,110	1999	37.73	1,643,519	SP
Airport Area	SB	Ontario	3655 E Philadelphia St	741,458	2001	30.98	1,349,489	SP

**EXHIBIT V-2**  
**INLAND EMPIRE 500,000+ SF INDUSTRIAL IN PLACE**

Submarket Name	Co Name	City	Property Address	RBA	Year Built	Land Area (AC)	Land Area (SF)	Zoning
Airport Area	SB	Ontario	4551 E Philadelphia St	580,000	1989	42.64	1,857,198	
Airport Area	SB	Ontario	5691 E Philadelphia St	802,201	1995	34.83	1,517,194	
Airport Area	SB	Ontario	2285 S Ponderosa Ave	610,944	2000	28.62	1,246,687	SP
Airport Area	SB	Fontana	10545 Production Ave	1,101,840	2006	45.90	1,999,404	
Airport Area	SB	Fontana	10825 Production Ave	753,170	2006	29.80	1,298,088	Ind, Fontana
Airport Area	SB	Ontario	853 Qvc Way	1,061,735	2016	41.78	1,819,937	
Airport Area	SB	Ontario	2221 E Remington Ave	700,280	2020	33.17	1,444,885	SP-AG
Airport Area	SB	Ontario	1900 S Rochester Ave	506,436	2006	21.04	916,502	M-3; Ontario
Airport Area	SB	Fontana	13053 San Bernardino Ave	616,551	2004	26.20	1,141,272	KC/SP
Airport Area	SB	Fontana	13230 San Bernardino Ave	872,380	2002	38.97	1,697,533	KC/SP
Airport Area	SB	Fontana	13277 San Bernardino Ave	577,905	2003	26.20	1,141,272	KC/SP
Airport Area	SB	Fontana	13423-13473 Santa Ana Ave	819,004	2000	35.82	1,560,319	M2G
Airport Area	SB	Ontario	5650-5685 E Santa Ana St	615,640	2014	29.09	1,267,160	
Airport Area	SB	Ontario	5400 Shea Center Dr	623,630	2001	27.55	1,200,078	
Airport Area	SB	Fontana	5565 Sierra Ave	745,394	2015	40.51	1,764,616	RMU
Airport Area	SB	Fontana	5885 Sierra Ave	752,664	2016	37.19	1,619,996	RMU
Airport Area	SB	Fontana	6101 Sierra Ave	597,818	2017	27.45	1,195,722	
Airport Area	SB	Fontana	13032 Slover Ave	671,557	2017	30.79	1,341,212	M2
Airport Area	SB	Fontana	8375 Sultana Ave	700,712	2015	34.91	1,520,680	
Airport Area	SB	Ontario	1425 Toyota Way	750,000	1995	93.45	4,070,682	
Airport Area	SB	Fontana	9687 Transportation Way	856,906	2005	39.25	1,709,730	KC/SP
Airport Area	SB	Fontana	13479 Valley Blvd	600,080	2003	32.43	1,412,651	KC/SP
Airport Area	SB	Fontana	13550 Valley Blvd	757,976	2004	36.06	1,570,774	M-2
Airport Area	SB	Ontario	751-851 Vintage Ave	526,408	1998	25.38	1,105,553	
Airport Area	SB	Ontario	1015 S Vintage Ave	572,500	1980	31.87	1,388,257	VI
Airport Area	SB	Ontario	2151 S Vintage Ave	766,235	1991	30.34	1,321,610	VI
Airport Area	SB	Fontana	14000 San Bernardino Ave	3,973,557		358.28	15,606,460	
Beaumont/Hemet	Riv	Beaumont	1010 W 4th St	2,560,000	2019	44.57	1,941,469	SPA
Beaumont/Hemet	Riv	Beaumont	630 Nicholas Rd	600,000	2013	30.81	1,342,084	M
Beaumont/Hemet	Riv	Beaumont	1020 Prosperity Way	720,000	2017	39.09	1,702,760	SPA
<b>Beaumont/Hemet</b>				<b>3,880,000</b>				
Chino/Chino Hills	SB	Chino	16380 Euclid Ave	522,267	2014	12.90	561,924	M-2
Chino/Chino Hills	SB	Chino	16300 Fern Ave	779,052	2014	39.05	1,701,018	M-2
Chino/Chino Hills	SB	Chino	16388 Fern Ave	658,756	2014	15.12	658,627	M-2
Chino/Chino Hills	SB	Chino	15020 Flight Ave	503,000	2021	74.40	3,240,864	LI
Chino/Chino Hills	SB	Chino	15065 Flight Ave	503,160	2015	25.42	1,107,413	
Chino/Chino Hills	SB	Chino	15207 Flight Ave	600,140	2015	30.64	1,334,526	
Chino/Chino Hills	SB	Chino	6720 Kimball Ave	1,434,000	2018	69.61	3,032,212	
Chino/Chino Hills	SB	Chino	6750 Kimball Ave	1,219,500	2015	215.74	9,397,848	
Chino/Chino Hills	SB	Chino	8985 Merrill Ave	725,160	2017	37.02	1,612,526	
Chino/Chino Hills	SB	Chino	15785 Mountain Ave	502,065	2014	24.52	1,067,969	
Chino/Chino Hills	SB	Chino	16045-16125 Mountain Ave	1,002,307	2004	46.34	2,018,570	
Chino/Chino Hills	SB	Chino	14101-14395 Pipeline Ave	600,000	1999	28.35	1,234,926	L1
Chino/Chino Hills	SB	Chino	8975 Remington Ave	565,925	2020	34.00	1,481,040	I
Chino/Chino Hills	SB	Chino	15710 San Antonio Ave	549,195	2004	25.12	1,094,227	M-2; Chino
Chino/Chino Hills	SB	Chino	15835 San Antonio Ave	534,404	2002	24.50	1,067,220	M-2

**EXHIBIT V-2**  
**INLAND EMPIRE 500,000+ SF INDUSTRIAL IN PLACE**

Submarket Name	Co Name	City	Property Address	RBA	Year Built	Land Area (AC)	Land Area (SF)	Zoning
Chino/Chino Hills	SB	Chino	15097 Van Vliet Ave	505,735	2020	25.53	1,112,204	
Chino/Chino Hills	SB	Chino	15245 Van Vliet Ave	605,735	2018	30.64	1,334,678	
Coachella Valley	Riv	-	-	-	-	-	-	-
Corona/Eastvale	Riv	Corona	150 S Maple St	615,831	1969	60.00	2,613,600	
Mojave River Valley	SB	Victorville	18180 Gateway Dr	854,482	2010	54.08	2,355,688	
Mojave River Valley	SB	Victorville	13133 Innovation Way	1,000,010	2008	45.80	1,995,048	SP1-92
Mojave River Valley	SB	Apple Valley	21101 Johnson Rd	1,500,000	2004	225.42	9,819,295	
Mojave River Valley	SB	Apple Valley	18880 Navajo Rd	1,350,000	2019	106.00	4,617,360	S-P
Mojave River Valley	SB	Victorville	17182 Nevada St	1,050,667	2008	52.30	2,278,188	SP
Mojave River Valley	SB	Victorville	17477 Nisqualli Rd	827,000	2001	40.24	1,752,854	M-2T; Victorville
<b>Mojave River Valley</b>				<b>6,582,159</b>				
Moreno Valley/Perris	Riv	Riverside	14600 Innovation Dr	601,246	2013	26.95	1,173,942	W-2
Moreno Valley/Perris	Riv	Moreno Valley	12661 Aldi Pl	800,430	2015	51.76	2,254,666	BP
Moreno Valley/Perris	Riv	Riverside	2677 Alessandro Blvd	709,081	2020	39.42	1,717,135	W-2
Moreno Valley/Perris	Riv	Riverside	14063 Brown St	598,190	2020	29.40	1,280,694	I-P
Moreno Valley/Perris	Riv	Riverside	21600 Cactus Ave	889,445	2019	83.98	3,658,169	W-2
Moreno Valley/Perris	Riv	Moreno Valley	22750 Cactus Ave	522,772	2012	26.26	1,143,886	LI/BPX
Moreno Valley/Perris	Riv	Moreno Valley	23360 Cactus Ave	501,430	2014	51.49	2,242,694	LI
Moreno Valley/Perris	Riv	Moreno Valley	23400 Cactus Ave	601,810	2017	27.88	1,214,287	LI
Moreno Valley/Perris	Riv	Moreno Valley	23400 Cactus Ave	779,016	2007	59.06	2,572,654	LI
Moreno Valley/Perris	Riv	Moreno Valley	23700 Cactus Ave	532,926	2007	24.37	1,061,557	IND
Moreno Valley/Perris	Riv	Moreno Valley	16110 Cosmos St	1,472,184	2014	74.88	3,261,773	SP 208
Moreno Valley/Perris	Riv	Riverside	1500 Eastridge Ave	936,523		44.28	1,928,836	
Moreno Valley/Perris	Riv	Moreno Valley	28020 Eucalyptus Ave	779,233	2018	38.56	1,679,460	
Moreno Valley/Perris	Riv	Moreno Valley	29800 Eucalyptus Ave	1,820,457	2011	107.68	4,690,541	
Moreno Valley/Perris	Riv	Moreno Valley	22150 Goldencrest Dr	613,174	2006	27.71	1,207,048	BP
Moreno Valley/Perris	Riv	Perris	22722 Harley Knox Blvd	753,230	2018	36.40	1,585,584	
Moreno Valley/Perris	Riv	Perris	18810 Harvill Ave	600,000	2019	13.77	599,821	SP
Moreno Valley/Perris	Riv	Moreno Valley	16850 Heacock St	756,340	2006	33.63	1,464,823	SP-208
Moreno Valley/Perris	Riv	Perris	3300 Indian Ave	1,224,874	2017	59.00	2,570,040	A1
Moreno Valley/Perris	Riv	Perris	3404 Indian Ave	1,300,000	2003	83.28	3,627,677	A110
Moreno Valley/Perris	Riv	Perris	3500 Indian Ave	783,407	2015	37.00	1,611,720	A1
Moreno Valley/Perris	Riv	Perris	3700 Indian Ave	1,309,754	2009	57.79	2,517,332	LI
Moreno Valley/Perris	Riv	Perris	3900 Indian Ave	579,708	2014	28.80	1,254,528	LI
Moreno Valley/Perris	Riv	Perris	3984 Indian Ave	1,250,000	2001	3.96	172,497	
Moreno Valley/Perris	Riv	Perris	4323 Indian Ave	656,695	2019	30.70	1,337,292	
Moreno Valley/Perris	Riv	Perris	4120 Indian St	1,133,382	2016	47.61	2,073,892	LI
Moreno Valley/Perris	Riv	Moreno Valley	24101 Iris Ave	1,103,003	2016	47.64	2,075,198	A205
Moreno Valley/Perris	Riv	Riverside	20800 Krameria Ave	503,125	2020	14.00	609,840	Foreign Trade
Moreno Valley/Perris	Riv	Riverside	20801 Krameria Ave	1,000,000	2018	48.02	2,091,882	Foreign Trade
Moreno Valley/Perris	Riv	Riverside	20901 Krameria Ave	1,000,000	2017	48.04	2,092,622	Foreign Trade
Moreno Valley/Perris	Riv	Riverside	6275 Lance Dr	1,012,995	2019	52.00	2,265,120	industrial
Moreno Valley/Perris	Riv	Perris	350 W Markham St	900,000	2014	80.02	3,485,671	LI
Moreno Valley/Perris	Riv	March ARB	14950 Meridian Pky	682,800	2007	55.01	2,396,236	W-2

**EXHIBIT V-2  
INLAND EMPIRE 500,000+ SF INDUSTRIAL IN PLACE**

Submarket Name	Co Name	City	Property Address	RBA	Year Built	Land Area (AC)	Land Area (SF)	Zoning
Moreno Valley/Perris	Riv	Perris	657 Nance St	864,000	2017	43.00	1,873,080	
Moreno Valley/Perris	Riv	Moreno Valley	24300 Nandina Ave	769,320	2012	35.01	1,525,036	SP 208 I
Moreno Valley/Perris	Riv	Moreno Valley	24385 Nandina Ave	1,387,899	2018	53.38	2,325,233	RA
Moreno Valley/Perris	Riv	Moreno Valley	24870 Nandina Ave	691,960	2012	37.45	1,631,322	
Moreno Valley/Perris	Riv	Perris	17789 Old Oleander Blvd	677,909	2013	33.98	1,480,169	SP
Moreno Valley/Perris	Riv	Riverside	22000 Opportunity Way	503,592	2018	26.93	1,173,071	FTZ No. 24
Moreno Valley/Perris	Riv	Perris	4413 Patterson Ave	912,338	2019	41.80	1,820,808	LI
Moreno Valley/Perris	Riv	Perris	4501 Patterson Ave	800,218	2020	38.83	1,691,435	
Moreno Valley/Perris	Riv	Moreno Valley	17100 Perris Blvd	555,670	2014	28.26	1,231,006	G1
Moreno Valley/Perris	Riv	Moreno Valley	17350 Perris Blvd	1,109,378	2018	50.95	2,219,382	
Moreno Valley/Perris	Riv	Moreno Valley	17791 Perris Blvd	1,530,944	2014	71.29	3,105,392	
Moreno Valley/Perris	Riv	Moreno Valley	17800 Perris Blvd	1,300,000	2005	58.59	2,552,224	106, Mo Valley
Moreno Valley/Perris	Riv	Perris	3691 N Perris Blvd	1,686,590	2007	83.52	3,638,131	N/A
Moreno Valley/Perris	Riv	Perris	4378 N Perris Blvd	698,274	2012	36.74	1,600,394	LI
Moreno Valley/Perris	Riv	Moreno Valley	17500 N Perris Blvd	670,000	2003	95.00	4,138,200	
Moreno Valley/Perris	Riv	Perris	4375 N Perris St	1,008,646	2020	46.00	2,003,760	RA025
Moreno Valley/Perris	Riv	Perris	3350 Redlands Ave	643,263	2020	30.68	1,336,421	
Moreno Valley/Perris	Riv	Perris	4555 Redlands Ave	599,113	2017	32.45	1,413,635	
Moreno Valley/Perris	Riv	Perris	4565 Redlands Ave	1,008,000	2015	55.53	2,418,769	
Moreno Valley/Perris	Riv	Riverside	7295 San Gorgonio Dr	582,772	2014	30.23	1,316,819	BMP
Moreno Valley/Perris	Riv	Moreno Valley	24103 San Michele Rd	739,903	2018	36.88	1,606,493	SP-208
Moreno Valley/Perris	Riv	Moreno Valley	24208 San Michele Rd	1,254,620	2014	75.00	3,267,000	SP-208
Moreno Valley/Perris	Riv	Riverside	6125 Sycamore Canyon Blvd	1,000,000	2005	44.81	1,951,924	MP, Riverside
Moreno Valley/Perris	Riv	Perris	4100 N Webster Ave	1,039,898	2018	47.03	2,048,627	
Moreno Valley/Perris	Riv	Riverside	21800 Authority Way	620,000	2019	32.50	1,415,700	Industrial
Moreno Valley/Perris	Riv	Moreno Valley	24405 Krameria St	1,331,763	2020	30.57	1,331,629	I
Redlands/Loma Linda	SB	Redlands	9180 Alabama St	1,079,236	2021	33.65	1,465,794	EV/IR
Redlands/Loma Linda	SB	Redlands	9889 Almond Ave	614,328	2017	27.90	1,215,324	
Redlands/Loma Linda	SB	Redlands	1300 California St	771,839	2015	35.58	1,549,865	
Redlands/Loma Linda	SB	Redlands	1651 California St	1,313,470	2007	60.31	2,627,016	CP2
Redlands/Loma Linda	SB	Redlands	9425 California St	784,280	2006	34.58	1,506,305	EV/SD-COM
Redlands/Loma Linda	SB	Redlands	2185 Lugonia Ave	500,602	2016	23.40	1,019,304	
Redlands/Loma Linda	SB	Redlands	2250 W Lugonia Ave	1,013,331	2015	50.53	2,201,087	
Redlands/Loma Linda	SB	Redlands	1895 Marigold Ave	699,350	2006	32.11	1,398,712	CP2, Redlands
Redlands/Loma Linda	SB	Redlands	1950 Palmetto Ave	809,338	2015	37.19	1,619,996	CP-2
Redlands/Loma Linda	SB	Redlands	26881 Palmetto Ave	585,064	2006	26.89	1,171,328	EV/SD
Redlands/Loma Linda	SB	Redlands	26635 Pioneer Ave	616,542	2011	25.76	1,121,953	EV/SD
Redlands/Loma Linda	SB	Redlands	26875 Pioneer Ave	517,346	2009	25.76	1,121,953	M2
Redlands/Loma Linda	SB	Redlands	27223 Pioneer Ave	600,306	2007	27.46	1,195,966	EV/SD
Redlands/Loma Linda	SB	Redlands	27517 Pioneer Ave	777,620	2015	38.00	1,655,280	
Redlands/Loma Linda	SB	Redlands	27582 Pioneer Ave	801,126	2013	36.03	1,569,467	EV/IR
Redlands/Loma Linda	SB	Redlands	27352 River Bluff Ave	714,538	2009	56.66	2,468,110	EV/IR
Redlands/Loma Linda	SB	Redlands	27573 River Bluff Ave	542,977	2017	27.07	1,179,169	
Redlands/Loma Linda	SB	Redlands	2125 San Bernardino Ave	704,115	2013	33.53	1,460,598	
Redlands/Loma Linda	SB	Redlands	26597 San Bernardino Ave	557,213	2012	26.07	1,135,496	
Redlands/Loma Linda	SB	Redlands	27334 San Bernardino Ave	593,563	2016	27.54	1,199,817	EV/CG
Redlands/Loma Linda	SB	Redlands	2300 W San Bernardino Ave	575,457	2001	31.00	1,350,360	CP-2
Redlands/Loma Linda	SB	Redlands	2301 W San Bernardino Ave	983,986	2003	46.00	2,003,760	CP1, Redlands
Redlands/Loma Linda	SB	Redlands	2501 W San Bernardino Ave	683,406	2005	31.38	1,366,913	CP-1

**EXHIBIT V-2  
INLAND EMPIRE 500,000+ SF INDUSTRIAL IN PLACE**

Submarket Name	Co Name	City	Property Address	RBA	Year Built	Land Area (AC)	Land Area (SF)	Zoning
Riverside	Riv	Riverside	8200 Arlington Ave	1,100,000	1953	76.00	3,310,560	
Riverside	Riv	Jurupa Valley	11310 Cantu Galleano Ranch Rd	683,200	2006	31.10	1,354,716	M-SC
Riverside	Riv	Riverside	490 Columbia Ave	1,009,092	2018	48.61	2,117,451	BMP
Riverside	Riv	Riverside	1001 Columbia Ave	507,000	2011	25.35	1,104,246	BMP
Riverside	Riv	Jurupa Valley	3251 De Forest St	679,077	1995	30.13	1,312,462	M-M
Riverside	Riv	Jurupa Valley	3355 Dulles Dr	532,000	1995	34.11	1,485,832	M-M
Riverside	Riv	Jurupa Valley	3450 Dulles Dr	814,186	1995	40.00	1,742,400	M-M
Riverside	Riv	Eastvale	4950 Goodman Way	1,007,705	2018	32.86	1,431,382	sp
Riverside	Riv	Eastvale	5250 Goodman Way	1,033,192	2016	47.67	2,076,505	SP ZONE
Riverside	Riv	Eastvale	4100 Hamner Ave	901,662	2001	33.87	1,475,377	I-P
Riverside	Riv	Eastvale	4250 Hamner Ave	755,137	1998	31.62	1,377,367	M2, Mira Loma
Riverside	Riv	Jurupa Valley	11640 Harrell St	886,055	1999	41.72	1,817,323	LI
Riverside	Riv	Eastvale	12455 Harvest Dr	565,598	2004	27.97	1,218,373	M-SC
Riverside	Riv	Jurupa Valley	11100 Iberia St	517,903	2021	24.42	1,063,735	
Riverside	Riv	Jurupa Valley	11200 Iberia St	606,112	2020	28.72	1,251,043	
Riverside	Riv	Jurupa Valley	11905 Landon Dr	645,311	2007	27.33	1,190,495	I-P
Riverside	Riv	Jurupa Valley	11991 Landon Dr	765,456	2005	124.00	5,401,440	I-P, County
Riverside	Riv	Riverside	7809 Lincoln Ave	625,000	1980	30.00	1,306,800	MP
Riverside	Riv	Eastvale	12510 Micro	802,645	2001	36.00	1,568,160	M-SC
Riverside	Riv	Mira Loma	3100 Milliken Ave	760,829	2000	42.77	1,863,061	M-M
Riverside	Riv	Jurupa Valley	11280 Riverside Dr	527,500	1996	27.84	1,212,710	MM
Riverside	Riv	Jurupa Valley	11600 Riverside Dr	543,696		29.96	1,305,057	M-SC
Riverside	Riv	Jurupa Valley	11850 Riverside Dr	656,661	2000	26.97	1,174,813	I-P
Riverside	Riv	Jurupa Valley	11900 Riverside Dr	650,451	2000	25.54	1,112,522	M2
Riverside	Riv	Eastvale	12300 Riverside Dr	557,500	1998	26.77	1,166,101	I-P
Riverside	Riv	Jurupa Valley	3155 Universe Dr	606,925	1998	25.50	1,110,780	M-M
Riverside	Riv	Jurupa Valley	11650 Venture Dr	1,126,530	2000	62.81	2,736,004	M-M
San Bernardino	SB	Bloomington	12050 Agua Mansa Rd	505,906	2019	30.64	1,334,678	M1
San Bernardino	SB	Rialto	1221 Alder Ave	702,668	2017	32.07	1,396,969	R-1
San Bernardino	SB	Rialto	1401 Alder Ave	520,800	2016	35.67	1,553,785	SP
San Bernardino	SB	Rialto	2225 Alder Ave	630,200	2016	32.46	1,413,958	
San Bernardino	SB	Rialto	3105-3110 N Alder Ave	1,600,000	2006	116.67	5,082,145	
San Bernardino	SB	Rialto	3110 N Alder Ave	1,500,000	2006	112.47	4,899,193	
San Bernardino	SB	San Bernardino	701 S Arrowhead Ave	592,710	2014	31.64	1,378,238	
San Bernardino	SB	Colton	1601 Ashley Way	851,880	2001	42.20	1,838,232	PC, Colton
San Bernardino	SB	Rialto	1686 W Base Line Rd	758,940	2016	35.17	1,532,005	
San Bernardino	SB	Rialto	1710 W Base Line Rd	718,025	2014	38.34	1,670,073	RSP
San Bernardino	SB	Rialto	450 S Cactus Ave	500,000	1999	46.82	2,039,305	
San Bernardino	SB	Bloomington	3388 S Cactus Ave	615,310	2020	65.30	2,844,468	M1
San Bernardino	SB	Bloomington	3520 S Cactus Ave	1,264,102	2019	31.54	1,373,882	
San Bernardino	SB	San Bernardino	6207 Cajon Blvd	830,750	2014	35.27	1,536,361	
San Bernardino	SB	San Bernardino	6227 Cajon Blvd	806,322	2015	41.14	1,792,058	SP-Calmat
San Bernardino	SB	San Bernardino	7010 N Cajon Blvd	730,455	2008	29.22	1,272,823	GH/SP
San Bernardino	SB	San Bernardino	7140 N Cajon Blvd	671,913	2008	33.77	1,471,021	GH/SP
San Bernardino	SB	Bloomington	11260 Cedar Ave	677,280	2018	34.54	1,504,562	BL/RS-1-AA
San Bernardino	SB	Rialto	120 S Cedar Ave	715,433	2006	32.41	1,411,780	M2
San Bernardino	SB	San Bernardino	786 E Central Ave	913,726	2006	20.00	871,200	
San Bernardino	SB	San Bernardino	825 E Central Ave	970,075	2008	4.42	192,535	IL
San Bernardino	SB	San Bernardino	1910 E Central Ave	951,660	2012	47.90	2,086,403	PF

**EXHIBIT V-2  
INLAND EMPIRE 500,000+ SF INDUSTRIAL IN PLACE**

Submarket Name	Co Name	City	Property Address	RBA	Year Built	Land Area (AC)	Land Area (SF)	Zoning
San Bernardino	SB	San Bernardino	17335 Glen Helen Pky	604,029	2012	29.51	1,285,493	
San Bernardino	SB	San Bernardino	1456 E Harry Sheppard Blvd	1,200,000	2004	58.00	2,526,480	
San Bernardino	SB	Riverside	12215 Holly St	750,579	2006	40.00	1,742,400	AM/SP
San Bernardino	SB	San Bernardino	5690 Industrial Pky	844,150	2008	36.00	1,568,160	
San Bernardino	SB	Rialto	1568 N Linden Ave	614,848	2018	49.94	2,175,234	Bus Cntr
San Bernardino	SB	Rialto	1660 N Linden Ave	855,000	2019	56.49	2,460,591	
San Bernardino	SB	Rialto	2415 N Locust Ave	609,888	2015	26.55	1,156,679	
San Bernardino	SB	Rialto	1110 W Merrill Ave	1,106,124	1988	55.57	2,420,629	M-2
San Bernardino	SB	San Bernardino	3525 N Mike Daley Dr	801,581	2008	32.20	1,402,632	
San Bernardino	SB	San Bernardino	570 E Mill St	758,180	2005	31.86	1,387,769	
San Bernardino	SB	San Bernardino	890 E Mill St	575,000	2002	56.39	2,456,348	SP Alliance CA
San Bernardino	SB	Rialto	1750 Miro Way	1,094,000	2017	48.90	2,130,084	M1
San Bernardino	SB	Rialto	1960 W Miro Way	1,170,880	2016	54.76	2,385,346	SP
San Bernardino	SB	San Bernardino	555 E Orange Show Rd	1,102,639	2015			
San Bernardino	SB	San Bernardino	5959 Palm Ave	624,627	2017	37.40	1,629,144	
San Bernardino	SB	Rialto	1979 W Renaissance Pky	927,696	2015	42.17	1,836,925	
San Bernardino	SB	Rialto	305 W Resource Dr	1,289,302	2003	53.16	2,315,650	M1, Rialto
San Bernardino	SB	Colton	3994 S Riverside Ave	796,841	2007	42.64	1,857,573	H-IND
San Bernardino	SB	Colton	3996 S Riverside Ave	599,654	2007	33.25	1,448,370	AM/SP
San Bernardino	SB	Bloomington	17820 Slover Ave	651,821	2013	28.11	1,224,611	
San Bernardino	SB	Bloomington	18012 Slover Ave	610,120	2014	27.29	1,188,654	
San Bernardino	SB	Rialto	1420 N Tamarind Ave	677,225	2015	29.76	1,296,202	
San Bernardino	SB	Rialto	1590 N Tamarind Ave	543,400	2004	32.40	1,411,344	
San Bernardino	SB	San Bernardino	Tippecanoe Ave	514,603	2013			PF
San Bernardino	SB	San Bernardino	7776 Tippecanoe Ave	609,499	2009	26.42	1,150,801	RU
San Bernardino	SB	San Bernardino	300-310 S Tippecanoe Ave	1,140,720	2007	50.27	2,189,761	
San Bernardino	SB	San Bernardino	301 S Tippecanoe Ave	2,134,798	2007	200.00	8,712,000	
San Bernardino	SB	Rialto	2450-2496 W Walnut Ave	882,230	2004	38.80	1,690,128	I-PID
San Bernardino	SB	Rialto	2510-2580 W Walnut Ave	1,197,051	2005	51.76	2,254,666	SP
San Bernardino	SB	San Bernardino	1350 N Waterman Ave	553,592	2018	25.25	1,099,890	
San Bernardino	SB	San Bernardino	1494 S Waterman Ave	1,032,072	2019	62.02	2,701,591	IL
San Bernardino	SB	Rialto	2455 S Willow Ave	525,110	2020	25.00	1,089,000	
South Riverside	Riv	Menifee	30150 Briggs Rd	715,000	1986	125.00	5,445,000	A-P
South Riverside	Riv	Temecula	41915 Business Park Dr	577,809	1987	28.77	1,253,221	M1
South Riverside	Riv	Temecula	42500 Winchester Rd	615,050	2009	30.95	1,348,182	C24
South Riverside	Riv	Temecula	26531 Ynez Rd	520,000	1992	20.90	910,404	

**TOTAL INLAND EMPIRE:**

**220,532,001**

Source: Alfred Gobar Associates; CoStar



**EXHIBIT V-3**

**INLAND EMPIRE 500,000+ SF INDUSTRIAL UNDER CONSTRUCTION, FINAL PLANNING & PROPOSED**

<b>Submarket Name</b>	<b>Co Name</b>	<b>City</b>	<b>Property Address</b>	<b>RBA</b>	<b>Year Built</b>	<b>Land Area (AC)</b>	<b>Land Area (SF)</b>	<b>Zoning</b>
Airport Area	SB	Fontana	7th Street & Locust Ave	1,056,027	2023	58.05	2,528,658	LI
Airport Area	SB	Fontana	7th Street & Locust Ave	1,230,785	2023	85.07	3,705,649	LI
Airport Area	SB	Ontario	4810 S Hellman Ave	1,245,049	2021	50.50	2,199,780	
Airport Area	SB	Ontario	SEC Eucalyptus & Euclid	1,099,096	2022	25.25	1,099,890	CG
Beaumont/Hemet	Riv	Cherry Valley	36500-37356 Cherry Valley Bl	1,017,845	2022	155.00	6,751,800	
Beaumont/Hemet	Riv	Cherry Valley	36500-37356 Cherry Valley Bl	814,822	2022	155.00	6,751,800	
Beaumont/Hemet	Riv	Beaumont	36855 W Fourth St	1,777,708	2022	85.40	3,720,024	CG
Beaumont/Hemet	Riv	Beaumont	36900 W Fourth St	1,000,170	2022	60.30	2,626,668	
Beaumont/Hemet	Riv	Banning	Hargrave & John St	1,000,000	2022	63.89	2,783,048	IL
Beaumont/Hemet	Riv	Beaumont	NEC of 4th Street & Potrero Bl	1,047,600	2022	105.28	4,585,997	CG
Beaumont/Hemet	Riv	Beaumont	NEC of 4th Street & Potrero Bl	948,550	2022	105.28	4,585,997	CG
Beaumont/Hemet	Riv	Banning	Sun Lakes Blvd	619,959	2022	30.22	1,316,383	
<b>Beaumont/Hemet</b>				<b>8,226,654</b>				
Coachella Valley	Riv	Desert Hot Springs	18582 Indian Canyon Dr	2,117,501	2022			
<b>Coachella Valley</b>				<b>2,117,501</b>				
Corona/Eastvale	Riv	Eastvale	6251 Archibald Ave	501,649	2022	20.80	906,048	
Mojave River Valley	SB	Victorville	Innovation Way	1,130,000	2022	57.01	2,483,356	SP
Mojave River Valley	SB	Victorville	13133 Innovation Way	1,000,000		44.90	1,955,844	SP
Mojave River Valley	SB	Victorville	0 Ottawa St	1,033,340	2022	51.92	2,261,635	M-2T
Mojave River Valley	SB	Victorville	Phantom St	2,000,000		113.10	4,926,636	SP
Mojave River Valley	SB	Victorville	13290 Sabre St	805,000		47.00	2,047,320	SP
Mojave River Valley	SB	Victorville	13290 Sabre St	525,000		30.00	1,306,800	SP
Mojave River Valley	SB	Victorville	13290 Sabre St	800,000		41.80	1,820,808	SP
Mojave River Valley	SB	Victorville	13290 Sabre St	1,100,000		63.20	2,752,992	SP
Mojave River Valley	SB	Victorville	13290 Sabre St	950,000		47.00	2,047,320	SP
Mojave River Valley	SB	Victorville	Stoddard Wells Rd	698,040	2022	30.91	1,346,440	
Mojave River Valley	SB	Hesperia	Caliente Rd	1,004,400	2022	57.59	2,508,620	CG
Mojave River Valley	SB	Hesperia	Caliente Rd	1,227,600	2022	66.20	2,883,672	CG
Mojave River Valley	SB	Hesperia	Caliente Rd	1,000,000	2023	25.43	1,107,731	OH/FW
<b>Mojave River Valley</b>				<b>13,273,380</b>				
Moreno Valley/Perris	Riv	Moreno Valley	22765 Cactus Ave	685,000	2021	32.00	1,393,920	W-2
Moreno Valley/Perris	Riv	Riverside	Coyote Bush Rd	782,209	2022	36.50	1,589,940	
Moreno Valley/Perris	Riv	Moreno Valley	29800 Eucalyptus Ave	750,000	2021			
Moreno Valley/Perris	Riv	Perris	21535 Harvill Ave	1,086,732	2022	33.50	1,459,260	IP
Moreno Valley/Perris	Riv	Perris	19115 Harville Ave	1,138,800	2022	64.93	2,828,351	LI
Moreno Valley/Perris	Riv	Perris	Mapes St	558,846	2022	32.71	1,424,848	M2
Moreno Valley/Perris	Riv	Perris	Mapes St	1,300,389	2022	64.31	2,801,344	M2
Moreno Valley/Perris	Riv	Perris	Mapes St	1,300,389	2022	69.36	3,021,322	M2

**EXHIBIT V-3**

**INLAND EMPIRE 500,000+ SF INDUSTRIAL UNDER CONSTRUCTION, FINAL PLANNING & PROPOSED**

<b>Submarket Name</b>	<b>Co Name</b>	<b>City</b>	<b>Property Address</b>	<b>RBA</b>	<b>Year Built</b>	<b>Land Area (AC)</b>	<b>Land Area (SF)</b>	<b>Zoning</b>
Moreno Valley/Perris	Riv	Moreno Valley	NWC Alessandro & Theodore	806,880	2022	36.38	1,584,713	W2
Moreno Valley/Perris	Riv	Perris	Perris Blvd	519,000	2021	4.14	180,338	LI
Moreno Valley/Perris	Riv	Perris	23550 Placentia Ave	682,700	2022	41.47	1,806,433	M-SC
Moreno Valley/Perris	Riv	Perris	Redlands Ave	991,404	2023			BP
Moreno Valley/Perris	Riv	Perris	Redlands Ave	1,020,657	2022	49.90	2,173,644	SP
Moreno Valley/Perris	Riv	Perris	0 Redlands Ave	547,977	2022			
Moreno Valley/Perris	Riv	Perris	450 E Rider St	804,759	2022	37.29	1,624,352	
Moreno Valley/Perris	Riv	Perris	728 W Rider St	1,203,449	2021	55.26	2,407,126	BP
Moreno Valley/Perris	Riv	Moreno Valley	000 Theodore St	10,150,000		650.00	28,314,000	
Moreno Valley/Perris	Riv	Moreno Valley	000 Theodore St	10,150,000		650.00	28,314,000	
Moreno Valley/Perris	Riv	Moreno Valley	000 Theodore St	10,150,000		650.00	28,314,000	
Moreno Valley/Perris	Riv	Moreno Valley	000 Theodore St	10,150,000		650.00	28,314,000	
Moreno Valley/Perris	Riv	Riverside	Van Buren Blvd	1,170,796	2022	70.38	3,065,753	MM
Moreno Valley/Perris	Riv	Riverside	Van Buren Blvd	1,014,822	2024	57.58	2,508,185	MM
Redlands/Loma Linda	SB	Redlands	2255 W Lugonia Ave	601,287	2021	27.60	1,202,256	
Riverside	Riv	Jurupa Valley	6120 Clinker Dr	1,025,132	2022			
Riverside	Riv	Jurupa Valley	6250 Clinker Dr	1,000,177	2022			
Riverside	Riv	Jurupa Valley	5400 El Rivino Rd	1,187,000	2022			
Riverside Outlying	Riv	Blythe	S Intake Blvd	<u>1,800,000</u>		80.00	3,484,800	Ind
<b>Riverside Outlying</b>				<b>1,800,000</b>				
San Bernardino	SB	San Bernardino	3rd St	1,080,144	2022	50.00	2,178,000	M1
San Bernardino	SB	Riverside	12685 Holly St	756,000	2022			
<b>TOTAL INLAND EMPIRE</b>				<b>93,164,690</b>				

Source: Alfred Gobar Associates; CoStar

**EXHIBIT V-4**  
**MOJAVE RIVER VALLEY INDUSTRIAL SUBMARKET TRENDS & FORECASTS**

Period	Inventory SF	Vac Rate	Avail Rate	Rent/S F	Annual Rent Growth	Under Constr SF	U/C % of Invent	12 Mo Net Absorp SF	Sale Price/SF	12 Mo Sales Vol Growth	Ind Cap Rate
2026	25,653,122	6.2%	-	\$1.07	2.3%	-	-	624,563	\$207	-	4.8%
2025	25,110,793	6.1%	-	\$1.05	2.6%	-	-	672,853	\$204	-	4.8%
2024	24,336,995	5.9%	-	\$1.02	3.6%	-	-	706,975	\$200	-	4.8%
2023	23,485,350	5.5%	-	\$0.99	5.4%	-	-	470,409	\$195	-	4.7%
2022	22,624,111	3.9%	-	\$0.94	7.8%	-	-	386,314	\$185	-	4.7%
21 EST	22,262,690	4.1%	-	\$0.87	10.8%	-	-	15,995	\$172	-	4.7%
21 YTD	22,267,790	3.9%	5.0%	\$0.84	9.4%	23,580	0.1%	152,860	\$164	-45.6%	4.7%
2020	22,267,790	4.2%	5.7%	\$0.78	6.1%	-	-	365,552	\$149	-75.8%	4.8%
2019	22,172,790	5.4%	6.2%	\$0.74	6.5%	95,000	0.4%	1,671,961	\$137	269.8%	4.9%
2018	20,664,480	6.6%	7.5%	\$0.69	8.0%	1,439,310	7.0%	889,442	\$124	6.4%	5.1%
2017	20,154,555	8.7%	9.2%	\$0.64	8.4%	524,090	2.6%	148,105	\$111	-46.2%	5.2%
2016	19,502,437	6.4%	12.8%	\$0.59	10.4%	282,095	1.4%	614,569	\$99	554.1%	5.4%
2015	19,057,697	7.4%	9.0%	\$0.54	9.0%	444,740	2.3%	285,288	\$87	-44.2%	5.7%
2014	19,057,697	8.9%	11.3%	\$0.49	7.7%	-	-	(76,478)	\$76	107.6%	6.1%
2013	19,057,697	8.5%	11.0%	\$0.46	4.4%	-	-	(391,601)	\$68	-1.5%	6.4%
2012	19,055,847	6.5%	11.6%	\$0.44	3.5%	15,028	0.1%	441,409	\$63	21.4%	6.7%
2011	19,070,934	8.9%	11.2%	\$0.42	-0.9%	-	-	638,736	\$60	-28.7%	6.9%
2010	19,001,335	11.9%	15.8%	\$0.43	-4.9%	30,174	0.2%	66,961	\$58	-11.1%	7.1%
2009	19,024,061	12.3%	14.2%	\$0.45	-8.5%	946,391	5.0%	226,908	\$58	-25.8%	7.2%
2008	18,918,961	13.1%	14.0%	\$0.49	-3.7%	96,894	0.5%	1,271,760	\$66	-3.4%	6.7%
2007	15,948,843	4.8%	5.5%	\$0.51	1.7%	1,918,294	12.0%	636,344	\$79	6.7%	5.9%
2006	15,477,742	6.1%	5.6%	\$0.50	4.7%	296,501	1.9%	158,971	\$75	31.2%	6.0%
2005	15,028,017	4.3%	4.4%	\$0.48	5.2%	410,934	2.7%	74,890	\$68	-51.1%	6.3%
2004	14,805,945	3.4%	-	\$0.45	5.2%	96,462	0.7%	3,058,694	\$62	66.2%	6.7%
2003	13,036,982	13.7%	-	\$0.43	3.5%	1,607,961	12.3%	(190,038)	\$53	162.7%	7.4%
2002	12,932,107	11.5%	-	\$0.42	3.0%	88,219	0.7%	(276,123)	\$46	-18.8%	8.0%
2001	12,088,846	3.1%	-	\$0.41	4.3%	827,057	6.8%	1,019,847	\$42	36.7%	8.4%
2000	11,067,454	3.4%	-	\$0.39	-	980,232	8.9%	93,323	\$39	-21.8%	8.6%

sociates; CoStar; Oxford Economics

**EXHIBIT V-5  
MOJAVE RIVER VALLEY INDUSTRIAL LAND PARCELS 50+ ACRES**

<b>City</b>	<b>Property Address</b>	<b>Land Area (AC)</b>	<b>Zoning</b>	<b>Proposed Land Use</b>
Adelanto	Adelanto Rd	163.00	ADD	Industrial
Adelanto	AIR Expy	110.00	BP - Business Park	Comm, Ind, Lodging, Office, Hold for Dev
Adelanto	Air Base Rd	254.17		
Adelanto	Air Expressway Blvd	54.00	MI	Industrial
Adelanto	Air Expressway Blvd	54.56	MI	Industrial
Adelanto	Air Expressway Blvd	65.00		
Adelanto	Air Expressway Blvd	65.25		Industrial
Adelanto	Avalon Ave	98.64		Commercial, Industrial, Office, Retail
Adelanto	Colusa Rd & Mormon Trail Rd	160.00	RL-5	Industrial
Adelanto	Colusa & Helendale Rd	280.00	Industrial	Industrial, Storage, Hold for Dev/Invest
Adelanto	Helendale Rd	80.00	SP-1-92	Industrial
Adelanto	Helendale Rd	78.18	M/1, Adelanto	Hold for Investment
Adelanto	SWC Jonathan St. & Cassia Rd	60.00	MI	Industrial
Adelanto	Martin Hollow Rd	80.00		Hold for Dev/Invest
Adelanto	O Nichols Ave	98.64	ADD+CULTIVATION	Industrial
Adelanto	Nichols Rd	98.64	ADD+CULTIVATION	Industrial, Hold for Dev/Invest
Adelanto	Raccoon Ave	57.00		
Adelanto	Racoon Ave	66.12	MI	Industrial
Adelanto	Rancho Rd	120.00		Hold for Development
Adelanto	Rancho Rd	77.11	LM	
Adelanto	Rancho Rd @ Caughlin Rd, E/O Vinton Rd	80.00	MI	Industrial, Self-Storage
Adelanto	Rancho Rd	80.00	MMJ	Industrial
Adelanto	Rancho Rd	107.49	MI	Industrial
Adelanto	Vinton & Rancho Rd	60.00		
Adelanto	Air Express Way	51.47		Industrial
Adelanto	SEC Beaver Rd & Holly Rd	<u>80.00</u>	MI	Hold for Dev/Invest
<b>Adelanto</b>		<b>2,579.27</b>		
Apple Valley	Central Rd & Johnson Rd	173.94	IC/RL	
<b>Apple Valley</b>	<b>398.00-Acres Interstate 15 &amp; Wild Wash</b>	<b>398.00</b>	<b>Industrial</b>	
Apple Valley	NEC Johnson Rd & Pawnee Rd	116.55	Industrial	Industrial
Apple Valley	NE of Stoddard Wells Rd	<u>100.00</u>	RC	Industrial
<b>Apple Valley</b>		<b>788.49</b>		
Barstow	143 Acres On Interstate 15	143.00	Industrial	Industrial
Barstow	Camp Rock Rd	148.00	RC	Industrial
Barstow	I-15	515.94	RC	Industrial
Barstow	Interstate 40	224.66	Comm & Res	Commercial, Lodging, Apts, Truck Stop
Barstow	Lenwood Rd	1,140.00	M2	Industrial, Storage, Hold for Dev/Invest
Barstow	Main St	81.40		Distribution, Industrial, R&D, Warehouse
Barstow	26110 Neuman Rd	55.30	RL-5	Industrial Live/Work Unit
Barstow	Fremont Peak Rd	80.00	RC	Industrial, Hold for Dev/Invest
Barstow	Route 66	160.00	RL	Hold for Dev/Invest
Barstow	NW of State Hwy. 58 & Irwin Rd.	144.58	RL	Hold for Development
Boron	Kramer Jct	453.00	RC	Commercial, Industrial
Boron	Kramer Jct	317.17	RC	Commercial, Industrial
Boron	Twenty Mule Team Rd & Green St	54.02	M-1 PD	Industrial
California City	8736 California City Blvd	80.00	M-1	Industrial
Daggett	Highway 40	107.08		Truck Terminal
Daggett	37101 National Trail Hwy	80.00		Industrial

**EXHIBIT V-5**  
**MOJAVE RIVER VALLEY INDUSTRIAL LAND PARCELS 50+ ACRES**

City	Property Address	Land Area (AC)	Zoning	Proposed Land Use
Hesperia	Caliente Rd	56.09		
Hesperia	Cedar St	<u>100.00</u>	OH/FW	
<b>Hesperia</b>		<b>156.09</b>		
Hinkley	1 Lynx Cat Rd	81.53		Hold for Investment, Industrial
Hinkley	Hwy 395	160.00	RC	Industrial
Hinkley	Hwy 58 & Harper Lake Rd	80.00	RC	
Hinkley	Kramer Rd	642.46	RC	Industrial
Hinkley	Lockhart Rd	80.00	RR	Industrial
Hinkley	15000 Lockhart Rd	305.54	RL	Industrial
Hinkley	Highway 58	145.96	RC	Industrial
Hinkley	Hoffman Rd	1,900.00	RES	Hold for Dev/Invest
Kramer Junction	Highway 395	400.00		
Lockhart	County Road	305.00	R-L	Agricultural
Lucerne Valley	Camp Rock Rd	100.00	LV/AG	
Lucerne Valley	36253 Hwy 18	55.00	LV/RL-5	Commercial, Industrial
Lucerne Valley	Meridian Rd	439.00	LV/AG-40	
Lucerne Valley	Santa Fe Fire Trl, Blackhawk Cyns	131.00	RC	Hold for Investment
Newberry Spgs	Hector Rd	160.00	RC	Hold for Investment, Mixed Use
Newberry Springs	29686 Fort Cady Rd	640.00	RC	Industrial
Newberry Springs	Afton Canyon Rd	316.41	RC	Chemical/Oil Refinery, Industrial
Newberry Springs	29686 Fort Cady Rd	160.00	RC	Cement/Gravel Plant
Victorville	Air Expy	52.79		Hold for Investment, Industrial
Victorville	Air Expressway & Phantom Blvd	110.00	M2	Industrial
Victorville	Air Exp & Village Dr	92.53		Industrial
Victorville	Colusa-80 Acres Rd	80.00	AE	Industrial
Victorville	17248 D St	51.94	M-2	Industrial
Victorville	Future Development Parcel J	158.00	Industrial	Industrial
Victorville	Helendale Rd	78.00		Industrial, Self Storage, R&D
Victorville	NEC Adelanto Rd / Commerce	108.50		Industrial
Victorville	Phantom St E	50.00	FP-1	Hold for Investment
Victorville	SEC Adelanto Rd / Commerce	74.70	SP	Industrial
Victorville	SEC Gateway / Momentum	112.30	SP	Industrial
Victorville	Stoddard Wells & Dante St.	69.34	Industrial	Industrial, Industrial Park
Victorville	12210 Innovation Way	52.71	SP	
Victorville	NWC Gateway / Momentum	<u>200.00</u>	SP	Industrial
<b>Victorville</b>		<b>1,290.81</b>		
Yermo	37265 Yermo Rd	80.00	Industrial	Industrial, Industrial Park
Yermo	55515 Dunn Rd	160.00	RC	Industrial
<b>TOTAL MOJAVE RIVER VALLEY:</b>		<b>14,550.22</b>		
<b>(SUBTOTAL VICTOR VALLEY:)</b>		<b>(4,814.66)</b>		

(Note: Victor Valley Parcels with I-15 Frontage)

## Chapter VI

# Analogous Ex-Urban Development

In order to achieve additional perspective regarding development opportunities for freeway interchange properties in less populated settings, the Consultants are providing a brief synopsis of the development history regarding properties surrounding the Interstate 5/Wheeler Ridge Road interchange in the Tejon Ranch area north of the Grapevine. This 270,000 acre ranch property is owned and operated by the Tejon Ranch Company, one of the largest private landowners in California. While the majority of the ranch property was utilized for cattle grazing, the ranch did feature a significant amount of vacant land bordering both sides of Interstate 5 at Wheeler Ridge Road. Initial development of this freeway frontage property was initially limited to several travel centers on both sides of the interstate, a number of quick serve restaurant operations, and a small number of budget motels. On August 7, 2014, the Ranch celebrated the opening of The Outlets at Tejon, an upscale 320,000 square foot outdoor outlet mall. The completion of the popular outlet center was eventually followed by a number of new freestanding restaurants and better quality hotel properties developed adjacent to the outlet center providing a strong synergistic relationship across the various land uses, especially in light of the strategic location of the Ranch, representing a midway location for those between Northern and Southern California. Despite an expected motivation to retain additional freeway frontage properties to accommodate future regional commercial needs, the Tejon Ranch Company pursued development opportunities for large scale industrial facilities for several of these freeway frontage properties, all of which provide direct freeway connections via the Interstate 5-Wheeler Ridge Road interchange. To date, six major distribution/warehouse operations populate frontage along both sides of the freeway, properties that are part of the Tejon Ranch Commerce Center. Major attributes of this industrial development include the following:

- The ability to reach more than 40 million people with next-day delivery.
- The ability to reach more than 70 million people with two-day delivery.
- Optimal logistical location with direct and immediate access to Interstate 5.

- Immediate access to various travel plazas providing off-site staging areas for trucks and amenities for drivers.
- Ideally suited for both regional and last-mile e-commerce fulfillment requirements, particularly for the nearby markets of northern LA County and Bakersfield.
- Access to Foreign Trade Zone benefits.
- Offer a combination of spec and ready-to-go build to suit development opportunities ranging from 500,000 to over 1.0 million square feet.

Information concerning industrial product in place is as follows:

- 4104 Industrial Parkway Drive: A 1,703,782 square foot distribution center for IKEA. Building was completed in 2001 and is situated on 80.0 acres.
- 4049 Industrial Parkway Drive: A 651,909 square foot warehouse/distribution facility also for IKEA. Building was completed in 2002 and sits on 32.62 acres.
- 4193 Industrial Parkway Drive: A 606,000 square foot distribution center for Dollar General. Building was constructed in 2008 and is sited on 29.06 acres.
- 5621 Dennis McCarthy Drive: A 351,723 square foot distribution facility occupied by Famous Footwear. The building was constructed in 2008 and sits on 23.75 acres.
- 5924 Santa Elena Drive: A 441,800 square foot industrial facility for Caterpillar. The building was built in 2012, occupying 46.37 acres of non-frontage land.
- 5205 S Wheeler Ridge Drive: A 579,040 square foot distribution facility of which Camping World occupies at least 389,160 square feet of the building. The building was constructed in 2019 and sits on 32.93 acres.

- 5151 S Wheeler Ridge Road: A 629,274 square foot spec distribution facility is currently under construction with delivery targeted for June 2022. The building is being constructed on a 38.77 acre land parcel.
- Industrial Parkway Drive Lots 18 & 19: Two build to suit opportunities are currently available within the project, collectively totaling 63.5 acres of land. The lots have tentatively been identified for up to 1,192,440 square feet of building space with requirements as small as 500,460 square feet possible.

An impressive aspect of this project involves the collection of top industrial developers that have been involved with the project including ProLogis, Majestic Realty, Dermody Properties and the Rockefeller Group, in addition to the Tejon Ranch Company, the master developer. This development highlights the synergy between regional commercial and industrial uses at a shared freeway interchange in an otherwise rural setting similar to the subject property.

A newly-emerging peripheral location for mid- to larger-size industrial buildings targets locations along the Interstate 10 corridor in Coachella Valley. The most significant project involves the upcoming West Coachella Valley Logistics Center in Desert Hot Springs. This project will feature two mega-distribution buildings – 946,642 square feet and 1,170,859 square feet - along with two smaller divisible buildings of 257,216 square feet and 270,900 square feet. The buildings are scheduled for completion in December 2022. The Coachella Valley industrial market will be a legitimate competitor to Victor Valley's industrial market.

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## **ATTACHMENT 3**

**TOWN OF APPLE VALLEY**

**MITIGATED NEGATIVE DECLARATION/INITIAL STUDY**

Project Title:	Warehouse Distribution Overlay within the Regional Commercial (C-R) District
Case No.	GPA-2021-001 DCA-2021-002
Assessor's Parcel No. (APN)	See Appendix A for List of APNs
Lead Agency Name and Address:	Town of Apple Valley 14955 Dale Evans Parkway Apple Valley, CA 92307
Project Location:	The Regional Commercial District bounded by Interstate 15 (I-15) freeway to the west, Dante Road to the south and Caplet Street to the north, and the CR District's boundary to the east.
Project Sponsor's Name and Address:	Town of Apple Valley 14975 Dale Evans Parkway Apple Valley, CA 92395
General Plan Designation(s):	Regional Commercial (C-R)
Zoning:	Regional Commercial (C-R)
Contact Person:	Daniel Alcayaga, AICP Planning Manager Town of Apple Valley
Phone Number:	(760) 240-7000, ext. 7205
Date Prepared	September 2021

**Description of the Project**

The project includes a General Plan Amendment and a Development Code Amendment to create an overlay within the Regional Commercial (CR) District that would allow warehouse distribution developments. The overlay would only apply to 978 acres within the CR District located immediately west of the I-15 freeway, Dante Road to the south and Caplet Street to the north, and the CR District's boundary to the east (Exhibit 2). Any new warehouse distribution would be subject to the Industrial Design Standards found in Chapter 9.47 of the Development Code related to site planning and architecture and would qualify under the Planned Industrial Standards found in Section 9.46.020. Similarly, the parking and landscaping regulations for new warehouse distribution development would be subject to applicable industrial development standards as specified in those sections. For consistency, new warehouse distribution development in the Planning area will utilize the setbacks and height standards from the CR District.

**Environmental Setting and Surrounding Land Uses**

The project site is currently vacant desert land. Adjacent to the site, surrounding land uses include the following:

North: Vacant land

South: Vacant land. There is a quarry mining operation to the east of the Planning area.

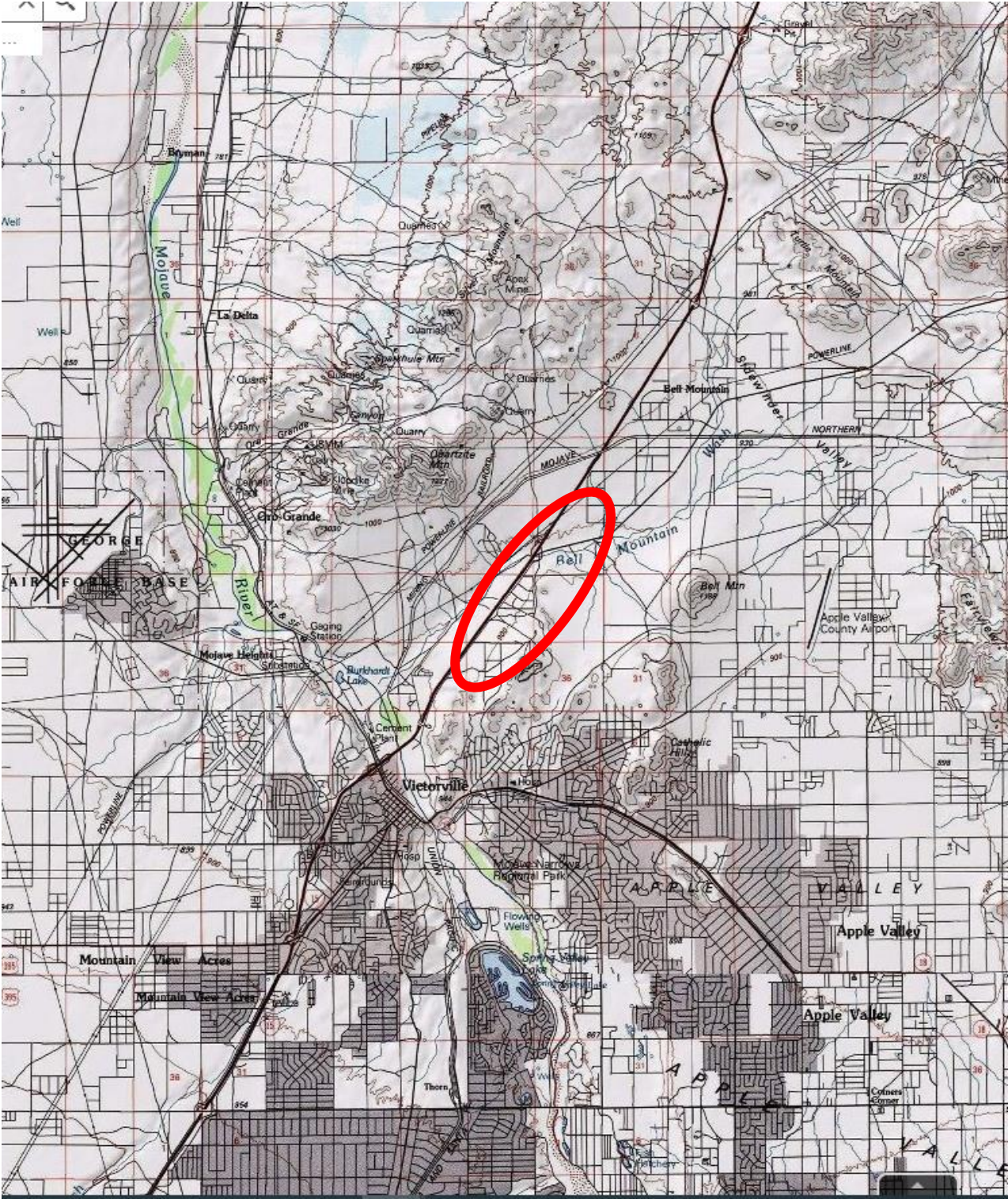
East: Vacant

West: Vacant. The Victorville Landfill is located on the west side of the I-15 freeway. There are a few light industrial buildings southeast of Stoddard Wells Road west of the freeway.

**Other public agencies whose approval is required for future development projects**

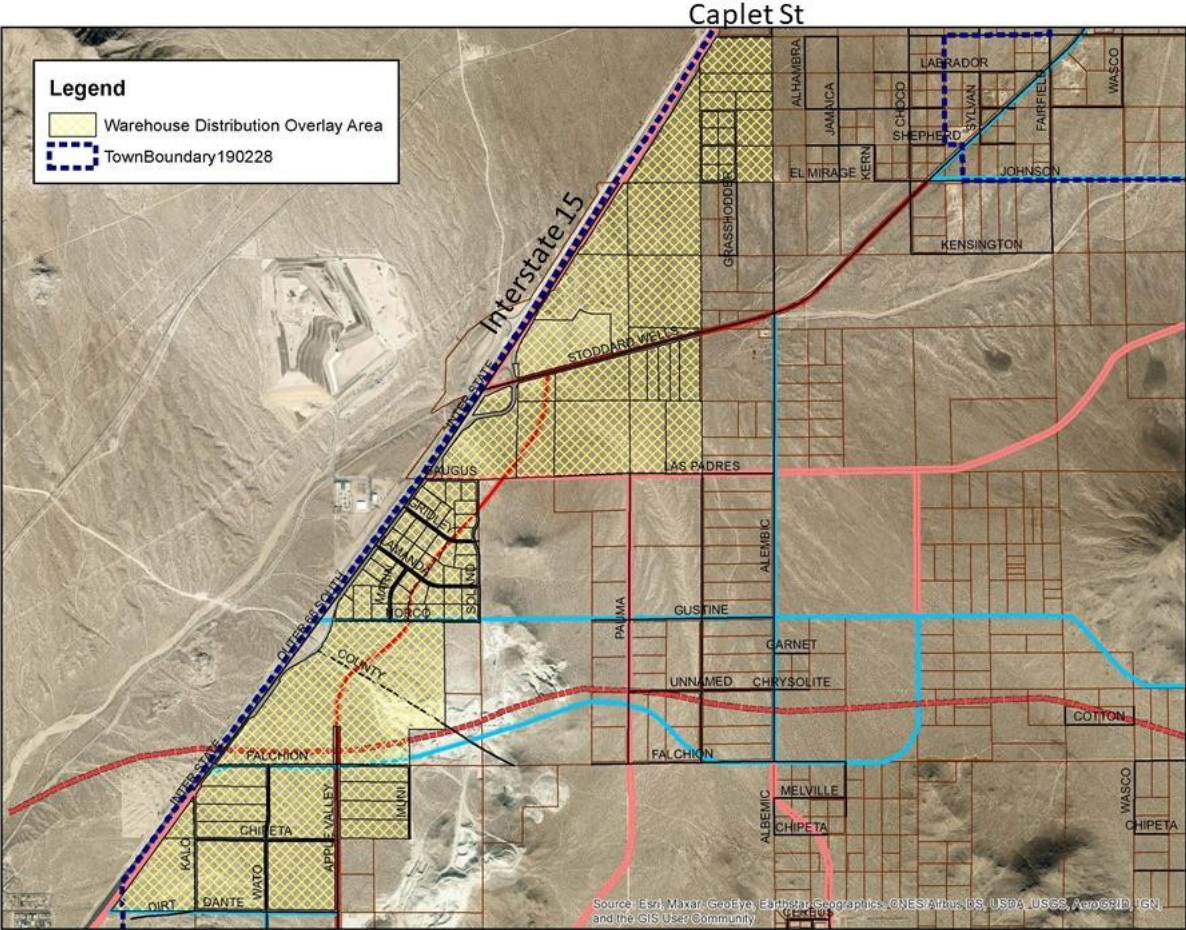
California Regional Water Quality Control Board (Waste Discharge Requirements)  
California Department of Fish and Wildlife (Streambed Alteration Permit)  
State Water Resources Control Board/Regional Water Quality Control Board (Construction Stormwater Permit)

Exhibit 1 – Regional Location Map



 Denotes Planning area (978 acres)

Exhibit 2 – Project Aerial



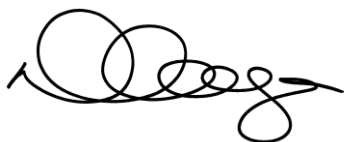
**Environmental Factors Potentially Affected:**

The environmental factors checked below would be potentially affected by this project, as indicated by the checklist and corresponding site-specific discussion on the following pages.

- |  |  |   |
|--|--|---|
| <input type="checkbox"/> Aesthetics                              | <input type="checkbox"/> Agricultural Resources                        | <input checked="" type="checkbox"/> Air Quality     |
| <input checked="" type="checkbox"/> Biological Resources         | <input checked="" type="checkbox"/> Cultural Resources                 | <input type="checkbox"/> Geology/Soils              |
| <input type="checkbox"/> Greenhouse Gases<br>Hazards & Hazardous | <input type="checkbox"/> Hydrology/Water Quality                       | <input type="checkbox"/> Land Use/Planning          |
| <input checked="" type="checkbox"/> Materials                    | <input type="checkbox"/> Noise   | <input type="checkbox"/> Population/Housing         |
| <input type="checkbox"/> Mineral Resources                       | <input type="checkbox"/> Recreation                                    | <input type="checkbox"/> Transportation/<br>Traffic |
| <input type="checkbox"/> Public Services                         | <input checked="" type="checkbox"/> Mandatory Findings of Significance |   |
| <input type="checkbox"/> Utilities/Service Systems               |  |   |

**DETERMINATION:** The Town of Apple Valley Planning Department has determined, on the basis of this initial evaluation:

- I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
- I find that although the proposed project could have a significant effect on the environment there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
- I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
- I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
- I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.



9-30-21

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Daniel Alcayaga, AICP  
Planning Manager

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Date

**PURPOSE OF THIS INITIAL STUDY**

This Initial Study has been prepared consistent with CEQA Guidelines Section 15063, to determine if the project, as proposed, may have a significant effect upon the environment. Based upon the findings contained within this report, the Initial Study will be used in support of the preparation of a Mitigated Negative Declaration.

**EVALUATION OF ENVIRONMENTAL IMPACTS**

- 1) A brief explanation is required for all answers except "No Impact" answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A "No Impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A "No Impact" answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants, based on project-specific screening analysis).
- 2) All answers must take into account the whole action involved, including offsite as well as onsite, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.
- 3) Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. "Potentially Significant Impact" is appropriate if there is substantial evidence that an effect may be significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required.
- 4) "Negative Declaration: Less Than Significant With Mitigation Incorporated" applies where the incorporation of mitigation measures has reduced an effect from "Potentially Significant Impact" to a "Less Than Significant Impact." The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level mitigation measures from Section XVII, "Earlier Analyses," may be cross-referenced).
- 5) Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration. Section 15063(c)(3)(D). In this case, a brief discussion should identify the following:
  - a) Earlier Analysis Used. Identify and state where they are available for review.
  - b) Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.
  - c) Mitigation Measures. For effects that are "Less than Significant with Mitigation Measures Incorporated," describe the mitigation measures, which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.



- 6) Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.
- 7) Supporting Information Sources: A source list should be attached, and other sources used or individuals contacted should be cited in the discussion.
- 8) The explanation of each issue should identify:
  - a) The significance criteria or threshold, if any, used to evaluate each question; and
  - b) The mitigation measure identified, if any, to reduce the impacts to less than significance.

<b>I. AESTHETICS</b>		Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>Would the project:</b>					
a)	Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b)	Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c)	Substantially degrade the existing visual character or quality of the site and its surroundings?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d)	Create a new source of substantial light or glare, which would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

The 2009 General Plan EIR and 2018 Addendum EIR found that new development Town-wide had the potential to impact Aesthetics, but that with the implementation of mitigation measures, build out of the General Plan would result in less than significant impacts. Any new development will be subject to these mitigation measures.

**Discussion of Impacts**

- a) **Less Than Significant Impact.** Natural visual resources that provide the Planning area with special character include uninterrupted expanses of 'wide skies' and panoramic vistas of distant mountains. Characteristic views of the Mojave River floodplain bluffs and terraces, and areas of riparian forest flora also occur. The low-lying landscape surrounding the Planning area allows unobstructed, distant views in all directions and these create a prevailing sense of openness and spaciousness. The General Plan addressed the potential impacts of new development through a series of policies and programs that are directed at maintaining the Town's character and scenic views and vistas. The Plan either directly regulates development, or mandates the maintenance of zoning and other regulatory codes that assure detailed assessment of building coverage, setbacks and building heights, as well as other design features.
- b) **No Impact.** There are no scenic trees, rock outcroppings or historic buildings in the Planning area, nor is the Planning area located on a scenic highway. There will be no impact to scenic resources.
- c) **Less Than Significant Impact.** Any future new development will have a less than significant impact on the visual character of the area. The area surrounding the project site includes native lands. The impacts on aesthetics by new development was already analyzed in the EIR for the 2009 General Plan, as well as in the 2018 EIR Addendum for the newly annexed areas in and around the Planning area. The project, which includes allowing Warehouse Distribution developments within the C-R District, which would be subject to site development standards, as well as design standards (i.e. site planning, landscaping, and architecture standards) is consistent with the General Plan. The CR District already permits or conditionally permits similar uses such as hay/feed storage,

transportation facilities, truck terminals, new construction of outdoor storage, public utility installations, and assembly of products (as ancillary uses to commercial uses). These uses and associated buildings/structures are already permitted and look similar to warehouse distribution buildings that these Amendments propose. Impacts associated with visual character are expected to be less than significant.

- d) Less Than Significant Impact.** The Amendments will allow warehouse distribution developments that are similar to existing permitted uses that generate light and glare, primarily from truck and automobile lights and building security lighting associated with the future business operations. These light and glare characteristics are consistent with those allowed in the analyzed in the General Plan EIR and 2018 EIR Addendum. Specifically, the EIR requires that all lighting be consistent with the dark sky policies in the Town's General Plan and lighting and glare standards outlined in the Development Code. Accordingly, impacts associated with light and glare will be less than significant.

**II. AGRICULTURAL RESOURCES**

<b>Would the project:</b>	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**Introduction**

Although agricultural activities played a prominent role in the Town's formation, the difficulty of farming in the high desert environment has limited, and now mostly eliminated, farming activities within the Town limits. The General Plan EIR and 2018 EIR Addendum found that development in the Town would have less than significant impact on agricultural resources, because there are no agricultural land in the Plan area. There have been no changes in conditions, and no agricultural activities have been initiated since the certification of the EIR and EIR Addendum.

**Discussion of Impacts**

**a-c) No Impact.** The proposed project is located in an area that currently consists of vacant desert lands. The Planning area, and all surrounding lands, are designated for future development. The State Department of Conservation, Farmland Mapping and Monitoring Program identifies four small areas within the Town limits as Farmlands of Statewide Importance. These areas are all in the southern half of Town. No agricultural development occurs on or in the vicinity of the Planning area. There are no Williamson Act contracts on or in the vicinity of the Planning area. There will be no impact to agricultural resources.

**III. AIR QUALITY**

<b>Would the project:</b>	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Result in significant construction-related air quality impacts?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Create objectionable odors affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**Introduction**

The 2009 General Plan EIR and 2018 EIR Addendum found that the development in the Planning area had the potential to impact Air Quality, and included a number of mitigation measures to reduce these impacts to the greatest extent feasible. Any future development will continue to be subject to these mitigation measures. However, the EIR also found that even with implementation of mitigation measures, the impacts associated with air quality at build out of the Town would remain significant and unavoidable. The Town adopted Findings and a Statement of Overriding Considerations, which found that the benefits associated with build out of the General Plan outweighed the potential impacts to air quality.

**Discussion of Impacts**

The 2009 General Plan EIR and 2018 EIR Addendum provided a comprehensive mitigation program to reduce all construction and operational air quality emissions to the fullest extent feasible.

- a) **Less Than Significant Impact.** The Town of Apple Valley is subject to the jurisdiction of the Mojave Desert Air Quality Management District (MDAQMD) which sets forth policies and other measures designed to help the District achieve federal and state ambient air quality standards. These rules, along with the MDAQMD CEQA and Federal Conformity

Guidelines<sup>1</sup>, are intended to satisfy the planning requirements of both the federal and state Clean Air Acts. The MDAQMD also monitors daily pollutant levels and meteorological conditions throughout the District.

The Apple Valley General Plan Land Use Plan serves as the basis for the assumptions used in the MDAQMD's planning documents for air quality maintenance and improvement. The project is consistent with the Town's General Plan, and with development already permitted in the area. Therefore, it will not exceed AQMP assumptions or criteria, or result in inconsistencies with the AQMP.

**b)-e) *Less Than Significant Impact.***

Construction Emissions

The EIR fully analyzed worst-case construction emissions. (See EIR p. III-58.) Based on those worst-case assumptions, all construction emission impacts were projected to be less than significant. Nonetheless, site-specific construction emission modeling is required to be performed for any future development at the time of Planning approval. Construction air quality impacts of the proposed project will be less than significant.

Operational Emissions

Operational emissions are ongoing emissions that will occur over the life of the project. Emission sources include area sources (such as consumer products and landscape equipment), energy consumption, and mobile sources.

As set forth above, the 2009 General Plan EIR and 2018 Addendum analyzed operational emission that would occur as a result of build out of the General Plan and found them to be significant and unavoidable. (EIR Table III-25.) Site-specific operational emission analysis will be required to be conducted in order to confirm whether any future developments – on their own – would result in significant operational air quality impacts. Therefore new developments will be required to analyze site specific operation emissions and comply with General Plan EIR mitigation measures.

According to Resolution No. 2018-16 adopted by the Town Council on May 8, 2018 for the EIR Addendum for 2009 General Plan Update and Annexation 2008-01, it states the following:

Air quality emissions associated with buildout operation of the 2018-001 Annexation, and buildout operation of the 2018-001 Annexation plus remaining County lands, will significantly exceed established thresholds for all criteria pollutants, as shown in Table 8. Similar to Annexation 2008-001, impacts can be somewhat lowered by implementation of the mitigation measures included in the EIR. However, impacts associated with build out of the 2018-001 Annexation will result in significant and unavoidable air quality impacts, albeit lower than those associated with Annexation 2008-001, as did build out of Annexation 2008-001. Thus, Annexation 2018-001 will not result in any new

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<sup>1</sup> "Mojave Desert Air Quality Management District California Environmental Quality Act and Federal Conformity Guidelines," prepared by the Mojave Desert Air Quality Management District, May 2006.

significant unavoidable impacts or any substantial increase in the significant unavoidable impacts previously identified in the General Plan EIR.

**Table 8  
Projected Daily Emissions of Project  
at General Plan Buildout  
(pounds per day)**

Operational Emissions <sup>1</sup>	CO	NO <sub>x</sub>	ROG	SO <sub>2</sub>	PM <sub>10</sub>	PM <sub>2.5</sub>
<b>2008 Annexation Re-Run</b>						
Area	8,352.92	130.63	7,138.17	14.51	1,123.93	1,123.93
Energy	27.11	51.87	5.98	0.32	4.13	4.13
Mobile	9,519.06	4,293.38	680.89	44.45	3,880.79	1,055.80
<b>TOTAL</b>	<b>17,899.11</b>	<b>4,475.89</b>	<b>7,825.05</b>	<b>59.29</b>	<b>5,008.86</b>	<b>2,183.87</b>
<b>2018-001 Annexation Only</b>						
Area	487.91	7.62	650.19	0.84	65.53	65.53
Energy	7.23	9.75	1.08	0.05	0.75	0.75
Mobile	5,039.76	2,463.81	390.00	23.34	2,004.19	545.40
<b>TOTAL</b>	<b>5,534.91</b>	<b>2,481.19</b>	<b>1,041.28</b>	<b>24.25</b>	<b>2,070.49</b>	<b>611.68</b>
<b>2018-001 Annexation Plus County Lands</b>						
Area	917.73	14.34	1,002.19	1.59	123.38	123.38
Energy	8.27	12.00	1.35	0.07	0.93	0.93
Mobile	5,231.14	2,526.99	400.11	24.26	2,088.33	568.27
<b>TOTAL</b>	<b>6,157.15</b>	<b>2,553.34</b>	<b>1,403.65</b>	<b>25.92</b>	<b>2,212.62</b>	<b>692.58</b>
<b>MDAQMD Thresholds</b>	<b>548</b>	<b>137</b>	<b>137</b>	<b>137</b>	<b>82</b>	<b>55</b>
Source: Threshold criteria offered by the Mojave Desert Air Quality Management District for determining the significance of air quality impacts.						
<sup>1</sup> Average of winter and summer emissions, unmitigated, 2026 (GP buildout is 2025).						
Emission Source: CalEEMod model, version 2016.3.1.						

As summarized in Section XV of this study, allowing warehouse distribution developments will reduce traffic trips. If the entire 978 acres (Planning area) currently zoned CR were developed with warehouse distribution, it is estimated that at build-out this would reduce daily trips by 375,648 trips in the Project area. This would be a reduction in air emissions that was analyzed in the General Plan EIR and Addendum.

Since any new development will be required to implement the mitigation measures included in the certified EIR, the level of impact is consistent with that previously analyzed, and impacts of the proposed project will be less than significant. Although the project's direct construction and operational impacts will not exceed MDAQMD thresholds and will be less than significant, it can be expected that the emissions of any future development will contribute to the emissions of the overall build out of the General Plan. The prior EIR disclosed that the General Plan's overall emissions would be significant and unavoidable, and the Town Council adopted CEQA findings and a Statement of Overriding Considerations addressing those impacts.

- f) **Less Than Significant Impact.** Objectionable odors, including those emitted by diesel-operated vehicles and the application of asphalt pavement and paints/solvents, may be emitted during the construction phase of the future development, and during operations, because of the number of diesel trucks expected to come and go from the project site. However, the Planning area is almost all vacant, and is not in the immediate vicinity of sensitive receptors such as residences, schools, parks, or other areas of concentrated human activity. As a result, impacts associated with odors are expected to be less than significant.

<b>IV. BIOLOGICAL RESOURCES</b>	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>Would the project:</b>				
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations or by the California Department of Fish and Wildlife or US Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The project involves an Amendment to the Development Code allowing warehouse distribution uses within the CR District in the Planning area. The 2009 General Plan EIR and 2018 EIR Addendum found that the development of the General Plan had the potential to impact biological resources, but that with the implementation of mitigation measures, build out would result in less than significant impacts. The EIR required that certain site-specific surveys be completed for certain biological species prior to development. (EIR pp. III-80 through III-81.) Those studies will be completed for individual development proposals. Any future development that is proposed as a result of the Amendments will be required to analyze all pertinent biological species and will be subject to the mitigation measures.



<b>V. CULTURAL RESOURCES</b>	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>Would the project:</b>				
a) Cause a substantial adverse change in the significance of a historical resource as defined in 15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to 15064.5 or Tribal Cultural Resources?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

a-d) The project involves an Amendment to the Development Code allowing warehousing and manufacturing uses within the CR District. The 2009 General Plan EIR and 2018 EIR Addendum found that the development of the General Plan had the potential to impact cultural resources, but that with the implementation of mitigation measures, build out of the General Plan would result in less than significant impacts. The EIR required that site-specific surveys be completed for cultural and paleontological resources prior to development. (EIR pp. III-122, III-123.) Any future development that is proposed as a result of the Amendments will be required to analyze all pertinent cultural resources, including archaeological and historic resources as well as outreach and consultation with Native American Tribes, and will be subject to the mitigation measures.

Public Resources Code section 5097.98 imposes a mandatory reporting requirement and all construction activity to cease in the event of the discovery of human remains. Compliance with these mandatory provisions would ensure that any impacts to human remains would remain less than significant.

<b>VI. GEOLOGY AND SOILS</b>	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>Would the project:</b>				
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
ii) Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii) Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iv) Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**Introduction**

The 2009 General Plan EIR and 2018 EIR Addendum found that the development within the Town had the potential to impact geology and soils, but that with the implementation of mitigation measures, build out would result in less than significant impacts. Any future development will be subject to the mitigation measures outlined in the EIR and Addendum.

The EIR requires that site-specific geotechnical investigations be completed prior to the approval of development plans. (EIR pp. III-88.) Since no development is proposed at this time, the impact of the Amendment on geological resources will be less than significant.

## Discussion of Impacts

- a.i) No Impact.** The area of the Town where the Amendments apply is not located in an Alquist-Priolo Earthquake Fault Zone, and no fault rupture will occur in this area. The Mojave Desert segment of the San Andreas fault passes through the region approximately 25 miles south-southwest of Apple Valley. This fault extends from the Tejon Pass to the San Bernardino valley, where it becomes the San Bernardino strand. No impacts are expected.
- a.ii, c) Less Than Significant Impact.** The Town will be subject to ground shaking from earthquakes on regional faults, particularly on the Mojave Desert segment of the San Andreas fault. The distance to the fault segment, however, will result in lesser ground shaking than would be expected if the Planning area were in closer proximity to the fault. All new development associated with the Amendments will be required to comply with the Town's Building Code seismic requirements in place at the time that building permits are issued. In addition, the certified EIR and Addendum included a number of mitigation measures to further reduce impacts associated with ground shaking and soils. The Town's standard requirements and the EIR's mitigation measures are designed to reduce impacts associated with ground shaking to less than significant levels.
- a.iii) Less Than Significant Impact.** Liquefaction occurs when groundwater is located near the surface (within 50 feet), and mixes with surface soils during an earthquake. The Planning area generally consists of granular soils with historic groundwater depths ranging from approximately 105 feet below the surface to 155 feet below the surface. Any future development will be required to submit a Geotechnical Study prior to building permit issuance to determine soil conditions and review possible liquefaction issues. Issues related to liquefaction are less than significant.
- a.iv) No Impact.** The Planning area is located in a relatively flat area, and is not adjacent to any slope or mountainside. No impact associated with slope instability is anticipated.
- b) No Impact.** Soils identified as occurring in the Planning area include, Cajon sand, Cajon loamy sand, Cajon-Arizo complex, Cajon Wasco, Helendale loamy sand, Mirage-Joshua complex, Nebona-cuddleback complex and Rosamond loam. Helendale-Bryman loamy sands are predominant across the project site and are a series of the Aridosol Soil Order occurring on 0 to 2 percent slopes. Bryman soils are found on terraces and older alluvial fans, and are formed by the mixing of alluvium derived mainly from granite sources in combination with erosion caused by wind and water. Future development will be required to implement the dust control measures included in the EIR to address wind and water erosion, and will also be required to implement best management practices associated with storm water management. These mitigation measures and standard requirements will assure that impacts associated with erosion remain less than significant.
- d) No Impact.** As identified in the certified EIR, the soils within the Planning area are not expansive. No impact is anticipated.
- e) No Impact.** The Town has an adopted Local Agency Management Plan (LAMP) and any new future development would be subject to the limitations established in the LAMP. Developments that use less than 500 gallons per acre per day of water usage are allowed to use septic tanks for sewage disposal if sewer is not available. If water usage exceeds this threshold or if sewer becomes available, new development would need to connect to sewer. No impacts will occur.

**VII. GREENHOUSE GAS EMISSIONS**

<b>Would the project:</b>	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Generate greenhouse gas emissions, either directly or indirectly, that may have significant impact on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**Discussion of Impacts**

**a-b) Less Than Significant Impact.** Both construction and operation of any future development will generate greenhouse gas (GHG) emissions. Construction emissions will be generated by a variety of sources, including the operation of construction equipment and energy usage. Construction impacts will be temporary and will end once the project is complete. Typically, they can be minimized by limiting idling times, proper maintenance of heavy machinery, and efficient scheduling of construction activities. Long-term operation of the project will generate GHG emissions from area sources, energy and water usage, mobile sources, and waste disposal.

The 2019 Climate Action Plan, which was adopted by the Town Council on June 8, 2021, it states the Town has made great strides in reducing its overall community and municipal emissions since the adoption of the CAP. So much so that Business as Usual (BAU) forecasts based on the Town's declining emissions trends are expected to achieve the 40% reduction target for 2030, as shown in the following table. The community forecasts are based on growth planned with the Town's General Plan Land Use map. As discussed in the Section XV, vehicle trips are estimated to be reduced if warehouse distribution developments were to be constructed instead of shopping center development. This reduction will further assist in reducing overall Greenhouse Gas Emissions from Business As Usual.

**Table 1  
Apple Valley CAP Reduction Targets  
Tons CO<sub>2</sub>e**

<b>Target/Scenario</b>	<b>Community</b>	<b>Municipal</b>	<b>Town-Wide</b>	<b>Population</b>	<b>Per Capita</b>
2005 Baseline	<b>746,774</b>	<b>2,138</b>	<b>748,912</b>	<b>63,754</b>	<b>11.75</b>
2020: 15% Below Baseline Target	≈634,758	≈1,817	636,575	74,140	8.59
2020: 2019 GHG Inventory	<b>594,395</b>	<b>3,407</b>	<b>597,681</b>	<b>74,140</b>	<b>8.06</b>
2030: 40% Below Baseline Target	≈448,064	≈1,283	449,347	84,535	5.32
2030: 40% Below, Forecast BAU	≈530,203	≈2,900	533,103	84,535	6.31
2030: 40% Below, Forecast w/ CAP Measures	≈408,752	≈2,170	410,922	84,535	4.86

Any future development will reduce GHG emissions that would otherwise result from energy and water use by complying with the Development Code, 2019 Climate Action Plan, and EIR's requirements to use low-polluting and high efficiency appliances, drought-tolerant landscaping, and by providing passive solar benefits. These will include building orientation optimizations and efficient fenestration. Statewide programs and standards, including new fuel-efficient standards for cars and expanding the use of renewable energies, will help reduce GHG emissions over the long-term. The project will be required to comply with standards and regulations for reducing GHG emissions, including the Town's Climate Action Plan and other GHG reducing strategies, including high efficiency HVAC and high efficiency fans. Any future development will also be required to comply with Title 24 of the California Building Code, which in 2019 requires a further 30% reduction in energy use for construction. This reduction in energy use exceeds the Town's Climate Action Plan target for reduction of GHG emissions. The Plan, adopted with the General Plan and updated in 2013, 2016, and 2019 targets a 15% reduction below 2005 levels by the year 2020. The reductions included in the current building code result in a 30% reduction in energy use. Therefore, future construction is expected to exceed the Town's reduction target. These standard requirements and Town initiatives will ensure that GHG emissions from Any future development are less than significant.

<b>VII. HAZARDS AND HAZARDOUS MATERIALS</b>	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>Would the project:</b>				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**Introduction**

The General Plan EIR or found that any new development had the potential to result in impacts from hazardous materials, but that with the implementation of mitigation measures, build out would result in less than significant impacts. Any future development will be subject to these mitigation measures.

**Discussion of Impacts**

- a-b) Less Than Significant Impact.** Any future development will be required to comply to Fire Department and County standards regarding high cube storage, including the safe storage of hazardous materials, and the implementation of emergency response plans in case of a spill or fire. These measures are subject to regular inspection to ensure compliance. These standard requirements will assure that the storage and transport of hazardous materials result in less than significant impacts.
- c) No Impact.** Any future development will handle household cleaners and chemicals, but will not store or handle hazardous materials within proximity of a school. The closest school to the Planning area is Apple Valley Christian Academy, located approximately 1.5 miles south of the Planning area.
- d) No Impact.** The Planning area is not listed as a hazardous materials site, cleanup site, or hazardous waste facility and, therefore, any future development will not create a significant hazard to the public or environment. (Envirostor map database, California Department of Toxic Substances Control).
- e) Less Than Significant Impact.** The Planning area is located less than 4 miles west of the Apple Valley airport. The impact on future new warehouse distribution developments is less than significant.
- f) No Impact.** The Planning area is not located in the vicinity of a private airstrip. No impact is expected.
- g) No Impact.** The Town will require the road improvement on any future development to Town standards, to assure access by emergency vehicles is unimpeded. The implementation of these standard requirements will assure that there is no impact associated with emergency response.
- h) No Impact.** The Planning area is located in an area dominated by sparse vegetation. There are no wildlands in the vicinity of the Planning area. No impacts associated with wildland fire are expected.

**VIII. HYDROLOGY AND WATER QUALITY**

**Would the project:**

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Violate any water quality standards or waste discharge requirements?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Otherwise substantially degrade water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map? (Source:	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>



**VIII. HYDROLOGY AND WATER QUALITY**

<b>Would the project:</b>	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
j) Inundation by seiche, tsunami, or mudflow?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**Introduction**

The General Plan EIR found that the new development had the potential to impact hydrology and water quality, but that with the implementation of mitigation measures, build out of the General Plan would result in less than significant impacts. Any future development will be subject to these mitigation measures.

The EIR required that site-specific Stormwater Pollution Prevention Plans and surveys for the presence of federal or state jurisdictional waters be completed. (EIR pp. III-99, III-100. Overall, with mitigation, no significant impacts will result from the Project.

**Discussion of Impacts**

**a, f) No Impact.** Any future development will be required to connect to the Town's domestic water and sanitary sewer systems. Liberty Utilities, formerly Apple Valley Ranchos (AVR) Water Company, provides water service to the Planning area, and the Victor Valley Wastewater Reclamation Authority provides sanitary sewage treatment for the Planning area. Both these agencies are required to comply with the requirements of the State Regional Water Quality Control Board relating to water quality standards and wastewater discharge requirements. No impact is expected.

**b) Less Than Significant Impact.** Any new development will result in the consumption of domestic water for employee use and landscaping.

Since the certification of the EIR, California has entered into a multi-year drought. The drought has resulted in mandates for water conservation across all land uses and locations in the State, stemming from the requirements of the Governor's Executive Order B-29-15. Within AVR's service area, the mandate for a 28% reduction has resulted in the publication of prohibited activities, and the implementation of water conservation measures. As a result of these measures, AVR's service area reduced water use by 33% in September of 2015. Any new development will be subject to the mandated water reductions in place at the time that development occurs. These mandates will assure that water use within the Planning area will be less than significant.

**c-e) Less Than Significant Impact.** The Planning area, is located in a FEMA Zone D, and is outside the 100 year flood plain. The Planning area is currently vacant.

Any new development will be required to contain storm water runoff on site pursuant to the Waste Discharge Requirements permit issued by the Regional Water Quality Control Board under the Porter-Cologne Water Quality Act. In addition, the Town imposes

drainage impact fees on all development, to offset the cost of drainage improvements on a fair share basis. These standard requirements are designed to assure that impacts associated with runoff water remain less than significant.

**g)- j) No Impact.** The Planning area is not located in a flood zone, and does not propose residential development. The proposed project will have no impact on 100 year flood plain hazards.

<b>IX. LAND USE AND PLANNING</b>	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>Would the project:</b>				
a) Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**Introduction**

The General Plan EIR found that the development of the General Plan had the potential to impact surrounding land uses, but that with the implementation of mitigation measures, build out of the General Plan would result in less than significant impacts. Any future development will be subject to these mitigation measures.

Any future development will be consistent with the size and intensity of development anticipated, analyzed, and approved as part of the approved EIR and EIR Addendum. The CR District already permits or conditionally permits certain land uses that are similar to warehouse distribution, including: hay/feed storage, transportation facilities, truck terminals, new construction of outdoor storage, public utility installations, and assembly of products (as ancillary uses to commercial uses). In the nation, it has been standard zoning practices to separate regional commercial uses from light industrial uses to buffer shopping from activities that would generate noise, semi-truck traffic, and odors. However, technology advances have made it so that a mix of land uses can co-exist together. These advances have produced a shift away from brick-and-mortar retail buildings to online shopping. This has produced a need for e-commerce warehouse distribution development. Since the Planning area is located along freeway frontage, the proposed overlay provides an opportunity to plan for both commercial and warehouse distribution, as both have the potential to generate sales tax revenue and/or produce employment growth. There are presently methods that can be used to mitigate noise and odors issues. Any future development will not present any potential land use conflicts. Accordingly, the Amendments are within the scope of the EIR's analysis.

**Discussion of Impacts**

**a-c) No Impact.** The Planning area is currently vacant, and will not divide any established community. The Amendments will allow developments that are consistent with the land use, development standards and guidelines of the Development Code. The Planning area is designated for business activities in the Town's General Plan. There are no conservation plans currently in effect in Town. There will be no impacts associated with land use as a result of the proposed project.

<b>X. MINERAL RESOURCES</b>	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>Would the project:</b>				
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**Discussion of Impacts**

**a-b) No Impact.** The General Plan EIR and Addendum determined that there were no lands designated for mineral resources within the Planning area, and that no mineral resource extraction occurred or was projected to occur within the Planning area. The Planning area has been designated for commercial development for a number of years. The Amendments intend to allow Warehouse Distribution developments. No mineral resources are known to occur on the Planning area. There will be no impacts to mineral resources as a result of implementation of the Amendments.

<b>XI. NOISE</b>	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>Would the project result in:</b>				
a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**Introduction**

The General Plan EIR and Addendum found that new development had the potential to result in noise impacts, but that with the implementation of mitigation measures, build out of the General Plan would result in less than significant impacts. Any new development will be subject to these mitigation measures.

The EIR imposed a requirement for further site-specific noise studies only where a proposed project's stationary noise sources may adversely impact sensitive noise receptors in the site vicinity. (EIR pp. III-145.) There are no sensitive receptors in the Planning area's vicinity that would require such site-specific analysis. The nearest sensitive receptor, a single-family home is approximately ½ mile east of the Planning area on Stoddard Wells (APN: 0472-362-53).

**Discussion of Impacts**

**a, c) *Less Than Significant Impact.*** New development can result in the development of a warehouse distribution facility, which includes stationary noise sources such as sliding dock doors and rooftop mechanical equipment, as well as on-site mobile sources such

as back-up beepers and forklift operations. There are no sensitive receptors located in and around the vicinity of the Planning area. Impacts are therefore expected to be less than significant.

- b) **Less Than Significant Impact.** The primary source of vibration of future development is expected to be during construction, from the use of heavy equipment; and during operation from the heavy truck trips the project will generate. The level of vibration, however, will be periodic and temporary, and because of the Planning area's location away from sensitive receptors, is expected to represent a less than significant impact.
- d) **Less Than Significant Impact.** Temporary noise generated during the construction phase of the any future development could exceed acceptable noise levels, particularly during site preparation. Primary noise sources will be heavy equipment. These impacts, however, will be periodic and temporary, and are allowed in the Town's Municipal Code, as long as they occur during specified daytime hours. Any future development will be required to comply with these requirements. Further, the Planning area is not located near sensitive receptors who would be impacted by construction noise. The Planning area is in an commercially designated area, and the Town's standards will assure that impacts are less than significant.
- e) **Less Than Significant Impact.** The Apple Valley Airport is located less than four mile east of the Planning area. Impacts associated with airport noise are expected to be less than significant.
- f) **No Impact.** The Planning area is not located in the vicinity of a private airstrip, and no impacts associated with such a noise source will occur.

<b>XII. POPULATION AND HOUSING</b>	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>Would the project:</b>				
a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**Introduction**

The General Plan EIR and Addendum found that new development had the potential to result in impacts associated with population and housing, but that with the implementation of mitigation measures imposed on the Town, build out of the General Plan would result in less than significant impacts.

**Discussion of Impacts**

**a) *Less Than Significant Impact.*** Any future development will result in a demand for employees. The EIR found that the increase in jobs could be supported for multiple reasons. First, the Town's residents currently commute to work outside of Town, and the new development, such as Warehouse Distribution would generate jobs that would improve the Town's jobs/housing balance. Further, the EIR found that the Town had a capacity for an additional 15,078 housing units. Based on the Town's average of 1.09 jobs per household, any future development would generate a need for 488 housing units, if all the project's employees were to be new residents. The Town has capacity and resources to accommodate this level of growth. The Amendments will have a less than significant impact on population growth.

**b-c) *No Impact.*** The Planning area is currently vacant, and will not result in the demolition of existing housing, or the displacement of people. No impact is expected.

**XIII. PUBLIC SERVICES**

**Would the project result in:**

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
Substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
a) Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**Introduction**

The General Plan EIR and Addendum to the EIR found that new development within the Town had the potential to impact public services, but that with the implementation of mitigation measures, build out of the General Plan would result in less than significant impacts. Any future development will be subject to these mitigation measures.

**Discussion of Impacts**

**a-e) Less Than Significant Impact.** Any future development will not increase the demand on public services beyond that already anticipated and analyzed in the EIR.

Fire Protection

The Apple Valley Fire Protection District is responsible for fire protection. The closest fire station to the Planning area is Station 332, which is located on Highway 18.

Any future development will result in additional demand on fire services from the District. Any future development will increase revenues to the Town, in the form of direct property tax increases, and indirect sales tax increases from discretionary spending by employees. These revenues will help to offset the added costs of fire services.

As required in the Building Code, construction plans will be reviewed by the Fire Department to ensure they meet applicable fire standards and regulations. Overall impacts to fire protection services will be less than significant.

Police Protection

The San Bernardino Sheriff's Department provides police services to the Town under contract with the Town. Police service demand will increase marginally as a result of



build out of General Plan, as Warehouse Distribution developments do not generate a high demand for service.

Future development will increase revenues to the Town, in the form of direct property tax increases, and indirect sales tax increases from discretionary spending by employees. These revenues will help to offset the added costs of police services to development.

Schools

Any future development will have an indirect impact on schools within the Apple Valley Unified School District, insofar as any future development will not, in and of itself, generate a demand for school facilities. The additional school children are likely to result from the employment generated by future development, however, new developments will pay all statutorily imposed school mitigation fees as part of the project. As set forth in the EIR, no significant impacts to schools are anticipated.

Parks

Any future development will not directly impact parks. The increase in employees from future development, however, could increase the demand on the Town's park facilities. Any Warehouse Distribution developments, and the homes resulting from the creation of new households for employees of a development, will result in increased revenues to the Town, that will offset the indirect impact on parks. Impacts are expected to be less than significant.

Other Public Facilities

Any new development will include the undergrounding of a power line. The undergrounding will not alter the pattern or capacity of electrical service, such that no significant impacts are anticipated.

**XIV. RECREATION**

<b>Would the project:</b>	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities, which might have an adverse physical effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**Discussion of Impacts**

**a-b) Less Than Significant Impact.** The Amendments will not directly impact recreational facilities. Any future development will increase the number of employees, and increase the demand on the Town's recreational facilities. Any future development, and the homes resulting from the creation of new households for employees of any future development, will result in increased revenues to the Town that will offset the indirect impact on recreational facilities. Impacts are expected to be less than significant.

<b>XV. TRANSPORTATION/TRAFFIC</b>	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>Would the project:</b>				
a) Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, VMT, the volume to capacity ratio on roads, or congestion at intersections)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Result in inadequate parking capacity?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**Introduction**

The General Plan EIR and Addendum found that any future development of the General Plan had the potential to impact traffic, although these impacts were less than significant. The implementation of mitigation measures would assure that build out of the General Plan would result in less than significant impacts. Any new development will be subject to these mitigation measures.

The EIR required that site-specific traffic studies would be required only on a project-by-project basis. (EIR pp. III-46.) The Amendments include allowing warehouse distribution in the Regional Commercial (CR) District. Any new warehouse distribution developments would be required to undergo the CEQA process and prepare site-specific traffic studies on a project-by-project basis.

**Adopted VMT Discussion**

A project would result in a significant project-generated VMT impact if either of the following conditions are satisfied:

1. The baseline project-generated VMT per service population exceeds the Town of Apple Valley General Plan Buildout VMT per service population, or

2. The cumulative project-generated VMT per service population exceeds Town of Apple Valley General Plan Buildout VMT per service population

The project's effect on VMT would be considered significant if it resulted in either of the following conditions to be satisfied:

3. The baseline link-level boundary Town-wide VMT per service population increases under the plus project condition compared to the no project condition, or

4. The cumulative link-level boundary Town-wide VMT per service population increases under the plus project condition compared to the no project condition.

On May 11, 2021, the Town Council adopted Resolution 2021-08 establishing the above adopted VMT thresholds consistent with SB 743. The evidence at the time of adoption of the VMT threshold showed that VMT would be reduced at build out of the General Plan as compared to baseline. It is expected that VMT will be reduced since the discussion below shows the Amendments will create warehouse distribution developments that generate fewer trips as compared to a shopping center. The intent of e-commerce warehouse distribution, as a whole, is to create satellite locations closer to the consumer. Additionally, the workforce, which the majority travel to other communities for employment, will have shorter trips if employed local by the developments as part of this Amendment. This is expected to further reduce VMT. No development is proposed at this time and any future development would need to address the Town's adopted VMT threshold. The Amendments have no impact on transportation as no development is proposed at this time and similar land uses are already permitted in the CR District.

### **Discussion of Impacts**

#### **a) & b) Less Than Significant Impact.**

If compared to a shopping center, a warehouse distribution development of similar size would cause an overall decrease in traffic trips. Evidence of this was provided by Kimley Horn in a memo dated August 25, 2021. This memo compared the number of trips that would be generated by a 1,977,100 square foot shopping center and a 1,534,500 square foot warehouse distribution development. In the analysis, the warehouse distribution development would additionally include 468,200 square feet of office space and 10,000 square feet of sit-down restaurant area. Both sample projects would be situated on 143 acres within parcels in the Planning area. The results show a warehouse distribution development would produce 54,542 less daily trips; 142 less am peak hour trips; and 3,395 PM less peak hour trips. If the entire 978 acres (Planning area) currently zoned CR were developed with only warehouse distribution with limited office and sit-down restaurants, it is estimated that at build-out, this would reduce daily trips by 375,648 trips in the Project area (See Table 1).

**TABLE 1 – APPROVED SITE USE TRIP GENERATION**

Land Use	Quantity	Unit	Trip Generation Estimates						
			Daily	AM Peak Hour			PM Peak Hour		
				In	Out	Total	In	Out	Total
<i>Approved Zoning Use</i>									
Shopping Center	1,977.1	KSF	74,636	1,153	706	1,859	3,616	3,917	7,533
Pass-by Trips (0% AM, 34% PM) <sup>2</sup>	0.0	34%	-2,561	0	0	0	-1,229	-1,332	-2,561
<b>Total Trips with Approved Land Use</b>			72,075	1,153	706	1,859	2,387	2,585	4,972

**TABLE 2 – PROPOSED ESTIMATED TRIP GENERATION**

Land Use	Quantity	Unit	Trip Generation Estimates						
			Daily	AM Peak Hour			PM Peak Hour		
				In	Out	Total	In	Out	Total
<i>Proposed Use</i>									
High-Cube Parcel Hub Warehouse	1,534.5	KSF	11,893	537	537	1,074	668	315	983
General Office Building	468.2	KSF	4,560	467	76	543	86	452	538
High-Turnover (Sit-Down) Restaurant	10.0	KSF	1,122	55	45	100	61	37	98
Pass-by Trips (0% AM, 34% PM) <sup>2</sup>	0%	43%	-42	0	0	0	-26	-16	-42
<b>Total Proposed Trips</b>			17,533	1,059	658	1,717	789	788	1,577

**TABLE 3 – NET DIFFERENCE (PROPOSED MINUS APPROVED)**

	Daily	AM Peak Hour			PM Peak Hour		
		In	Out	Total	In	Out	Total
<b>Net Difference (Proposed Minus Approved)</b>	-54,542	-94	-48	-142	-1,598	-1,797	-3,395

Any development of warehouse distribution caused by the Amendments will therefore generate fewer trips than were studied in the certified EIR, and the project's impacts are therefore consistent with the analysis in the EIR.

Any new development would be subject to improvements to bring all streets to General Plan standards, including the construction of roadway half-widths, curb, and gutter. Any new development would be subject to Traffic Impact Fees and will contribute to the overall construction of the General Plan Circulation Element improvements.

As a result of the current evaluation, it is concluded that impacts associated with level of service, VMT and capacity will be less than significant with build out of the proposed project.

- c) **No Impact.** The Apple Valley Airport is located approximately less than four miles east of the Planning area. No improvements are proposed by the Amendments that will adversely impact air traffic patterns, airport functions, or safety.
- d) **No Impact.** The Amendments do not propose any hazardous design features. Any future development will be required to provide improvements to public streets, project driveways and interior roadways consistent with Town standards. No impact is expected.
- e) **Less Than Significant Impact.** In the Planning area, the General Plan envisions Stoddard Wells and Apple Valley Roads as Major Divided Arterial roads (128 feet wide) at build out. Falchion Road is a Major Road (104 feet wide) located in the south part of the Planning area. Stoddard Wells Road currently connect to the I-15 freeway to the west and Johnson Road and Dale Evans Road to the northeast. Apple Valley Road connects to Highway 18 to the south and connects to Falchion Road to the north. Falchion Road connects to Apple Valley Road to the east and the I-15 freeway to the east. The General Plan calls Apple Valley Road to eventually extended north and fully connect to Stoddard Wells Road. New development in the Planning area that front on to Apple Valley Road and/or are required access to Stoddard Wells Road to the north will cause Apple Valley Road to be constructed to Stoddard Wells Road. Any future development will be required two points of access for emergency access consistent with the Development Code and Apple Valley Fire District standards. Construction of the Circulation Element road network, and standard requirements will assure that impacts are less than significant.
- f) **No Impact.** Any new development will include parking spaces for passenger vehicles, trailers and heavy duty trucks in compliance with the requirements of the Development Code. No impact is expected.
- g) **No Impact.** Victor Valley Transit provides bus service to the Town. Local service would be extended in the Planning area upon completion of any new development. The certified EIR included measures to assure that transit service needs are monitored, and service established in the future when warranted. No impact is anticipated.

<b>XVI. UTILITIES AND SERVICE SYSTEMS</b>	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>Would the project:</b>				
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g) Comply with federal, state, and local statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**Introduction**

The General Plan EIR found that any future development within the Planning area had the potential to impact utilities, but that with the implementation of mitigation measures, build out of the General Plan would result in less than significant impacts.

**Discussion of Impacts**

**a-e) Less Than Significant Impact.**

Wastewater Treatment

Wastewater generated by any future development will be treated by the Victor Valley Reclamation Authority (VVRA) treatment plant, which has a current capacity of 14.5 million gallons per day (MGD). The treatment plant, located in Victorville, includes capabilities for tertiary treatment, which allow the use of treated water for landscaping.

In addition, the VVRA is constructing sub-regional plants, including one in Apple Valley to allow local tertiary treatment and distribution.

Domestic Water

Liberty Utilities, formerly Apple Valley Ranchos Water Company, provides domestic water services to the Planning area and vicinity. Any future development will be required to comply with current Building Code requirements, which are more stringent regarding water use than those in place when the EIR was prepared, and with all water conservation measures currently being implemented as a result of State mandates for water conservation during the current drought. Any future development will reduce water usage that might otherwise occur through compliance with the EIR's requirements to use native and drought-tolerance species in all landscaping.

Finally, any future development will include the relocation and extension of a water mains. Impacts associated with domestic water are expected to be less than significant.

Stormwater Management

Any future development will be required to retain the 100 year storm on site, consistent with Town standards. Impacts are expected to be less than significant. Please also see Section VIII.

- f-g) Less Than Significant Impact.** The Town contracts for solid waste disposal with Burrtec Waste Industries. Solid waste is hauled to the Victorville landfill, which is a County operated facility. Any future development will generate solid waste consistent with that analyzed in the certified EIR, and can be expected to result in up to 15,000 tons of solid waste annually. Impacts associated with solid waste generation are expected to be less than significant.

<b>XVII. ENERGY.</b>	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>Would the project:</b>				
a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>a -b)</b> No development is proposed at this time. Future development will comply with the California Building and Green Code.				



**XIIX. TRIBAL CULTURAL RESOURCES.**

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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**Would the project:**

a) Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code § 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is: i) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or ii) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code § 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code § 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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**a)** No development is proposed at this time, and future development will notify all Native American Tribes and upon request consult with Native American Tribes as required by law.

**XIX. MANDATORY FINDINGS OF SIGNIFICANCE**

NOTE: If there are significant environmental impacts which cannot be mitigated and no feasible project alternatives are available, then complete the mandatory findings of significance and attach to this initial study as an appendix. This is the first step for starting the environmental impact report (EIR) process.

Does the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

a) **Less Than Significant Impacts with Mitigation Incorporated.** As detailed in this Initial Study, the proposed project has the potential to impact both biological and cultural resources. With the implementation of mitigation measures in both the

certified EIR and this Initial Study, these impacts will be reduced to less than significant levels. The General Plan EIR Mitigation Measures are required upon any future development (Appendix B).

- b) *Less Than Significant Impact.*** As described in this Initial Study, the Amendments will allow Warehouse Distribution developments in the CR District. Any new development will have direct construction and operational air quality impacts that will exceed MDAQMD thresholds, and its impacts will be less than significant. However, it can be expected that the emissions of any future development will contribute to the emissions of the overall build out of the General Plan. The EIR and Addendum determined that the development's overall emissions at build-out would be significant and unavoidable, and the Town Council adopted CEQA findings and a Statement of Overriding Considerations addressing those impacts. Specifically, as identified in the Findings adopted with the certification of the EIR (Town Council Resolution 2006-81), the Town found as follows:

“The Town Council finds and determines that the significant environmental effects identified in the EIR have been reduced to an acceptable level in that: (1) all significant effects that can feasibly be avoided have been eliminated or substantially lessened as determined through the findings set forth in this Resolution; (2) based upon the EIR, Exhibits to this Resolution, and other documents in the record, specific economic, social and other considerations make infeasible other project alternatives identified in said EIR; and (3) based upon the EIR, Exhibits to this Resolution and other documents in the record, all remaining, unavoidable effects of the Specific Plan, General Plan Amendment and Zone Change are overridden by the benefits of the project as described in Exhibit A, which the Town Council is adopting as a Statement of Overriding Considerations for the proposed Project.”

As concerns the currently proposed project, the Amendments do not propose any development and there is no evidence that the project would result in impacts that are any greater than those already disclosed in the EIR. Accordingly, no further analysis is required under State CEQA Guidelines § 15162. The General Plan EIR Mitigation Measures are required upon any future development (Appendix B).

- c) *Less Than Significant Impacts with Mitigation Incorporated.*** As described in this Initial Study, the proposed project will not, in and of itself, have significant impacts on air quality, noise or traffic, or other categories impacting human beings. Any future development will, however, contribute to cumulative impacts to air quality, which will potentially impact human beings at General Plan build out. The Town Council, however, when it certified the EIR and Addendum, determined that the benefits of build out of the General Plan outweighed the potential impacts associated with air quality, and adopted Findings and a Statement of Overriding Considerations as described above. There is no evidence that the proposed project would result in impacts that are any greater than those already disclosed in the EIR. Accordingly, no further analysis is required under State CEQA Guidelines § 15162. The General Plan EIR Mitigation Measures are required upon any future development (Appendix B).

**REFERENCES**

Town of Apple Valley General Plan, 2019 Climate Action Plan, and General Plan EIR.

Addendum to the Environmental Impact Report for the Apple Valley 2009 General Plan and Annexation 2008-001  
Town of Apple Valley Project No. 2018-001; State Clearinghouse No. 2008091077

Town of Apple Valley Development Code.

Mojave Desert Air Quality Management District California Environmental Quality Act and Federal Conformity Guidelines.

Trip Generation Evaluation Memo, Kimley Horn, September 2021.

Resolution 2021-08 which adopted VMT thresholds for the Town

Please note: All special studies and documents listed above are available for review at Town Hall, 14955 Dale Evans Parkway, in Apple Valley.

**APPENDIX**

- A. List of Accessory Parcel Nos. that are affected by the Amendment to allow warehouse distribution in the CR District
- B. Section III of the 2009 General Plan EIR, which include all mitigation measures
- C. Resolution 2021-08 adopting VMT thresholds
- D. Addendum to the Environmental Impact Report for the Apple Valley 2009 General Plan and Annexation 2008-001  
Town of Apple Valley Project No. 2018-001



## **ATTACHMENT 4**



## MEMORANDUM

**To:** Tony DeAguiar  
PJU, Inc.

**From:** Jean Fares, P.E.  
Kimley-Horn and Associates, Inc.

**Date:** August 25, 2021

**Subject:** Trip Generation Study for five parcels at northeast corner of I-15 and Stoddard wells in Appley Valley, California

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Kimley-Horn and Associates, Inc. has prepared a trip generation study memorandum for the five parcels in Apple Valley, CA in support of a proposed zoning change. The memorandum has been prepared to evaluate the trip generation of the proposed warehouse distribution development, compared to the approved commercial zoning land uses.

## PROJECT DESCRIPTION

The project site consists of approximately 143 acres of land located at the northeast corner of I-15 and Stoddard Wells Rd. The project site is currently not occupied with existing uses; a copy of the county parcel viewer is provided in **Attachment A**. The project applicant proposes to develop two (2) warehouse buildings with a total building square footage of approximately 1,534,520 square feet (SF), two office buildings with a total building square footage of 468,180 square feet (SF), and a restaurant building with a total building square footage of 10,000 square feet (SF). A copy of the project site plan is provided in **Attachment B**.

## TRIP GENERATION COMPARISON

A trip generation analysis has been prepared to evaluate the trip generating characteristics for the proposed zoning change, compared to the approved land uses under existing zoning.

### *Trip Generation – Approved Use*

Trip generation for the approved zoning use were based on the current ITE Trip Generation Manual (10<sup>th</sup> Edition) trip rates for Shopping Center (ITE Code – 820). Pass-by Trips were then applied from the national database presented in ITE Trip Generation Handbook (3<sup>rd</sup> Edition) Table E.9, which provides data for PM Peak period times only at 34%.

As shown on **Table 1**, the estimated trip generation for the approved existing zoning use was observed to be 72,075 daily trips, with 1,859 trips (1,153 inbound and 706 outbound) in the morning peak hour and 4,972 trips (2,387 inbound and 2,585 outbound) in the evening peak hour.

### ***Trip Generation – Proposed Project***

Trip generation estimates for the proposed project were based on the current ITE Trip Generation Manual (10<sup>th</sup> Edition) trip rates for High-Cube Parcel Hub Warehouse (ITE Code – 156), General Office Building (ITE Code – 710), and High-Turnover (Sit-Down) Restaurant (ITE Code – 932). Pass-by Trips were then applied for the High-Turnover (Sit-Down) Restaurant trips from the national database presented in ITE Trip Generation Handbook (3<sup>rd</sup> Edition) Table E.30, which provides data for PM Peak period times only at 43%.

Trip generation rates and the resulting trip generation estimates for the proposed project are summarized on **Table 2**. The project is estimated to generate 17,533 PCE daily trips, with 1,717 PCE trips (1,059 inbound and 658 outbound) in the morning peak hour and 1,577 PCE trips (789 inbound and 788 outbound) in the evening peak hour.

When comparing the proposed project trip generation to the trip generation of the approved zoning use, **Table 3** shows the proposed project generates -54,542 net new trips on a daily basis, with -142 net new trips in the morning peak hour and -3,395 net new trips in the evening peak hour.

Based on the trip generation comparison, the proposed project trip generation estimates are materially less than the estimated trips for the land uses under approved zoning for the 5 parcels located near the intersection of I-15 and Stoddard Wells Rd.



**TABLE 1 – APPROVED SITE USE TRIP GENERATION**

Land Use	Quantity	Unit	Trip Generation Estimates						
			Daily	AM Peak Hour			PM Peak Hour		
				In	Out	Total	In	Out	Total
<b>Approved Zoning Use</b>									
Shopping Center	1,977.1	KSF	74,636	1,153	706	1,859	3,616	3,917	7,533
Pass-by Trips (0% AM, 34% PM) <sup>2</sup>	0.0	34%	-2,561	0	0	0	-1,229	-1,332	-2,561
<b>Total Trips with Approved Land Use</b>			72,075	1,153	706	1,859	2,387	2,585	4,972

**TABLE 2 – PROPOSED ESTIMATED TRIP GENERATION**

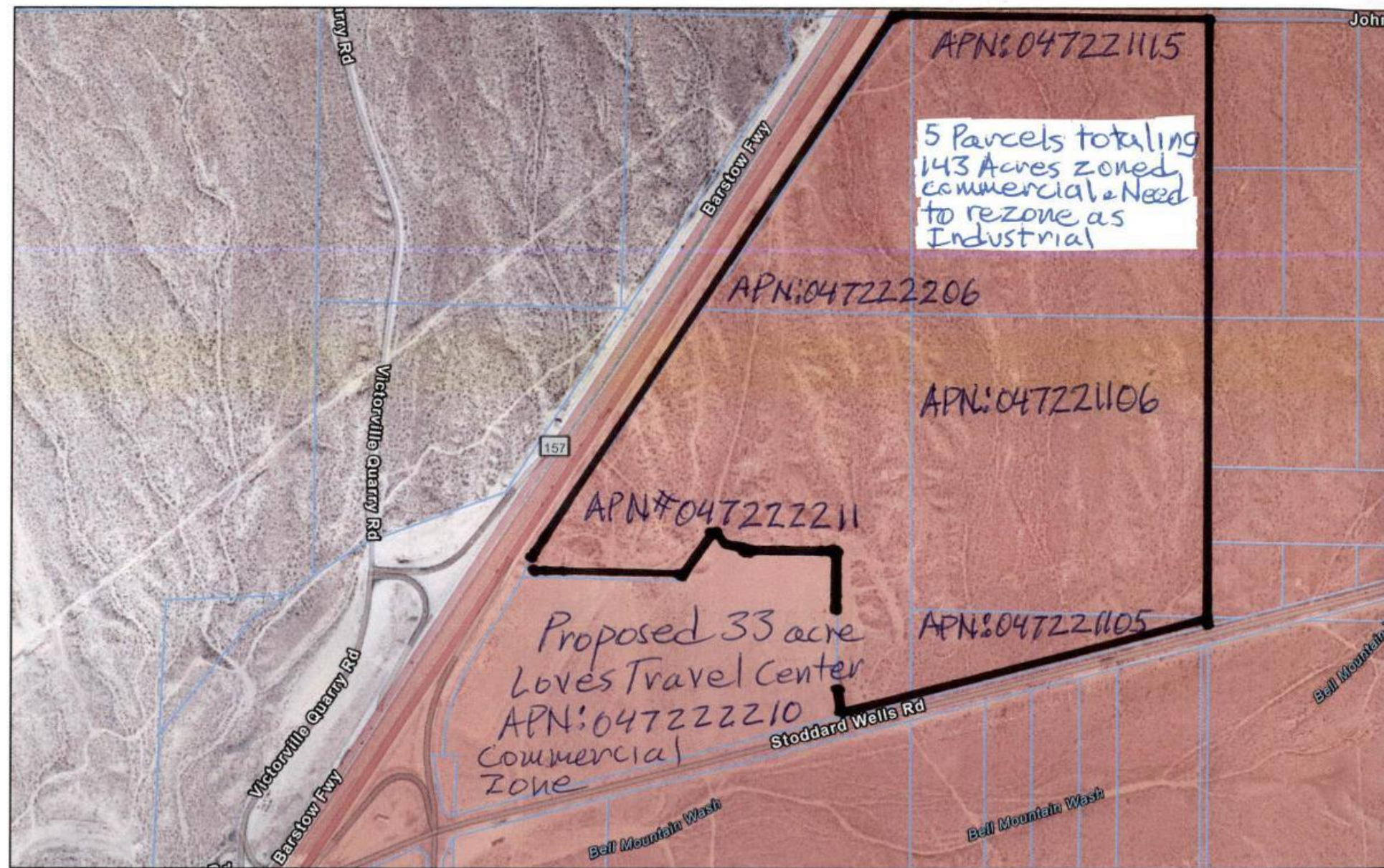
Land Use	Quantity	Unit	Trip Generation Estimates						
			Daily	AM Peak Hour			PM Peak Hour		
				In	Out	Total	In	Out	Total
<b>Proposed Use</b>									
High-Cube Parcel Hub Warehouse	1,534.5	KSF	11,893	537	537	1,074	668	315	983
General Office Building	468.2	KSF	4,560	467	76	543	86	452	538
High-Turnover (Sit-Down) Restaurant	10.0	KSF	1,122	55	45	100	61	37	98
Pass-by Trips (0% AM, 34% PM) <sup>2</sup>	0%	43%	-42	0	0	0	-26	-16	-42
<b>Total Proposed Trips</b>			17,533	1,059	658	1,717	789	788	1,577

**TABLE 3 – NET DIFFERENCE (PROPOSED MINUS APPROVED)**

	Daily	AM Peak Hour			PM Peak Hour		
		In	Out	Total	In	Out	Total
<b>Net Difference (Proposed Minus Approved)</b>	-54,542	-94	-48	-142	-1,598	-1,797	-3,395

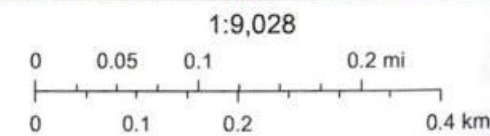
Attachment A -County Parcel Viewer

San Bernardino County Parcel Viewer



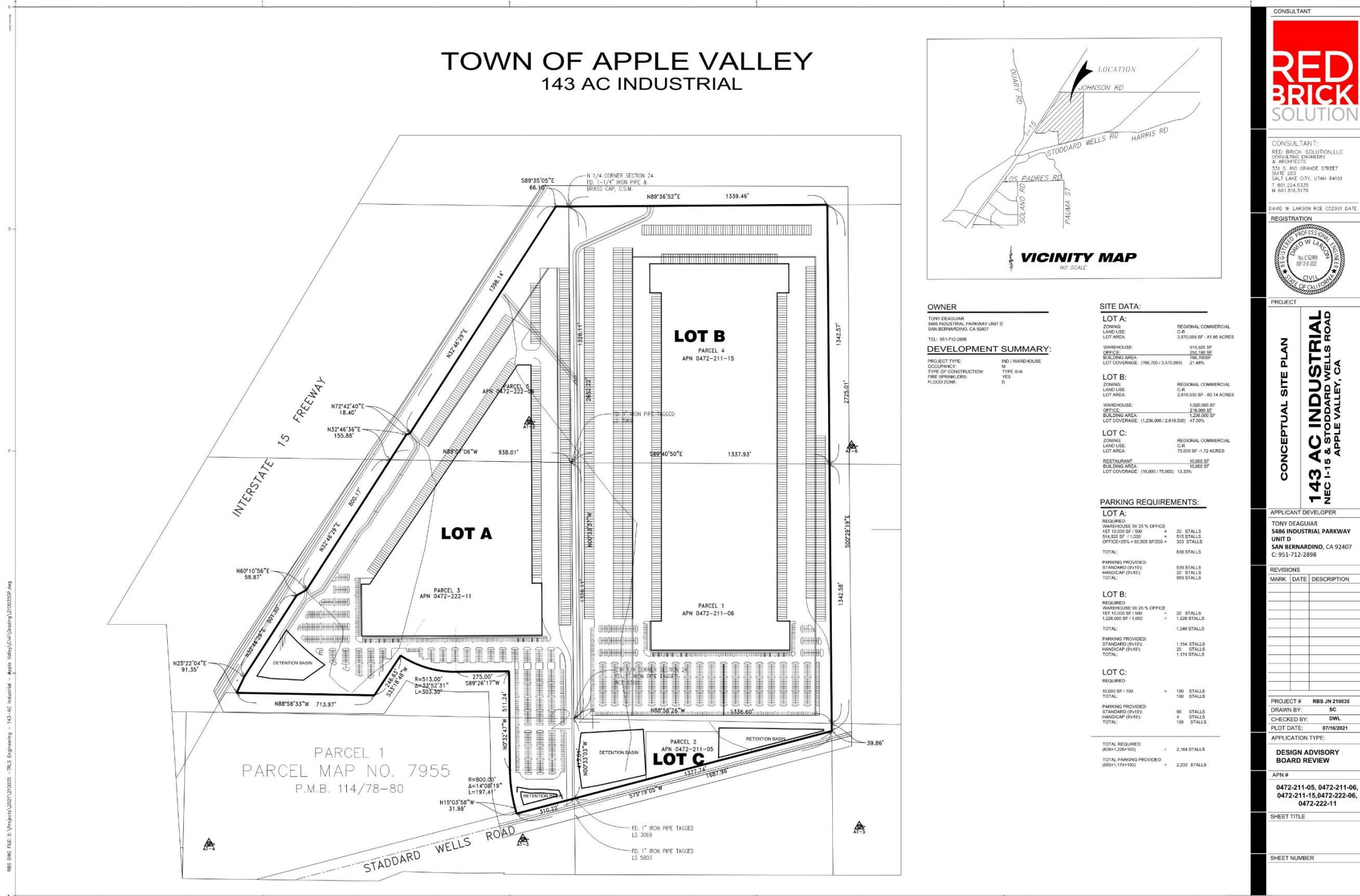
8/10/2021, 3:39:28 PM

- Parcels
- BLM National Public Land Survey - Township
- City Limits



San Bernardino County, Maxar, Esri Community Maps Contributors, City of Victorville, BuildingFootprintUSA, Esri, HERE, Garmin, SafeGraph, INCREMENT P, METV

Attachment B – Proposed Site Plan



**OWNER**  
 TONY DEAGUIAR  
 5486 INDUSTRIAL PARKWAY UNIT D  
 SAN BERNARDINO, CA 92407  
 TEL: 951-712-2898

**DEVELOPMENT SUMMARY:**  
 PROJECT TYPE: IND / WAREHOUSE  
 OCCUPANCY: M  
 TYPE OF CONSTRUCTION: TYPE II-N  
 FIRE SPRINKLERS: YES  
 FLOOD ZONE: D

**SITE DATA:**

LOT A:	REGIONAL COMMERCIAL
ZONING:	C-R
LAND USE:	3,870,000 SF - 81.96 ACRES
LOT AREA:	
WAREHOUSE:	914,500 SF
OFFICE:	252,100 SF
BUILDING AREA:	766,700 SF
LOT COVERAGE: (766,700 / 3,870,000)	21.48%

LOT B:	REGIONAL COMMERCIAL
ZONING:	C-R
LAND USE:	3,418,530 SF - 80.14 ACRES
LOT AREA:	
WAREHOUSE:	1,025,000 SF
OFFICE:	216,000 SF
BUILDING AREA:	1,228,000 SF
LOT COVERAGE: (1,228,000 / 2,819,530)	47.50%

LOT C:	REGIONAL COMMERCIAL
ZONING:	C-R
LAND USE:	75,000 SF - 1.72 ACRES
LOT AREA:	
RESTAURANT:	10,000 SF
BUILDING AREA:	10,000 SF
LOT COVERAGE: (10,000 / 75,000)	13.33%

**PARKING REQUIREMENTS:**

LOT A:	REQUIRED	TOTAL
WAREHOUSE W/ 3% OFFICE		
1ST 10,000 SF / 500	= 20 STALLS	
514,500 SF / 1,000	= 515 STALLS	
OFFICE-25% + 60,000 SF/200	= 303 STALLS	
TOTAL:		838 STALLS

PARKING PROVIDED:	TOTAL
STANDARD (P117)	930 STALLS
HANDICAP (P117)	20 STALLS
TOTAL:	959 STALLS

LOT B:	REQUIRED	TOTAL
WAREHOUSE W/ 25% OFFICE		
1ST 10,000 SF / 500	= 20 STALLS	
1,228,000 SF / 1,000	= 1,228 STALLS	
TOTAL:		1,248 STALLS

PARKING PROVIDED:	TOTAL
STANDARD (P117)	1,154 STALLS
HANDICAP (P117)	20 STALLS
TOTAL:	1,174 STALLS

LOT C:	REQUIRED	TOTAL
RESTAURANT		
10,000 SF / 100	= 100 STALLS	
TOTAL:		100 STALLS

PARKING PROVIDED:	TOTAL
STANDARD (P117)	96 STALLS
HANDICAP (P117)	4 STALLS
TOTAL:	100 STALLS

TOTAL REQUIRED:	TOTAL PARKING PROVIDED:
(838+1,248+100)	(959+1,174+100)
= 2,186 STALLS	= 2,233 STALLS

CONSULTANT



CONSULTANT:  
 RED BRICK SOLUTION, LLC  
 CONSULTING ENGINEERS  
 & ARCHITECTS  
 331 E. 800 GRAND STREET  
 SUITE 203  
 SALT LAKE CITY, UTAH 84101  
 T 801.224.5335  
 M 861.816.5179

DAVID W. LARSON P.E. CC2091 DATE



REGISTRATION

PROJECT

**CONCEPTUAL SITE PLAN**

**143 AC INDUSTRIAL**  
 NEC 1-15 & STODDARD WELLS ROAD  
 APPLE VALLEY, CA

APPLICANT DEVELOPER

TONY DEAGUIAR  
 5486 INDUSTRIAL PARKWAY  
 UNIT D  
 SAN BERNARDINO, CA 92407  
 C: 951-712-2898

REVISIONS

MARK	DATE	DESCRIPTION

PROJECT # **RBS JN 210035**  
 DRAWN BY: **SC**  
 CHECKED BY: **DWL**  
 PLOT DATE: **07/16/2021**

APPLICATION TYPE:  
**DESIGN ADVISORY BOARD REVIEW**

APN #  
**0472-211-05, 0472-211-06,  
 0472-211-15, 0472-222-06,  
 0472-222-11**

SHEET TITLE

SHEET NUMBER

## ATTACHMENT 5

### PLANNING COMMISSION RESOLUTION NO. 2021- 007

**A RESOLUTION OF THE PLANNING COMMISSION OF THE TOWN OF APPLE VALLEY, CALIFORNIA, RECOMMENDING THAT THE TOWN COUNCIL AMEND THE GENERAL PLAN LAND USE ELEMENT CREATING AN OVERLAY WITHIN THE REGIONAL COMMERCIAL (CR) DISTRICT THAT WOULD ALLOW WAREHOUSE DISTRIBUTION DEVELOPMENTS AND AMEND TITLE 9 “DEVELOPMENT CODE” OF THE TOWN OF APPLE VALLEY MUNICIPAL CODE, BY AMENDING SECTION 9.35.020 AND 9.35.030 CREATING A 978 ACRE OVERLAY WITHIN THE REGIONAL COMMERCIAL (CR) DISTRICT THAT WOULD ALLOW WAREHOUSE DISTRIBUTION DEVELOPMENTS.**

**WHEREAS**, The General Plan of the Town of Apple Valley was adopted by the Town Council on August 11, 2009; and

**WHEREAS**, Title 9 “Development Code” of the Municipal Code of the Town of Apple Valley was adopted by the Town Council on April 27, 2010; and

**WHEREAS**, Title 9 (Development Code) of the Municipal Code of the Town of Apple Valley has been previously modified by the Town Council on the recommendation of the Planning Commission; and

**WHEREAS**, General Plan Amendment No. GPA-2021-001 & Development Code Amendment No. DCA-2021-002 is consistent with the General Plan and Municipal Code of the Town of Apple Valley;

**WHEREAS**, Specific changes are proposed to the Land Use Element of the adopted General Plan of the Town of Apple Valley by amending the General Plan Land Use Designations for C-R in Chapter II of the Land Use Element of the General Plan to provide opportunities for warehouse distribution developments along the I-15 freeway in North Apple Valley; and

**WHEREAS**, Specific changes are proposed to the Development Code of the Town of Apple Valley Municipal Code by amending Chapter 9.35 “Commercial and Office Districts”, Sections 9.35.020 and 9.35.030 allowing warehouse distribution on 978 acres within the CR District bounded by Interstate 15 (I-15) freeway to the west, Dante Road to the south and Caplet Street to the north, and the CR District’s boundary to the east allows for warehouse distribution developments; and

**WHEREAS**, On October 8, 2021 and October 22, 2021, General Plan Amendment No. GPA-2021-001 & Development Code Amendment No. DCA-2021-007 was duly noticed in the Apple valley News, a newspaper of general circulation within the Town of Apple Valley;

**WHEREAS**, Pursuant to California Environmental Quality Act (CEQA), an Initial Study and Mitigated Negative Declaration has been prepared for the General Plan Amendment and Development Code Amendment. The impacts of new development in the Planned Area (project) were previously analyzed in the Environmental Impact Report (EIR) for the 2009 General Plan and 2018 EIR Addendum for newly annexed areas. The 2018 EIR Addendum was completed for the newly annexed land along the I-15 freeway within north Apple Valley, some of which are part of the proposed overlay. The present analysis concluded that any new development as a result of the Amendments would be required to comply with all mitigation measures in the previously adopted 2009 General Plan EIR and 2018 EIR Addendum and therefore impacts will less than significant; and

**WHEREAS**, On November 3, 2021, the Planning Commission of the Town of Apple Valley conducted a duly noticed and advertised public hearing on General Plan Amendment No. GPA-2021-001 & Development Code Amendment No. DCA-2021-002, receiving testimony from the public and adopted Planning Commission Resolution No. 2021-007 recommending adoption of this Ordinance; and

**WHEREAS**, General Plan Amendment No. 2019-001 and Development Code Amendment No. 2019-002 are consistent with the Land Use Element goals and policies of the Town's General Plan and Title 9 "Development Code" of the Municipal Code of the Town of Apple Valley and shall promote the health, safety, and general welfare of the citizens of the Town of Apple Valley.

**NOW, THEREFORE, BE IT RESOLVED** that in consideration of the evidence presented at the public hearing, and for the reasons discussed by the Commissioners at said hearing, the Planning Commission of the Town of Apple Valley, California, finds and determines as follows and recommends that the Town Council make the following findings and take the following actions:

**Section 1.** Find that the changes proposed by General Plan Amendment No. GPA-2021-001 & Development Code Amendment No. DCA-2021-002 are consistent with the Goals and Policies of the Town of Apple Valley adopted General Plan.

**Section 2.** Pursuant to California Environmental Quality Act (CEQA), an Initial Study and Mitigated Negative Declaration has been prepared for the General Plan Amendment and Development Code Amendment. The impacts of new development in the Planned Area (project) were previously analyzed in the Environmental Impact Report (EIR) for the 2009 General Plan and 2018 EIR Addendum for newly annexed areas. The 2018 EIR Addendum was completed for the newly annexed land along the I-15 freeway within north Apple Valley, some of which are part of the proposed overlay. The present analysis concluded that any new development as a result of the Amendments would be required to comply with all mitigation measures in the previously adopted 2009 General Plan EIR and 2018 EIR Addendum and therefore impacts will less than significant; and

**Section 3.** Amend the General Plan Land Use Designations for C-R in Chapter II of the Land Use Element of the General Plan to read as follows:

Regional Commercial (C-R): This land use category allows retail uses that serve not only the residents and businesses of Apple Valley, but also of the surrounding region. Permitted uses in this designation include auto malls, regional malls, business parks, factory stores and outlets, entertainment commercial, hotels and motels, restaurants, institutional and public uses. **The C-R designation provides opportunities for warehouse distribution developments along the I-15 freeway in North Apple Valley to operate in conjunction with retail uses.** The minimum size for a Regional Commercial project site is 10 acres.

**Section 4.** Amend Sections 9.35.020 and 9.35.030 to read as follows:

**9.35.020 - Commercial and Office Districts**

**Regional Commercial District (C-R).** The C-R district is intended for the development of a full range of retail stores, offices and personal and business services on a scale to serve the needs of the Town and the surrounding region, to be located in proximity to interstate and state highways and arterial roadways. This district implements the Regional Commercial (C-R) land use designation of the General Plan. A maximum floor area ratio (F.A.R.) of 1.0 is permitted in the C-R District. **A total of 978 acres within the CR District bounded by Interstate 15 (I-15) freeway to the west, Dante Road to the south and Caplet Street to the north, and the CR District’s boundary to the east allows for warehouse distribution developments.**

**9.35.030 - Permitted Uses**

Type of Use <sup>(1)</sup>	District <sup>(1)</sup>					
	O-P	C-G	C-S	C-R	C-V	M-U
J. Manufacturing/Production/Wholesale Uses						
<b><u>5. Warehouse Distribution (Indoors)</u></b> <i>(7)</i>				<b><u>P</u></b>		

**(7) In the C-R District, new warehouse distribution developments shall only be allowed within the 978 acres bounded by I-15 freeway to the west, Dante Road to the south and Caplet Street to the north, and the CR District’s boundary to the east. Any new warehouse distribution development would be subject to Site Development Standards in Section 9.35.040; Industrial Design Standards in Chapter 9.47; and Off-street Parking regulations in Chapter 9.72 and Landscaping regulations in Chapter 9.75 for industrial uses/developments. Conflicts and Clarification shall be resolved as specified in Section 9.05.080.**

Approved and Adopted by the Planning Commission of the Town of Apple Valley this 3rd day of November 2021.

ATTEST:

I, Maribel Hernandez, Secretary to the Planning Commission of the Town of Apple Valley, California, do hereby certify that the foregoing resolution was duly and regularly adopted by the Planning Commission at a regular meeting thereof, held on the 3rd day of November 2021 by the following vote, to-wit:

AYES:

NOES:

ABSENT:

ABSTAIN:

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Ms. Maribel Hernandez, Planning Commission Secretary