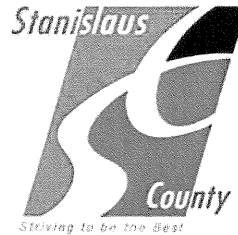


Crows Landing Air Facility Project Area

Revised Preliminary Redevelopment Plan and Revised Preliminary Redevelopment Plan Report



Prepared by
Stanislaus County Redevelopment Agency

February 2009

Crows Landing Air Facility Project Area

Revised Preliminary Redevelopment Plan



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Crows Landing Redevelopment Project History

Project Location

The Former Crows Landing Naval Air Facility is located in an unincorporated portion of western Stanislaus County, approximately 1.5 miles from Interstate 5. The 1,528-acre former Air Field is bound by Marshall Road to the North, Fink Road to the South, Bell Road to the east, and Davis Road to the west (Figure 1). The former military facility includes two decommissioned runways, taxiways, an air traffic control tower, and various structures that supported military operations (hangars, motor pool, maintenance shops, etc.). Approximately 1,100 acres of the former air facility is currently leased for agricultural production.

Military Uses

The Crows Landing Air Facility served the U.S. Department of Defense for more than 50 years. During that time the site was developed and redeveloped by the federal government to support the missions of the Navy, Coast Guard and the National Aeronautics and Space Administration (NASA) in a variety of ways.

The Naval Auxiliary Air Station (NAAS) Crows Landing was commissioned in 1942 as an auxiliary airfield to Naval Air Station (NAS) Alameda. The facility was constructed to train fighter pilots for World

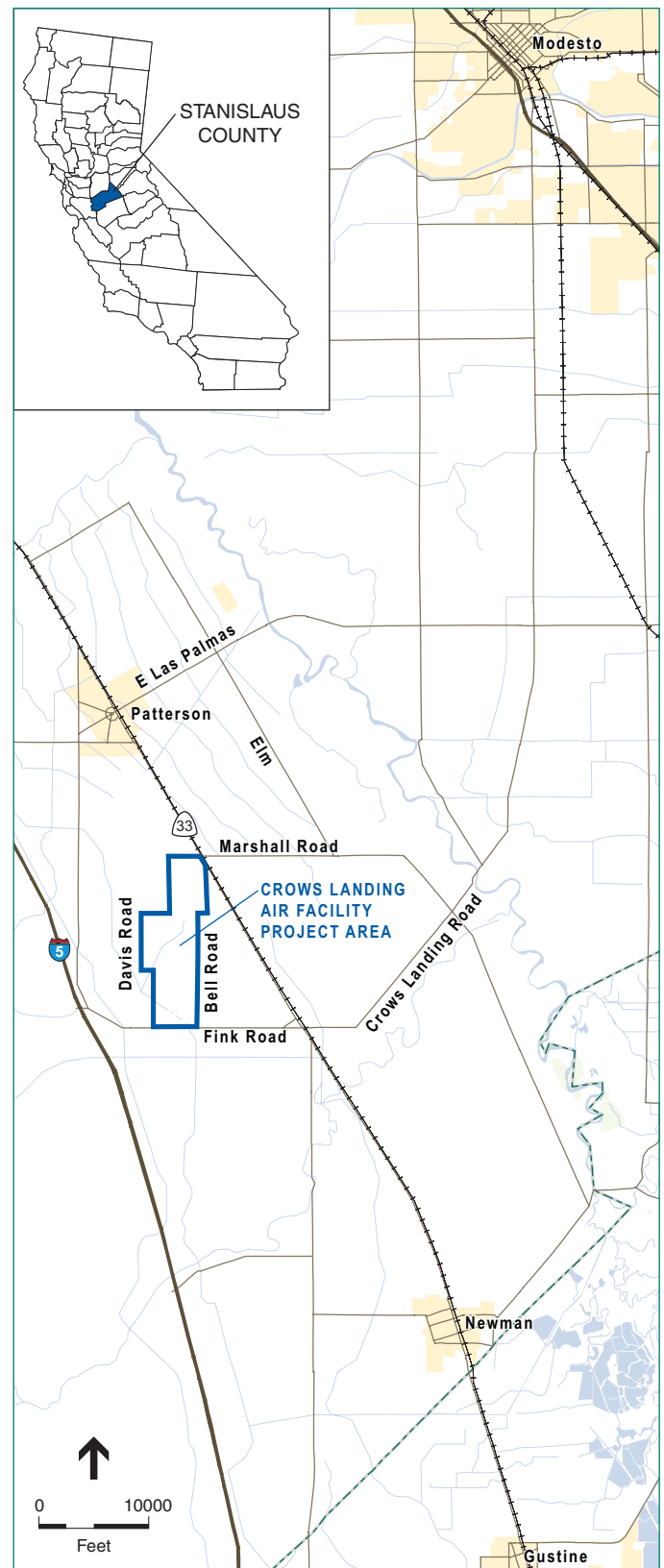


Figure 1. Project Location

War II and expanded in 1944 to include barracks, hangars and other equipment. In June 1945, the station's complement stood at 27 officers and 185 men – squadron personnel added an additional 245 officers and 1,220 enlisted personnel. By the end of the war, the station was valued at \$4 million.

Crows Landing was decommissioned on July 6, 1946, and the site became an Outlying Land Field (OLF) to NAS Alameda and later Moffett Field. For many years the Navy maintained a permanent detachment at the field that supplied crash equipment and refueling services for Naval aircraft from other stations in the area. The site remained active through the 1980s and supported various training activities performed by the Navy and Coast Guard.

Based on a recommendation of the 1991 Defense Base Closure and Realignment (BRAC) Commission, Congress decided that Naval Air Station (NAS) Moffett Field would no longer be operated by the active-duty Navy. Custodial responsibility for NAS Moffett Field was transferred to NASA Ames Research Center in July 1994, and NASA assumed custody of the Crows Landing Naval Auxiliary Landing Field (NALF) at that time. This transfer included all land, buildings, facilities, and infrastructure. Subsequently, NAS Moffett and Crows Landing were renamed as Moffett Federal Air Field and the Crows Landing Flight Facility, NASA Ames Research Center.

After NASA accepted the Crows Landing property, research operations at Crows Landing were terminated. In June 1999, NASA proposed to divest itself of the Crows Landing facility. On October 27, 1999, Congress passed Public Law 106-82, which directed NASA to convey to Stanislaus County all right, title, and interest of the United States in and to Crows Landing. To facilitate property conveyance, NASA completed an Environmental Baseline Survey (EBS). The EBS proposed to transfer the property in two or more phases following the completion of environmental clean up and remediation efforts. Phase I occurred in 2004, when NASA conveyed 1,352 acres to Stanislaus County. The remaining 176 acres

will be conveyed to the County upon completion of soil and groundwater remediation. The County anticipates two forthcoming conveyances for the remaining property: The

next conveyance is anticipated in 2009 and will include approximately 144 acres of paved area, and the final conveyance of 32 acres will be transferred to the County by 2012. This *Revised Preliminary Redevelopment Plan* addresses all 1,528 acres associated with the former air facility.



Project Vision and Goals

For many years, the unemployment rate in Stanislaus County has been higher than the statewide average. Many jobs within the County do not provide wages that are sufficient to sustain a household, and as a result, residents seeking sustainable-wage jobs must commute to the San Francisco Bay Area (Bay Area).

Stanislaus County has pursued the redevelopment of the former Crows Landing Air Facility for more than a decade. The County acknowledged the tremendous economic development opportunity that the former Crows Landing Air Facility could provide to its residents, and it began to study potential site reuse following the site's decommissioning by NASA in 1999.

Following government authorization for conveyance in 1999, the County Board of Supervisors convened the Crows Landing Flight Facility Task Force. The Task Force prepared a Reuse Plan for the former air field that was adopted by the Board of Supervisors 2001. As part of the plan, the County identified both short- and long-term strategies for reuse. The short-term strategy focused on reuse of the former air field as a general aviation (GA) airport. The long-term strategy focused on the development of an air and

ground distribution center. On November 6, 2003, the County Planning Commission determined that the proposed 1999 transfer would be consistent with the County's General Plan.

The County Board of Supervisors accepted the conveyance of the former NASA facility in October 2004. Since that time, County staff has continued to work with the Board-appointed Crows Landing Steering Committee, various aviation experts, and members of the development community to identify more specific goals and potential uses of the former facility. As a result of these efforts, the County envisioned the creation of a regional job center that would provide employment opportunities for County residents and for the region as a whole.

To guide redevelopment of the former air facility, the

County identified several guiding principles for site reuse and development as shown on Table 1.

These goals have served as the foundation for all subsequent redevelopment decisions made by Stanislaus County since 2004.

County Redevelopment Decision

In 2005, Stanislaus County Staff prepared the *Preliminary Redevelopment Plan for the Stanislaus County Redevelopment Project, Crows Landing Air Facility (Preliminary Redevelopment Plan)*. Pursuant to California Community Redevelopment Law (CRL), the report identified the former military facility as eligible for redevelopment under the CRL, identified for the Crows Landing Redevelopment Project Area, and set forth goals and objectives for the redevelopment project.

On November 15, 2005, the Stanislaus County Board of Supervisors and Stanislaus County Redevelopment Agency approved the *Preliminary Redevelopment Plan* and a motion to designate the former Crows Landing Air Facility property as a Redevelopment Project Area. The Board of Supervisors sought to use redevelopment law and policies as tools to assist in the regeneration of the Crows Landing Air Facility property for the purpose of creating economic development, fostering sustainable-wage employment opportunities within the County, and alleviating blight conditions associated with the vacant, decommissioned military property.

Following the direction provided by the County Board of Supervisors in 2005, the Crows Landing Steering Committee, which included representatives of the agricultural and aviation communities and all supervisorial districts (including nearby communities), moved forward to identify a conceptual layout for the new Crows Landing GA Airport. The County understood that airport development would be central to site reuse and would fulfill its previously identified short-term economic development goals. The County performed a market study/user survey to identify local interest in airport development and identify development

TABLE 1
GUIDING PRINCIPLES FOR CROWS LANDING
REUSE AND REDEVELOPMENT

- Protect the Crows Landing Air Field from Incompatible Land Uses
- Set Aside Land for Airport Use, Including Runway Expansion
- Look to Multi-Modal Transportation and Distribution Options
- Integrate Ground Distribution and Capitalize on the Site's Proximity to the I-5 Corridor
- Maintain Sensitivity to the Surrounding Communities of Patterson, Newman, and Crows Landing when Considering Reuse Strategies
- Improve Infrastructure and Services to the Community of Crows Landing
- Develop an Attractive Presence that Creates a Positive Statement for the Area

scenarios that would allow reuse of the existing airport infrastructure to the greatest extent possible. The results of the market study and conceptual reuse scenarios were presented to the public in 2006, and the Crows Landing Steering Committee identified a conceptual airport redevelopment scenario that would retain Runway 11-29, one of the facility's two decommissioned runways. Scenario 3 would support the County's short-term goal of general aviation development while optimizing the amount of land area for industrial, commercial, and other uses to support its long-term goal of job creation. Figure 2 presents Scenario 3.

Revised Preliminary Redevelopment Plan

In 2006, the Board of Supervisors adopted the runway development scenario recommended by the Crows Landing Steering Committee, and it invited representatives from the private development community to submit ideas for the Crows Landing Redevelopment Area. Ongoing discussions with potential master developers provided additional focus to the County's ongoing Crows Landing Redevelopment Plan and identified other funding opportunities. Since that time, the County has refocused its efforts to include the development of an Inland Rail Port, which will provide a rail connection between Crows Landing and the Port of Oakland and help to reduce traffic on the region's congested roadways, especially truck traffic between the Central Valley and Port of Oakland. The decision to reuse a portion of the former air facility to support the development of an Inland Rail Port provided the County with an opportunity to access I-bond funds through the California Transportation Commission (CTC), thereby offsetting some of the cost of redevelopment.

In April 2007, the County entered into a non-binding Memorandum of Understanding (MOU) and drafted preliminary language for a Development Agreement for an approximately 4,800-acre area that includes the 1,528-acre former Crows Landing Air Facility. As



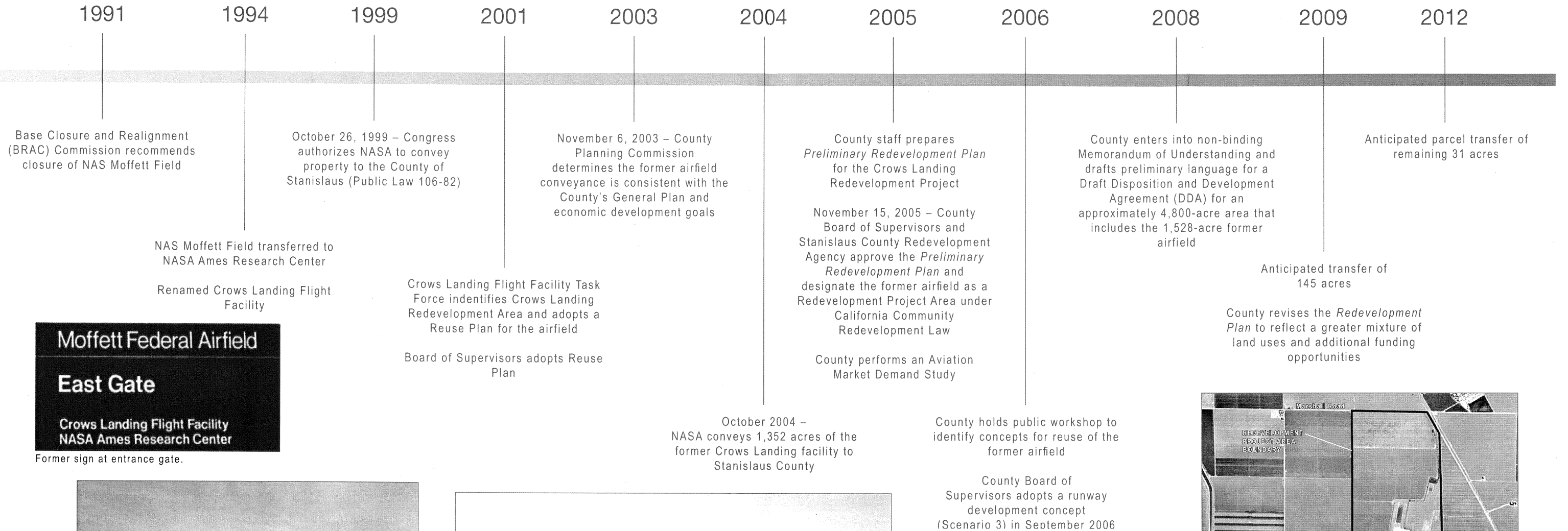
Figure 2. Redevelopment Scenario 3

noted in the terms of the Draft Development Agreement, the negotiations for which are ongoing, the development of any and all activities on the former Crows Landing Air Facility must comply with the terms of CRL and the County's Redevelopment Plan for the designated Redevelopment Project Area.

This *Revised Preliminary Redevelopment Plan* for the *Stanislaus County Redevelopment Project, Crows Landing Air Facility (Revised Preliminary Redevelopment Plan)* holds fast to the original goals and objectives identified by the County for the 1,528-acre former Crows Landing Air Field, and it reflects ongoing County efforts that have led to changes in the proposed long-term redevelopment plans for the Redevelopment Area. The *Revised Preliminary Plan*:

- Provides more detailed documentation of the County's efforts for the Crows Landing Redevelopment area, which have been ongoing for more than a decade;

Crows Landing Redevelopment Timeline



Former sign at entrance gate.



Abandoned military facilities at former Crows Landing Air Facility.



Former Runway 17-35 at the former Crows Landing Air Facility.



Figure 4. Aerial photograph showing Crows Landing Redevelopment Area.

- Reflects subsequent County efforts and public input received since the first Preliminary Redevelopment Plan was adopted in 2005; and
- Identifies additional land uses that would support both GA and other development efforts for which the County may receive grant assistance.

It is important to note that this *Revised Preliminary Redevelopment Plan* provides guidance for only the 1,528-acre former Crows Landing Air Field property as authorized for conveyance to Stanislaus County by the federal government. This *Revised Preliminary Redevelopment Plan* does not address areas located outside of the site boundaries that would be associated with private development efforts (see Figure 3).

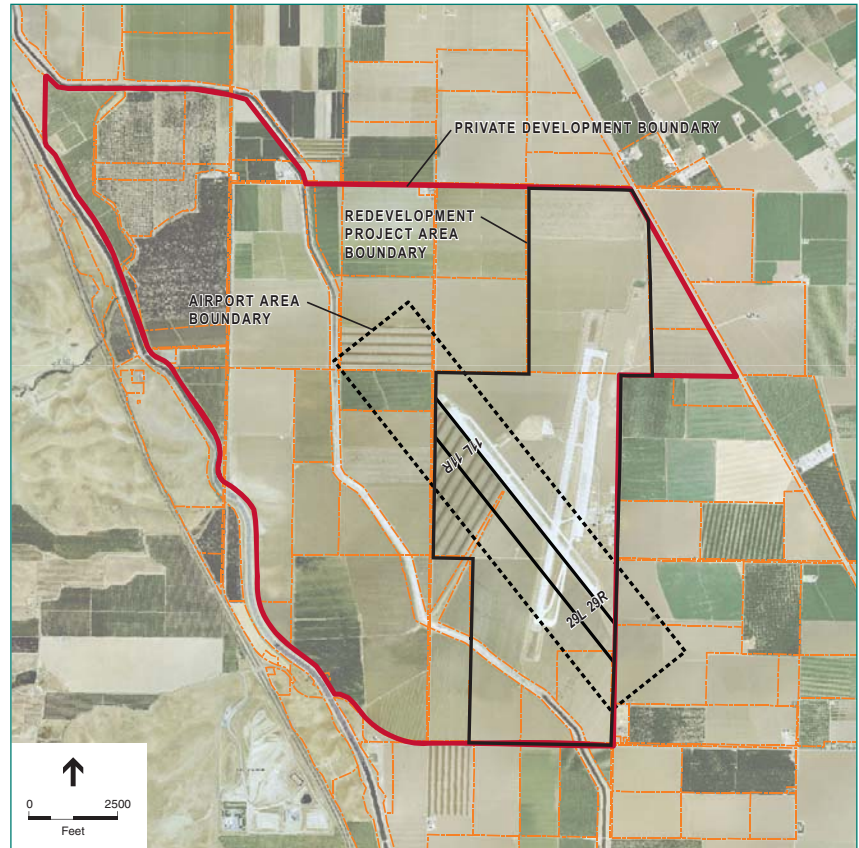


Figure 3. Location of Redevelopment Project Area and Proposed Private Development

Redevelopment Plan, Process, and Schedule

The following discussion provides an overview of the redevelopment planning process, the subsequent steps that County staff will perform to complete the *Revised Preliminary Redevelopment Plan*, and a timeline for plan completion.

Redevelopment Plans and Processes

Stanislaus County has identified the former Crows Landing facility property as a target area for redevelopment assistance under CRL (Health and Safety Code Section 330000 *et seq.*). To do so, the County's Redevelopment Agency (Agency) initiated the designation of the former air facility as a Redevelopment Area. In accordance with Section 33322 of the CRL, the County Planning Commission

identified the boundaries for the Redevelopment Project area, which was adopted by the County Board of Supervisors in November 2005.

The consideration and adoption of a redevelopment plan is a lengthy process. CRL identifies specific steps that must be followed, the types of goals that must be identified and refined during plan development, and opportunities to incorporate the ideas presented by the local community into the final Redevelopment Plan.

To address the potentially profound effects of base realignment on local communities, the State of California enacted Assembly Bill 1290, which established new provisions in the CRL to allow military bases closed pursuant to BRAC to establish redevelopment projects in affected areas more

expeditiously. New criteria for the definition of blight were identified to address the conditions associated with many former military bases. Table 2 summarizes the mandatory steps associated with the successful adoption of a redevelopment plan for a former military facility closed under BRAC recommendation.

Pursuant to the CRL, a redevelopment project area may be established “in any community in which a military base is located, the Base Closure Commission has voted to close that military base, and the action of the Base Closure Commission has been sustained by the President and Congress of the United States” (Health and Safety Code Section 33492.5). In 1991, NAS Moffett Field, including its auxiliary field at Crows Landing, was recommended for closure under BRAC. The recommendation was accepted by the President and approved by Congress later that year. Based on these actions, it was determined that the former Crows Landing Air Facility is eligible for designation as a redevelopment project area under the CRL.

The regulations associated with the redevelopment of a former military base differ from those associated with typical redevelopment projects in four significant ways:

- **Payments to Taxing Entities.** The Agency governing the redevelopment of a former military base is not required to provide payments to other taxing entities in the Redevelopment Area until a \$100,000 threshold of property tax increment is achieved.
- **Environmental Documentation.** The Agency is not required to prepare and certify an environmental document for the proposed redevelopment project prior to the adoption of the Redevelopment Plan. However, it must certify an environmental document within 18 months of its action on the Redevelopment Plan.
- **General Plan Consistency.** The Agency may defer its determination of General Plan

TAXING ENTITIES
CROWS LANDING
REDEVELOPMENT PROJECT

County General
County Superintendent of Schools
County Fire Service
West Stanislaus Fire Protection District
Patterson Hospital District
Turlock Mosquito Abatement District
West Stanislaus Resource Conservation District
Newman – Crows Landing Unified School District
Yosemite Community College District
County Schools Service Fund

consistency until an environmental document is certified.

- **Low- and Moderate-Income (LMI) Housing Fund.** The Agency may defer, for up to five years, its obligation to deposit 20 percent of the tax increment into its LMI Housing Fund if the legislative body, in this case the County Board of Supervisors, finds that the funds are necessary for the redevelopment of base redevelopment projects and long-term tax generation.

Redevelopment projects associated with former military bases are not exempt from the administrative and reporting requirements associated with all redevelopment project areas, nor are they exempt from the requirement to set aside 20 percent of the resulting tax increment into a LMI housing fund. However, these funds may be used outside the redevelopment project area. As with all redevelopment projects, the revenues generated through the tax increment must remain separate from other County funds. The property transferred to the Agency must

always operate in a deficit situation in order to collect the tax increment.

Revised Preliminary Redevelopment Plan Contents

Pursuant to CRL, a preliminary redevelopment plan must briefly describe the overall goals and purpose for the proposed Redevelopment Plan Area, and it must serve as the basis for the a more detailed plan for the Redevelopment Plan Area. A preliminary redevelopment plan does not commit the County to adopting a Redevelopment Plan; it is the first step in a multi-step processes that is governed by the CRL.

This *Revised Preliminary Plan* serves as a statement of intent and sets forth goals and objectives for the Crows Landing Redevelopment Area and subsequent redevelopment project activities. Pursuant to Section 33324 of the CRL, the *Revised Preliminary Plan* includes the following elements:

- A description of the boundaries of the proposed Redevelopment Project Area (see Attachment A);
- A general statement of the land use, layout of principal streets, population densities, and building intensities and standards proposed as the basis of redevelopment within the Redevelopment Project Area;
- Demonstration of how the purposes of the CRL would be attained by the proposed redevelopment;
- Demonstration of how the proposed redevelopment area would conform to the General Plan; and
- A general description of the impact of the proposed redevelopment project upon residents within the Redevelopment Project Area and surrounding neighborhoods.

Table 2 – Summary of Steps Required for Redevelopment Plan Adoption

1	County designates survey area for project pursuant to Public Health and Safety Code § 33310.
2	Redevelopment Agency (Agency) staff reviews General Plan for compliance with state law.
3	Agency staff commences preparation of the <i>Preliminary Redevelopment Plan</i> .
4	Agency shall determine, at a hearing noticed in accordance with section 33492.18 (d), that the need to adopt a redevelopment plan at the soonest possible time in order to apply the provisions of CEQA to the redevelopment plan within 18 months of plan completion (§ 33492.18).
5	Planning Commission selects Project Area boundaries, approves <i>Preliminary Redevelopment Plan</i> , and forwards <i>Preliminary Redevelopment Plan</i> to the Agency (§§ 33322 and 33325).
6	County determines whether a Project Area Committee is required.
7	Agency accepts <i>Preliminary Redevelopment Plan</i> , directs preparation of <i>Redevelopment Plan</i> , and authorizes transmittal of information to taxing agencies and officials.
8	Agency staff begins to prepare <i>Preliminary Plan Report</i> (§ 33344.5), <i>Redevelopment Plan</i> , and Section 33352 Report.
9	Agency staff transmits the following to the County Auditor, Assessor, and Tax Collector, to the State Board of Equalization, and to the governing bodies of all taxing agencies in the project area (§§ 33327 and 33328): <ul style="list-style-type: none"> (a) Legal description and map of boundaries of the Project Area, (b) Statement that <i>Redevelopment Plan</i> is being prepared, and (c) Indication of the last equalized assessment roll proposed to be used for tax allocations.

Table 2 – Summary of Steps Required for Redevelopment Plan Adoption – continued

- 10 Agency staff finalizes and delivers the Section 33328.1(b) report to the Department of Finance (DOF).
- 11 County Fiscal Report is submitted to the State Board (§ 33327), the Agency, and all affected taxing agencies (§ 33328) within 60 days the date of filing by the RDA or within 90 days if the Agency requests information for preceding five years.
- 12 Agency staff consults with each taxing agency that receives taxes from property in the project area and prepares a summary of consultation (§ 33328 and § 33352).
- 13 Agency approves *Preliminary Redevelopment Plan* and refers it to each affected taxing agency, DOF, and the Department of Housing and Community Development (HCD) (§ 33344.5).
- 14 Agency refers the proposed *Redevelopment Plan* to Planning Commission and, if applicable, to the Project Area Committee, or provides it to residents and community organizations with whom it has consulted (§ 33346 and § 33385).
- 15 Agency staff files Notice of Completion with the Office of Planning and Research (Public Resources Code § 21161).
- 16 Planning Commission reviews proposed *Redevelopment Plan* and submits report and recommendations concerning Redevelopment Plan to RDA within 30 days of referral (§ 33347).
- 17 Agency staff completes preparation of Section 33352 Report to the County (§ 33352).
- 18 Agency adopts a report on the *Redevelopment Plan*, submits the report and proposed *Redevelopment Plan* to the County, and requests holding a joint public hearing on (§§ 33351, 33352, and 33355).
- 19 Agency adopts Rules for Owner Participation and Extension of Reasonable Preferences to Businesses, if applicable (§ 33339.5 and § 33345).
- 20 County receives documents from Agency and calls joint public hearing on Redevelopment Plan (§ 33355).
- 21 County elects to receive all or a portion of the tax revenues allocated to the Agency attributable to tax rate increases imposed for the County (§ 33676).
- 22 County elects to receive payment of its share of property taxes pursuant to §33607.5.
- 23 Agency staff prepares notice of joint public hearing on the *Redevelopment Plan* for newspaper and mails of joint public hearing to DOF and HCD (§ 33349 and § 33361).
- 24 If applicable, Agency staff mails copies of notices of joint public hearing and to property owners in Project Area by first class mail (§ 33349 and § 33350).
- 25 County and Agency hold joint public hearing on *Redevelopment Plan* and hear all evidence and testimony regarding adoption of *Redevelopment Plan*.
- 26 Agency and County act on adoption of *Redevelopment Plan*.
- 27 County has second reading and adopts Ordinance adopting *Redevelopment Plan* (§§ 33365 and 33366).
- 28 County Clerk sends Ordinance adopting *Redevelopment Plan* to newspaper for publication and sends copy to Agency (§ 33372).
- 29 County Clerk records, with County Recorder, description of land in Project Area and statement that redevelopment activities have been commenced (§ 33373).
- 30 County Clerk notifies the Building Department of the adoption of the *Redevelopment Plan* and its effect upon their operations (§ 33374).
- 31 Ordinance is published (Government Code § 36933).

Table 2 – Summary of Steps Required for Redevelopment Plan Adoption – continued

- 32 County Clerk transmits, by certified mail, return receipt requested, a copy of Ordinance adopting the *Redevelopment Plan*, legal description of land within the Project Area, and map or plat indicating boundaries of Project Area to County Auditor and Tax Assessor, to State Board of Equalization, and to all taxing agencies in Project Area (§ 33375).
- 33 Agency must certify an Environmental Impact Report (EIR) for the redevelopment plan within 18 months after the effective date of the ordinance adopting the redevelopment plan.

Project Location Characteristics

Project Area Boundaries

The Project Area is defined as the 1,528-acre former Crows Landing Air Facility, which was authorized for conveyance to the County pursuant to Public Law 106-82. Figure 4 presents the boundaries of the proposed development area. The legal description for the proposed project area and parcel map are included as Appendix A.

As shown on Figure 4, the proposed development area includes the former airfield, including runways and taxiways, several buildings adjacent to Bell Road that were used for a variety of activities, and areas within agricultural production. Support structures include the former air traffic control tower, administration building, former officer's club, motor pool and public works structures, and storage facilities. A portion of the Delta Mendota Canal also traverses the site.

Land Use

Land uses for the project area shall generally conform to those land uses described in the adopted Stanislaus County General Plan, and the type of land uses proposed in the *Revised Preliminary Redevelopment Plan* may be developed in the future based on demand.

Existing Use

The former Crows Landing Air Facility is used predominantly for agriculture; more than 1,100 acres

of the site are cultivated by a single grower, Pride of San Juan, under a lease with Stanislaus County. The former structures remain vacant, and portions of the remaining infrastructure (i.e., paved areas), are used intermittently by the County Sheriff's Department for training exercises. The site has also been used on an emergency basis by Cal Fire to combat nearby wildfires.

Proposed Use

From 2005 to 2007, the Crows Landing Steering Committee, Crows Landing Ad Hoc Steering Committee, and County staff identified several land uses for the project area. The proposed land uses were identified because they would support the County's previously developed guiding principles for site reuse and support proposed development, including the development of a GA airport (see Table 1). These land uses included:

- Aviation / Aviation Industrial
- Office / Business Park,
- Commercial/Retail,
- Industrial (light and heavy),
- Agricultural Industrial
- Open Space,
- Public Facilities and Infrastructure,
- Rail / Inland Port,
- Research and Development, and
- Warehouse/Distribution.

It is important to note that no residential uses are proposed for the property, with the exception of incidental uses, such as sleeping quarters associated with public facilities, such as a fire station.

This *Revised Preliminary Redevelopment Plan* and the Redevelopment Plan Area designation are intended to help implement the County's General Plan, and the proposed land uses would be implemented as defined and described in the County's General Plan. The General Plan and use definitions may be amended and adopted by the Planning Commission and Board of Supervisors in accordance with public law and following appropriate environmental review pursuant to the California Environmental Quality Act (CEQA). At this time, the County envisions the development of a Specific Plan that would include the project area and further define the implementation of these uses.

Principal Streets

Major streets adjacent to the project area and identified in the Circulation Element of the General Plan include Highway 33, Fink Road, and Marshall Road (see Figure 1). The layout of the major streets adjacent to the project area shall be considered compatible with the proposed Project Area.

Existing roads within the Project Area may be closed, widened, realigned, or otherwise modified in accordance with the General Plan and local codes and ordinances. Additional streets may be created as necessary to ensure pedestrian and vehicular circulation. The construction of new streets, street extensions and closures, paving, curbs, gutters, and drainage facilities is anticipated.

Population Densities, Building Intensities and Standards

The type, size, height, and population density/intensity of all new structures in the project area shall be established according to all applicable federal, state, and local statutes, ordinances, and regulations including, but not limited to, the Federal Aviation

Administration (FAA), County's Zoning Code, Building Code, Airport Land Use Commission Plan, and General Plan.

Population Densities

As previously stated, no residential uses will be permitted within the Crows Landing Redevelopment Area. The population density for any uses permitted within the Project Area shall be described the Stanislaus County General Plan as it is, or as amended, or as otherwise provided in local codes and ordinances. If variations are proposed by Agency activities, the *Redevelopment Plan* may be amended or modified.

Building Intensities and Standards

In general, building intensities shall be governed by the procedures and criteria set forth in the County's General Plan. Any community plans, specific plans, and/or local zoning codes as they currently exist or may be amended shall be consistent with the General Plan. Such criteria may include limits on:

- Percentage of land coverage,
- Floor-area ratio,
- The size and locations of buildable areas on buildable sites, and
- Building heights.

Land coverage, building sizes, and the locations of buildable areas shall be limited as necessary and feasible to provide adequate open space, parking, compatibility with aviation, access, and other amenities in accordance with existing plans and ordinances. Building standards shall generally conform to the requirements of applicable state and local codes and statutes. All facilities will be constructed using the best available technology to provide energy efficiencies and greenhouse gas reduction.

Numerous government agencies encourage the development of land uses that provide air quality improvements or incorporate the use of pollution-reduction technologies, and funding may be available for the use of such items. The Crows Landing Redevelopment Agency will explore and encourage the use of these technologies and funding mechanisms to the extent practicable.

Consistency with General Plan

The *Stanislaus County General Plan* was prepared in 1986, adopted in 1987, and amended since that time. The General Plan serves as a guide for implementing development policy throughout the County.

Redevelopment is a tool that can be used with the County's General Plan and economic strategy, and it is particularly well suited to guide the reuse of the decommissioned Crows Landing Air Facility. Redevelopment offers alternate methods for financing improvements and additions to existing public assets. This *Revised Preliminary Redevelopment Plan* shall be consistent with the General Plan.

Relationship to Other Plans

Redevelopment can be a useful financial tool for furthering the implementation of other plans within the Project Area. Similarly, the implementation activities

contemplated by Stanislaus County in pursuing redevelopment or improvement of the project area are directly affected by and related to other plans. Other plans that could affect the implementation of redevelopment activities include, but are not limited to, the following:

- Stanislaus County General Plan (1987, as amended);
- Air Cargo Feasibility Study (1989);
- Economic Strategic Plan (1991);
- Interstate Highway 5 Corridor Industrial Business Park Feasibility Study (1999);
- Reuse Plan for the Crows Landing Flight Facility (2001);
- Stanislaus County Airport Land Use Commission Plan (2004), and subsequent policies developed for the proposed Crows Landing general aviation facility;
- Aviation Market Demand Study (2005);
- Crows Landing Air Facility and Industrial Business Park Master Plan Concept Review (2006); and
- Crows Landing Inland Port Master Plan (2008).



Activities Meeting the Purposes of Redevelopment Law

Legal Qualifications for Redevelopment

To qualify for redevelopment pursuant to the CRL and closed military bases specifically, the property in the Project Area must generally meet the conditions stated for blighted areas. In general, a blighted area is characterized by conditions which constitute a "serious physical, social, or economic burden on the community." To meet the definition of blight for a project involving a closed military facility, at least two of the following conditions must be present:

- Buildings that are unsafe or unhealthy for persons to live or work;
- Factors that prevent or hinder economically viable reuse;
- Incompatible land uses;
- Buildings that will not comply with local subdivision, zoning or planning requirements;
- Property served by inadequate infrastructure;
- Buildings that do not meet applicable building codes; and
- Lands that contain materials and facilities, such as runways, that may require removal.



Vacant military structure at the former Crows Landing facility.

- Buildings that contain unacceptable building material, such as lead-based paint and asbestos-containing materials, and are unsafe or unhealthy for persons to work;
- Buildings that will not effectively and economically serve the uses proposed for the Redevelopment Project;
- Buildings in which it is unsafe or unhealthy for persons to live or work because they do not meet current building code standards; and
- Inadequate infrastructure (water, sewer, drainage, etc.) that does not meet existing adopted utility or community standards.

Existing Blight Conditions

The Crows Landing Redevelopment Area property meets several of the CRL criteria associated with the definition of blight. Such conditions include:

- Buildings that are beyond economical rehabilitation for reuse due to substandard design, age, obsolescence, deterioration, dilapidation, or other physical conditions;

The physical condition of the abandoned structures within the proposed Crows Landing Redevelopment Project Area is indicative of blight. Without the aid of redevelopment actions by the County, the property will continue to contain buildings and infrastructure that will undergo further degradation and fall into further disrepair and ruin.

Project Goals and Objectives

Overall Principles and Goals

Stanislaus County has pursued redevelopment of the former Crows Landing Air Field for more than a decade. The overall goal of the subsequent Redevelopment Plan for the former Crows Landing Air Facility will continue to be the creation of sustainable-wage jobs for County residents. As described in this *Revised Preliminary Redevelopment Plan*, County staff developed eight guiding principles for redevelopment, and it will continue to implement those principles during its subsequent efforts (see Table 1). In addition to the guiding principles, the County has established several general redevelopment goals that will also be considered throughout redevelopment activities:

- Replace deficient site-related vehicular circulation and parking systems; water, sewer, and storm drainages; and other similar public and private improvements, facilities and utilities.
- Provide opportunities to increase sales taxes and revenues to Stanislaus County and local communities.
- Promote new private sector investment within the Crows Landing Redevelopment Area to provide commercial, industrial, office, and distribution activities that will improve the health of the County's economy.
- Create and develop new local job opportunities by promoting, facilitating, and preparing sites for new commercial, industrial, office and distribution activities with high employee concentrations, as appropriate, and revenue potential.
- Create plans that look to both air service capacity and multi-modal transportation/distribution options.
- Provide ground transportation services as an integral part of regional, state, and national goods movement and distribution systems.
- Encourage the use of energy-efficient and pollution-reduction technologies to the greatest extent practicable, especially with regard to greenhouse gas emissions.

Redevelopment Goals and Objectives

Redevelopment of the former Crows Landing Air Facility pursuant to this *Revised Preliminary Plan* and the previously described guiding principles and general goals will fulfill the purposes of the CRL by providing:

- The installation or replacement of existing public improvements, facilities, and utilities;
- The replanning, redesign, and rehabilitation or redevelopment of areas which are stagnant or improperly utilized, and providing opportunities that could not be accomplished by private enterprise acting alone or without public participation and assistance.
- The promotion of sound development and redevelopment within blighted areas.
- The improvement of the general welfare of Stanislaus County residents through greater employment opportunity.

Elimination of Blight

The *Revised Preliminary Redevelopment Plan* proposes to eliminate and prevent the spread of blight in the Project Area through the following:

- The installation, construction, or reconstruction of streets, utilities, and other public improvements.

- The disposition of any property acquired for uses in accordance with this *Revised Preliminary Development Plan*.
- The development or redevelopment of land uses in accordance with this plan by private enterprises, public agencies, or private/public partnerships.
- Providing revenue for the rehabilitation, development, or construction of LMI housing at other locations outside of the project area or redevelopment areas within the County, but outside of the Redevelopment Area boundary.
- The demolition or removal of certain improvements within the Redevelopment Area as appropriate.

General Impact of the Project on Residents in Project Area and Surrounding Neighborhoods

Long-Term Effects

The overall impact of the *Stanislaus County Redevelopment Project – Crows Landing Air Facility* will be positive. The redevelopment project goals and objectives will provide for long-term positive impacts on the physical, economic, and environmental conditions within the project area.

The long-term beneficial impacts associated with the proposed redevelopment project will include:

- Improved pedestrian and vehicular circulation for on-site and adjacent roadways;
- Better utilization of the former military facility;
- Increased employment and economic development opportunities;
- Improved infrastructure, including sewer, storm drains, etc., both on site and in the nearby community of Crows Landing; and
- The removal of vacant, unsafe structures that include potentially hazardous materials, such as lead-based paint and asbestos.

Potential Short-Term Effects

Short-term construction impacts, such as the generation of dust, noise, and traffic congestion will cause temporary environmental degradation, but these impacts will cease following construction. Potential construction-related environmental effects will be



Abandoned Air Traffic Control Tower at the former Crows Landing Air Facility

offset by appropriate best management practices and mitigation measures identified during the environmental review process.

Environmental Review

Subsequent environmental studies will be performed to analyze and document the potential impacts of the proposed redevelopment project on the natural and built environment. All analyses will be performed in accordance with the CEQA or other federal, state, and local regulations as appropriate. The public will be invited to review and provide input on environmental documents associated with the proposed Redevelopment Project. The County Board of Supervisors will not approve the final Redevelopment Plan for the former Crows Landing Facility Project

Area until the associated environmental document has been completed and certified.

Other Opportunities for Public Review and Input

The County Board of Supervisors may elect to convene a Citizens Advisory Committee to provide input on and monitor redevelopment activities at the former Crows Landing Air Field following plan adoption. The details regarding committee membership and responsibilities will be described more fully in the final Redevelopment Plan.

Appendix A

Legal Description

Attachment A

LEGAL DESCRIPTION

Real property in the unincorporated area of the County of Stanislaus, State of California, described as follows:

PARCEL NO. 1:

THE NORTHEAST QUARTER OF SECTION 8, TOWNSHIP 6 SOUTH, RANGE 8 EAST, MOUNT DIABLO BASE AND MERIDIAN, AS PER THE APPROVED U. S. GOVERNMENT SURVEY, AND PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT THE NORTHEAST CORNER OF SAID SECTION 8; THENCE SOUTH 1 DEGREE 41' 20" EAST, ALONG THE EAST LINE OF SECTION 8, A DISTANCE OF 2654.18 FEET TO THE SOUTHEAST CORNER OF THE NORTHEAST ONE-QUARTER OF SECTION 8; THENCE NORTH 89 DEGREES 23' 20" WEST, ALONG THE SOUTH LINE OF THE NORTHEAST ONE-QUARTER OF SECTION 8, A DISTANCE OF 2596.91 FEET TO THE SOUTHWEST CORNER OF SAID ONE-QUARTER SECTION; THENCE NORTH 0 DEGREES 34' WEST, ALONG THE WEST LINE OF SAID ONE-QUARTER SECTION, 2650.37 FEET TO THE NORTHWEST CORNER THEREOF; THENCE SOUTH 89 DEGREES 27' EAST, ALONG THE NORTH LINE OF SECTION 8, A DISTANCE OF 2544.86 FEET TO THE POINT OF BEGINNING.

PARCEL NO. 2:

ALL THAT PORTION OF SECTIONS 8 AND 9, TOWNSHIP 6 SOUTH, RANGE 8 EAST, MOUNT DIABLO BASE AND MERIDIAN, AS PER THE APPROVED U. S. GOVERNMENT SURVEY, PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT THE CORNER COMMON TO SECTIONS 4, 5, 8 AND 9, TOWNSHIP 6 SOUTH, RANGE 8 EAST, MOUNT DIABLO MERIDIAN; THENCE
(1) SOUTH 89 DEGREES 25' 40" EAST, ALONG THE NORTH LINE OF SECTION 9, A DISTANCE OF 423.57 FEET TO THE POINT OF INTERSECTION THEREOF WITH THE SOUTHWESTERLY RIGHT OF WAY LINE OF CALIFORNIA STATE HIGHWAY NO. 33; THENCE
(2) SOUTH 29 DEGREES 55' EAST, ALONG SAID HIGHWAY RIGHT OF WAY LINE, 1007.32 FEET TO A POINT THEREIN; THENCE
(3) SOUTH 1 DEGREE 41' 20" EAST, 4435.32 FEET TO A POINT IN THE SOUTH LINE OF SECTION 9; THENCE
(4) NORTH 89 DEGREES 42' 10" WEST, ALONG THE SOUTH LINE OF SECTION 9, A DISTANCE OF 900.00 FEET TO THE CORNER COMMON TO SECTIONS 8, 9, 16 AND 17, TOWNSHIP 6 SOUTH, RANGE 8 EAST, MOUNT DIABLO MERIDIAN; THENCE
(5) NORTH 89 DEGREES 19' 45" WEST, ALONG THE SOUTH LINE OF SECTION 8, A DISTANCE OF 2648.96 FEET TO THE SOUTHWEST CORNER OF THE SOUTHEAST ONE-QUARTER OF SECTION 8; THENCE
(6) NORTH 0 DEGREES 29' 34" EAST, 2649.80 FEET TO A POINT IN THE QUARTER SECTION LINE RUNNING EAST AND WEST THROUGH THE CENTER OF SECTION 8; THENCE
(7) SOUTH 89 DEGREES 23' 20" EAST, ALONG THE NORTH LINE OF THE SOUTHEAST ONE-QUARTER OF SECTION 8, A DISTANCE OF 2547.91 FEET TO THE NORTHEAST CORNER THEREOF; THENCE
(8) NORTH 1 DEGREE 41' 20" WEST, ALONG THE LINE COMMON TO SECTION 8 AND SECTION 9, A DISTANCE OF 2654.18 FEET TO THE POINT OF BEGINNING.

PARCEL NO. 3:

ALL OF SECTION 17 AND THE NORTHEAST QUARTER OF SECTION 20 IN TOWNSHIP 6 SOUTH, RANGE 8 EAST, MOUNT DIABLO BASE AND MERIDIAN, AS PER THE APPROVED U. S.

GOVERNMENT SURVEY.

PARCEL NO. 4:

ALL THAT PORTION OF THE WEST HALF OF SECTION 20, TOWNSHIP 6 SOUTH, RANGE 8 EAST, MOUNT DIABLO BASE AND MERIDIAN, AS PER THE APPROVED U. S. GOVERNMENT SURVEY, DESCRIBED AS FOLLOWS.

COMMENCING FOR REFERENCE AT THE SOUTH QUARTER CORNER OF SAID SECTION 20; THENCE NORTH 0 DEGREES 43' EAST, ALONG THE QUARTER-SECTION LINE RUNNING NORTH AND SOUTH THROUGH SAID SECTION 20, A DISTANCE OF 1997.35 FEET, MORE OR LESS, TO A POINT IN THE NORTHEASTERLY BOUNDARY OF THE DELTA MENDOTA CANAL AND THE ACTUAL POINT OF BEGINNING OF THE PARCEL TO BE DESCRIBED; THENCE FROM SAID POINT OF BEGINNING, ALONG THE NORTHEASTERLY BOUNDARY OF SAID CANAL, THE FOLLOWING TWO COURSES AND DISTANCES: NORTH 55 DEGREES 46' WEST, 893.83 FEET TO AN ANGLE POINT THEREIN, AND NORTH 50 DEGREES 16' WEST, 935.50 FEET TO A POINT IN THE WESTERLY BOUNDARY OF THAT CERTAIN PARCEL OF LAND CONVEYED TO JOHN BELTRAN, ET AL, BY DEED RECORDED AUGUST 9, 1941 IN VOLUME 733, PAGE 565 OF OFFICIAL RECORDS OF STANISLAUS COUNTY; THENCE LEAVING SAID CANAL, NORTH 0 DEGREES 49' EAST, ALONG THE WESTERLY BOUNDARY OF SAID BELTRAN PARCEL, 2200.40 FEET TO THE NORTHWESTERLY CORNER THEREOF IN THE NORTH LINE OF THE AFORESAID SECTION 20; THENCE SOUTH 89 DEGREES 25' 45" EAST, ALONG THE NORTH LINE OF SAID SECTION 20, A DISTANCE OF 1468.19 FEET TO THE NORTH QUARTER CORNER OF SAID SECTION 20; THENCE SOUTH 0 DEGREES 43' WEST, ALONG THE QUARTER-SECTION LINE RUNNING NORTH AND SOUTH THROUGH SAID SECTION 20, A DISTANCE OF 3286.72 FEET TO THE POINT OF BEGINNING.

PARCEL NO. 5:

ALL THAT PORTION OF THE EAST 180 ACRES OF THE WEST HALF OF SECTION 20, TOWNSHIP 6 SOUTH, RANGE 8 EAST, MOUNT DIABLO BASE AND MERIDIAN, AS PER THE APPROVED U. S. GOVERNMENT SURVEY, LYING SOUTHWESTERLY OF THE SOUTHWESTERLY BOUNDARY LINE OF THAT CERTAIN 12.57 ACRE PARCEL OF LAND FOR DELTA MENDOTA CANAL, CONVEYED BY JOHN BELTRAN AND FRED BELTRAN, JR., TO THE UNITED STATES OF AMERICA, BY DEED DATED JUNE 28, 1948 AND RECORDED JULY 30, 1948 IN VOLUME 942 OF OFFICIAL RECORDS, AT PAGE 447, STANISLAUS COUNTY RECORDS.

PARCEL NO. 6:

ALL THAT PORTION OF THE SOUTHEAST QUARTER OF SECTION 20, TOWNSHIP 6 SOUTH, RANGE 8 EAST, MOUNT DIABLO BASE AND MERIDIAN, AS PER THE APPROVED U. S. GOVERNMENT SURVEY, DESCRIBED AS FOLLOWS:

BEGINNING AT THE NORTHWEST CORNER OF THE SOUTHEAST QUARTER OF SAID SECTION 20; THENCE SOUTH 89 DEGREES 31' 30" EAST, ALONG THE QUARTER-SECTION LINE RUNNING EAST AND WEST THROUGH SAID SECTION 20, A DISTANCE OF 1040.00 FEET TO A POINT; THENCE SOUTH 0 DEGREES 43' WEST, 1443.44 FEET TO A POINT IN THE NORTHEASTERLY BOUNDARY OF THE DELTA MENDOTA CANAL; THENCE ALONG THE NORTHEASTERLY BOUNDARY OF SAID CANAL THE FOLLOWING TWO COURSES AND DISTANCES: NORTH 44 DEGREES 32' WEST, 453.46 FEET TO AN ANGLE POINT THEREIN, AND NORTH 55 DEGREES 46' WEST, 860.77 FEET TO A POINT ON THE WEST BOUNDARY OF THE SOUTHEAST QUARTER OF SAID SECTION 20; THENCE LEAVING SAID CANAL, NORTH 0 DEGREES 43' EAST, ALONG THE WEST BOUNDARY OF SAID SOUTHEAST QUARTER OF SAID SECTION 20, A DISTANCE OF 644.60 FEET TO THE POINT OF BEGINNING.

PARCEL NO. 7:

THE SOUTHEAST QUARTER OF SECTION 20, TOWNSHIP 6 SOUTH, RANGE 8 EAST, MOUNT

DIABLO BASE AND MERIDIAN, AS PER THE APPROVED U. S. GOVERNMENT SURVEY.

EXCEPTING THEREFROM THAT PORTION THEREOF FALLING WITHIN THE BOUNDARIES OF THE DELTA MENDOTA CANAL AS DESCRIBED IN THAT CERTAIN JUDGMENT IN FAVOR OF THE UNITED STATES OF AMERICA, RECORDED DECEMBER 14, 1948 IN VOLUME 956, AT PAGE 243 OF OFFICIAL RECORDS, AS INSTRUMENT NO. 26306, STANISLAUS COUNTY RECORDS.

ALSO EXCEPTING THEREFROM THAT PORTION THEREOF DESCRIBED AS FOLLOWS:

BEGINNING AT THE NORTHWEST CORNER OF THE SOUTHEAST QUARTER OF SAID SECTION 20; THENCE SOUTH 89 DEGREES 31' 30" EAST, ALONG THE QUARTER SECTION LINE, A DISTANCE OF 1040.00 FEET; THENCE SOUTH 0 DEGREES 43' WEST, A DISTANCE OF 1443.44 FEET TO A POINT IN THE NORTHEASTERLY BOUNDARY OF THE DELTA MENDOTA CANAL; THENCE ALONG THE NORTHEASTERLY BOUNDARY OF SAID CANAL THE FOLLOWING TWO COURSES AND DISTANCES: NORTH 44 DEGREES 32' WEST, 453.46 FEET AND NORTH 55 DEGREES 46' WEST, 860.77 FEET TO A POINT ON THE WEST BOUNDARY OF THE SOUTHEAST QUARTER OF SAID SECTION 20; THENCE LEAVING SAID CANAL, NORTH 0 DEGREES 43' EAST, ALONG THE WEST BOUNDARY OF THE SOUTHEAST QUARTER OF SECTION 20, A DISTANCE OF 644.60 FEET TO THE POINT OF BEGINNING.

ALSO EXCEPTING THEREFROM THE EASTERLY 60 FEET THEREOF AS DESCRIBED IN THAT CERTAIN JUDGMENT IN FAVOR OF THE UNITED STATES OF AMERICA, RECORDED JUNE 12, 1944 IN VOLUME 791, AT PAGE 586 OF OFFICIAL RECORDS, AS INSTRUMENT NO. 8248, STANISLAUS COUNTY RECORDS.

PARCEL NO. 8:

THE EAST 60 FEET OF THE SOUTHEAST QUARTER OF SECTION 20, TOWNSHIP 6 SOUTH, RANGE 8 EAST, MOUNT DIABLO BASE AND MERIDIAN, AS PER THE APPROVED U. S. GOVERNMENT SURVEY, AND BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

A 60 FOOT STRIP OF LAND, THE CENTER LINE OF WHICH LIES 30 FEET WESTERLY AND PARALLEL WITH THE EASTERLY LINE OF SECTION 20, TOWNSHIP 6 SOUTH, RANGE 8 EAST, MOUNT DIABLO BASE AND MERIDIAN, SAID CENTER LINE BEING DESCRIBED AS FOLLOWS:

BEGINNING AT A POINT ON THE SOUTH LINE OF SAID SECTION 20, A DISTANCE OF 30 FEET WESTERLY FROM THE SOUTHEAST CORNER OF SAID SECTION; THENCE NORTHERLY, PARALLEL WITH THE EAST LINE OF SAID SECTION, TO A POINT 30 FEET WESTERLY FROM THE EAST ONE-QUARTER CORNER OF SAID SECTION 20 AND ON THE NORTHERLY LINE OF THE NORTHEAST ONE-QUARTER OF THE SOUTHEAST ONE-QUARTER OF SAID SECTION 20.

PARCEL NO. 9:

A PERPETUAL EASEMENT FOR THE ESTABLISHMENT, MAINTENANCE, OPERATION AND USE OF A CRASH SAFETY ZONE UPON ALL THAT CERTAIN PARCEL OF LAND LYING IN THE SOUTHEAST QUARTER OF SECTION 7, TOWNSHIP 6 SOUTH, RANGE 8 EAST, MOUNT DIABLO BASE AND MERIDIAN, AS PER THE APPROVED U. S. GOVERNMENT SURVEY, DESCRIBED AS FOLLOWS:

BEGINNING AT THE SECTION CORNER COMMON TO SECTIONS 7, 8, 17 AND 18 OF SAID TOWNSHIP AND RANGE; THENCE ALONG THE SOUTH LINE OF SAID SECTION 7, NORTH 89 DEGREES 18' 56" WEST, 1784.70 FEET; THENCE NORTH 46 DEGREES 20' 37" WEST, 785.75 FEET; THENCE NORTH 51 DEGREES 37' 14" EAST, 2284.00 FEET; THENCE SOUTH 30 DEGREES 24' 25" EAST, 1142.44 FEET TO THE EAST LINE OF SAID SOUTHEAST QUARTER; THENCE SOUTH 0 DEGREES 54' 02" WEST, 996.52 FEET TO THE POINT OF BEGINNING.

PARCEL NO. 10:

A PERPETUAL EASEMENT FOR THE ESTABLISHMENT, MAINTENANCE, OPERATION AND USE OF A CRASH SAFETY ZONE UPON ALL THAT CERTAIN PARCEL OF LAND LYING IN THE SOUTHWEST QUARTER OF SECTION 8, TOWNSHIP 6 SOUTH, RANGE 8 EAST, MOUNT DIABLO BASE AND MERIDIAN, AS PER THE APPROVED U. S. GOVERNMENT SURVEY, DESCRIBED AS FOLLOWS:

BEGINNING AT THE SECTION CORNER COMMON TO SECTIONS 7, 8, 17 AND 18 OF SAID TOWNSHIP AND RANGE; THENCE ALONG THE WEST LINE OF SAID SECTION 8, NORTH 0 DEGREES 54' 02" EAST, 996.52 FEET; THENCE SOUTH 30 DEGREES 24' 25" EAST, 1167.73 FEET TO THE SOUTH LINE OF SAID SECTION 8; THENCE ALONG SAID SOUTH LINE, NORTH 88 DEGREES 59' 18" WEST, 606.79 FEET TO THE POINT OF BEGINNING.

PARCEL NO. 11:

A PERPETUAL EASEMENT FOR THE ESTABLISHMENT, MAINTENANCE, OPERATION AND USE OF A CRASH SAFETY ZONE UPON ALL THAT CERTAIN PARCEL OF LAND LYING IN THE NORTHEAST QUARTER OF SECTION 18, TOWNSHIP 6 SOUTH, RANGE 8 EAST, MOUNT DIABLO BASE AND MERIDIAN, AS PER THE APPROVED U. S. GOVERNMENT SURVEY, DESCRIBED AS FOLLOWS:

BEGINNING AT THE SECTION CORNER COMMON TO SECTIONS 7, 8, 17 AND 18 OF SAID TOWNSHIP AND RANGE; THENCE ALONG THE EAST LINE OF SAID SECTION 18, SOUTH 0 DEGREES 53' 50" WEST, 1155.06 FEET TO A POINT ON THE SOUTH LINE OF THAT CERTAIN PARCEL OF LAND AS DESCRIBED IN THE DEED TO HAYWARD C. MCDONALD RECORDED DECEMBER 2, 1952 IN VOLUME 1119, AT PAGE 253 OF OFFICIAL RECORDS OF STANISLAUS COUNTY; THENCE ALONG SAID SOUTH LINE, NORTH 89 DEGREES 18' 56" WEST, 540.48 FEET; THENCE NORTH 46 DEGREES 20' 37" WEST, 1694.52 FEET TO THE NORTH LINE OF THE LAND DESCRIBED IN SAID DEED RECORDED IN VOLUME 1119, AT PAGE 253 OF OFFICIAL RECORDS; THENCE ALONG SAID NORTH LINE, SOUTH 89 DEGREES 18' 56" EAST, 1784.70 FEET TO THE POINT OF BEGINNING.

PARCEL NO. 12:

A PERPETUAL EASEMENT FOR THE ESTABLISHMENT, MAINTENANCE, OPERATION AND USE OF A CRASH SAFETY ZONE UPON ALL THAT CERTAIN PARCEL OF LAND LYING IN THE NORTHEAST QUARTER OF SECTION 18, TOWNSHIP 6 SOUTH, RANGE 8 EAST, MOUNT DIABLO BASE AND MERIDIAN, AS PER THE APPROVED U. S. GOVERNMENT SURVEY, DESCRIBED AS FOLLOWS:

COMMENCING FOR A POINT OF REFERENCE AT THE SECTION CORNER COMMON TO SECTIONS 7, 8, 17 AND 18, TOWNSHIP 6 SOUTH, RANGE 8 EAST, MOUNT DIABLO BASE AND MERIDIAN; THENCE ALONG THE EASTERLY LINE OF SAID SECTION 18, SOUTH 0 DEGREES 53' 50" WEST, 1741.98 FEET TO THE TRUE POINT OF BEGINNING; THENCE NORTH 38 DEGREES 22' 36" WEST, 451.25 FEET; THENCE NORTH 46 DEGREES 20' 37" WEST, 347.04 FEET TO THE SOUTH LINE OF THE LAND DESCRIBED IN THE DEED RECORDED DECEMBER 2, 1952 IN VOLUME 1119, AT PAGE 253 OF OFFICIAL RECORDS OF STANISLAUS COUNTY; THENCE ALONG SAID SOUTH LINE, SOUTH 89 DEGREES 18' 56" EAST, 540.48 FEET TO THE EAST LINE OF SAID SECTION 18; THENCE SOUTH 0 DEGREES 53' 50" WEST, 586.92 FEET TO THE TRUE POINT OF BEGINNING.

PARCEL NO. 13:

A PERPETUAL EASEMENT FOR THE ESTABLISHMENT, MAINTENANCE, OPERATION AND USE OF A CRASH SAFETY ZONE UPON ALL THAT CERTAIN PARCEL OF LAND LYING IN THE NORTH HALF OF SECTION 21, TOWNSHIP 6 SOUTH, RANGE 8 EAST, MOUNT DIABLO BASE AND MERIDIAN, AS PER THE APPROVED U. S. GOVERNMENT SURVEY, DESCRIBED AS FOLLOWS:

COMMENCING FOR A POINT OF REFERENCE AT THE SECTION CORNER COMMON TO SECTIONS 16, 17, 20 AND 21 OF SAID TOWNSHIP AND RANGE; THENCE ALONG THE WEST LINE OF SAID SECTION 21, SOUTH 01 DEGREES 13' 37" WEST, 547.10 FEET TO THE TRUE POINT OF BEGINNING; THENCE SOUTH 38 DEGREES 24' 36" EAST, 435.33 FEET; THENCE SOUTH 46

DEGREES 20' 47" EAST, 1455.60 FEET TO THE SOUTH LINE OF THAT CERTAIN PARCEL OF LAND DESCRIBED IN THE DEED RECORDED JUNE 21, 1962 IN VOLUME 1776, AT PAGE 51 OF OFFICIAL RECORDS OF STANISLAUS COUNTY; THENCE ALONG SAID SOUTH LINE, AND THE SOUTH LINE OF THAT CERTAIN PARCEL OF LAND DESCRIBED IN THE DEED RECORDED JUNE 21, 1962 IN VOLUME 176, AT PAGE 49 OF OFFICIAL RECORDS OF SAID COUNTY, NORTH 89 DEGREES 02' 56" WEST, 1351.97 FEET TO THE WEST LINE OF SAID SECTION 21; THENCE ALONG SAID WEST LINE, NORTH 01 DEGREES 13' 37" EAST, 1323.92 FEET TO THE TRUE POINT OF BEGINNING.

PARCEL NO. 14:

A PERPETUAL EASEMENT FOR THE ESTABLISHMENT, MAINTENANCE, OPERATION AND USE OF A CRASH SAFETY ZONE UPON ALL THAT CERTAIN PARCEL OF LAND LYING IN SECTION 21, TOWNSHIP 6 SOUTH, RANGE 8 EAST, MOUNT DIABLO BASE AND MERIDIAN, AS PER THE APPROVED U. S. GOVERNMENT SURVEY, DESCRIBED AS FOLLOWS:

COMMENCING FOR A POINT OF REFERENCE AT THE SECTION CORNER COMMON TO SECTIONS 16, 17, 20 AND 21 OF SAID TOWNSHIP AND RANGE; THENCE ALONG THE WEST LINE OF SAID SECTION 21, SOUTH 01 DEGREES 13' 37" WEST, 1871.02 FEET TO THE TRUE POINT OF BEGINNING AND BEING THE NORTHWEST CORNER OF THAT CERTAIN PARCEL OF LAND DESCRIBED IN THE DEED TO JOE R. ESCOBAR, JR., ET UX, RECORDED DECEMBER 26, 1973 IN VOLUME 2598, AT PAGE 533 OF OFFICIAL RECORDS OF STANISLAUS COUNTY; THENCE ALONG THE NORTH LINE OF SAID PARCEL OF LAND, SOUTH 89 DEGREES 02' 56" EAST, 1351.97 FEET; THENCE SOUTH 46 DEGREES 20' 47" EAST, 1371.71 FEET; THENCE SOUTH 51 DEGREES 37' 24" WEST, 2084.88 FEET TO THE SOUTH LINE OF SAID PARCEL OF LAND; THENCE ALONG SAID SOUTH LINE, NORTH 88 DEGREES 57' 56" WEST, 231.14 FEET; THENCE NORTH 30 DEGREES 24' 25" WEST, 1004.85 FEET TO THE WEST LINE OF SAID SECTION 21; THENCE ALONG SAID WEST LINE, NORTH 01 DEGREES 13' 37" EAST, 1393.20 FEET TO THE TRUE POINT OF BEGINNING.

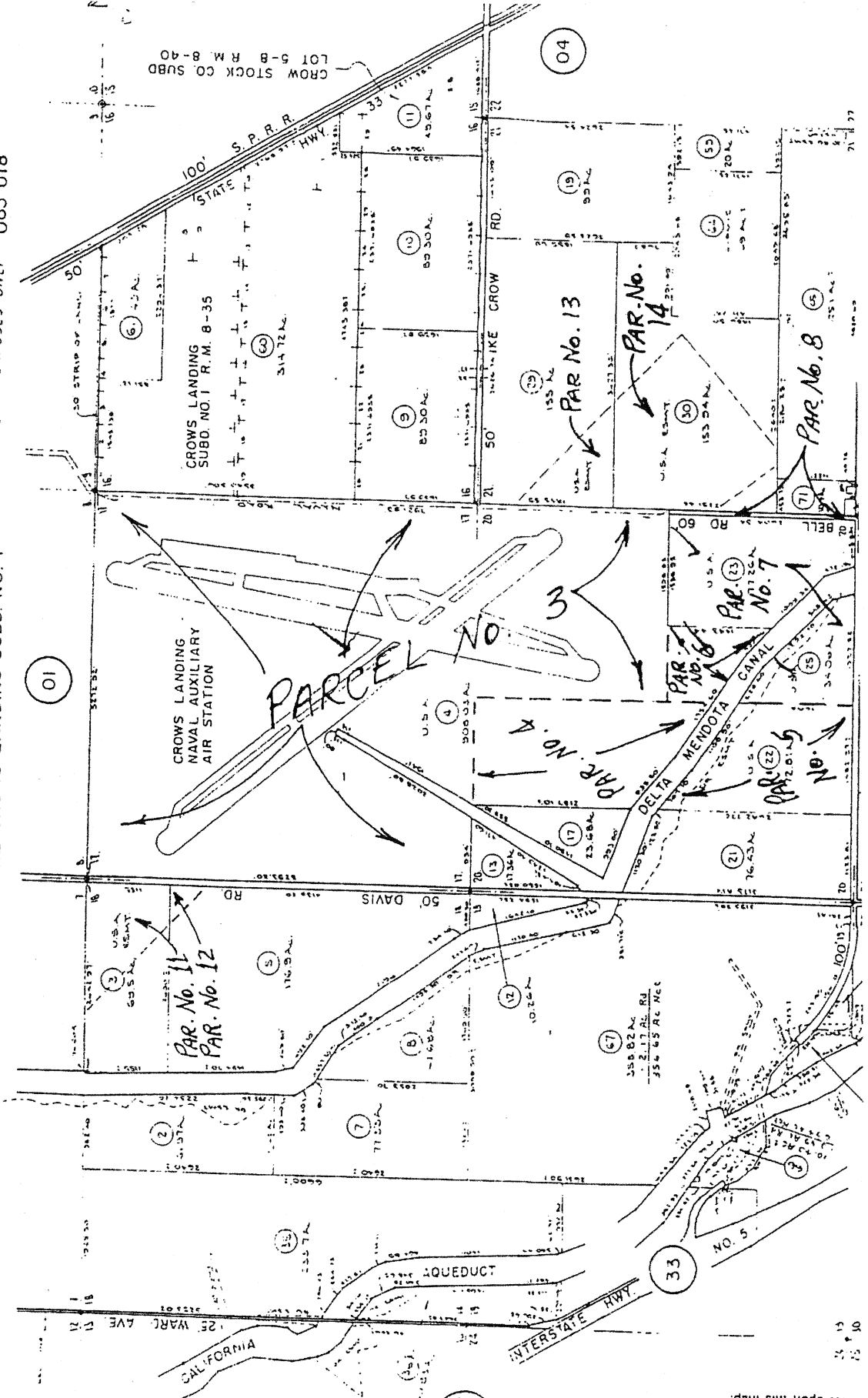
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- PARCEL NO. 2: PORTION OF APN 027-01-13
- PARCEL NO. 3: PORTION OF APN 027-03-04
- PARCEL NO. 4: PORTION OF APN 027-03-04
- PARCEL NO. 5: APN 027-03-22
- PARCEL NO. 6: PORTION OF APN 027-03-04
- PARCEL NO. 7: APNS 027-03-23 AND 25

SECTIONS 16 - 21 T. 6 S. R. 8 E. M. D. B. & M.
 POR. CROW STOCK CO. SUBD. - LOT 5-B
 ALL CROWS LANDING SUBD. NO. 1

083 005
 083 007
 083 018

THIS MAP FOR
 ASSESSMENT PURPOSES ONLY

27 - C



This map may not be a survey of the land depicted herein. You should not rely upon it for any purpose other than orientation to the general location of the parcel or parcels depicted. First American expressly disclaims any liability for alleged loss or damage which may result from reliance upon this map.

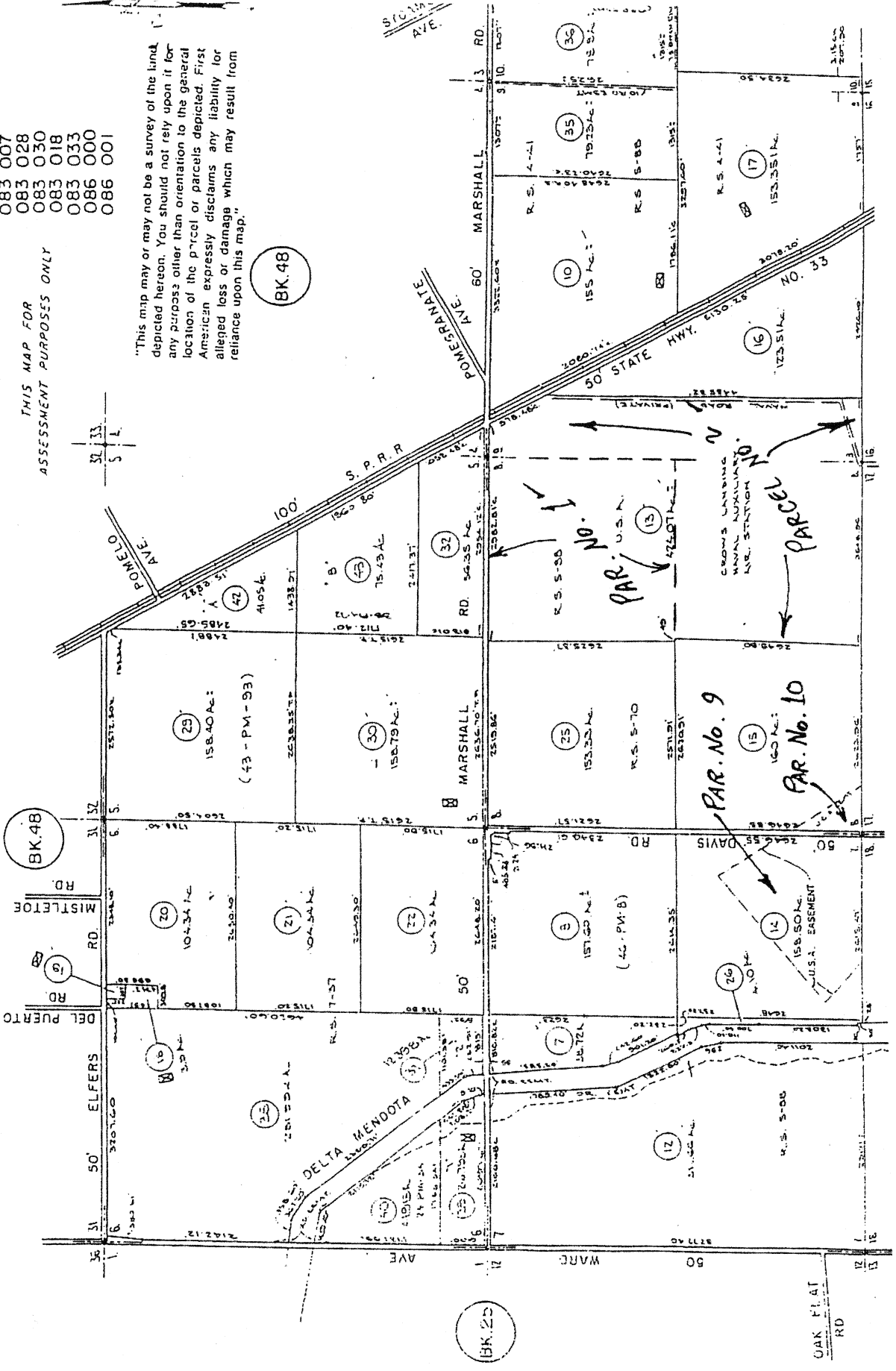
BK 25
 PG 12

POR. SECS. 4-10 T.6S. R.8E. M.D.B. & M.

- 083 005
- 083 007
- 083 028
- 083 030
- 083 018
- 083 033
- 086 000
- 086 001

THIS MAP FOR ASSESSMENT PURPOSES ONLY

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BK. 48

BK. 25