

CROWS LANDING PERMITTED LAND
USES AND DESIGN AND
DEVELOPMENT STANDARDS

App.
B

B.1 PERMITTED LAND USES

Table B-1 identifies the list of land uses permitted within the Crows Landing Industrial Business Park (CLIBP) Specific Plan area (Plan Area). The specific uses in Table B-1 correspond to the broader land use categories identified in the Specific Plan, subject to compliance with adopted design and development standards. A proposed land use that is not identified as permitted in Table B-1 may be allowed if it is determined by the Planning Director, or his/her designee, to be similar in nature to a permitted use and is consistent with the Stanislaus County Airport Land Use Compatibility Plan (ALUCP). Any use that is identified to pose a hazard to aircraft operations shall be prohibited.

Table B-1: CLIBP S-P(2) Zone Permitted Use Table[1]			
P	Permitted Use		
SAA	Staff Approval Application Permit Required		
[#]	Refer to Notes Below		
Land Use Category	Land Use Area		
	Airport-Related [2]	SR 33, Bell Road, and Fink Road Corridors	Public Facilities
AGRICULTURE AND OPEN SPACE USES			
Animal grazing [3]	P	P	P
Crop production and horticulture [3]	P	P	P
Parks and open space [4]	-	P	P
Bicycle/pedestrian path	-	P	P
AVIATION-RELATED			
Air cargo and parcel delivery facilities	P	-	-
Aircraft services and facilities (e.g., repair and maintenance, parking, storage, medevac)	P	-	-
Auxiliary support facilities for on-airport services that do not require direct airfield access (e.g., offices, passenger and pilot lounge, emergency services)	P	-	P
LIGHT INDUSTRY, MANUFACTURING & PROCESSING USES [5]			
Assembly of products	P	P	-
Business equipment assembly, services, and sales	P	P	SAA
Computer systems research and development	P	P	P
Container/package shipping and storage	P	P	-
Corporate offices	P	P	P

Table B-1: CLIBP S-P(2) Zone Permitted Use Table[1]			
	P	Permitted Use	
	SAA	Staff Approval Application Permit Required	
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Land Use Category	Land Use Area		
	Airport-Related [2]	SR 33, Bell Road, and Fink Road Corridors	Public Facilities
Distribution and storage [6]	P	P	-
Furniture manufacturing	P	P	-
Electronic repair and assembly	P	P	-
General food manufacturing and processing [7]	SAA	SAA	-
Machine shop	P	P	-
Packaging	P	P	-
Pharmaceutical manufacturing	P	P	-
Printing and publishing companies, book binding	P	P	-
Recycling facility [8]	SAA	SAA	-
Research and development [7]	P	P	P
Seed processing and packaging	P	P	-
Sheet metal fabrication	P	P	-
Software development	P	P	P
Technology manufacturing and support industries [7]	P	P	-
Warehouses as a principle use	P	P	-
SERVICE USES			
Broadcast studios, communication facilities [9]	P	P	P
Call centers	P	P	P
Copying and reprographics service	P	P	P
Education/training facilities	P	P	P
Offices	P	P	P
Parcel delivery service	P	P	P
Vehicle rental	P	P	P

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Land Use Category	Land Use Area		
	Airport-Related [2]	SR 33, Bell Road, and Fink Road Corridors	Public Facilities
PUBLIC FACILITY USES			
Emergency services (i.e., law enforcement, fire protection)	P	P	P
Medical office/clinic[10]	P	P	P
Government services	P	P	P
Public utilities and services	P	P	P
Transit center	P	P	P
ACCESSORY USES			
Worker amenities (e.g., fitness center, coffee shop, daycare, ATM)[11]	SAA	SAA	SAA
Notes:			
<p>[1] All permitted uses are subject to compliance with adopted design and development standards and must be consistent with the Stanislaus County Airport Land Use Compatibility Plan (ALUCP). Any use not defined as permitted shall not be allowed unless determined by the Planning Director, or his/her designee, to be similar in nature to a permitted use. Any use determined to pose a hazard to aircraft operation shall be prohibited.</p> <p>[2] The Airport-Related Area permits all business park, light industrial, logistics/warehousing, and public facility uses, but the proximity of this area to the airport can provide benefits for some users. In recognition of the proximity benefit, uses in the Airport-Related Area shall be restricted to uses determined by the County to be an aviation-related use, during the first five years of area development.</p> <p>[3] Existing agricultural uses may be permitted to continue until the area is required for the development of infrastructure or another allowed use.</p> <p>[4] Limited to small/low density non-group use/gatherings, except for the Public Facilities Area air tower greenspace/park, which may be used for larger civic gatherings.</p> <p>[5] All manufacturing and processing must be conducted entirely within an enclosed building.</p> <p>[6] Includes wholesale distribution when not open to or advertised to the general public.</p> <p>[7] Subject to the County determining water usage is low volume, not exceeding Specific Plan water usage assumptions.</p> <p>[8] Excluding scrap metal and common household recycling (e.g., plastic bottles, cans, batteries). The County will consider e-waste recycling (e.g., electronics) when conducted entirely within an enclosed building.</p> <p>[9] Subject to the County determining that the equipment to be used and transmissions do not have the potential for interference with airport operations.</p> <p>[10] Limited use, outpatient clinic (e.g., urgent care facility), no overnight facilities.</p> <p>[11] Permitted when ancillary to primary use of building.</p>			

B.2 DESIGN AND DEVELOPMENT STANDARDS

The purpose of the CLIBP design and development standards is to guide development of the Plan Area, in accordance with the goals and policies of the Specific Plan. The design and development standards shall be used to assist tenants/developers/contractors, County staff, and others during the preparation and review of development proposals within the Plan Area. The standards are intended to provide direction to support the

creation of an attractive, high-quality industrial business park while optimizing flexibility to plan and design for specific functional needs.

The CLIBP design and development standards are intended to complement adopted countywide standards, while recognizing the unique context of the CLIBP. An important condition of Plan Area development is the County's ongoing ownership of the land and plan to enter into long-term property leases with prospective tenants and/or to develop the property in partnership with a Master Developer. The CLIBP design and development standards recognize that a coordinated public-private partnership approach and comprehensive planning are essential to the phased development of the Plan Area.

The County shall enforce the provisions of these design and development standards in order to implement the policies of the Specific Plan and all applicable codes, including, but not limited to: building, mechanical, fire, and electrical codes and codes addressing stormwater management, wastewater, public utilities, and grading.

For purposes of these standards, the term "leasehold" shall have the same meaning as a "lot," as defined by Title 21 of the County Code, for the purpose of establishing compliance with design and development standards. Adjoining leaseholds held by the same person and/or entity shall be considered as individual lots, if developed independently. In the event that a project site is composed of multiple lots, development standards such as setbacks, landscaping, and fencing shall be determined by the perimeter boundary of the project site.

B.2.1 Applicability and Use of the Design and Development Standards

The CLIBP design and development standards shall apply to all development within the Plan Area and contain both mandatory requirements and more discretionary, yet specific, design guidance allowing for flexibility in achieving the objective or intent of a particular standard. Mandatory requirements use the words: "shall" and "will." Standards containing words, such as "encouraged" or "may" are advisory guidelines for development. "Should" statements mean an action is required, unless the intent of the standard is satisfied through other means.

The CLIBP design and development standards establish the base or minimum requirements for development of the Plan Area. Builders and developers may, in some instances, be required to meet more than the minimum standards, including, but not limited to implementation of environmental mitigation measures. During the site plan review process, County staff will review project proposals for compliance with these standards and with all other applicable countywide standards and environmental mitigation measures. The Planning Director shall have the authority to interpret these standards and to condition the approval of any project within the Plan Area. Proposed exceptions to these standards or amendments to the Specific Plan may be permitted as described in Chapter 5, "Specific Plan Implementation," of the Specific Plan.

B.2.2 Design and Development Standards Structure

The CLIBP is a mixed-use industrial business park, designed to support a variety of aviation-compatible light industrial, logistics, warehouse, distribution, and office uses, as well as a general aviation airport. The design and development framework in Chapter 3, "Built Environment and Design," of the CLIBP Specific Plan establishes the goals and policies for future development within the Plan Area and is intended to support high-quality design and development of the CLIBP.

The design and development standards for the CLIBP are detailed and organized into the following general sections:

- B.3 General Performance Standards
- B.4 Development Standards by Land Use
- B.5 Site Planning Standards
- B.6 Streetscape/Landscape Standards
- B.7 Building and Architectural Standards
- B.8 Parking Standards
- B.9 Signage Standards
- B.10 Property Maintenance Standards

B.3 GENERAL PERFORMANCE STANDARDS

All land uses within the Plan Area shall be operated and maintained in compliance with the following minimum performance standards so as not to be injurious to public health, safety, or welfare:

Air Emissions. No use shall generate or cause any visible dust, gasses, or smoke to be emitted into the atmosphere, except as necessary for the heating or cooling of structures and the operation of motor vehicles on the site. Emissions must not interfere with visibility or produce a heat plume that would interfere with aviation/safe aircraft operation. This requirement also applies to the disposal of trash and waste materials.

Glare and Heat. No direct or sky-reflected glare or heat, whether from floodlights or from high temperature processes (including combustion or welding) shall be visible or felt at the lot boundary, including when permitted in an enclosed or screened area, nor shall glare or heat interfere with aircraft operations.

Noise. No use shall generate noise that causes the exterior noise level to exceed the noise level standards set forth in the Stanislaus County Code, with the exception of temporary noise activities. Exposure to aircraft noise, including criteria for interior noise levels, is presented in the Stanislaus County ALUCP.

Ground Vibration. No use shall generate ground vibration, perceptible without instruments, at any point along or outside of the lot boundary, except for motor vehicle operations or for temporary construction activities, as regulated by Stanislaus County Code.

Odors or Fumes. No use shall generate or emit any odor or fumes perceptible at the lot boundary.

Waste or Other Harmful Substances. No use shall discharge waste or any harmful substance, as defined by the Stanislaus County Code, into any public sewer or storm drainage system. All waste shall be handled in compliance with all applicable federal, state, and local regulations.

In addition to those performance standards listed above, all land uses within the Plan Area shall be subject to nuisance standards of the County's Zoning Ordinance, including those established to remedy a nuisance, and any stricter standard applied by discretionary permit.

B.4 DEVELOPMENT STANDARDS BY LAND USE

The development standards provided in Table B-2 are applicable to each of the CLIBP Specific Plan land use categories. Refer to Sections B.5 through B.10 for additional information and design and development standards.

Table B-2: Development Standards by Land Use					
Development Standards	Land Use Categories				
	Aviation-Related	Logistics/Warehousing	Light Industrial	Business Park	Public Facilities
Lot Standards					
Maximum Lot Coverage (percent) [1] [2]	50%	50%	50%	50%	50%
Minimum Lot Area	1 acre	5 acres	5 acres	5 acres	1 acre
Yard Standards (in feet)					
Front Yard and Side Yards of Corner Lots on Internal Roadways [3][4]	15 feet	15 feet	15 feet	15 feet	15 feet
Front Yard and Side Yard of Corner Lots on External Roadways [3][4]	25 feet	25 feet	25 feet	25 feet	25 feet
Side Yard, Interior	[5]	[5]	[5]	[5]	[5]
Rear Yard	[5]	[5]	[5]	[5]	[5]
Front, Side, or Rear Yards Adjacent to Off-Site Agricultural or Residential Uses [6]	150 feet	150 feet	150 feet	150 feet	150 feet
Other Development Standards					
Maximum Height Limit (in feet) [7]	45[7]	45[7]	45[7]	45[7]	45[7]
Driveways, Loading and Service Areas	Refer to standards in Sections B.5.3 and B.5.4, that follow.				
Landscaping	Refer to standards in Sections B.6.1 through B.6.3, that follows.				
Lighting	Refer to standards in Section B.6.5, that follows.				
Parking	Refer to standards in Section B.8, that follows.				
Signage	Refer to standards in Section B.9, that follows.				
Notes:					
[1] Lot coverage shall be determined by the total square footage of all the footprints of all the structures on a lot divided by the gross lot area.					
[2] Greater lot coverage may be permitted, subject to meeting minimum development standards, including but not limited to parking, landscaping, and storm drainage; however, in no case shall more than 75% lot coverage be permitted without approval of a use permit.					
[3] Yards shall be measured from the edge of the ultimate roadway right-of-way adjoining the lot, as identified by the CLIBP Specific Plan or the Circulation Element of the Stanislaus County General Plan.					
[4] Vehicle openings of any building shall be setback an additional 20-feet.					
[5] To be governed by the Uniform Building Code and Fire Code for use or occupancy and type of construction.					
[6] Yard setbacks shall be measured from the edge of the ultimate roadway right-of-way, as identified by the Specific Plan or the Circulation Element of the Stanislaus County General Plan, closest to the off-site agricultural or residential use when separated by an external roadway, provided the setback is equal to or greater than any other required yard.					
[7] The maximum building height measurement is 45 feet to the top of the building parapet, with an additional 5-feet allowed for architectural projections, special equipment, mechanical devices, and other appurtenances. A maximum building height of 60 feet may be approved by the Planning Director, or his/her designee, on a case-by-case basis following airspace review. All structures and appurtenances shall comply with policies associated with navigable airspace as identified in the Stanislaus County Airport Land Use Compatibility Plan (ALUCP).					

B.5 SITE PLANNING STANDARDS

Site planning standards ensure that site designs are efficient, convenient, and safe for multiple modes of transportation, while providing attractive frontages, landscaping, and outdoor spaces. These standards also enhance the aesthetic quality of the CLIBP and promote a sense of place.

B.5.1 Building Height Standards

Standards

1. Exception to building height limits specified in Table B-1 (Note 7) may be granted by the Planning Director, or his/her designee, upon making all the following findings:
 - a. The exception will not constitute a grant of special privilege inconsistent with the goals and policies of the CLIBP Specific Plan.
 - b. The exception will not adversely affect the health, safety, or general welfare of persons working or residing in the vicinity.
 - c. The exception is consistent with the navigable surfaces identified in the Stanislaus County ALUCP and shall not constitute an obstruction to navigable airspace.

B.5.2 Local Industrial Road Design Standards

Local industrial roads shall be constructed of concrete pavers and employ various surface treatments to distinguish pedestrian and bicycle facilities from vehicular travel lanes.

B.5.3 Driveway Design Standards

Driveways shall be carefully located so as not to impede the primary function of roadway rights-of-way to circulate traffic. The Stanislaus County Department of Public Works (SCDPW) will approve the location of all driveways.

Standards

1. Individual lots on minor arterial streets may have driveways, but they shall be located so as not to impede traffic efficiency. In general, lots with frontage on minor arterial streets shall site their entryway on internal side streets wherever possible. If the only frontage is on the major frontage or access street, every effort shall be made to consolidate access at a single driveway.

Spacing standards for driveways on local industrial roads street shall be as follows:

- a. Full access driveways, 250-foot minimum.
 - b. Right-in/right-out driveways, 200-foot minimum from the end of the curb radius at an intersection, for driveways located both upstream and downstream from intersections.
2. Driveways shall be a minimum of 35 feet wide. Subsequent development shall demonstrate that the driveway width and placement can accommodate truck turning movement and clearing without blocking roadways.
 3. Access driveways shall provide adequate length to accommodate off-street vehicle stacking needs during times of peak use, as determined and approved by the Public Works Director or his/her designee.
 4. Driveways shall be prohibited on W. Marshall, Fink, Bell, and Davis Roads. Access for these lots shall be through internal circulation streets.
 5. Multiple driveways may be allowed on large lots for the purpose of separating automobile/employee traffic from truck traffic. In no case shall driveways on the same lot be less than 250 feet from each other.

B.5.4 Loading and Service Area Design Standards

Functional loading and service areas are critical to CLIBP users whose operations involve frequent truck traffic or facilities that may need to handle chemicals or other controlled materials. Service areas include delivery and loading zones, trash disposal areas, and space for mechanical equipment.

Loading Area Design Standards

1. Loading areas, including loading docks and doors, should be placed to the side or rear of the buildings and provided with adequate screening from nearby public areas. Where it is not possible to locate loading areas to the side or rear of a building, loading areas shall be permitted if they are set back a minimum of 125 feet from the curb, do not dominate the building frontage, and screened from public view by landscaping, berms, and/or fences.
2. Buildings, structures, and loading facilities shall be designed and placed to provide adequate space for vehicles, whether rear loading or side loading, to load or unload at any loading dock, door, or area, without extending beyond the lot boundary. For loading docks designed to accommodate large delivery trucks, a minimum of 85 feet shall be provided from the the edge of the loading dock to the far edge of the maneuvering area. All other loading docks or areas shall be reviewed by the Public Works Director, or his/her designee, for adequate maneuvering area.
3. Loading space shall be provided in addition to and shall not encroach into required parking spaces or driveways.

Service Areas Design Standards

1. All types of exterior storage should be confined to portions of the lot that are least visible from public view.
2. Trash enclosures shall be located and designed so as not to impede on-site circulation or required parking.
3. Unless fully enclosed, storage areas shall be set back a minimum of 50 feet from public streets.
4. All exterior trash, storage, and service areas shall be screened from public view with a wall or fence in accordance with the standards for screening provided in Section B.5.5.
 - a. Shipping containers and other portable containers may be temporarily stored in these areas, but they may not be stacked on top of each other. Temporarily means that these items shall not be stored on site after their useful purpose is completed.
 - b. All trash receptacles and containers must remain covered at all times and storage areas closed when not in use.
5. Roof-mounted mechanical equipment shall be screened from street view. Transformers, emergency generators, utility connections, and meter boxes shall be disguised to blend in with the surrounding landscape elements or screened from public view, as guided by the standards for walls and screening elements provided in Section B.5.5.

B.5.5 Walls and Screening Elements

1. Where screening is required, a combination of elements should be used, including solid masonry walls, landscaping, and berms.
 - a. Landscaped screening shall be required in front of walls, unless the wall is determined by the Planning Director, or his/her designee, to be of an architectural design not requiring landscaping.
 - b. The screening design shall be architecturally compatible with the adjacent building with respect to materials, colors, and size and complement the project or site's overall landscape design.
2. Walls or fences shall be required as a means of screening when landscaping materials alone do not provide adequate screening for the intended use or purpose.
3. Wall or fence elements shall be designed in accordance with the following standards:
 - a. Walls or fences required for screening of loading, trash, or service areas shall be a minimum of 8 feet high and constructed of the same or similar materials as the adjacent building.
 - b. Masonry or landscaped walls constructed along the front yard areas shall not exceed 36 inches in height and shall be designed not to impair traffic safety by obscuring views.
 - c. The design of security fences shall be approved by the Planning Director or his/her designee. Barbed wire and razor wire shall be prohibited, unless approved by the Planning Director or his/her designee.
4. Any mechanical or utility equipment, whether on the roof, side of building, or ground, shall be disguised with coordinating paint materials that blend in with the site's overall landscape design and/or screened by walls, enclosures, or dense landscaping.
 - a. Screening elements, if provided, shall fully surround the equipment being screened.
5. Screening for outdoor storage should be determined by the height of the material being screened.
6. Chain-link fence should be used sparingly, only where needed; however, with wood slats approved by the Planning Director or his/her designee, is an acceptable screening material for areas not visible from the public street.

B.6 STREETSCAPE / LANDSCAPE STANDARDS

B.6.1 Landscape Requirements

All landscaping shall comply with County Code Section 21.61.080, "Landscape Area Requirements," Section 3.3.2 (see Chapter 3) of the CLIBP Specific Plan, and the following general landscape design standards.

Standards

1. **Setbacks.** All yard areas required by this chapter, easements for utilities, and drainage courses shall be landscaped, except where a required yard is screened from public view or it is determined by the Planning Director, or his/her designee, that landscaping is not necessary to fulfill the purposes of this chapter.
 - a. Yards located along the Plan Area perimeter shall be landscaped with a consistent landscape pattern.
 - b. Landscaping must not provide habitat for wildlife that is potentially hazardous to aviation.

2. **Unused Areas.** All areas of a lot not intended for a specific use, including pad sites held for future development, shall be landscaped unless it is determined by the Planning Director that landscaping is not necessary to fulfill the purposes of this chapter.
3. **Parking Areas.** Parking areas shall include landscaping in compliance with the following requirements.
 - a. **Landscape Materials.** Landscaping materials shall be provided throughout the parking lot area, using a combination of trees, shrubs, and ground cover. Drought-tolerant and native plant materials are preferred. The use of turf is prohibited.
 - b. **Curbing.** Areas containing plant materials shall be bordered by a concrete curb at least 6 inches high and 6 inches wide. Alternative barrier design may be approved by the Planning Director or his/her designee if these alternative designs protect landscaped areas from damage by vehicles and curb cuts in the concrete allow for stormwater management planters.
 - c. **Location of Landscaping.** Parking lot landscaping shall be located so that pedestrians are not required to cross landscaped areas to reach building entrances from parked cars. This should be achieved through proper orientation of landscaped fingers and islands.
 - d. **Bumper Overhang Areas.** To increase the parking lot landscaped area, a maximum of 2 feet of the parking stall depth may be landscaped with low-growth, hearty materials in lieu of paving, allowing a 2-foot bumper overhang while maintaining the required parking dimensions.
 - e. **Perimeter Parking Lot Landscaping.**

- [1] **Adjacent to Streets.** Parking lots adjacent to, and visible from, public streets must be adequately screened from view through the use of rolling earth berms, low screen walls, appropriate landscaping, or combinations thereof, whenever possible.

Parking lots adjacent to a public street shall be designed to provide a landscaped planting strip between the street right-of-way and parking area equal in depth of the required yard area or fifteen feet, whichever is more.

The landscaping shall be designed and maintained to screen parked cars from view from the street to a height of 36 inches. Screening materials may include a combination of plant materials, earth berms, solid masonry walls, raised planters, or other devices that meet the intent of this requirement. Shade trees with a maximum mature height of 45 feet shall be provided at a minimum spacing of one for every 40 linear feet of landscaped area. Plant materials, signs, or structures shall be avoided within a traffic safety sight area of a driveway.

- [2] **Adjacent to Side or Rear Lot Lines.** Parking areas shall provide a perimeter landscaped strip of at least 5 feet wide (inside dimension) where the parking facility adjoins a side or rear lot line. The perimeter landscaped strip may include a required yard area. Shade trees with a maximum mature height of 45 feet shall be provided at a minimum spacing of one for every 40 linear feet of landscaped area.

f. **Interior Parking Lot Landscaping**

- [1] **Amount of Landscaping.** All development shall provide landscaping within the parking area at a minimum ratio of six percent of the gross area of the parking lot. One tree shall be provided for every ten parking spaces.

- (a) **An exception to the parking area landscape standard** may be granted by the Planning Director, or his/her designee, when parking spaces will be covered for the purposes of accommodating solar arrays, provided:
- (i) A landscape plan illustrating the site's ability to accommodate the required landscaping at a future date is reviewed and approved as part of the initial site plan review.
 - (ii) Approved landscaping shall be installed in any area where a solar array is removed, to the extent that the landscaping will not shade any remaining solar arrays within three months of solar array removal.
 - (iii) That the structure upon which the solar array is placed be located outside of a required front, side, or rear yard and be setback a minimum of 25 feet from any lot boundary.
 - (iv) All solar arrays are evaluated by staff to determine whether they are compatible with aviation (e.g., type of solar facility proposed, potential to produce glare, etc.).

[2] **Location of Landscaping.** Landscaping shall be evenly dispersed throughout the parking area. Use of an orchard-style planting scheme (placement of trees in uniformly-spaced rows) is encouraged for larger parking areas with more than one hundred spaces. All parking lots should provide a concentration of landscape elements at primary entrances, including specimen trees, flowering plants, enhanced paving, and project identification.

[3] **Adjacent to Structures.** When parking areas are located adjacent to structures, a minimum 5-foot wide landscape strip shall be provided adjacent to the structure.

Drainage Areas, Detention Basins, and Bioswales. Dry detention basins, bioswales, and other low impact development features are encouraged on individual lots to reduce stormwater runoff.

All surface drainage facilities shall be landscaped to the extent possible. Plant materials shall be chosen that are tolerant of periodically wet conditions and that provide an attractive appearance during long periods when no water is present.

Design for Airport Compatibility. Landscaped areas shall be designed not to create habitat for wildlife that could conflict with aviation activities.

- a. Landscape materials shall not include a food source for birds or wildlife, such as fruit, nuts, berries, drupes, etc.
- b. Groundcover shall be maintained at an intermediate height of 6 to 12 inches to avoid the creation of nesting opportunities or shelter for birds or other wildlife.
- c. Street trees shall be low-growing varieties with a maximum mature height of 45 feet to prevent conflicts with navigable air space, and spaced at 40-foot intervals to prevent the creation of potential nesting and roosting sites and to prevent the creation of a continuous canopy. The Planning Director or his /her designee, upon a showing by the applicant that the intent of this airport- compatibility design standard is achieved, may approve exceptions to these standards.

B.6.2 General Planting Design

Standards

1. A mix of drought-tolerant or climate appropriate shrubs and groundcover should be used to facilitate compliance with state and County landscape standards. Applicants shall demonstrate compliance with these requirements by submitting a Landscaping and Tree Planting Plan per Chapter 21.102 of the Stanislaus County Code (Refer to the recommended plant palette for the Plan Area, provided in Chapter 3, “Built Environment and Design,” of the CLIBP Specific Plan, for examples of California native and climate appropriate plants and trees). Applicants should also consider guidance from organizations such as the California Native Plant Society or University of California Cooperative.
2. Proposed landscape designs must not create habitat by providing a food source or nesting and perching opportunities for wildlife that could conflict with on-site aviation (Refer to the recommended plant palette for the Plan Area, provided in Chapter 3, “Built Environment and Design,” of the CLIBP Specific Plan).
3. Landscape plantings shall be grouped according to similar water needs.
4. Climate appropriate landscaping should be used, where feasible, with permeable or porous pavement and to treat and attenuate stormwater flows and reduce stormwater runoff.
5. Lawns and turf grass areas shall not be used within the Plan Area.
 - a. Groundcovers should be used, such as mulch or flower planting beds and naturalized groundcover, including native grasses and shrubs that will not be attractive to wildlife.
 - b. A variety of non-living groundcovers should be used, such as bark, cobble, and larger stones, to supplement the primary groundcover and, thereby, reduce maintenance and irrigation.

Low volume irrigation equipment shall be required for all planting areas within individual lots.

B.6.3 Landscape Maintenance

All landscaping must be maintained in accordance with the following standards:

Standards

1. All landscaped areas shall be maintained in a healthful and sound condition at all times. Irrigation systems and their components shall be maintained in a fully functional manner consistent with the originally approved design and the provisions of these standards. Regular maintenance shall include checking, adjusting, and repairing irrigation equipment; resetting automatic controllers; adding/replenishing mulch, fertilizer, and soil amendments; pruning; and weeding all landscaped areas.

Water waste resulting from inefficient landscape irrigation leading to excessive runoff, low head drainage, overspray, and other similar conditions where water flows onto adjacent property, non-irrigated areas, walks, roadways, or structures is prohibited.

B.6.4 Site Furnishings

Site furnishings (including benches, covered trash receptacles, bollards, planters, bus shelters, and other similar features) should be provided within the public realm and common or public use areas of properties, to

activate the walkways linking adjacent properties and support the creation of a more pedestrian-friendly campus work environment, where appropriate, particularly within the business park and public facilities areas.

Standards

1. Street furnishings and landscaping, including planters and potted plants, shall be provided along walkways and common open spaces in both public and private realms to enhance the pedestrian experience and encourage spontaneous gatherings.
2. Street furnishing selected should complement the design themes within the Plan Area and shall be easy to maintain, high quality, and vandal resistant.
3. Outdoor furnishings shall be compatible with the design aesthetics, material quality, and colors of the site development and with site lighting choices chosen for the Plan Area. When possible, outdoor furnishing shall be coordinated.
4. A common overall theme, material, and color palette should be used for furnishings, including seating areas, trash receptacles, tree grates, and bollards, to create a cohesive look.
5. Outdoor furnishings should be compatible with the design aesthetics, material quality, and color of building exteriors.
6. Outdoor areas designated for employee breaks or eating areas should be equipped with covered trash receptacles and signs to prohibit the feeding of wildlife.

B.6.5 Site and Property Lighting

Lighting within the Plan Area should be designed to create safe and secure environments and to help reinforce the character of the industrial business park and the appearance of buildings. Lighting within a development should be consistent and uniform, using recommended lighting standards. Lighting may consist of a variety of types and styles designed to illuminate the intended surfaces or spaces, avoid light spillover and glare into surrounding areas, and reduce night-sky pollution.

Standards

1. Lighting shall be designed and placed to direct lighting to appropriate surfaces and to minimize glare into adjacent areas.
2. Lighting shall be used to provide illumination for security and safety of parking, loading, and service access areas.
3. Lighting shall be shielded (with full cut off designs) and directed downward to keep light spread within the project's property boundaries. The light bulb of an exterior light fixture shall not be visible from off site, an adjoining lot, a public right-of-way, or the Crows Landing Airport.
4. Pole lights shall not exceed 30 feet in height.
5. Exterior building lighting shall be used to reinforce the architectural design, including lighting building entries, landscape elements, and major architectural features. Uplighting shall not be used because it could interfere with air navigation. However, other types of accent lighting that enhances interesting architectural or landscape features, but does not affect aviation may be used.

6. Exterior lighting on individual lots shall emphasize lighting entries, walkways, parking areas, and service areas.
7. A common light fixture style shall be used for all streets and shall be designed and spaced to provide adequate illumination for public safety.



Examples of street lighting, including solar powered fixtures

8. Pedestrian-scaled light fixtures, ranging from 12 feet to 16 feet, are recommended within the Plan Area to illuminate all sidewalks and connecting walkways. A common light fixture type and style shall be selected for use throughout the Plan Area.



Examples of pedestrian scaled lighting, including solar powered fixtures

9. Service area lighting shall be contained within service areas.
10. Lighting fixtures shall not conflict with on-site aviation activities.
 - a. All lights within the Plan Area must be equipped with shields to direct light downward so as to prevent conflicts with air navigation.
 - b. Lighting should be designed to prevent nesting and perching by wildlife or equipped with anti-perching devices.

B.6.6 Gateway Entryway Features

Gateway features serve as entryways into the Plan Area and reflect the overall character of CLIBP.

Standards

1. Gateway features shall be located at the main entrances into the CLIBP at Fink Road, W. Marshall Road, and Bell Road (at Ike Crow Road) to help establish and give character and identity to the CLIBP.
2. Gateway features shall create an entry statement that is proportional in scale to the street and setting. Gateway features should be designed to incorporate formal plantings, signage or markers, and/or architectural features and public art.
3. Gateway elements should reinforce the overall landscape design theme, which may reflect the site's former military use and industrial uses through incorporating industrial materials in gateway features or public art.
4. Entryway features for individual development is also encouraged. These features should consist of special plantings, paving, and small entry sign, structure, monument, or art.
5. Art and sculptural elements are also encouraged to animate and give identity to gateways, special focal points, or central public spaces and contribute to the unique character and identity of the CLIBP.
6. Gateway features should be equipped with anti-perching devices as necessary.

B.6.7 Site Edges and Agricultural Buffers

The required front, side, and rear yards identified in Table B-1 for areas adjacent to off-site agricultural uses have been incorporated to comply with Appendix A, Buffer and the Setback Guidelines presented in the County's adopted General Plan Agricultural Element at the time of CLIBP Specific Plan adoption. In accordance with the Guidelines, the following standards shall be applicable to development within the Plan Area:

Standards

1. **Buffer Setback Requirement.** Front, side, and rear yards located at a distance of less than the required 150-feet may be permitted with approval of a use permit, provided the decision making body: a) determines the lot will support a low-density/intensity use and will not serve the general public, or b) approves alternative buffer and setback design standards as allowed by the County's Buffer and Setback Guidelines (see Appendix VII-A of the Stanislaus County General Plan's Agriculture Element).
2. Permitted uses within the buffer area include public roadways, utilities, drainage facilities, landscaping, parking lots, and other similar low intensity uses.
3. A minimum 6-foot high fence of uniform construction shall be installed along the perimeter of any lot adjoining an agriculturally zoned property located outside of the Plan Area in order to prevent trespassing onto adjoining agricultural lands.
4. Any use requiring approval of a discretionary action to establish or expand shall be subject to individual compliance with any Buffer and Setback Guidelines applicable at the time of the action.

B.7 BUILDING AND ARCHITECTURAL STANDARDS

The following standards are intended to help guide the development of buildings within the CLIBP Plan Area to create a comfortable, pedestrian-friendly work environment.

B.7.1 Building Siting and Orientation

Standards

1. Building entries, public areas, administration areas, and other more public spaces shall be oriented toward the street frontage.
2. New development shall be coordinated with and consider its relationship to adjacent buildings.
 - a. To create visual interest along streets and distinct identities for individual buildings when two or more buildings are to be located adjacent to each other, each should have a different setback from the street.
 - b. To optimize solar access and wintertime passive heating, buildings should be located in relationship to each other so that no building is shaded by another between the hours of 9:00 am and 3:00 pm on the shortest day of the year (December 21).

B.7.2 Building Scale and Massing

1. Building sizes shall be designed to be flexible, to accommodate growth and change. Buildings shall be constructed with bay sizes that can accommodate a wide range of tenant needs.
2. Building massing and height should relate to existing site terrain and surrounding development.
3. Changes in building massing, such as second story areas and/or vaulted areas and atriums enrich the building design and can enhance the articulation of the building façade.
4. Terraced building designs with second story areas stepped back from the street are encouraged to create a scale transition from low (near the street edge) to high (away from the street).

B.7.3 Building Facades

Standards

1. Large flat, unarticulated building elevations shall not be permitted adjacent to a public street or view.
2. Building facades shall be articulated with a combination of windows, entries, and bays.
3. Large “box-like” structures should be avoided through the following design techniques:
 - Varying the planes of the exterior walls in depth and/or direction. Wall planes should not run in a continuous direction for more than 40 feet without an off-set of at least 2 feet.
 - Varying the height of buildings so they appear to be divided into distinct massing elements.
 - Articulating the different parts of a building’s façade through use of color, emphasis on horizontal or vertical planes and architectural elements, or a change in materials.

- Avoiding blank walls at the ground level floor and utilizing windows, trellises, wall articulation, arcades, material changes, landscaping, or other features to articulate and lessen the impact of an otherwise bulky building.
- Incorporating recesses and projections, entry elements, and layering of wall planes to create visual interest.
- The rear and side elevations should incorporate some of the architectural features of the main façade.
- Facades should not provide roosting, nesting, or shelter opportunities for birds or other wildlife.



Articulate the building corners to reduce the appearance of bulky structures

B.7.4 Architectural Details – Colors, Materials, and Finishes

General Standards

1. Architectural details shall have a consistent style that creates a unified design across the building. For example, window details shall be consistent with door and canopy designs.
2. Use of industrial design and accent features is encouraged to animate building facades and entries. These features include window canopies, cornice projections, tension cables to support entry canopies or trellises, structural pilasters or columns, window mullions, and mechanical screens.

Color Standards

1. Base building colors used within the Plan Area shall be earth-toned or muted colors that are compatible with the rural areas surrounding the industrial business park.

Brighter colors may be used as accents for trims, doors, window frames, shade canopies, and other accent elements as long as they complement the primary color of the overall structure, in order to give expression to individual properties and tenants.

Material and Finish Standards

1. High quality building materials shall be used for all buildings, including, but not limited to architectural concrete, natural stone, and masonry (e.g., brick, terracotta, tile, and glass block).

2. Concrete construction, when used, should be designed to provide visual interest through surface texture treatments, trims, or other exterior materials.
3. Glazing shall be tinted with colors limited to green, blue, clear, or other lightly tinted shades.
4. High quality industrial design may successfully include certain metals, such as steel, aluminum, or other high quality metals. The use of prefabricated metal, such as rolled form metal or corrugated metal that would not contribute to a quality building design shall be avoided. Use of these metals shall be approved by the Planning Director, or his/her designee, as part of the site plan review.

B.8 PARKING STANDARDS

Standards

1. Off-street parking requirements for the CLIBP Plan Area are summarized below. For uses not listed, refer to the provisions of Chapter 21.76, “Off-Street Parking” in the County Zoning Code.

Uses	Minimum Parking Spaces Required
General business and professional	One space for every 300 square feet of gross floor area
Manufacturing or assembly plants	One space for every 600 square feet of gross floor area, or, if the number of employees on the maximum work shift is known, one space for each employee on the maximum work shift plus three additional spaces provided there is adequate area onsite to allow for no less than 50% of the non-employee based parking.
Warehouse/Storage/Distribution	One space for every 1,000 square feet of gross floor area.
Accessory employee services, such as cafe, fitness center, and similar employee service uses.	One space for every 300 square feet of gross floor area; however, a reduced parking standard may be permitted if it can be demonstrated, to the satisfaction of the Planning Director, or his/her designee, that existing parking spaces, on-site or off-site, can accommodate required parking spaces.

2. Wherever possible, the majority of off-street parking associated with any use should be located beside or behind its building(s).
3. Visitor and accessible parking should be located near a building’s primary entrance and is allowed in front of a building.
4. Entrances and exits to and from parking and loading facilities should be clearly marked with appropriate directional signage, where multiple access points are provided.
5. Shared parking lots and shared driveways from streets are allowed and encouraged to be provided wherever possible. Adjoining parking lots shall have driveways between them to accommodate vehicular

circulation and shared parking arrangements, unless determined infeasible or inappropriate by the Public Works Director or his/her designee.

6. All vehicle parking areas shall be accompanied by bicycle parking facilities; provided at a minimum of one bicycle parking space per 15,000 square feet of gross floor area.
7. Circulation routes and parking areas shall be separated. Pedestrian crosswalks between parking areas shall be clearly demarcated by sign and change in paving material/pattern.
8. For projects to be developed on lots adjoining the airport, parking areas shall be sited on the portion of the lot nearest to the airport property, and structures shall be sited on the portion of the lot farthest from the airport property.

B.9 SIGNAGE STANDARDS

The primary goal of the CLIBP Plan Area sign system is to provide wayfinding or directional information and business identification. Signs must conform to the following sign requirements:

1. A sign program shall be provided, and approved, as part of any site plan review and shall reflect the ultimate buildout of the lot by single or multiple tenants. A sign plan shall identify:
 - a. **Detached Business Identification Signs:** One such monument sign shall be allowed for each street frontage of the lot. These signs may only contain the symbol and/or name of the business and its street address. The sign shall be freestanding, may be double-sided, and shall be set back a minimum of five feet from the ultimate public right-of-way; however, placement shall in no way impede vision clearance or create a safety hazard. Sign area shall not exceed 32 square feet per frontage and the sign shall not exceed six feet in height from finished grade. Signs should generally be oriented perpendicular to approaching traffic.
 - b. **Wall Signs:**
 - i. On single tenant buildings, signs should be located immediately above or adjacent to the primary building entrance. No sign shall extend above dominant roof lines. The area of any single sign shall not exceed 100 square feet. Total area shall not exceed one-half (0.5) square foot of sign per lineal foot of business being served.
 - ii. On multi-tenant buildings, signs should be located at the frontage of each individual tenant space. The area of any single sign shall not exceed 100 square feet and/or 75 percent of the tenant frontage. Letters shall be no more than two feet in height.
 - iii. When individually-lettered wall signs comprise over 50 percent of the sign area of all sign types, total sign area shall not exceed 1.2 square feet per lineal foot of business being served. When comprising less than 50 percent of the total sign area, the maximum sign area shall be one-half (0.5) square foot per lineal foot of business being served.
 - c. **Directional Signs:** Signs required or desired to assist patrons in accessing the facility shall be located in parking lot areas. The design of such signs shall be simple and easily legible. There is no limit to the number of signs provided; however, no single sign shall exceed 6 square feet in area, except that vehicular “stop” signs which shall be mounted, as required by state standards.

2. A sign may be illuminated from the front, or it may consist of letters, numbers or graphics that are backlit, provided that no flashing, traveling, animated, or intermittent illumination is used. Light projected from the front shall be confined to the area of the sign. No sign illumination shall cast a glare which is visible from any street or adjacent lot.
3. Signs shall be constructed using durable materials, such as stone, tile, cast concrete, or similar masonry materials, metal, and/or wood.
4. No freestanding pole or cabinet wall signs shall be permitted within the Plan Area.
5. Exposed conduits and tubing is prohibited. All transformers and other equipment shall be concealed.
6. Any signs allowed within a front or side yard of corner lots shall be reviewed by the Public Works Director, or his/her designee, to verify that clear sight distance is not blocked at driveways and/or intersections.
7. All signs should be constructed in a manner that is compatible with safe aviation.
 - a. Lighted signs shall include downward facing lights and shields to prevent conflicts with air navigation as a result of light or glare.
 - b. Signs shall not be constructed at heights that protrude into navigable surfaces or other areas.
 - c. All on-site signs shall be equipped with anti-perching/wildlife exclusion devices.

B.10 PROPERTY MAINTENANCE STANDARDS

1. Property shall be maintained at all times by leaseholder, including, but not limited to the following:
 - a. Irrigation, seeding, and pruning shall be performed, as necessary to maintain or replace planted areas.
 - b. All trash receptacles and dumpsters shall remain covered at all times and emptied regularly to avoid overflow, as well as other discarded materials and equipment.
 - c. Vehicles unrelated to the on-site business or in a deteriorated or incomplete condition shall not be stored on site.
 - d. Building facades, walls, and awnings and canopies shall be preserved through painting or other necessary maintenance.