

NO. NEVADA INDUSTRIAL SUBMARKETS - AREA DESCRIPTIONS

1.

Stead

15-minutes north of Interstate 80 / Interstate 580 (US 395) interchange. Mostly class "A" locations. Excellent nearby labor availability. Generally big-box sized. Many Fortune 500 firms. Few sites to develop. Some isolated rail service.
2.

North Valleys

5 to 10-minutes north of Interstate 80 / Interstate 580 (US 395) interchange. Excellent nearby labor availability. Locations available. Mostly big-box sized. Few sites to develop.

A.

Security Circle - Smaller class "B" and "C" properties.

B.

Golden Valley - Excellent highway access. Larger class "A" locations.

C.

Panther Valley - Small, older area. Poor access. Mostly class "C" locations.

D.

Parr Area - Larger, class "B" locations. Some rail served.

E.

North Virginia - New Class "A+" inventory.

3.

Reno - Central

All areas generally not suited for modern logistics operations.

4.

Reno - West

Older area, with exception of the modern Patagonia location and some new infills. Dated infrastructure, rail use delays, class "B" and "C" locations. Few development sites. Adjacent to the river, presenting flood exposure.

5.

Sparks - West

Generally, a decent supply of vacancy in class "B" locations. Good overall locations. Occasional rail service. Dated infrastructure. Some low lying, flood prone areas. Varied sizes available.

6.

Sparks - East

Similar to west Sparks plus some newer class "A" locations. Excellent location. Some rail service. Better infrastructure than west Sparks. Some low lying, flood prone areas. Varied sizes available.

7.

Vista

Newer area with mostly class "A" locations. Excellent locations and infrastructure. Two overnight freight hubs. Minimum flex space with emphasis on big-box size. Close to labor pool.

8.

Airport

Mixed-use area ranging from big box, flex, R&D, light assembly, aging class "A-" to class "B-". Excellent locations. Infrastructure based on area. Low vacancy. Various sizes available.

9.

Reno - South (South Meadows / Damonte Ranch)

Newer area. Mixed-use from class "A" big box to flex, retail, general commercial, office and residential. Sized generally for big-box locations.

10.

Spanish Springs

New area, big box class "A" location. Congested and poor access to highway system. Excellent access to labor. Land available for development.

11.

Patrick / Tahoe-Reno Industrial Center (TRIC)

20 minutes east of Reno/Sparks on Interstate 80. Massive industrial park. New big-box, class "A" occupants. Rail served. Limited land for development. No local labor.

12.

Fernley

35 minutes east of Reno/Sparks on Interstate 80. Mixed-use industrial area from class "A" big-box to general commercial use. Rail served area. Excellent access to local labor. Land available for development.

13.

Mustang

New development area, ten minutes east of Sparks, NV. Immediate access to Interstate 80. New Class "A" inventory. No rail service. Few vendor services nearby. Not close to labor pool.

14.

Verdi

New development area, 5 minutes west of Reno, NV. Immediate access to Interstate 80. Located on the California-Nevada border. New Class "A" inventory. No rail service. Few vendor services nearby. Not close to labor pool.

Carson Valley

Carson City

Highly mixed industrial area from older manufacturing use sites to older flex property to mixed, general commercial use. 30 minutes off east-west interstate traffic system. Many areas have no CC&R's, yielding highly mixed and varied uses.

Dayton


Moderate sized industrial park with CC&R's. Adjacent to a runway and golf course. Single tenant properties. Generally owner-user with limited property availability.

Minden/Gardnerville

Mixed-use area. Generally populated with owner-user, light assembly and manufacturing type facilities. In a placid, picturesque setting.
- FOR MORE
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