



Administrative Report - revised

DATE: January 9, 2025

CASE NUMBER: **Site Plan Review SPR 2023-006 – Cordova Business Center Industrial Development Project**

APPLICANT: Adir Cohen, Cordova Business Center, LLC

PROPOSAL: A request for approval of Site Plan Review No. 2023-006 for the Cordova Business Center project to construct a 504,508 square foot industrial warehousing and distribution center (“project” or “site”) on approximately 30 acres in the North Apple Valley Industrial Specific Plan area.

LOCATION: Southwest quadrant of Cordova and Central Roads (APN 0463-491-09)

ENVIRONMENTAL: A Subsequent Initial Study was completed in accordance with Guidelines for Implementing the California Environmental Quality Act (CEQA). The Subsequent Initial Study was undertaken for the purpose of deciding whether the project may have a significant adverse effect on the environment and reflects the independent judgment of the Town as Lead Agency. The Subsequent Initial Study was prepared and tiered from the “Town of Apple Valley Environmental Impact Report (SCH 2008091077), Apple Valley General Plan and Annexations 2008-001 and 2008-002” (August 2009). Based on the Subsequent Initial Study, the Town concluded that the project will not have a significant adverse effect on the environment with mitigation measures incorporated and has therefore prepared a Draft Mitigated Negative Declaration (SCH No. 2024100839).

CASE PLANNER: Rick Hirsch, Contract Planner

RECOMMENDATION: Approve with Conditions

SITE DESCRIPTION

A. Site Characteristics

The project area lies in the northeasterly portion of the Town of Apple Valley, approximately 1.25 mile north of Apple Valley Airport (see Attachment 2, Vicinity Map and surrounding uses). The site consists of a 30-acre parcel located at the southwest corner of Central and Cordova Roads, north of Johnson Road. The site is vacant, undeveloped and in a relatively natural state with no signs of significant previous activity or land disturbance. The terrain of the project area is relatively level and flat, sloping gradually downward toward the southwest. The lot is unusual in that it is shaped in the form of an angular letter “C”. Eight smaller lots that are not part of the project site fill in the rest of the township section that the project lot occupies.

There is approximately 0.966 acre of ephemeral drainage and an additional 1.094 acre of potential California Department of Fish and Wildlife jurisdictional area that crosses the site. Approximately one acre of these drainages and jurisdictional area would remain dedicated natural open space in the narrow southerly finger of the site. Mitigation measures will be required for permanent impacts to the 0.966 acre of ephemeral drainage and 1.094 acre of CDFW jurisdictional area. There is one healthy, mature Joshua Tree present in this area that would remain. No natural rock outcroppings are located on or around the project site that would need to be observed for building setbacks in accordance with the NAVISP specifications.

Regional access to the site is provided via Interstate 15, located approximately 3.9 miles to the west, to Stoddard Wells Road, east onto Johnson Road, to Central Road then north to the Site.

B. Designations and Uses

Area	General Plan designation	NAVISP Land Use designation	Town Zoning designation	Existing Land Uses
Project Site	NAVISP	I-G (General Industrial)	SP, Specific Plan	Vacant/undeveloped
North	NAVISP	I-G (General Industrial)	SP, Specific Plan	Vacant/undeveloped
East	NAVISP	I-SP (Specific Plan Industrial)	SP, Specific Plan	Vacant/undeveloped
West	NAVISP	I-G (General Industrial)	SP, Specific Plan	Vacant/undeveloped
South	NAVISP	I-G (General Industrial)	SP, Specific Plan	vacant/undeveloped, vacant metal-sided industrial building ~600 ft south of site

See also Attachments 3-5, map exhibits.

PROJECT ANALYSIS

A. NAVISP Background

In 2006, the Town approved the North Apple Valley Industrial Specific Plan (NAVISP) with the stated intent of guiding future development. The area is generally bounded by Dale Evans Parkway on the west, Quarry Road on the north, Central Road on the east, and Waalew Road on the south. The Specific Plan has been amended six times since its original adoption. Amendment No. 1 was approved in 2006 and absorbed 163 acres into the area. Amendment No. 5 was approved in 2012 and absorbed the 1,120-acre 2008 “Northeast Industrial Area” land annexation into the NAVISP area. The other four Specific Plan Amendments were text-only changes. As a result of the two Specific Plan Amendment area absorptions, the NAVISP currently encompasses 6,221 acres. It is estimated that the NAVISP has 3.4 million square feet of constructed industrial uses. The Plan envisions buildout of up to 2.6 million square feet of commercial and as much as 49 million square feet of industrial.

B. Permitting

The application review process for development within the NAVISP requires either a Conditional Use Permit, a Special Use Permit, or a Site Plan Review Permit. Conditional Use and Special Use Permits are processed pursuant to the standards and requirements of Chapter 9.16 of the Town of Apple Valley Development Code. Site Plan Review Permits are decided on by the Economic and Community Development Director or their designee. Such Director Decisions are appealable to the Planning Commission, pursuant to Chapter 9.12.250 of the Development Code (NAVISP, p. III-52).

C. Project Description

The project includes construction of an industrial warehouse and distribution building and associated improvements. No cold storage area is proposed. The building square footage includes 481,492 square feet of warehouse area and 23,016 of office space for a total square footage of 504,508. The building footprint would be approximately 494,000 square feet and would have an open warehouse floor plan with between 34-40 foot clerestory height, depending on the building section (see Attachment 6, Site Plan). A mezzanine area of 10,508 square feet is proposed as flex space. The office spaces are intended to support general internal administrative functions related to the primary warehousing uses and would be located on the ground floor mid-point of the north and south walls.

The maximum height of the building would be 55'-9" at the center entrance, and 54'-9" from grade to top of parapets everywhere else. The building would be designed with 78 9'x10' loading dock doors and two over-sized 10'x14' roll up doors along the south façade, as well as four additional 10'x14' roll-up doors on both the east and west building facades. A total of 88 loading dock roll-up doors are indicated.

The site would support vehicle parking fields including ADA-accessible parking, electric vehicle parking, clean air/vanpool/carpool parking, long and short-term bicycle parking and trailer/truck parking. Passenger vehicle parking fields would be

constructed between Cordova Road and the main building frontage and along the west side of the building. Tandem parking stalls would be provided within the narrow parcel areas that extend south from the main building area. Tractor-trailer stalls and loading docks would be on the south side of the building.

Approximately 5,300 square feet of employee seating and dining patios including outdoor furniture would be provided at the northwest, northeast and southeast corners of the building. The site would also be developed with more than four acres of landscaping, storm drainage improvements and other utilities, three trash/recycling enclosures, a guard shack located at the project's Central Road entrance, and various other site improvements.

The site would support a variety of activities associated with industrial warehouse operations. Most warehouse and distribution operations would be conducted within the enclosed building, with the exception of vehicle/truck movement, loading and unloading of trailers within designated truck courts/loading areas, and movement of materials around the site via forklifts, pallet jacks, yard hostlers and similar equipment. The facility is anticipated to operate 24 hours a day, seven days per week.

The project includes 4.17 acres of landscaping, including extensive perimeter landscaping along the Cordova and Central Road frontages, consisting of a variety of xeriscape ("waterwise") native and drought-tolerant trees, shrubs, smaller plants, and groundcover. Robust landscaping is also proposed around most other site perimeters, around the building, within the parking fields and throughout the site generally. No landscaping is proposed along the north side of the project's southernmost finger bordering three properties that are not part of the project.

Two access points would be provided at the northwest and central points of the site's Cordova Road frontage and one access point would be provided at Central Road, adjacent to the building's southeast corner. The vehicle driveway on Cordova Road and the truck driveway on Central Road provide both ingress and egress while the driveway at the northwest point of the site would provide egress only. Fire lanes are designed in accordance with Fire Department standards. A truck turning circle is shown in the project site's narrow southerly finger, meeting the Fire Department's minimum inside turning radius of 21 feet and outside radius of 41 feet.

The following fencing and access gates are proposed around the site. All fencing and gate materials will be decorative wrought iron, painted flat black.

Type	Ingress/egress	Height	Location
Security fencing	n/a	7'-6"	around all truck operation areas on the south and west sides of building
Perimeter fencing	n/a	4'	Around the remainder of the site perimeters
Vehicle-only gate	entrance only	4'	Adjacent to southeast corner of building on Central Road
Secure truck gate	entrance only	7'-6"	Adjacent to southeast corner of building on Central Road

Vehicle-only gate	entrance/exit	4'	Main entrance at mid-point of site on Cordova Road
Vehicle and truck gate	exit only	4'	Adjacent to northwest corner of building on Cordova Road
Secure truck-only gate	exit only	7'-6"	Adjacent to southwest corner of building

In addition, earthen berms, 36-42 inches in height, are required along the project's Cordova Road frontage to screen vehicle parking fields from the street, in accordance with NAVISP standards.

Project construction is expected to last for approximately 12-14 months.

D. Development Standards Compliance

The project site is designated Industrial General (I-G) in the North Apple Valley Industrial Specific Plan. The I-G designation is intended to support development of a wide range of more intense, well-planned, industrial activities, including manufacturing, warehousing, wholesale distribution, storage and outdoor manufacturing activities.

Warehousing and distribution are allowed as Permitted Uses according to NAVISP Section G.6 of Table III-1, Allowable Uses. All uses indicated as "Permitted" require Site Plan Review approval and CEQA clearance with administrative review and decision to be conducted by the Community Development Director or their designee. As proposed, the project complies with all applicable Town development standards and regulations as identified in the Municipal Code, North Apple Valley Industrial Specific Plan and for the "I-G" designation, as follows:

Requirement category	Sub-category	Requirement	Proposed condition
Lot Area	n/a	two acres min.	29.79
Lot Width	n/a	200' min.	1424'-3"
Lot Depth	n/a	200' min.	1431'-11"
Building Setbacks	Front (Cordova Rd)	25' min.	98
	Side (Central Rd)	0'	65
	Interior Sides	0'	60'-8"
	Rear	15' min.	950'-1.5"
Landscape Setbacks	Front (Cordova Rd)	15' min.	15'
	Side (Central Rd)	0'	25'
	Interior Sides	0'	Varies from 0-5 ft
	Rear	0'	0
Building Height	n/a	100' max.	55'-9"
Landscape coverage		10% of site min.	4.17 acres (14% of site)
Site Coverage	Bldg. coverage	45% of site max.	38.07%

	Floor Area Ratio	Not identified for I-G	38.95%
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E. Architecture Analysis

The project consists of a “high cube” industrial warehouse building to be constructed of concrete tilt-up walls, generally 54’-9” in height, with one area at the center of the building façade that rises to 55’-9” (see Attachment 7, Building Elevations). The building design deploys a variety of architectural strategies to create a contemporary, high-quality industrial park facility. The elevations depict vertical and horizontal elements that serve to break up the overall sense of massing. Varying building materials, robust wall articulation, multiple roof planes and lines, cornice caps, extensive glazing, and other architectural elements and embellishments are indicated throughout. The building also incorporates high metal canopies, large windows, including prominent glass entryways, and aesthetically pleasant nuances at the office space entries. Elevations facing public rights-of-way feature scored accent concrete panels and decorative windows. Rooftop mechanical equipment will be screened by a parapet. The building features a complementary, neutral color palette incorporating a variety of earthtones with shades of brown, grey, taupe and cream, consistent with natural colors of surrounding lands (see Attachment 8, Color and Material Board). Overall, Staff finds that the proposed building design meets the Town’s architectural design intent as identified in the NAVISP plan.

F. Parking Standards Compliance

The Development Code requires a parking ratio of one space per each 500 square feet of gross floor area for the first 10,000 square feet of warehouse use and one space per each 1,000 square feet of gross floor area beyond 10,000 square feet.

The minimum number of required Americans with Disabilities Act (ADA) accessible parking spaces is determined by the total number of parking spaces provided at the facility. Between 501 to 1000 total stalls, ADA-compliant parking must make up at least two percent of the total. The project has 528 total stalls and, therefore, 11 ADA-compliant parking spaces are required. The project proposes 11 ADA-compliant stalls. The project’s parking is calculated as follows:

Parking standards	Square footages	Spaces Required	Spaces provided
Parking spaces required: first 10,000 sq ft = 1 per each 500 SF	10,000 SF	20	20
Parking spaces required: greater than 10,000 sq ft = 1 per each 1000 SF	494,508 SF	495	508
Totals	504,508 SF	515	528
Office parking spaces	23016 SF (4.6% of GFA)	n/a if does not exceed 25% GFA	inclusive
ADA-accessible required	Per above notes	11	11
Installed Electric Vehicle stalls required	25% of 20%	26	27
Future Electric Vehicle stalls required	75% of 20%	77	n/a
Clean Air/Vanpool/Carpool required	8%	41	42
Loading/Trailer stalls	n/a		136

For bicycle parking, the 2016 California Green Building Code states the mandatory bicycle parking requirements for new non-residential construction, which must provide bicycle parking equal to 5% of total tenant vehicle parking spaces on-site. The project indicates 528 total parking stalls and therefore, 26 bike parking spaces are required. The project provides 27 short-term/visitor bike parking spots and 27 longer-term bike parking spots for employees for a total of 54 bike parking spots and meets the requirement.

G. Traffic, Circulation and Site Access

Regional access to the project site is provided from Interstate 15 via Stoddard Wells Road, Johnson Road and Dale Evans Parkway. Cordova Road is designated as a secondary road with an 88-foot right-of-way width and Central Road is designated as a major roadway with a 104-foot right-of-way width. In accordance with Town Engineering requirements, the Town's General Plan Circulation Element and the NAVISP plan, the project is required to dedicate land and construct half-widths of required roadways of each street segment abutting the project site, including asphalt paving, curb, gutters, sidewalks and striping. The Town Engineer has conditioned the project to install approximately ten feet more than typical street half-widths, to ensure safe and adequate travel lanes in both directions.

Surrounding street dedications and improvements would include the following:

- 52-foot-wide half-width road dedication adjacent to the property for Central Road;
- 44-foot-wide half-width road dedication adjacent to the property for Cordova Road;
- All streets abutting the project will be improved a minimum half-width of 28 feet with curb and gutter on the project side of the streets;
- Cordova Road adjacent to the property will be improved to the Town's half-width "Secondary Roadway" standards;
- Central Road adjacent to the property will be improved to the Town's half-width "Major Roadway" standards; and,
- A Class 2 Bike Path shall be designed and constructed on Central Road along the property boundaries.

The site would be accessed via three driveways, including at the northwest and central points of the site's Cordova Road frontage and one driveway at the site's Central Road frontage, adjacent to the building's southeast corner. The access point at the northwest corner of the site would be an egress-only driveway to Cordova Road. The other two access points would provide for both ingress and egress.

Fire lanes are proposed to be designed in accordance with Fire Department standards. A truck turning circle is indicated within the project site's narrow southerly finger, which meets the Fire Department's minimum turning radius.

H. Stormwater Drainage Improvements

A hydrology study was prepared for the project in May 2024, and evaluated site conditions based on a 100-year/24-hour storm event. Off-site stormwater flows north

of Cordova Road generally bypass the project site to the northwest. That said, some stormwater flows occur across the site toward the southerly finger of the site. The project is required to mitigate post-developed increases to pre-developed storm water volume to ensure there is no increase to storm water volume deposited into Apple Valley Dry Lake, located approximately 3.5 miles south of the site. The hydrology study's findings do not warrant installation of grade-level on-site detention or retention facilities. The project's most significant stormwater impact will result from untreated post-development stormflows, which are proposed to be captured via on-site drainage improvements including installation of the following:

- A 12-inch stormdrain pipe;
- Four Contech stormceptors will feed into four Maxwell Plus drywell systems with shaft perforations to allow storm water to infiltrate into the ground;
- Two Jensen drop inlets to be installed at the southwest corner of the southerly finger of the project site to capture and treat stormwater flows prior to leaving the site.

I. Wastewater/Sanitary sewer

A sewer assessment was prepared for the project site in September 2023. The project is required to connect to the Town's municipal wastewater collection and treatment system. Preliminary sewer design plans have been prepared for the project which will need to be reviewed and approved by Town Staff prior to approval of civil drawings and issuance of grading permits. The following sewer improvements will be constructed as part of the project:

- 15-inch sewer line in Central Road, starting at a "station point" located north of the intersection of Cordova and Central Roads;
- 15-inch sewer line extending south in Central Road to the intersection of Central and Johnson Roads, then extending south;
- On-site sanitary sewer infrastructure including lateral lines that will connect to the new municipal lines.

J. Water Supply, Service and Improvements

A water supply assessment and follow-up memo were prepared for the project in late 2023. Water service would be provided by Liberty Utilities. Detailed water infrastructure plans will be required to be submitted to the Town and Liberty Utilities for review, coordination and approval as part of grading and civil plan review. The following water supply improvements are required:

- A 4,000 linear foot 16-inch diameter pipeline to be installed along Cordova Road from Central Road, connecting to an existing 12-inch diameter main in Pawnee Road.
- A 2,700 linear foot 16-inch diameter pipeline along Central Road from a point an existing 10-inch water main, going north, then making a 90 degree turn west for 700 linear feet to a connection point with a 12-inch diameter main.

K. Other improvements

The project proposes to connect to several other utilities and services including Southern California Edison and communications providers. The site currently has an existing Southern California Edison overhead line along Central Road that traverses over to the east side of Central Road in an east/west alignment. This line would need to be relocated as part of the project.

L. Development Impact Fees

To implement the Town General Plan and to mitigate impacts caused by new development within the Town, certain public improvement projects must be, or were previously, required to be constructed. Town Council determined that development impact fees are needed to finance public improvements and to pay for development's fair share of the construction costs of public improvements. The proposed project is therefore, subject to the following Development Impact Fees, to be paid at the time of building permit issuance:

Development Impact Fee Schedule for industrial uses (per square foot)	
Traffic Impact (High Cube)	\$0.2024
Law Enforcement	\$0.001
Storm Drainage Facilities, Industrial uses	\$0.114
General Government Facilities	\$0.034
Quimby or General Park Fee	\$0.0062
Park Development or Open Space Fee	\$0.0062
Sanitary Sewer Facilities, Industrial Uses	\$0.684
AV Unified School District Fee (pass through)	\$0.54
Fire District, Industrial Uses (pass through)	\$0.09

In addition to the traffic impact fee as noted above, the project is also required to contribute a mitigation fee derived from the project's traffic impact analysis, to cover the project's fair share contribution to Interstate 15 interchange improvements. All fees and mitigation measures are included by reference as project Conditions of Approval.

M. Environmental compliance

CEQA Guidelines Section 15152 provides for and encourages Lead Agencies to rely on environmental analyses of previously adopted General Plan EIR's in a process commonly referred to as "tiering". This approach eliminates repetitive discussions and focuses analyses on potential impacts of a specific project. Because separate EIR's were certified in conjunction with the NAVISP (2006) and the Town's General Plan and proposed annexations (2009), an analysis of the two EIR's was performed to determine which of the two EIR's was appropriate for this project's Subsequent Initial Study EIR tiering. Industrial development on the project site was thoroughly analyzed within the scope of the "Town of Apple Valley Environmental Impact Report (SCH 2008091077), Apple Valley General Plan and Annexations 2008-001 and 2008-002"

(August 2009). Therefore, consistent with CEQA Guidelines, the Town determined that a Subsequent Initial Study, tiering from the 2009 document, should be prepared to determine if the project may result in impacts greater than those analyzed within that document. The Subsequent Initial Study evaluated and provided detailed discussions of the project's potential adverse short-term, long-term, direct, indirect and cumulative adverse environmental effects. The Initial Study identifies mitigation measures that would minimize or eliminate potentially significant impacts. The project's mitigation measures are formally organized in a "Mitigation Monitoring and Reporting Program" (Attachment 11). Based on the Findings and Conclusions identified in the Subsequent Initial Study, a Mitigated Negative Declaration has been prepared. Findings of Fact were prepared providing substantial evidence supporting certification of the Subsequent Initial Study/Mitigated Negative Declaration (Attachment 9). The Subsequent Initial Study/Mitigated Negative Declaration was published and circulated for a 30-day public review period between October 16, 2024 and ending on November 15, 2024. The Office of Land Use and Climate Innovation State Clearinghouse review period ran from October 18, 2024 through November 18, 2024. Four comment letters were received during the review period. A Notice of Determination will be uploaded and published by the State Clearinghouse within five working days of the Director's Decision. The NOD will also be filed with the Clerk of the Board of San Bernardino County within five working days of the Director's Decision.

The Town received an email from the Yuhaaviatam (YSMN) Tribe on 1/6/25 stating that the cultural resource mitigation identified in the Initial Study and Mitigation Monitoring and Reporting Program does not reflect the Tribe's intent. Specifically, Mitigation Measure YSMN CUL-2 states a requirement to have a YSMN tribal monitor on-site for all ground-disturbing activities. However, the Tribe clarified on 1/6/25 that it would only be interested in monitoring if a significant pre-contact cultural resource(s) were to be discovered during project implementation. Therefore, the relevant mitigation measure has been modified to more accurately reflect this intent as follows:

"YSMN CUL-2 Archaeological Monitoring

~~*Due to the heightened cultural sensitivity of the proposed project area, a*~~**An** ~~*archaeological monitor with at least 3 years of regional experience in archaeology shall*~~ **may, at the discretion of the YSMN Tribe,** ~~*be present for*~~**any** ~~*ground-disturbing activities that occur within the proposed project area (which includes, but is not limited to, tree/shrub removal and planting, clearing/grubbing, grading, excavation, trenching, compaction, fence/gate removal and installation, drainage and irrigation removal and installation, hardscape installation [benches, signage, boulders, walls, seat walls, fountains, etc.], and archaeological work).*~~~~*A sufficient number of archaeological monitors shall be present each workday to ensure that simultaneously occurring ground disturbing activities receive thorough levels of monitoring coverage.*~~ **The project shall comply with all other stated mitigation measures relating to inadvertent discovery of YSMN tribal resources on the project site."**

N. Town Public Noticing

A “Notice of Pending Land Use Decision” was sent by certified mail to all surrounding property owners within a 700-foot radius of the project site’s boundaries and was also posted on the Town Bulletin Board on December 18, 2024. The Notice was uploaded to the Town website on December 19, 2024. The Notice was also provided to all parties that had requested notification on December 27, 2024.

O. AB 52 Tribal Notification

State Assembly Bill 52 (AB 52) requires public agencies to consult with California Native American tribes “that are traditionally and culturally affiliated with the geographic area of a proposed project that is subject to CEQA” (e.g., EIR Notice of Preparation, Notice of Intent to Adopt a Mitigated Negative Declaration, or Notice of Intent to Adopt a Negative Declaration). A Notice of Intent to Adopt a Mitigated Negative Declaration has been prepared and, therefore, Tribal Notification is required pursuant to AB 52. Four such notifications were sent to potentially affected Tribes on April 22, 2024, according to the official list as provided by the Native American Heritage Commission.

P. Site Plan Review Findings

As required under NAVISP Section III (G)(3), prior to Site Plan Review approval, the Community Development Director or their designee must make specific required Findings. The Findings, supported by substantial evidence in the record, 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, the Development Code, and the development policies and standards of the Town.

Evidence: The project site’s land use designation in the North Apple Valley Industrial Specific Plan is Industrial General (I-G). This NAVISP designation allows warehouse development, subject to approval of a Site Plan Review permit. As proposed, the project complies with all applicable design and development standards identified in the Town General Plan and NAVISP, including all setbacks, lot coverage, height, parking, and landscaping requirements. The project has been designed with an on-site underground stormwater filtration and retention system that will accommodate the required capacity of a 100-year storm event. All anticipated potential environmental impacts have been addressed with detailed mitigation measures that are explicitly incorporated as project Conditions of Approval.

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.

Evidence: There are no significant natural landmarks on the project site or within the surrounding setting. The character of the surrounding area has been established by the densities, intensities and uses as identified in the NAVISP as well as prior construction of several large nearby industrial warehouse developments that are similar in size and use to the proposed project. The project's size, massing, form and scale are consistent with the intent of the NAVISP, as well as with the existing visual character in the immediate vicinity, and the overall character envisioned in the NAVISP and the Town's General Plan. The proposed project will not result in negative impacts to any natural landforms or scenic views.

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

Evidence: The project consists of a single 55'-9" "high cube" industrial warehouse building to be constructed of concrete tilt-up walls. The building design deploys a variety of architectural strategies to create a contemporary, high-quality industrial park facility. The elevations depict varying roof lines and numerous vertical and horizontal elements that serve to break up the overall sense of massing. Varying building materials, robust wall articulation, multiple roof planes and lines, cornice caps, extensive glazing, and other architectural elements and embellishments are indicated throughout. The building also incorporates high metal canopies, large windows, including prominent glass entryways, and aesthetically pleasant nuances at the office space entries. Elevations facing public rights-of-way feature scored accent concrete panels and decorative windows. Rooftop mechanical equipment will be screened by a parapet. The building will feature a complementary and neutral color palette incorporating a variety of earthtones with shades of brown, grey, taupe and cream represented, consistent and compatible with the Town's high desert setting, long-term vision and traditional values. Therefore, the proposed project will not result in negative impacts to neighboring structures.

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

Evidence: The building design deploys a variety of architectural strategies to create a contemporary, high-quality industrial park facility. The elevations depict varying roof lines and numerous vertical and horizontal elements that serve to break up the overall sense of

massing. Varying building materials, robust wall articulation, multiple roof planes and lines, cornice caps, extensive glazing, and other architectural elements and embellishments are indicated throughout. The building also incorporates high metal canopies, large windows, including prominent glass entryways, and aesthetically pleasant nuances at the office space entries. Elevations facing public rights-of-way feature scored accent concrete panels and decorative windows. Rooftop mechanical equipment will be screened by a parapet. The building will feature a complementary and neutral color palette incorporating a variety of earthtones with shades of brown, grey, taupe and cream represented, consistent and compatible with the Town's high desert setting, long-term vision and traditional values. Therefore, the proposed project will not result in negative impacts to neighboring structures. Therefore, the project's architectural design will enhance the visual environment, promote quality architecture, and protect the economic value of existing structures in the NAVISP.

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

Evidence: Water, sanitary sewer, stormwater infrastructure, communications, electrical and gas utilities and services are either available at the project site, nearby, or are planned to be installed and sized for capacities that support the scale of the proposed development and to accommodate facility volumes and to accommodate future similar development in the immediate area of the project site. The project meets Apple Valley Fire District standards for fire lane widths, providing a minimum of two access points, fire truck turn-around radii, connectors/post indicators, valves and fire hydrants. The developer is required to pay all applicable Town Development Impact Fees toward construction of all required off-site improvements and will finance and construct all required on-site improvements to meet minimum requirements. As regards required public right-of-way dedications and improvements, the project is required to construct half-width street sections along Cordova and Central Roads. Cordova Road is designated as a local collector street with a 66-foot right-of-way width and Central Road is designated as a major roadway with a 104-foot right-of-way width. The Town Engineer has conditioned the project to install approximately ten feet more than typical street half-widths, to ensure safe and adequate travel lanes in both directions. Further, the Town has adopted a comprehensive Traffic Impact Fee program to fund construction of area circulation system improvements to ensure transportation circulation level of service standards are met. The project is also required to pay a fair share contribution, as determined

by the project's Traffic Impact Assessment, toward construction of improvements related to Interstate 15 interchanges and access ramps.

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

Evidence: The project site plan depicts three ingress/egress access points and demonstrates safe and adequate access to and from the proposed facility. Site design and proposed conditions of approval require the site to be improved to provide adequate legal and physical access to the site in compliance with the standards of the Americans with Disabilities Act (ADA). The project proposes to install 11 ADA-compliant accessible parking spaces with striped loading areas and four-foot-wide paths of travel between abutting streets, parking fields and building entrances.

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).

Evidence: CEQA Guidelines Section 15152 provides for and encourages Lead Agencies to rely on environmental analyses of previously adopted General Plan EIR's in a process commonly referred to as "tiering". This approach eliminates repetitive discussions and focuses analyses on potential impacts of a specific project. Because separate EIR's were certified in conjunction with the NAVISP (2006) and the Town's General Plan and proposed annexations (2009), an analysis of the two EIR's was performed to determine which of the two EIR's was appropriate for this project's Subsequent Initial Study EIR tiering. Industrial development on the project site was thoroughly analyzed within the scope of the "Town of Apple Valley Environmental Impact Report (SCH 2008091077), Apple Valley General Plan and Annexations 2008-001 and 2008-002" (August 2009). Therefore, consistent with CEQA Guidelines, the Town determined that a Subsequent Initial Study, tiering from the 2009 document, should be prepared to determine if the project may result in impacts greater than those analyzed within that document. The Subsequent Initial Study evaluated and provided detailed discussions of the project's potential adverse short-term, long-term, direct, indirect and cumulative adverse environmental effects. The Initial Study identifies mitigation measures that would minimize or eliminate potentially significant impacts. The project's mitigation measures are formally organized in a "Mitigation Monitoring and Reporting Program" (Attachment 11). Based on the Findings and Conclusions identified in the Subsequent Initial Study, a Mitigated

Negative Declaration has been prepared. Findings of Fact were prepared providing substantial evidence supporting certification of the Subsequent Initial Study/Mitigated Negative Declaration (Attachment 9). The Subsequent Initial Study/Mitigated Negative Declaration was published and circulated for a 30-day public review period between October 16, 2024 and ending on November 15, 2024. The Office of Land Use and Climate Innovation State Clearinghouse review period ran from October 18, 2024 through November 18, 2024. Four comment letters were received during the review period. A Notice of Determination will be uploaded and published by the State Clearinghouse within five working days of the Director's Decision. The NOD will also be filed with the Clerk of the Board of San Bernardino County within five working days of the Director's Decision.

Q. Mitigation Monitoring and Reporting Program (MMRP)

As set forth in the attached Conditions of Approval, the project is required to comply with all mitigation measures identified in the MMRP (Attachment 11).

R. Authority

General warehousing, wholesaling and distribution are listed as Permitted uses in NAVISP Table III-1 under the Industrial General (I-G) designation. NAVISP Section III(G)(1) states, "All uses listed as Permitted in Table III-1, Allowable Uses, shall require the approval of a Site Plan Review (SPR) permit." It further states, "the Director or his designee shall approve, approve with conditions, or deny SPR permits." Section II(E)(3) describes the review process for qualifying projects to be "...reviewed and approved by the Director of Economic and Community Development, or his representative."

S. Staff Recommendation

Staff recommends that the acting Economic and Community Development Director certify the project's Final Subsequent Initial Study/Mitigated Negative Declaration, and direct Staff to file a Notice of Determination with the State Clearinghouse and the Clerk of the Board of San Bernardino County. Staff recommends the acting Director then grant approval of the requested Site Plan Review permit, with Conditions of Approval as specified and attached to this report.

Approved by:

Orlando Acevedo, MBA
Assistant Town Manager

Acting Economic & Community Development Director
Town of Apple Valley

ATTACHMENTS

1. Recommended Conditions of Approval
2. Project Vicinity Map and Surrounding Land Uses
3. Project General Plan Designation
4. Project Zoning Designation
5. NAVISP Land Use Designation
6. Site Plan
7. Building Elevations
8. Color and Material Board
9. Final Subsequent Initial Study/Mitigated Negative Declaration/Responses to Comments/Appendices (separate document, navigate to web page link below)
10. CEQA Findings of Fact (separate document, navigate to web page link below)
11. Mitigation Monitoring and Reporting Program (separate document, navigate to web page link below)

Project documentation may be found here:

<https://www.applevalley.org/services/planning-division/environmental>

Attachment 1

PROJECT CONDITIONS OF APPROVAL SPR 2023-006, CORDOVA BUSINESS CENTER

Note: Many of the Conditions of Approval presented herewith are provided for informational purposes and are otherwise required by the Municipal Code. Failure to comply with a Condition of Approval listed 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

General

- P1. Approval of Site Plan Review No. SPR 2023-006 by the Community Development Director is understood as acknowledgement of the 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.
- P2. The Site Plan Review Permit shall become effective ten (10) working days after the date of the decision unless an appeal is filed in accordance with the provisions of the Town Development Code.
- P3. The project shall comply with the provisions of State law and the Town of Apple Valley Development Code and General Plan. The approval, if not exercised, shall expire three (3) years from the date of action by the Director, unless otherwise extended in accordance with the provisions of the Town Development Code.
- P4. An extension application must be filed, and associated fees paid, at least sixty (60) days prior to the Site Plan Review permit expiration date, should the project proponent wish to seek extension.
- P5. The project proponent shall agree to defend at their 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 Site Plan Review 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 the obligations under this condition.

- P6. No deviation, modification, alteration, adjustment, or revision to or from the appearance, location, fixtures, features, or appurtenances thereto of any type or extent shall be approved without said changes being first submitted to the Planning Division for consideration and approval.
- P7. Prior to issuance of a building permit, the project proponent shall sign and complete an "Acknowledgment of Conditions" and shall return the executed original to the Planning Division for inclusion in the case record.

NAVISP compliance

- P8. The project shall conform with all development standards as stated in the North Apple Valley Industrial Specific Plan (NAVISP), including those standards applicable within the Industrial General (I-G) land use designation.

Landscaping and Irrigation

- P9. Final landscape and irrigation plans shall be submitted prior to issuance of a building permit in accordance with Chapter 9.75, "Water Conservation/Landscape Regulations" of the Development Code and in accordance with the North Apple Valley Industrial Specific Plan (NAVISP) Landscape Regulations.
- P10. Landscaping and irrigation shall be installed prior to issuance of occupancy permits subject to approval by the Planning Division. Drought-tolerant xeriscape "waterwise" landscaping techniques are encouraged for use in parkway areas, typically to consist of drought-tolerant, native type plants, trees and groundcover.
- P11. All required and installed landscaping shall incorporate and maintain a functioning automatic sprinkler system.
- P12. All landscaping shall be maintained in a neat, orderly, disease and weed-free manner at all times.
- P13. All front building setbacks and street right-of-way areas located between on-site improvements and the back of existing or future public sidewalks or street curbs, except needed access driveways and walkways, shall be fully landscaped and maintained in a disease and weed-free manner at all times.
- P14. Project site detention basins shall be landscaped with native vegetation, subject to review and approval by the Planning Division.
- P15. The landscaping plan shall provide a minimum of one (1) tree of a minimum size of twenty-four (24) inch box per each seven (7) parking spaces, located to visually break up long rows of parking spaces, and may be clustered where appropriate.

- P16. Decorative masonry walls, hedges and/or landscape berms, thirty-six to forty-two (36-42) inches high, measured from finished grade of the parking area, shall be used adjacent to public rights-of-way to screen parking fields. Heights of screening walls, hedges and/or berms may be reduced where the parking field is situated below grade. Horizontal and vertical variation in the design of the screening walls is required where the length of such wall exceeds forty (40) linear feet, subject to Planning Staff approval, or as approved in SPR 2023-006.
- P17. The project proponent shall annex into a Landscape Assessment Management District to maintain landscaping, lighting, and any retention or detention basins.

Screening, Fencing and Walls

- P18. Prior to issuance of a grading permit, the project proponent shall submit detailed plans showing all proposed walls and fencing, subject to approval by the Planning Division.
- P19. If the project is adjacent to existing development, a separate fence and wall plan shall be submitted with the civil and landscape/irrigation plans identifying how new fencing or walls will relate to existing fences or walls located around the perimeter of the project site. The project proponent shall be required to collaborate with adjacent property owners to provide new fencing/walls and remove existing fence/walls, at the project proponent's expense. Double fencing shall not be permitted.
- P20. Loading dock doors shall be screened from public rights-of-way and any adjacent or nearby residential uses or zoning districts by the use of wing walls, screening walls, landscaping or any combination thereof, as approved by the Planning Division.
- P21. All proposed walls shall be constructed of decorative slump stone, split face, or other decorative material that is compatible with the architecture of the primary building. Such walls shall incorporate appropriate decorative enhancements such as caps or pilasters.
- P22. All proposed fencing adjacent to streets shall be constructed of decorative materials such as wrought iron or materials of equal quality and incorporating appropriate decorative enhancements, to the satisfaction of the Planning Division.
- P23. No roof-mounted equipment shall be placed on the building unless screened as an integral part of the architecture and as specifically approved by the Planning Division (except for solar collection panels).
- P24. Access to the building roof shall be provided from the interior of the building or screened from view from any public street or public parking area. If roof access is on the exterior of the building, security shall be provided to prevent unauthorized access.

Signage

- P25. All identification signs shall be reviewed by the Town as part of a separate sign program and permit and are subject to final approval by the Planning Division.

Parking

- P26. All parking requirements shall be met and the project's parking shall comply with Town standards, or as approved with SPR 2023-006.
- P27. All parking stalls shall be clearly striped and permanently maintained with double or hairpin lines.
- P28. Required parking spaces shall be provided for handicapped persons in accordance with Title 24 of the California Administrative Code and all applicable Town Development Code standards. Handicapped-accessible parking spaces shall be located as close as practical to facility entrances. Each space must be provided with access ramps and clearly marked in accordance with Title 24 of the California Administrative Code.

Trash and Recycling Enclosures

- P29. Trash/recycling enclosures shall be designed and installed consistent with Chapter 9.46.080 of the Development Code and all other applicable Town Standards.
- P30. Trash/recycling enclosures shall reflect the architectural design (trellis canopy or other similar feature) of the approved project, subject to review and approval by the Planning Division, and shall comply with the standards identified in Chapter 9.46.080 of the Town Development Code.

Construction-related

- P31. Construction activities shall not impede traffic flow or required accessible paths of travel.
- P32. The site shall be maintained clean, sanitary, and free of litter and any other undesirable debris or materials and shall be cleaned of loose debris on a daily basis.
- P33. Prior to approval of a building permit for the project, the following agencies shall provide written verification to the Planning Division that all conditions of approval and applicable regulations have been met:
- Apple Valley Fire Protection District
 - Apple Valley Public Works Division
 - Apple Valley Building and Safety Division

- Apple Valley Engineering Division
- Apple Valley Planning Division
- Liberty Utilities
- Mojave Desert Air Quality Management District

Site Lighting and Photometrics

- P34. Light standard models shall be selected and painted to blend architecturally with buildings, pedestrian areas and other hardscape elements.
- P35. Lighting fixtures shall be located in such a manner that no light or reflected glare is directed off-site and shall provide that no light is directed above a horizontal plane passing through the bottom of the fixture.
- P36. Parking lot lighting shall conform to all requirements of the Town Development Code and Uniform Building Code.
- P37. Construction plans for a building permit application shall include a photometric plan showing the installation of lighting fixtures and lighting levels to be reviewed and approved by the Planning Division. The photometric plan shall include point-by-point lighting levels in foot-candles for the entire plot and ten feet beyond the project property lines. The point-by-point photometric plan shall provide lighting levels on a grid not to exceed five feet by five feet across the entire site. Each point shall report the illuminance to the nearest 0.1 foot-candle. Photometric calculations including maximum foot-candles, average foot-candles, minimum foot-candles, average to minimum uniformity, and maximum to minimum uniformity shall be included on the plan. Fixture and standard specifications and details shall be provided on the plan.
- P38. The project proponent shall annex into a Landscape Assessment Management District to maintain landscaping, lighting, and any retention or detention basins.

Architectural

- P39. Building renderings as approved by the Director shall be the anticipated and expected appearance of the structure upon completion.
- P40. The Community Development Director or their designee shall have the authority to approve minor architectural changes on items such as window treatments, color combinations, facade treatments and architectural relief. Questions on the interpretation of this provision, or changes not clearly within the scope of this provision, shall be submitted to the Director for consideration under a Site Plan Review Permit Revision.

Grading, Drainage and Utilities

- P41. A copy of the final grading plan shall be submitted to the Planning Division for review and approval.
- P42. All on-site cut and fill slopes shall be contour-graded to blend with existing natural contours.

Lot Line Changes

- P43. Any required lot mergers, lot line adjustments or other parcel line changes shall be processed prior to issuance of a grading permit.

General Environmental & Regulatory

- ER1. Pursuant to AVMC § 8.19.020(a) et seq., the construction contractor shall complete and submit a Waste Management Plan (“WMP”), on a form approved by the Town for this purpose as part of the application packet for building permit.
- ER2. Pursuant to AVMC § 8.19.050 and the California Green Code, the construction contractor shall submit documentation verifying that the project has met the diversion requirement prior to issuance of any Certificate of Occupancy. The diversion requirement shall be at least sixty five percent (65%) of the total construction debris generated by the project via reuse or recycling.
- ER3. Trash and recycling enclosures shall be constructed to accommodate separated trash, recyclable material, and organic waste containers, appropriately sized to handle the estimated waste to be generated on-site, coupled with appropriate service frequency. Recyclable and organic waste containers are currently minimum 60-gallon barrels. Contact Burrtec Waste Industries at (760) 245-8607 for further information.
- ER4. Development of the project site is subject to the Town’s Interim Local Policy and Procedures on the Western Joshua Tree published July 21, 2021 or amendment thereof.
- ER5. The Project’s Transportation Development Impact Fee Pro-Rata Share is included in the SIS/MND Transportation Mitigation Measures (GPEIR TRA-18). This fee shall be paid by the project proponent prior to issuance of grading permits.
- ER6. The project shall be constructed utilizing only “Tier 4” construction equipment, to be verified by Town Staff during periodic field inspection.

CEQA Initial Study/Mitigated Negative Declaration Mitigation Measures

- CEQA1. All mitigation measures identified in the project’s Initial Study/Mitigated Negative Declaration “Mitigation Monitoring and Reporting Program” are hereby adopted by reference and shall be implemented as Conditions of Approval and made a part of this project to the satisfaction of Town Staff.

ENGINEERING DIVISION

- 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 sit-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. 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.
- EC3. A 52-ft wide half-width road dedication adjacent to the property for Central Road shall be granted to the Town of Apple Valley prior to Issuance of Grading Permit.
- EC4. A 44-ft wide half-width road dedication adjacent to the property for Cordova Road shall be granted to the Town of Apple Valley prior to Issuance of Grading Permit.
- EC5. Street improvement plans shall be submitted to the Town Engineer for review and approval.
- EC6. All streets abutting the development shall be improved a minimum half-width of 28 feet with curb, gutter on the development side.
- EC7. Cordova Road adjacent to the property shall be improved to the Town's half-width Secondary Road standards.
- EC8. Central Road adjacent to the property shall be improved to the Town's half-width Major Road standards.
- EC9. A class 2 Bike Path shall be delineated on Central Road along the property boundaries.
- EC10. 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 0.33 ft.
- EC11. An encroachment permit shall be obtained from the Town prior to performing any work in any public right of way.
- EC12. 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.

- EC13. Utility lines shall be placed underground in accordance with the requirements of the Town.
- EC14. The developer shall make a good faith effort to acquire the required off-site property interests, and if he or she should fail to do so, the developer shall at least 120 days prior to submittal of the final map for approval, enter into an agreement to complete the improvements pursuant to Government Code Section 66462 at such time as the Town acquires the property interests required for the improvements. Such agreement shall provide for payment by the developer of all costs incurred by Town to acquire the off-site property interests required in connection with the subdivision. Security for a portion of these costs shall be in the form of a cash deposit in the amount given in an appraisal report obtained by the developer, at the developer's cost. The appraiser shall have been approved by the Town prior to commencement of the appraisal. Additional security may be required as recommended by the Town Engineer and Town Attorney.
- EC15. Traffic impact fees adopted by the Town shall be paid by the developer.
- EC16. Any developer fees including but not limited to drainage fees shall be paid by the developer as per Town enactment.
- EC17. Any required street striping shall be thermoplastic as approved by the Town Engineer.
- EC18. Retention/detention basins greater than 1 acre in size shall not be greater than 8 feet in depth (unless otherwise approved by the Planning Commission). The sides of any retention/detention basins shall be 4:1 or flatter slopes.
- EC19. The project site shall include Town Standard two-stage dry wells or other approved system as shown on the approved SPR 2023-006 Conceptual Grading/Drainage Plans, to help facilitate the rapid removal of storm water.
- EC20. A Storm Water Pollution Prevention Plan (SWPPP) in accordance with the National Pollutant Discharge Elimination System (NPDES) shall be required.
- EC21. The Developer shall pay a fair share contribution towards improvements at I-15 Northbound and Southbound Ramps at Dale Evans Pkwy and I-15 Northbound and Southbound Ramps at Stoddard Wells Road, per Table 3 of the "Cordova Business Center (APN 463-491-09-0000) Fair Share Assessment" memo by Urban Crossroads, dated September 9, 2024, prior to final occupancy. The current, unadjusted for inflation, fair share estimate is \$45,365.

PUBLIC WORKS

- PW1. Sewage disposal shall be by connection to the Town of Apple Valley sewer system. A sewer main extension will be required.
- PW2. Plans must be approved by the Town of Apple Valley Public Works Department.
- PW3. Sewer connection fees are required.
- PW4. Submit mylars along with three sets of approved plans upon completion of plan check. In addition, the plans must be provided in an electronic format of the Town's choosing. These requirements are the same for the approved plans as the As-Built plans.

BUILDING AND SAFETY

- BC1. 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.
- BC2. Submit plans, engineering and obtain permits for all structures, retaining walls, signs
- BC3. 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.
- BC4. 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.
- BC5. All utilities shall be placed underground in compliance with Town Ordinance No. 89.
- BC6. Comply with State of California Disability Access requirements.
- BC7. 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.
- BC8. Dust palliative or hydro seed will be required on those portions of the site graded but not constructed (phased construction)
- BC9. Page two of the submitted building plans will be the conditions of approval.
- BC10. Construction must comply with 2022 California Building Codes
- BC11. Best Managements Practices (BMP's) are required for the site during construction.
- BC12. Provide Water Quality Management Plan (WQMP) or Alternative Compliance Plan.

FIRE PROTECTION DISTRICT

- FP1. 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.

- FP2. 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.
- FP3. 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.
- FP4. 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.
- FP5. Fire lanes shall be provided with a minimum width of twenty-six (26) feet, maintained, and identified in the parking areas.
- FP6. Fire lanes shall be provided with a minimum width of thirty-six (36) feet, maintained, and identified in and throughout the facility per Apple Valley Fire Protection District Ordinance 59.
- FP7. 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, or as approved in SPR 2023-006 including, but not limited to, exceptions of parking lot and onsite drive aisles exceeding 1000 feet, for trailer/parking areas. Turning radius on all roads within the facility shall not be less than 21 feet inside and minimum of 41 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 per Apple Valley Fire Protection District Ordinance 59.
- FP8. Plans for fire protection systems designed to meet the fire flow requirements specified in the Conditions of Approval for this project shall be submitted to and approved by the Apple Valley Fire Protection District and water purveyor prior to the installation of said systems per Apple Valley Fire Protection District, Ordinance 59.

A. Unless otherwise approved by the Fire Chief, on-site fire protection water systems shall be designed to be looped and fed from two (2) remote points.

B. System Standards:

Fire Flow	4,000 GPM @ 20 psi Residual pressure
Duration	4 hours
Hydrant Spacing	330 feet

*Fire Flow is determined by the type of construction.

- FP9. 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 (18) 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, per Apple Valley Fire Protection District, Ordinance 59.
- FP10. 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.
- FP11. Prior to issuance of building permit, the developer shall pay all applicable fees as identified in the Apple Valley Fire Protection District Ordinance.
- FP12. A Knox Box Rapid Entry System shall be required for this project, per Apple Valley Fire Protection District Ordinance 59.

MOJAVE DESERT AIR QUALITY MANAGEMENT DISTRICT

- MD1. Signage compliant with Rule 403 Attachment B shall be erected at each project site entrance not later than the commencement of construction.
- MD2. Use a water truck to maintain moist disturbed surfaces and actively spread water during visible dusting episodes to minimize visible fugitive dust emissions. For projects with exposed sand or fines deposits (and for projects that expose such soils through earthmoving), chemical stabilization or covering with a stabilizing layer of gravel will be required to eliminate visible dust/sand from sand/fines deposits.
- MD3. All perimeter fencing shall be wind fencing or the equivalent, to a minimum of four feet of height or the top of all perimeter fencing. The owner/operator shall maintain the wind fencing as needed to keep it intact and remove windblown dropout. This wind fencing requirement may be superseded by local ordinance, rule or project-specific biological mitigation prohibiting wind fencing.
- MD5. All maintenance and access vehicular roads and parking areas shall be stabilized with chemical, gravel or asphaltic pavement sufficient to eliminate visible fugitive dust from vehicular travel and wind erosion. Take actions to prevent project-related trackout onto paved surfaces and clean any project-related trackout within 24 hours. All other earthen surfaces within the project area shall be stabilized by natural or irrigated vegetation, compaction, chemical or other means sufficient to prohibit visible fugitive dust from wind erosion.
- MD6. Obtain District permits for any miscellaneous process equipment that may not be exempt under District Rule 219 including, but not limited to internal combustion engines with a manufacturer's maximum continuous rating greater than 50 brake horsepower.
- MD7. The District requires the proponent to obtain a Dust Control Plan (DCP) for the planned project. The most current Dust Control Plan Requirements and Dust

Control Plan Submission Form are available at <https://www.mdaqmd.ca.gov/permitting/compliance-forms>.

SOUTHWEST GAS

SW1. Gas main distribution lines are a distance away, and there is a high-pressure line along the property on Central Road. Review needs to take place to determine approach/time/feasibility/cost, if natural gas service is desired. Time required varies by project and can be estimated once the request is made by the customer and review is completed. For projects that require system improvement it can be a year or longer. As soon as possible, please contact the Southwest Gas Energy Solutions department at scaes@swgas.com for more information. Refer to the Southwest Gas Information Required Design letter for initial information that is required from the customer.

LIBERTY UTILITIES

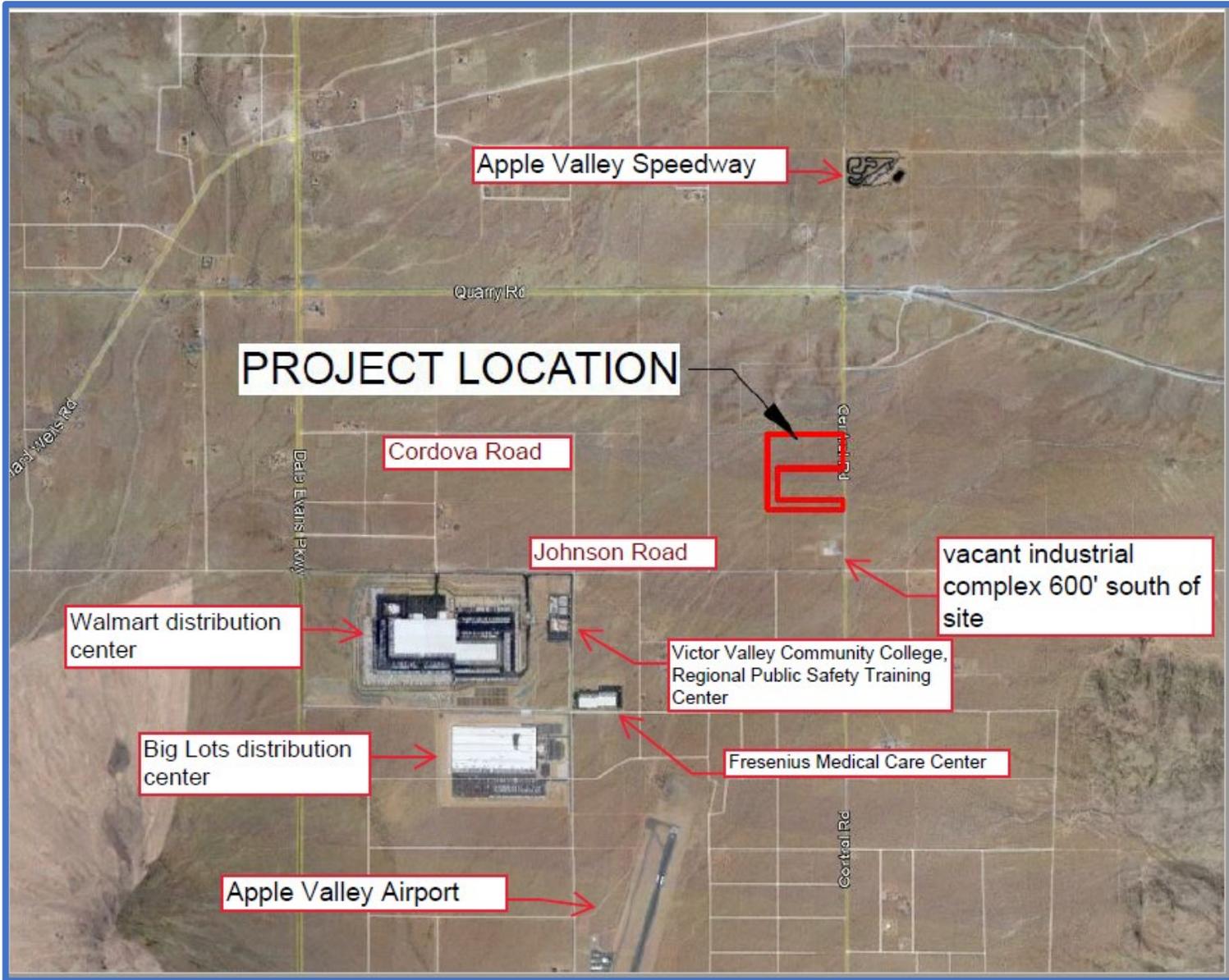
- LU1. An offsite water main exists in an easement abutting the westerly property line of the project site with a connection on Cordova Road. There is an existing water main in Central Road that abuts the southeasterly boundary of this project site with a connection in Johnson Road.
- LU2. Water mains must be extended to provide fire protection for this development to provide domestic water service and fire protection in accordance with Apple Valley Fire Protection District's conditions.
- LU3. Water facilities must be installed in dedicated public Rights-of-Ways and/or public utility easements. These must be identified and shown on the approved tract map and on the water improvement plans. These dedications and/or easements are required to install, maintain, repair, connect, operate and inspect the proposed water facilities with unobstructed vehicular access.
- LU4. Fire hydrants must be located in accordance with Apple Valley Fire Protection District's requirements and installed per Liberty Apple Valley standard drawings.
- LU5. Domestic service lines with water meters must be installed from the water main to the right-of-way line for this development.
- LU6. All water lines and appurtenances required are to be installed in accordance with Liberty Apple Valley standards and specifications.
- LU7. A water main extension contract between the developer and Liberty Apple Valley is required and must comply with Rule 15 of the California Public Utilities Commission. Subject to the terms of the contract, the cost of facilities installed as advances will be reimbursed to the developer at 2.5 percent per year for 40 years with no interest.
- LU8. Upon hydraulic modeling, a 4,000 linear foot 16" diameter pipeline must be installed along Cordova Road from Central Road connecting to existing water 12" diameter mains at Pawnee Road. Also, it will be necessary to install a 2,700 linear foot 16" diameter pipeline along Central Road from a connection point with an existing 10" diameter water main heading north which will then make a 90

degree turn and head west for 700 linear feet (16" diameter) to a connection point with an existing 12" diameter water main. Final quantities of required facilities will be determined through the design process. See attached exhibit for clarification.

- LU9. Fire service lines are required for this development and must be installed in accordance with Apple Valley Fire Protection District's conditions and must comply with Rule 16 of the California Public Utilities Commission. Approved and tested customer owned backflow protection devices are required.
- LU10. Supply Facility Fee is required, which will fund development of new wells. This fee will be collected on a per meter basis, at the time of construction, which is presently at a rate of \$1,030 per 5/8" equivalent meter.
- LU11. Supplemental Water Acquisition Fee is also required for Liberty to secure the water rights to provide water to this project. This is a one-time charge that is subject to change, which will be determined at the time of construction. Presently, this fee is \$5,665 per residential lot or equivalent average residential water use.

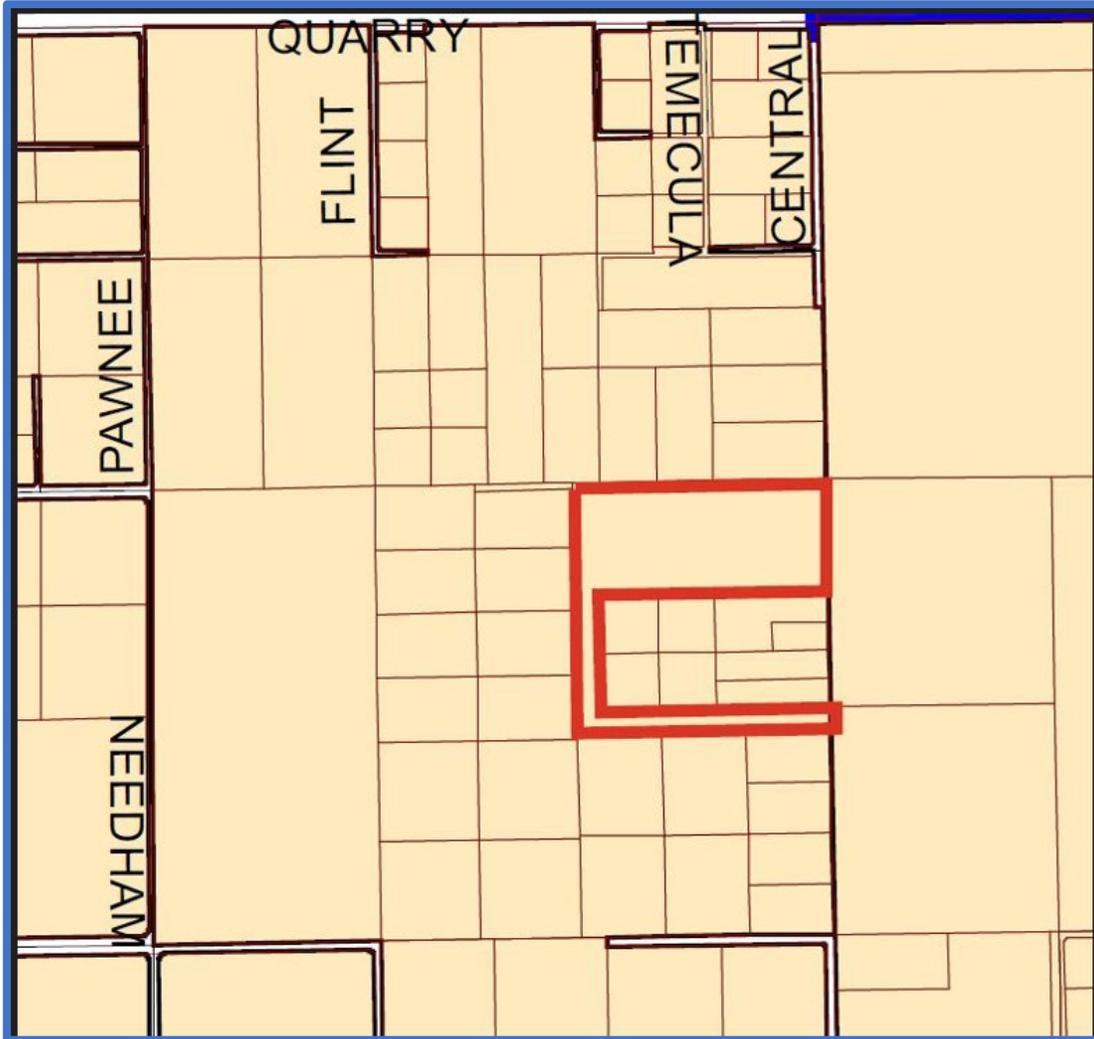
END OF CONDITIONS

**Attachment 2:
Project Vicinity Map, Surrounding Uses**



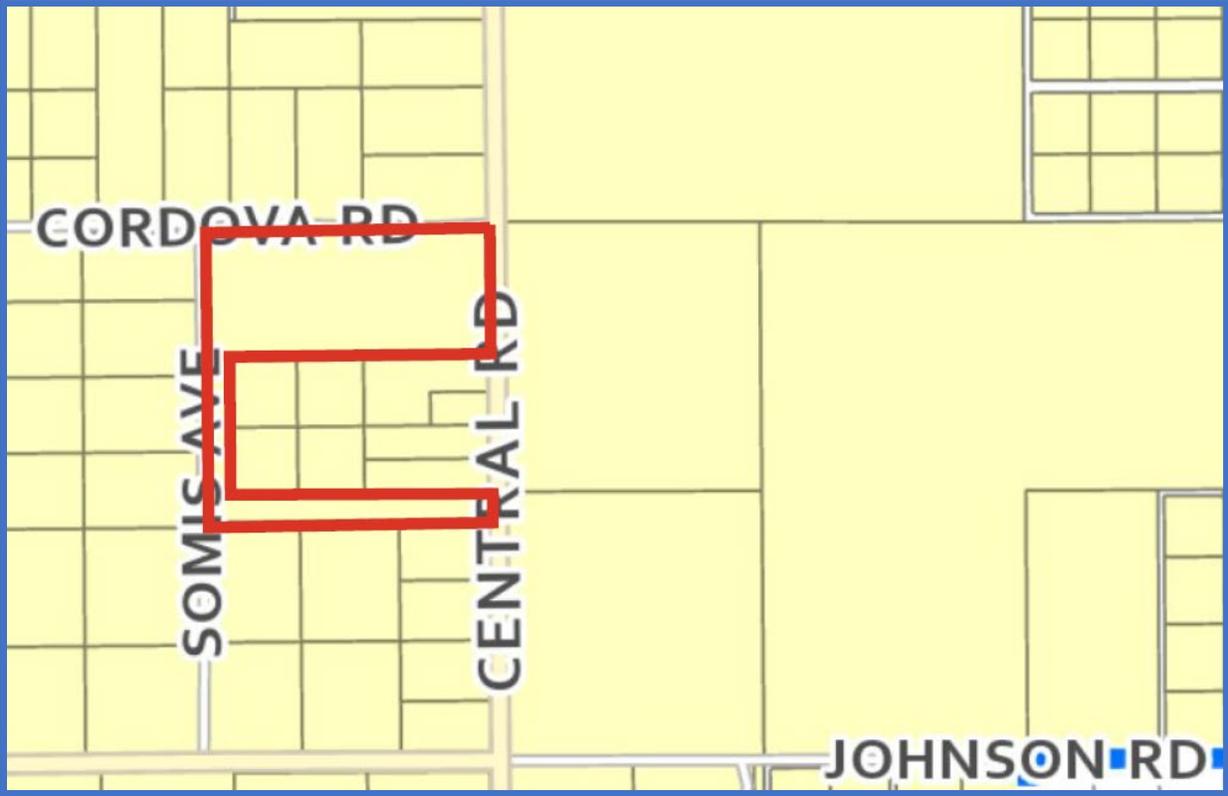
**Attachment 3:
General Plan Land Use Map Designation**

 Specific Plan (SP)

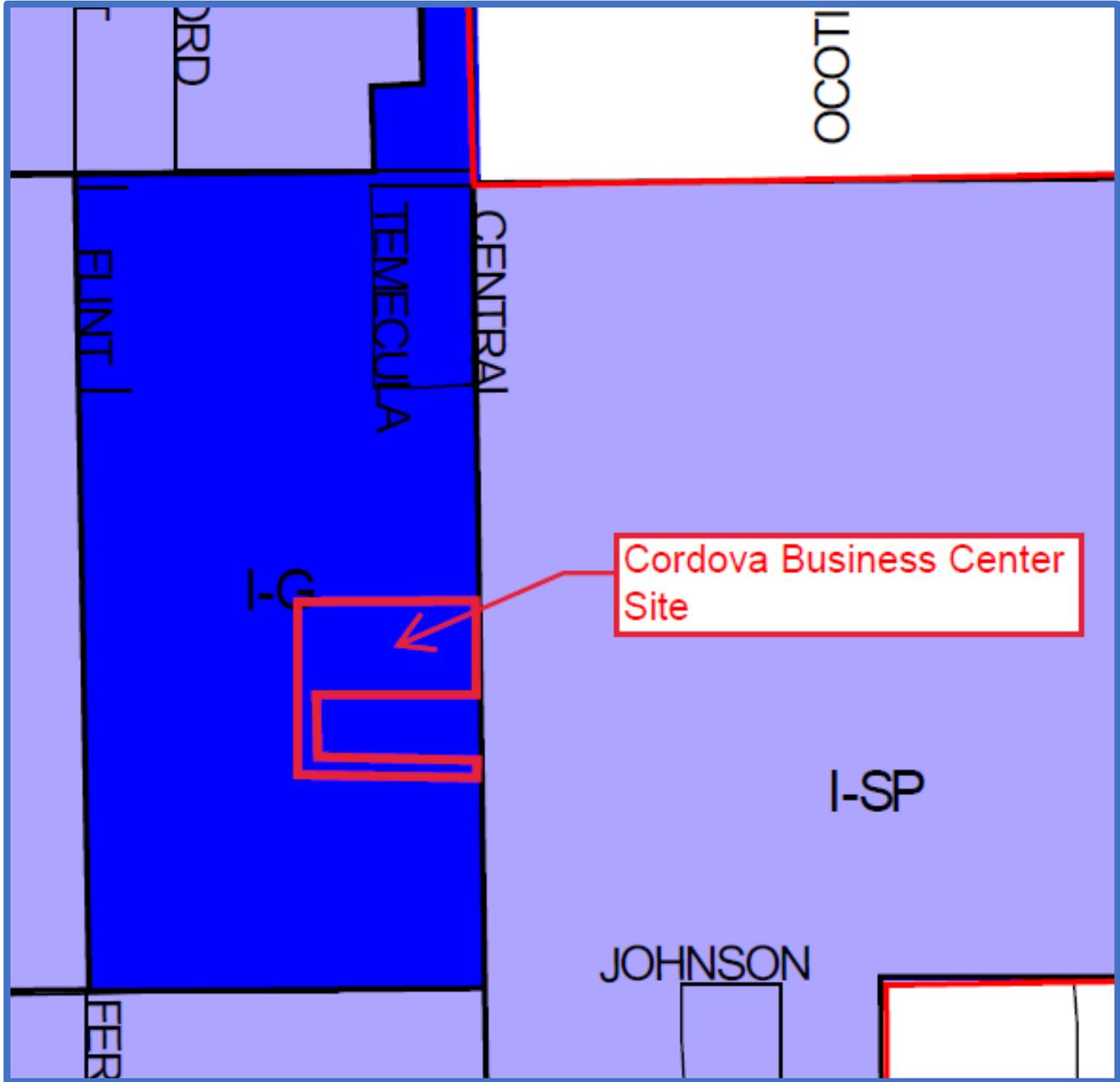


**Attachment 4:
Town Zoning Map Designation**

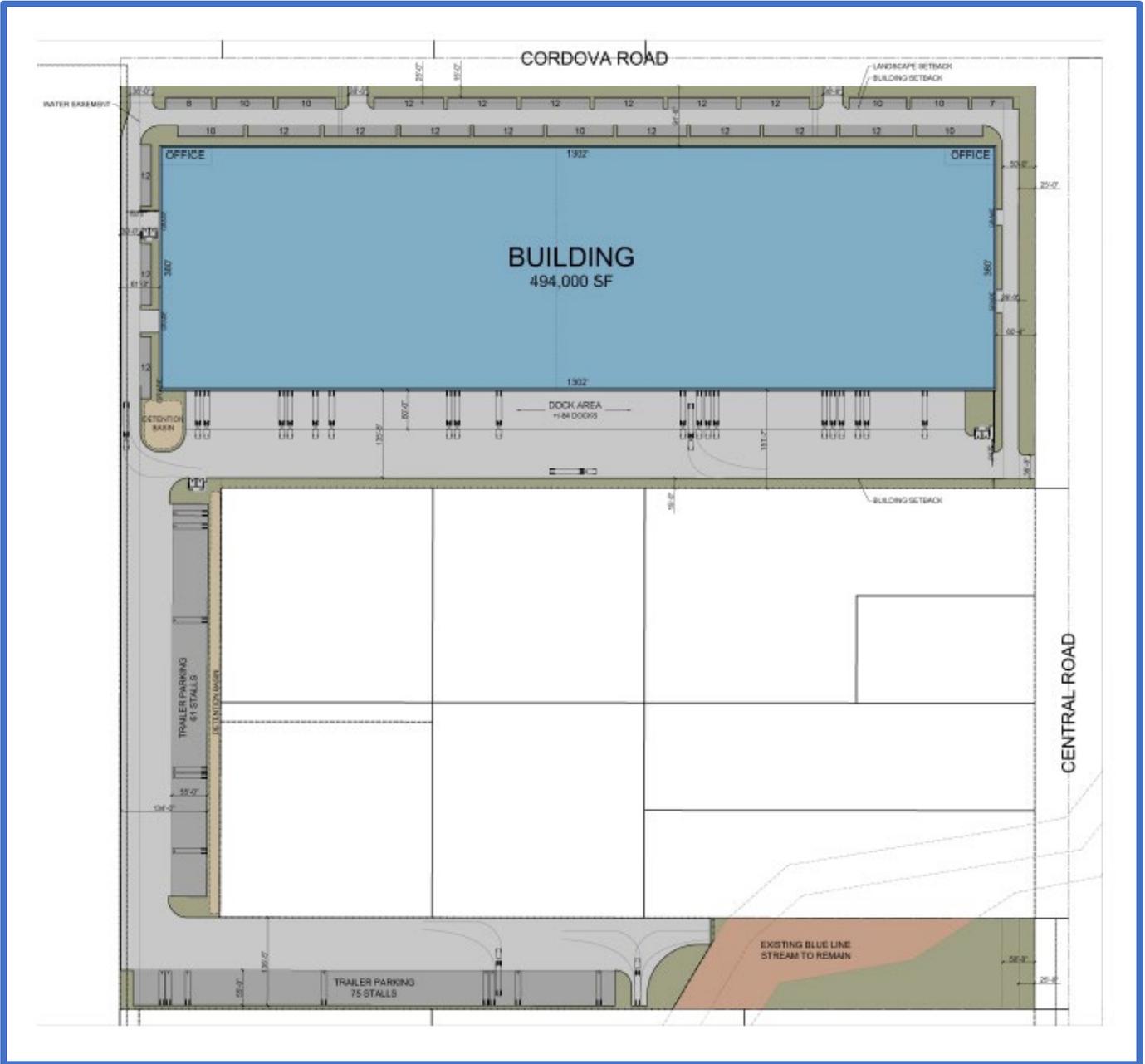
 (SP) Specific Plan



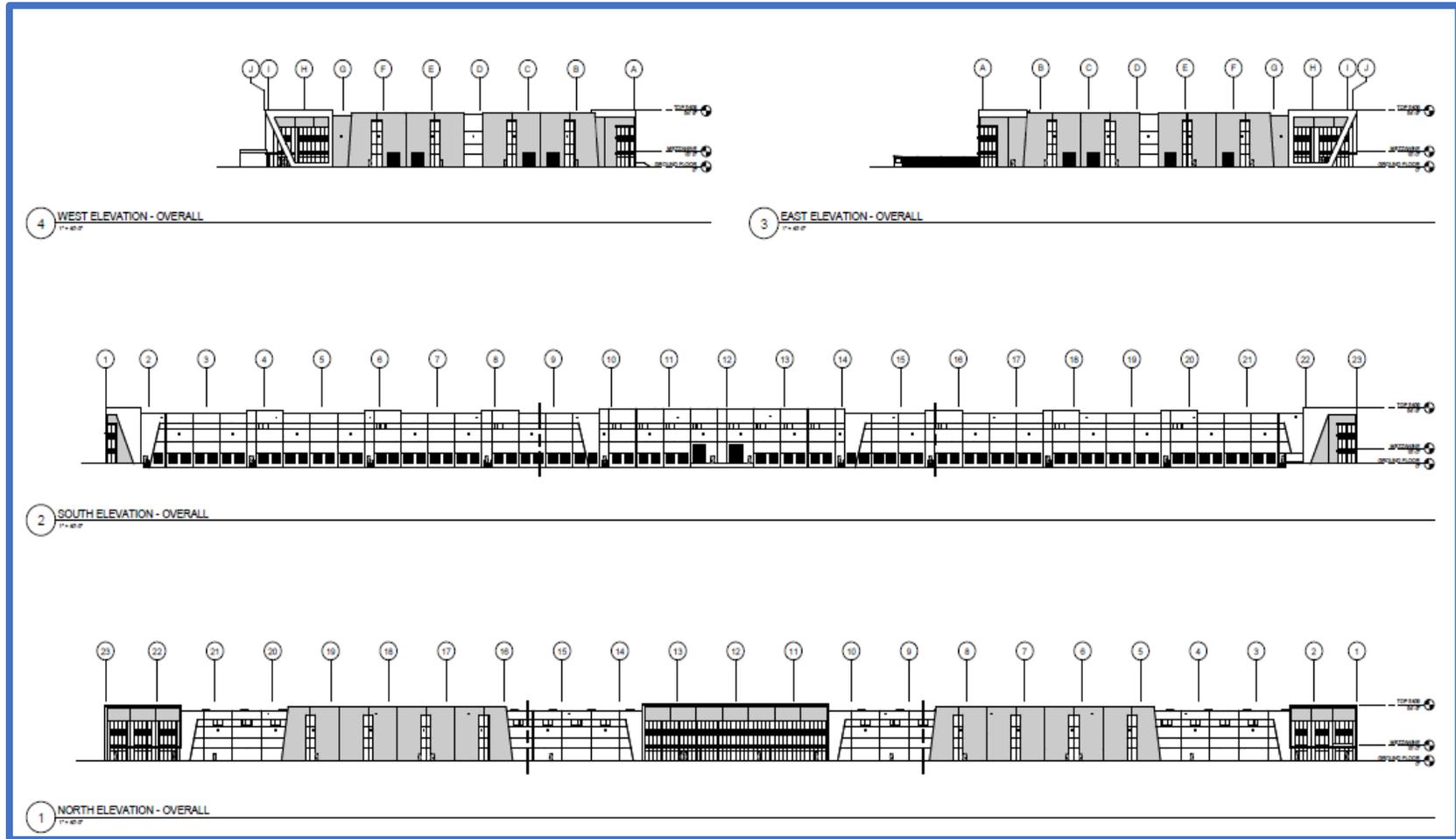
Attachment 5:
NAVISP Land Use Designation



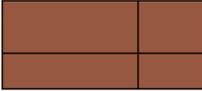
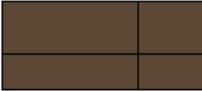
**Attachment 6:
Site Plan**



Attachment 7: Building Elevations



**Attachment 8:
Color and Materials Board**

COLOR LEGEND		MATERIAL LEGEND	
PAINT - SW 7004		GLAZING - VISION	
PAINT - SW 7638		<u>GLAZING SPECIFICATION:</u> COOL LIGHT-BRONZE (OR EQUAL)	
PAINT - SW 9168		MULLION - ALUMINUM	
PAINT - SW 7047		<u>GLAZING SPECIFICATION:</u> FINISH COLOR: ANODIZED ALUM. - MEDIUM BRONZE (OR EQUAL)	
PAINT - CUSTOM PAINT TO MATCH MATTE TRM RED		ALUMINUM COMPOSITE METAL	
		<u>ACM SPECIFICATION:</u> MATTE - TERRA COTTA (TRM RED)	
		ALUMINUM COMPOSITE METAL	
		<u>ACM SPECIFICATION:</u> MATTE - BRONZE (OR EQUAL)	

