



Unparalleled **OPPORTUNITY**

CROWS LANDING INDUSTRIAL BUSINESS PARK
Stanislaus County



Keith D. Boggs, Assistant Executive Officer
Angela Freitas, Planning Director
Matt Machado, Public Works Director

“Creating Jobs Where People Live”

Project Location

- 2 miles from I-5
- 2 miles south of Patterson
- Bounded by:
 - Marshall Road - north
 - Fink Road - south
 - Bell Road - east
 - Davis Road - west

Reuse project...

Vertical construction entirely within boundaries of the former military facility.



Site History

- **1942:** Commissioned NAS Crows Landing
- **50 years of use:** Various branches/missions
- **1994:** BRAC Closure
- **1999:** Congressional Conveyance
(Public Law 106-82)
- **2004:** 1,352 acres conveyed following cleanup
- **2016:** 170 Acres ready for conveyance (9/16)



Ongoing planning for more than a decade!



Objectives

Create a Regional Employment Center (estimated 15,000 jobs)

- Address historic unemployment
- Provide living-wage jobs
- Reduce out-county commutes/VMT
- Provide concentrated reuse on the County's west side

....Honor our past, while improving the lives of our current and future residents



"Creating Jobs Where People Live"

Objectives

Optimize Our Resources

- Transportation Infrastructure
 - Adjacency to 1/5 corridor, Highway 33
 - Public-use airport – Reuse Runway 11-29
 - Proximity/distance from SF Bay Area
- Offer large buildings sites ($\geq 1\text{M SF}$)
- Development flexibility (parcel size, location)
- Develop preliminary, available Infrastructure

...and an available labor pool



Development Strategy - What we envision...

General Land Uses – 1,274 acres

- Light Industrial
- Business Park/Prof. Office
- Logistics/Distribution
- Public Use Airport/Aviation Compatible
- Public Facilities/Services
- Green Space/Open Space/Monument



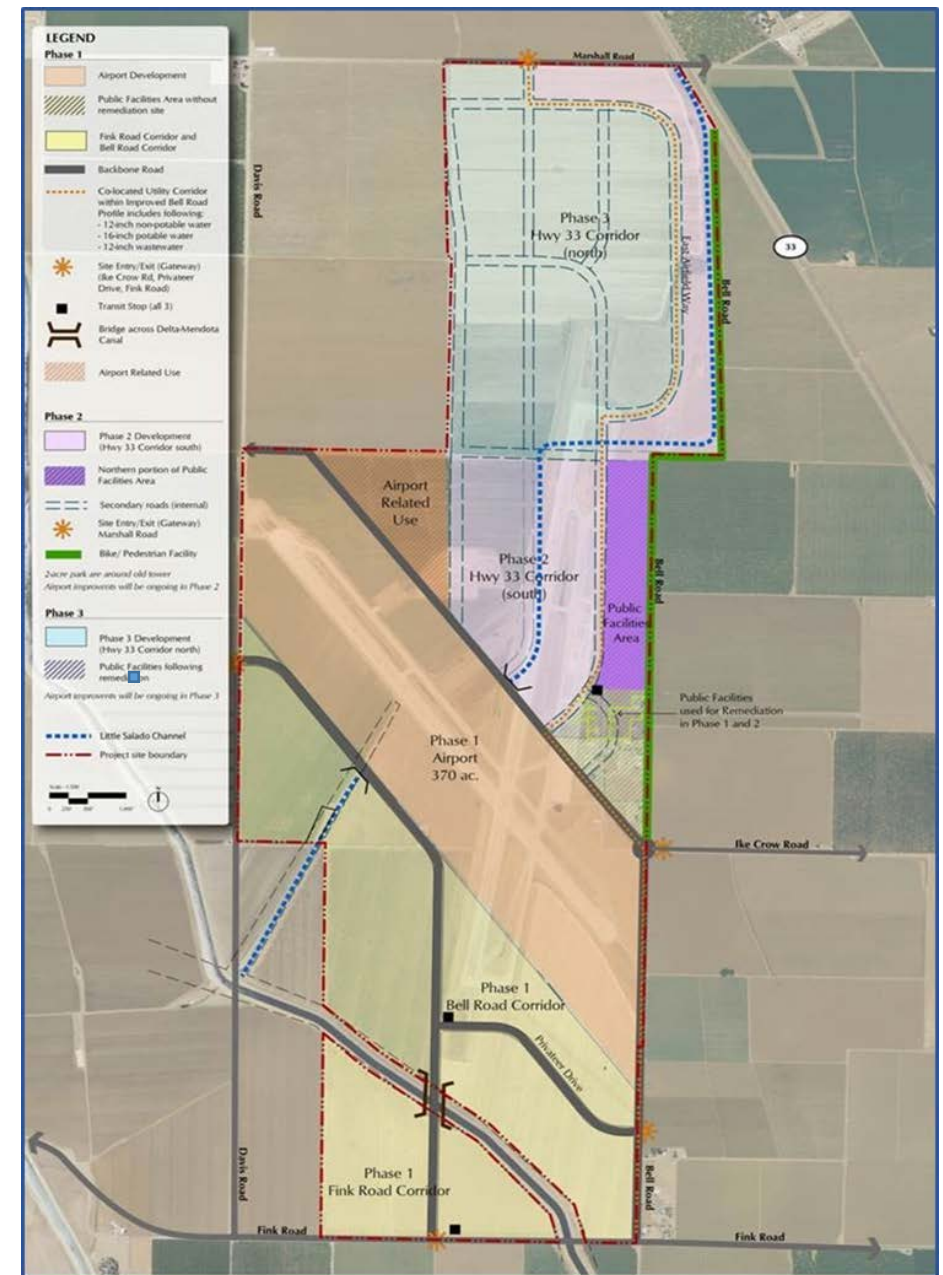
Development Strategy – *Crows Landing Specific Plan*

- General land use types and suggested locations (flexibility!)
- 30-year timeframe for phasing/buildout
- Infrastructure needs and locations (roads, water, sewer, etc.)
- Identify design standards
- Provide streamlined approval process



Development Strategy – Project Phasing/Buildout

- **Phase 1: Fink/Bell Road Corridors**
 - Southern area – nearest to I-5
 - Includes initial airport development
- **Phase 2: Hwy 33 Corridor South**
 - Mid property – northward growth
 - Extension of public facilities
 - Industrial/business park focus
- **Phase 3: Hwy 33 Corridor North**
 - Northernmost portion
 - Highway 33/Bell Road access

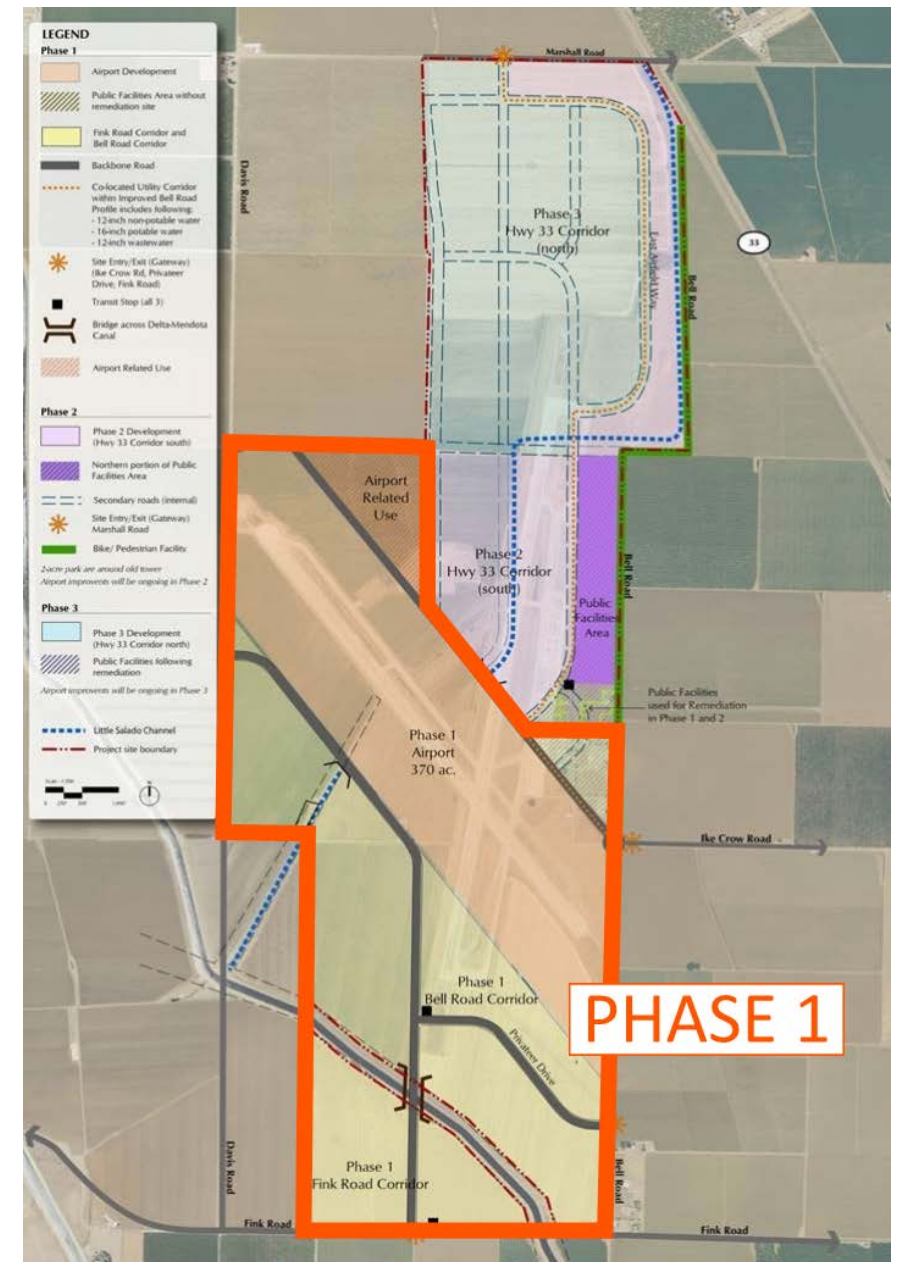


“Creating Jobs Where People Live”

Development Strategy and Project Phasing

Phase 1 – 2017 to 2026

- **Land Uses (810 acres)**
 - Logistics (190 acres)
 - Manufacturing/Light Industry (151 acres)
 - Airport (370 acres) and Aviation-compatible uses (46 acres)
 - Business/Office/Public Facilities (53 acres)
 - Initial infrastructure
- **Employment Potential - 5,000 to 6,000 jobs**

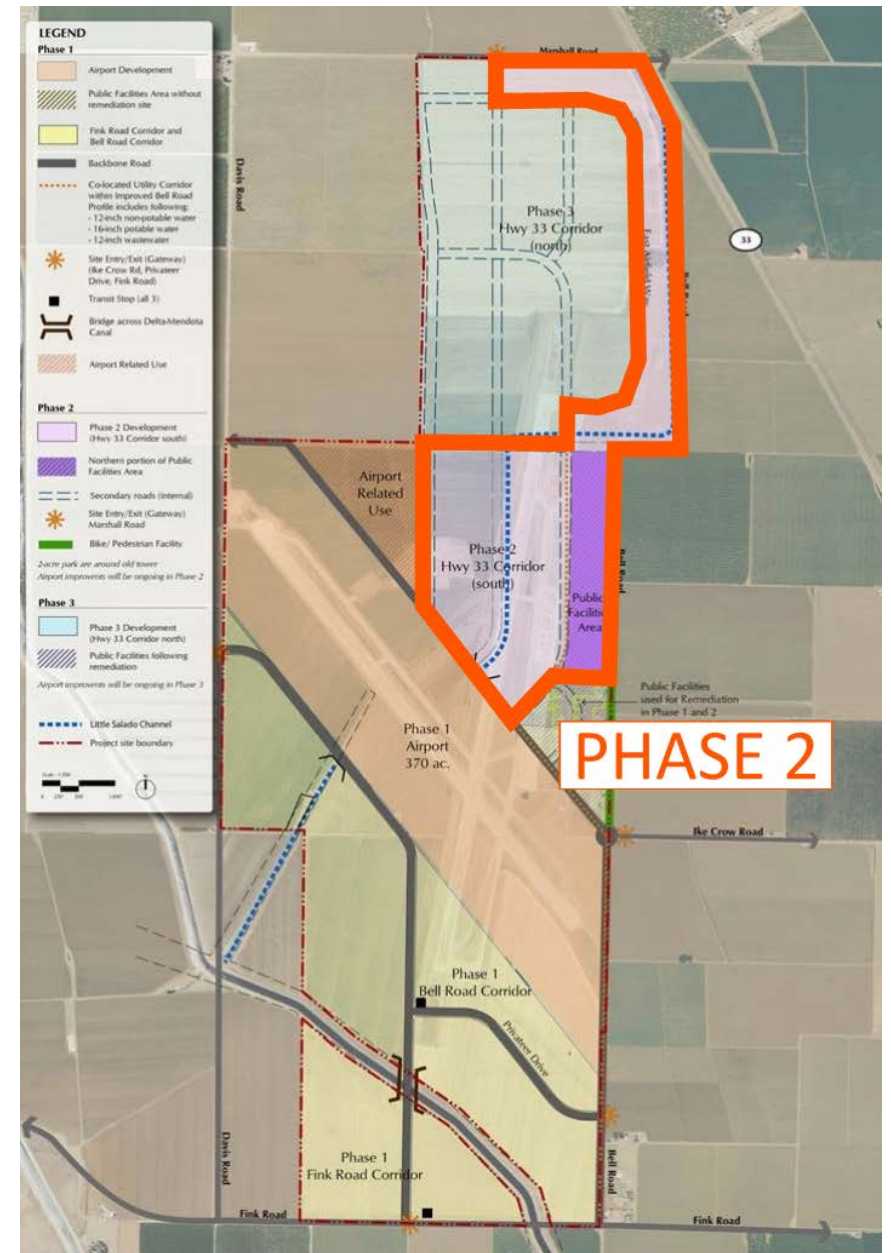


“Creating Jobs Where People Live”

Development Strategy and Project Phasing

Phase 2 – 2027 to 2036

- **Land Uses (190 acres)**
 - Manufacturing/Light Industry (71 acres)
 - Logistics/Warehouse (57 acres)
 - Business/Office/Public Facilities (49 acres)
 - Greenspace/Monument (13 acres)
 - Ongoing Airport/Infrastructure Development
- **Employment Potential - 3,500 to 4,000 jobs**

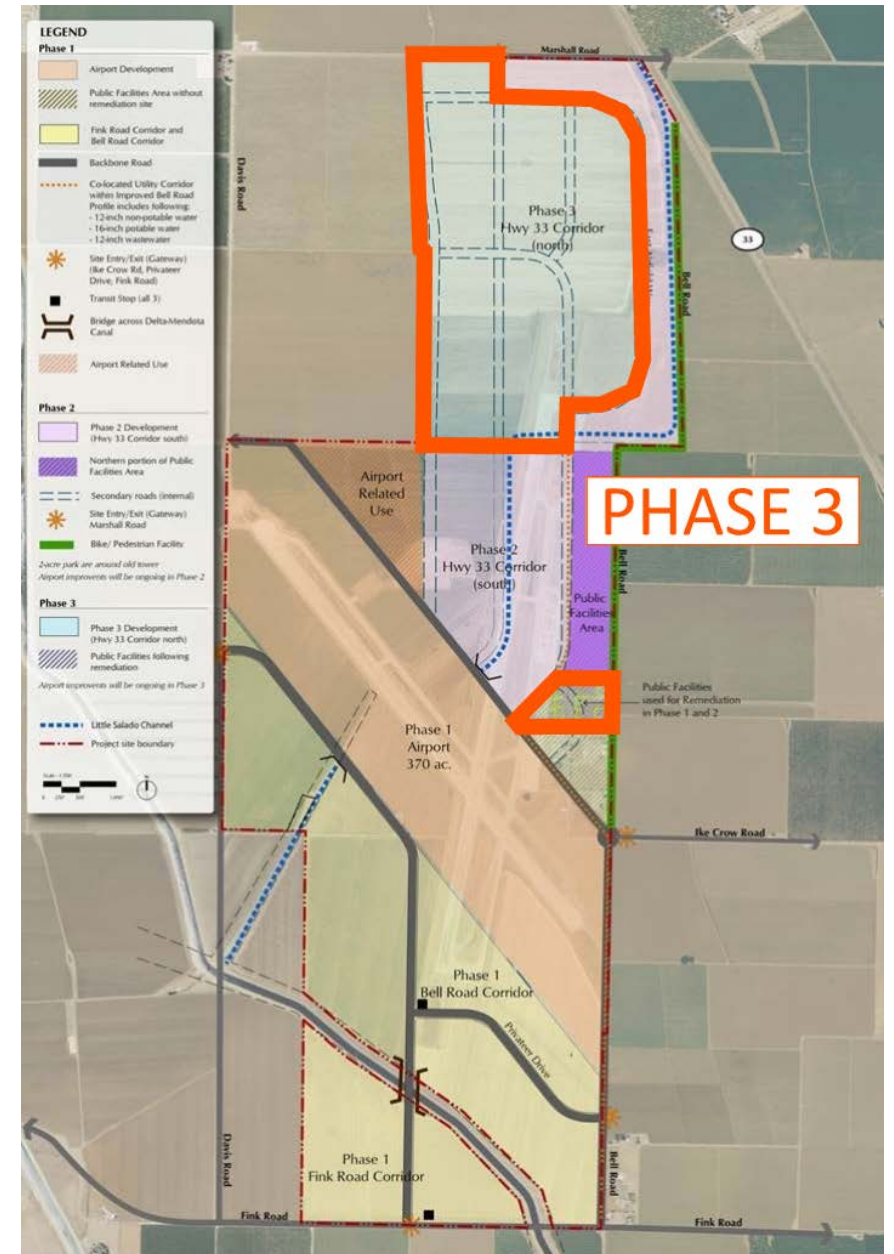


“Creating Jobs Where People Live”

Development Strategy and Project Phasing

Phase 3 – 2037 to 2046

- **Land Uses (274 acres)**
 - Manufacturing/Light Industry (128 acres)
 - Logistics/Warehouse (102 acres)
 - Business/Office/Public Facilities (44 acres)
 - Ongoing Airport/Infrastructure development
- **Employment Potential – 4,000 to 4,500 jobs**



“Creating Jobs Where People Live”

Infrastructure Development

➤ Infrastructure needs:

- Potable and non-potable supply
- Wastewater
- Stormwater
- Dry Utilities (power, communications)

➤ Studies Completed (2015 - 2016)

➤ County Considering Initial Improvements

- Promotes Phase 1 development
- Attractive to developers
- Provides “shovel-ready” project sites



Infrastructure Development

Water Supply

- **Potable source: Treated groundwater**
- **Non-potable source: On-site groundwater**
 - Productive on-site wells sufficient to support project
 - Untreated groundwater will support:
 - Fire protection
 - Landscaping
 - Irrigation



Infrastructure Development

Wastewater/Sewer

- **Regional Solution**
 - Collaboration with nearby municipalities and districts
 - Off-site treatment at City of Patterson Water Quality Control Facility (Phase 3)
- **Stakeholder benefits**
 - Facilitates long-term regional planning
 - Promotes shared investment



Infrastructure Development

Drainage/Stormwater Management

➤ Management Approach

- Improve current channel/culverts (Little Salado Creek - south of airport)
- Require site users to manage on-site flows for 100-year storm
- Provide swales adjacent to roads/paths
- Detention basin in northeast corner of site

➤ Special Considerations

- Projects must adhere to FAA/ALUCP policies for aviation



Infrastructure Development

Traffic and Roads

➤ Initial Needs

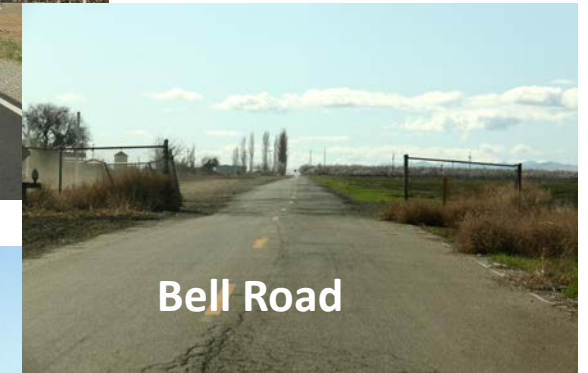
- On-site “Backbone” roads
- Fink Road Improvements near site
- Bridge over Delta Mendota (on-site)

➤ Phase Development (as-needed)

- Off-site road improvements/widenings
- Off-site signal improvements
- Fink Road Interchange (Phase 3)

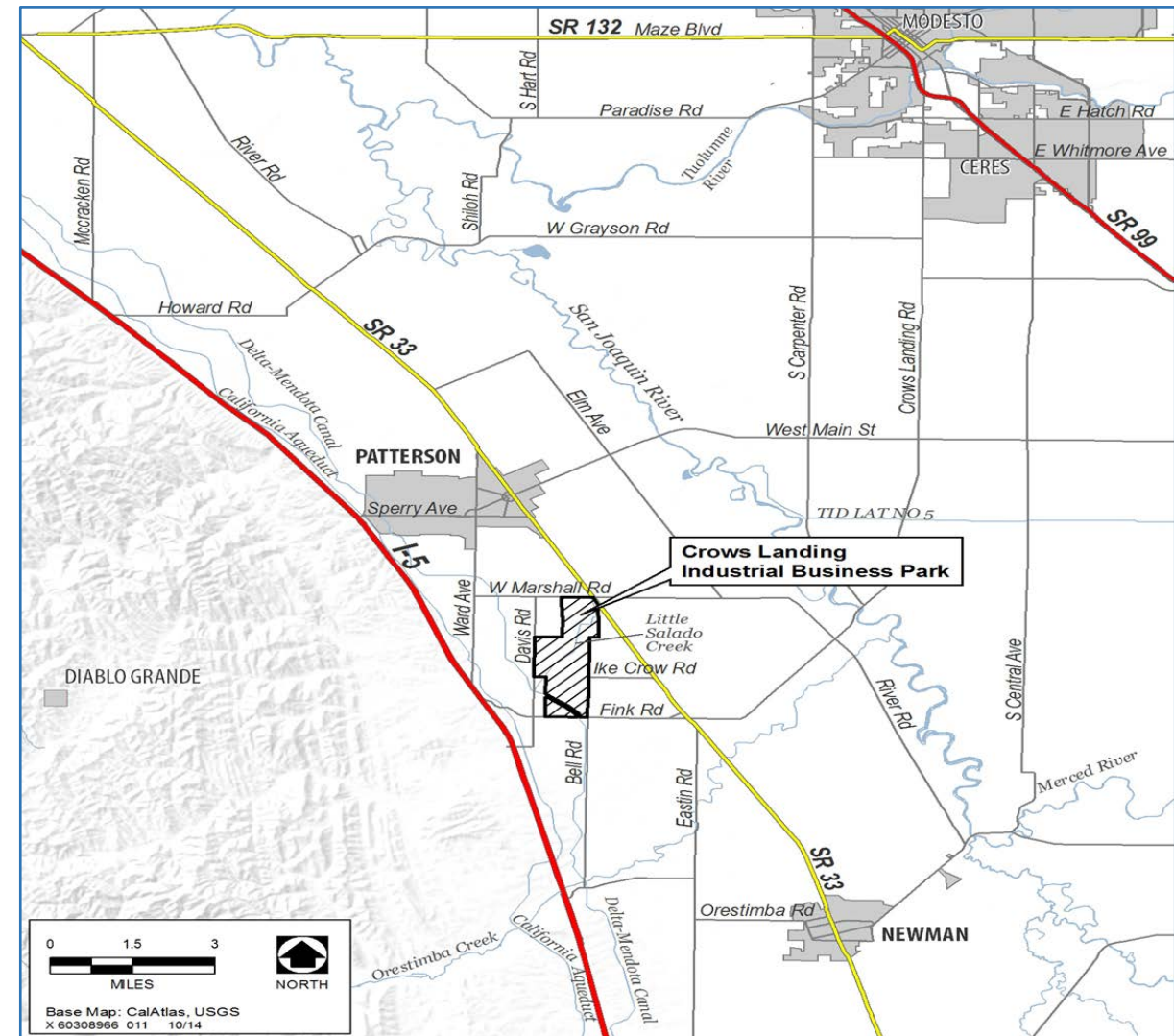
➤ Management Approach

- County to make “fair share” contributions for improvements



Regional Opportunities/Synergies

- **Employment Opportunity**
 - Available local employee pool
- **Business**
 - Nearby retail/commercial
 - Compatible with nearby industry
 - **Regional Opportunity**
 - Shared infrastructure
 - Long-term cost-sharing
- **Unparalleled Transportation Access**
 - Roadways (I-5, Highway 33, I/580, etc.)
 - Available aviation/airport connections



“Creating Jobs Where People Live”



Questions?

Crowsbizpark.biz