

AGENDA

STANISLAUS COUNTY REDEVELOPMENT AGENCY

1010 10TH STREET, BASEMENT LEVEL, MODESTO

May 5, 2009

9:20 a.m.

- I. CALL TO ORDER**
- II. CONSENT CALENDAR (Those items marked with an *)**
- III. APPROVAL OF MINUTES**
 - A. Minutes of December 9, 2008
- IV. CORRESPONDENCE**
 - A. None
- V. PUBLIC HEARINGS**
 - A. None
- VI. AGENDA ITEMS**
 - *A. Request to Authorize the Executive Director to request repayment of the principle and waive payment of accrued interest related to a loan made to the Stanislaus Ceres Redevelopment Commission (SCRC) on 7/12/1991 in the amount of \$64,694.
 - B. Accept the Revised Preliminary Redevelopment Plan for the Crows Landing Air Facility; direct staff to prepare a Redevelopment Plan, and authorize transmittal of information to taxing Agencies and Officials. Direct Agency staff and consultants commence preparation of a Draft Environmental Impact Report.
- VII. PUBLIC FORUM**
- VIII. ADJOURNMENT**

THE BOARD OF SUPERVISORS OF THE COUNTY OF STANISLAUS
ACTION AGENDA SUMMARY

DEPT: Redevelopment Agency

BOARD AGENDA # 9:20 a.m. Minutes

Urgent Routine

AGENDA DATE May 5, 2009

CEO Concurs with Recommendation YES NO
(Information Attached)

4/5 Vote Required YES NO

SUBJECT:

Approval of the Minutes of the December 9, 2008 Stanislaus County Redevelopment Agency meeting

STAFF RECOMMENDATIONS:

Approve the Minutes of the December 9, 2008 Stanislaus County Redevelopment Agency meeting.

FISCAL IMPACT:

There is no fiscal impact associated with this item.

BOARD ACTION AS FOLLOWS:

No. 2009-308

On motion of Supervisor Grover, Seconded by Supervisor Monteith
and approved by the following vote,

Ayes: Supervisors: O'Brien, Grover, Monteith, and Chairman DeMartini

Noes: Supervisors: None

Excused or Absent: Supervisors: None

Abstaining: Supervisor: Chiesa

- 1) Approved as recommended
- 2) Denied
- 3) Approved as amended
- 4) Other:

MOTION: THE MINUTES WERE REMOVED FROM THE REDEVELOPMENT AGENCY CONSENT CALENDAR AND PLACED ON NON-CONSENT

Christine Ferraro

ATTEST: CHRISTINE FERRARO TALLMAN, Clerk

File No.

MINUTES

STANISLAUS COUNTY REDEVELOPMENT AGENCY

December 9, 2008

The Stanislaus County Redevelopment Agency met in the Joint Chambers at 10th Street Place, Basement Level, 1010 10th Street, Modesto, California.

I. CALL TO ORDER

The meeting was called to order at 9:15 a.m.

Members present: William O'Brien, Jim DeMartini, Jeff Grover, and Dick Monteith.

Members absent: Thomas Mayfield

Staff present: Kirk Ford, Interim Executive Director

II. CONSENT CALENDAR (*)

Upon motion by Agency members Grover/ O'Brien, Agency unanimously approved the Consent Calendar. (4-0) (Mayfield absent)

III. APPROVAL OF MINUTES

*A. Upon motion by Agency members, Grover/O'Brien, the Agency unanimously approved the minutes of November 4, 2008. (4-0) (Mayfield absent)

IV. CORRESPONDENCE

A. None

V. INFORMATIONAL ITEMS

A. None

VII. PUBLIC HEARINGS

A. None

VII. AGENDA ITEMS

*A. Upon motion by Agency members Grover/O'Brien, the Agency authorized the expenditure of \$25,000 of Housing Set Aside funds to increase the funding assistance to Habitat for Humanity for the rehabilitation of a home at 1020 Tenaya

Drive; and, authorized the Interim Executive Director to sign and negotiate on behalf of the Agency. (4-0) (Mayfield absent)

- B. Upon motion by Agency members Grover/O'Brien accepted the Fiscal Year 2007-08 Financial Report including the Annual Audit as prepared; accepted the 2007-08 Redevelopment Agency Activities Report; and, authorized the submittal to the Board of Supervisors. (4-0) (Mayfield absent)

VIII. PUBLIC FORUM

- A. No persons spoke.

IX. ADJOURNMENT

The meeting adjourned at 9:19 a.m.



Kirk Ford
Executive Director

SITTING AS THE REDEVELOPMENT AGENCY
THE BOARD OF SUPERVISORS OF THE COUNTY OF STANISLAUS
ACTION AGENDA SUMMARY

DEPT: Redevelopment Agency

BOARD AGENDA # 9:20 a.m. - VI-*A

Urgent Routine

AGENDA DATE May 5, 2009

CEO Concurs with Recommendation YES NO
(Information Attached)

4/5 Vote Required YES NO

SUBJECT:

Request to Authorize the Executive Director to Request Repayment of the Principle and Waive Payment of Accrued Interest Related to a Loan Made to the Stanislaus-Ceres Redevelopment Commission (SCRC) on July 12, 1991, in the amount of \$64,694

STAFF RECOMMENDATIONS:

Authorize the Executive Director to request repayment of the principle and waive payment of accrued interest related to a loan made to the Stanislaus-Ceres Redevelopment Commission (SCRC) on July 12, 1991, in the amount of \$64,694.

FISCAL IMPACT:

Approval of this item would result in direct repayment of \$64,694 in principal and \$0 in interest from a 1991 loan provided by the Agency to the Stanislaus-Ceres Redevelopment Agency. Potential loss of accrued interest would be approximately \$236,575.

BOARD ACTION AS FOLLOWS:

No. 2009-307

On motion of Supervisor Grover, Seconded by Supervisor O'Brien

and approved by the following vote,

Ayes: Supervisors: O'Brien, Grover, Monteith, and Chairman DeMartini

Noes: Supervisors: None

Excused or Absent: Supervisors: None

Abstaining: Supervisor: Chiesa

1) X Approved as recommended

2) _____ Denied

3) _____ Approved as amended

4) _____ Other:

MOTION:



ATTEST: CHRISTINE FERRARO TALLMAN, Clerk

File No.

Request to Authorize the Executive Director to Request Repayment of the Principle and Waive Payment of Accrued Interest Related to a Loan Made to the Stanislaus-Ceres Redevelopment Commission (SCRC) on July 12, 1991, in the Amount of \$64,694

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DISCUSSION:

On July 12, 1991, the Stanislaus County Redevelopment Agency (Agency) loaned the Stanislaus-Ceres Redevelopment Commission (SCRC) \$64,694 and the City of Ceres advanced SCRC \$226,977 for related start up costs and general administration. Under these agreements the respective parties have been charging SCRC 10% per annum on these advanced amounts.

These loans were formally made via MOU and lending entities have the ability to elect to alter the terms of the contract for purposes such as maintaining the viability of SCRC. The SCRC has formally requested we consider waiving the interest portion of the original loan to enable the SCRC to continue financing future projects.

To date, none of the interest or principal have been paid back. Based upon SCRC calculations, the City is currently owed \$758,471.01 and the RDA is owed \$301,269.00, inclusive of both principal and interest.

On January 8th, 2009, the Commission directed SCRC staff to determine if the Agency and City were amenable to amending the terms of the respective agreements with SCRC, and whether the City and Agency would be willing to waive the interest accrued and accept repayment in installments and if so, what length of repayment term is acceptable to each entity.

SCRC staff submitted a formal request for the Agency to accept full payment of principal and forgive the interest (see Attachment A).

Agency staff have reviewed SCRC's financial status and understand that SCRC currently has \$1,440,000 bond indebtedness and an annual revenue of \$132,667. Current fund balance is approximately \$1,038,445.00. Payment in full of the outstanding principal and interest debt to the Agency and City would exhaust current SCRC fund balance preventing the Commissions ability to meet project goals/timelines.

Based upon these financial estimates, staff recommends that the Executive Director request principal payment be made in the form of one lump sum of \$64,694. It is anticipated that these funds would be utilized by Agency and Planning and Community Development Department staff for purposes such as SCRC support and project assistance for Fiscal Year 2009-2010.

Additionally, staff recommends that the Agency formally waive payment of the entire interest accrual to date, and direct the Executive Officer to forward this request to SCRC.

The City of Ceres City Council also considered this issue, and on February 9, 2001, approved that the Council waive the interest owed to the City and have the principle repaid in one lump sum contingent upon the County taking the same action.

Request to Authorize the Executive Director to Request Repayment of the Principle and Waive Payment of Accrued Interest Related to a Loan Made to the Stanislaus-Ceres Redevelopment Commission (SCRC) on July 12, 1991, in the Amount of \$64,694
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STAFFING IMPACT:

There are no staffing impacts associated with this item.

ATTACHMENTS:

- A. Memo dated April 28, 2009 from Stanislaus Ceres Redevelopment Commission
- B. City of Ceres Council Minutes from February 9, 2009 approving that the Council waive the interest and have the principle repaid in one lump sum contingent upon the County taking the same action (Item # 13 under New Business concluding the top of page #6).
- C. Stanislaus-Ceres Redevelopment Commission (SCRC) Minutes from January 8, 2009 requesting that City and Agency staff present an item to the Commission that (SCRC) repay the principle and waive the interest that has accrued.

MEMORANDUM

To: Aaron Farnon, Stanislaus County Redevelopment Agency
From: Bryan Briggs, Redevelopment & Economic Development Manager
Date: April 28, 2009
Subject: **SCRC Repayment to City and County**

At the January 8, 2009 SCRC meeting the Commission discussed the outstanding loan that SCRC has incurred with the City of Ceres and the Stanislaus County.

At that meeting the Commission requested that City and County staff present an item to the Council and Board requesting that SCRC repay the principle and waive the interest that has accrued. City of Ceres staff presented this item to the City Council on February 9, 2009. The City Council was in favor of waiving the interest and being repaid the principle so long as the County also agreed to the same terms.

Please see the minutes of the above mentioned City Council and SCRC meetings.

CITY COUNCIL MINUTES

February 9, 2009

Mayor Cannella called the meeting to order at 7:00 p.m. with the following in attendance:

ROLL CALL: Council Members Durossette, Lane, Ochoa, Mayor Cannella

EXCUSED: Vice Mayor Vierra

INVOCATION by Nelson DeBrosse, Harvest Presbyterian Church

PLEDGE OF ALLEGIANCE to the flag led by Mayor Cannella

APPROVAL OF THE MINUTES of the regular meetings of January 12 and 26, 2009 and Study Session Minutes of January 15, 2009

MOTION: Approve the Minutes of the Regular meetings of January 12 and 26, 2009 and the Study Session Minutes of January 15, 2009.

MOVED: Moved by Lane/seconded by Ochoa

VOTE: **Motion passed with Vice Mayor Vierra absent (4/0)**

CITIZEN COMMUNICATIONS

- Don Donaldson, representing his youth basketball program, expressed his dissatisfaction with his ability to get the gyms he prefers for his youth sports program. He further expressed his concern that the City is giving gym time to a new affiliated youth sports basketball program.

Doug Lemcke, Recreation Director, responded that City Staff, as well as the School District, feel there is plenty of room for both programs.

- Daniel Abeyta, resident, spoke regarding two houses on Altessa Lane that are currently being used as half-way houses. 1916 Altessa is a women's facility and across the street, at 1943 Altessa, is a men's facility. The neighbors are concerned because the individuals try to intimidate them and they feel uncomfortable when they go outside their homes.

City Manager, Brad Kilger, stated that the State of California has usurped a lot of our local authority to control these types of homes if there are 6 or fewer individuals living in the house. If they meet certain requirements, they are exempted from any City control from a land-use standpoint.

Chief de Werk responded that they are aware of the situation and staff will continue to do what they can legally to make sure the half-way house residents are not breaking any laws from a land-use or a nuisance standpoint.

- Robert Hall, resident, address Council about the parking of commercial vehicles on residential streets. There is a very large tow truck that parks in front of his home. After contacting the City, he was told that the police do not enforce the ordinance for tow truck drivers. He requested that Council enforce the Municipal Code.

Chief de Werk, responded that the City has an ordinance that prohibits vehicles of 10,000 pounds or more from parking on City Streets. When the Ordinance was originally passed, it was to prohibit big rigs from parking in residential areas. Since that time, tow trucks have gotten larger and many now exceed the 10,000 pound limit. At this time, the City Attorney is looking into possible Ordinance revisions.

City Manager, Brad Kilger, stated that the ordinance will be brought before Council at an upcoming Study Session for discussion.

Councilmember Durossette asked what will happen in the meantime. Will we allow the tow trucks to be parked on residential streets?

Mr. Kilger responded that typically when an issue comes up on Ordinance language, the ordinance is stayed and enforcement is stayed until Council makes the final determination to either move forward with an amendment or keep it the way it is.

Council urged staff to move quickly on the item.

APPROVAL OF AGENDA AS POSTED (OR AMENDED) AND CERTIFICATION OF POSTING

MOTION: Approve the Agenda as posted and certification of posting.

MOVED: Moved by Durossette/seconded by Lane

VOTE: **Motion passed with Vice Mayor Vierra absent (4/0)**

APPOINTMENTS TO BOARDS/COMMISSIONS – None.

CONFLICT OF INTEREST DECLARATION - Mayor Cannella declared a conflict with Item No. 14, stating that he has worked on the TID Pay Station which is reflected in the staff report.

CONSENT CALENDAR

1. General Correspondence – **Information Only**
 - a. Building Department Monthly Report for January 2009.
2. Register of Audited Demands for period covering January 16 - 29, 2009.
3. **Resolution No. 2009-09** approving the revised City of Ceres First-Time Homebuyer Program guidelines.
4. Open the public review period of the FY 09/10 CDBG Annual Action Plan, and set a public hearing date of March 23, 2009 to close the public review period and consider adoption.
5. **Resolution No. 2009-10** approving a Amendment No. 1 to Professional Services Contract dated October 13, 2008 with Water Solutions, Inc., to perform Professional Consulting Services related to; Water Quality, Treatment, and Water Production.
6. Council review and approval of Measure H Oversight Committee Resolution No. 2009-01 approving the annual report of the committee regarding the expenditure of Measure H Revenues for the FY 07/08.

7. Set Public Hearing date of February 23, 2009 to consider an appeal from the Halferty Development Company, LLC. regarding the proposed Rite Aid development at the Northeast corner of Mitchell Road and Fowler Road.
8. **Resolution No. 2009-11** rejecting the Claim from Sam Whitely through his attorney, The Cartwright Law Firm, Inc.
9. **Resolution No 2009-12** approving a Lot Line Adjustment for Darrel Ledbetter for property located at 2804 and 2808 Blaker Road.
10. **Resolution No. 2009-13** accepting the Service Road Sewer Trunk Design as complete and authorize an appropriation transfer to complete payment to the contractor.

MOTION: Approve Consent Calendar Items 1a - 10 as recommended by staff

MOVED: Moved by Lane/seconded by Ochoa

VOTE: **Motion passed with Vice Mayor Vierra absent (4/0)**

UNFINISHED BUSINESS

11. **Resolution No. 2009-XXX** authorizing staff to issue Requests For Proposals for preparation of Water and Sewer Master Plans.

Staff requested that this item be continued to a City Council Study Session to be held on February 23, 2009.

MOTION: Continue Item 11 to a City Council Study Session to be held on February 23, 2009 at 5:00 p.m.

MOVED: Moved by Lane/seconded by Durossette

VOTE: **Motion passed with Vice Mayor Vierra absent (4/0)**

12. Phase I Reorganization and Expenditure Reduction Plan.

Brad Kilger, City Manager, presented the staff report to Council. Mr. Kilger explained that at the January 26, 2009 Study Session, Council and Staff discussed the Mid-year Budget and the total structural deficit the City would be facing over the next several years. After discussing a draft Action Plan, the City Council acknowledged that time was of the essence in addressing the structural deficit in order to minimize its long-term impact on City services. Council directed staff to implement both the Immediate and Short-term Action Plan items as soon as possible and begin discussions with the City Council's Budget Ad-hoc Committee on the Long-term items.

In response to Council direction, staff has implemented the following action items:

- Instituted a hiring freeze for all positions except sworn public safety positions and positions deemed by the City Manager to be critical to carrying our Council priorities.
- Required City Manager and Administrative Services Director pre-approval for all purchases (including credit card) that exceed \$500 and are not authorized by an existing purchase order.

- The City Manager met with all department staff to explain the City's budget situation and the reason for taking quick action.
- Conducted a rapid evaluation of the City's existing organizational structure. Drawing off of the information provided in the Management Partners Organizational Assessment the City Manager and City Department heads have developed a Phase I Reorganization and Expenditure Reduction Plan. The Plan implemented an immediate reduction in staff positions that minimized the impact to public safety and the existing level of critical public services. With regard to the layoffs, staff would recommend that the Council consider approving a package that provides for severance pay based on years of service, with a maximum of four weeks and medical, dental and vision coverage for the month of March, 2009. The pay will be based on the employee's regular pay base and medical coverage would be based on the coverage currently used by employees. No payments will be made for cafeteria cash outs.

In addition, staff has initiated or is proposing the following actions:

- Conduct a thorough re-evaluation of departmental budgets for additional non-personnel expenditures that can be eliminated.
- Initiated reduction in the number of city credit cards to the minimum needed to be cost effective in small purchases; regularly review card spending patterns for abuse and excessive spending.
- Review of the way various services are provided and focus on alternative methods for providing services to determine if the service and the level of service can be met and is still needed. If not, consider various options for restructuring City services.
- Examine the City's fee structure looking for new fees or for fees which need to be updated to cover costs.
- Investigate opportunities for sole-sourcing certain purchases in order to obtain best pricing.
- Moving all non-sworn 9-80 and 5-40 staff that do not provide 24 hour coverage to the same 9-80 schedule and shutting down City Hall one day, each two weeks, to maximize staff availability for the public during hours of operation

Council reviewed the actions already taken by staff and discussed a variety of options to address the remaining budget deficit.

Mayor Cannella opened the item to Public Comment.

Several individuals addressed Council on behalf of Enrique Perez:

- Ken Groves, resident
- Kenny Keyes, resident
- Daniel Vayeta, resident
- Jose Salizar, resident
- Robert Standford, Modesto, Community Activist
- Joann Tuckman, resident, asked if the response time of the Public Safety Department would be effected by the cuts in staffing.

Chief de Werk responded that the layoffs would not affect any response to life threatening emergencies however, non-emergency calls may not be responded to quite as quickly.

Councilmembers also expressed their sympathy for the employees affected by the implementation of the Phase I Reorganization Implementation and Reduction Plan but stressed that the decisions were based on the current organizational structure of the City and not on personnel.

Council concurred with the Phase 1 Plan actions that resulted in the elimination or lay off of 14 positions to address the City's \$4.1 million structural deficit and gave staff the following direction:

1. Provide additional information on the possible impacts to customer service if a mandatory 9/80 work schedule were implemented. Present the information at a future Council Meeting.
2. Reclassify the Recreation Director to Recreation Manager and place the division in the Public Works Department. Staff to prepare a resolution for the February 23, 2009 Council Meeting.
3. Prepare a resolution for the February 23, 2009 Council Meeting adopting a severance package for those employees who were laid off as a result of the Phase I Plan. Staff to include alternatives that may provide an increase in the amount of severance provided.
4. Move forward with Phase II and begin discussions with the Council Ad-hoc budget committee on additional measures that could be taken to eliminate the structural deficit.

8:33 p.m. Council recessed for a short break.

8:40 p.m. Council reconvened in Open Session.

NEW BUSINESS

13. Provide direction regarding reimbursement of debt owed to the City for start-up costs of the Stanislaus-Ceres Redevelopment Commission, including debt terms and repayment schedule.

Bryan Briggs, Redevelopment/Economic Development Manager, presented an overview of the staff report. Mr. Briggs stated that in 1994 the City of Ceres loaned the SCRC \$241,808 for start-up costs and general administration. The SCRC entered into an MOU with the City that defines the roles of the organization, including the terms of any debt incurred between the parties. The parties may elect to alter the terms of the MOU if they so choose.

The current outstanding balance plus interest owed to the City by SCRC is \$758,471.01. If the City demands full repayment of this outstanding debt, the ability of the SCRC to accomplish projects for the reasonably foreseeable future would be extremely limited. To avoid any undue strain on the ability of the SCRC to accomplish its goals of eliminating blight, the Commission is requesting that the City amend the terms of the MOU to allow for a different repayment schedule.

Council discussed the options available for the repayment of the debt and the following motion was made:

- MOTION:** Waive the interest and have the principle repaid in one lump sum contingent upon the County taking the same action.
- MOVED:** Moved by Lane/seconded by Ochoa
- VOTE:** Motion passed with Councilmember Durossette voting no and Vice Mayor Vierra absent (3/1)

14. Provide direction regarding General Plan Policy 4.L.2. as it relates to undergrounding of utility lines for new development in areas that have existing overhead utility lines.

Glenn Gebhardt, City Engineer, addressed Council stating that General Plan Policy 4.L.2 states "The City shall require undergrounding of utility lines in new development and as areas redeveloped, except where not feasible for operational or financial reasons." The undergrounding requirement is also reflected within the Redevelopment Plan Section 516. City staff is interpreting the policy as requiring undergrounding for all frontage road development however, past practice within the City has been intermittent and inconsistent.

Staff believes the intent of the policies is to require undergrounding of all overhead electrical power lines for safety as well as aesthetics. However, staff also believes that the undergrounding requirement should not be applied without discretion.

Municipal Code Ordinance 72-398 and subsequent revisions through 90-745 requires the undergrounding of utilities, and provides requirements and exception to undergrounding of utility lines for new developments, including areas where overhead utility line exists, provision for the establishment of Undergrounding Districts and provision for exclusion or exceptions based on various factors. The current Municipal Code is in conflict with the General Plan because it was not revised to be consistent with the 1997 General Plan and does not reflect the intent of the General Plan Policy regarding undergrounding of utilities.

A number of projects are in process, or have been approved and are within the building plan check phase or have recently been approved with the condition of undergrounding of overhead utilities. Two project proponents, Rite Aid and the TID Pay Station, are indicating that the City's requirement to underground utilities will negatively impact the feasibility of their projects.

Staff is looking for Council direction to clarify the implementation of General Plan Policy 4.L.2 and Redevelopment Plan Section 516 to either clarify, amend, edit or delete via a General Plan Amendment, Redevelopment Plan Amendment and/or Municipal Code Text Amendment to provide clear implementation of the policy which may include establishment of Undergrounding Districts in accordance with the original intent of Ordinance 77-398 and it's subsequent revisions.

After some discussion, Council made the following motion:

- MOTION:** Direct Staff to develop an Implementation Policy to be agendized for a future Study Session and give staff interim policy direction to offer deferral agreements for two existing projects i.e. Rite Aid and the TID Pay Station, that are in the building permit stage.
- MOVED:** Moved by Lane/seconded by Durossette
- VOTE:** Motion passed with Vice Mayor Vierra absent (4/0)

15. Council acceptance of the City of Ceres Audited Financial Report for Fiscal Year Ended June 30, 2008.

Stephen Larson representing Caporicci and Larson presented the Basic Financial Statements for the Fiscal Year Ended June 30, 2008. Mr. Larson presented the following Auditor's opinion: a) Financial statements are fairly presented in all material respects; b) Significant accounting policies have been consistently applied; c) Estimates are reasonable; d) Disclosures are properly reflected in the financial statements; e) No disagreements with management; f) No Single Audit findings discovered; g) No accounting issues noted; h) Nine accounting adjustments were proposed by the auditor; i) No material weaknesses in internal accounting controls discovered; j) No compliance issues identified and k) two significant deficiencies were identified.

Mayor Cannella asked Mr. Larson to explain the two significant deficiencies.

Mr. Larson stated that the Significant Deficiencies were:

1. Restatement of Previously Issued Financial Statements. The City has restated its previously issued financial statements to increase utility receivables and revenue balances. The City's internal controls did not identify the misstatement in a timely manner resulting in the restatement. The Auditor's recommendation is that the City enhance its internal control over financial reporting.
2. Bank Reconciliations. During the current fiscal year, the City did not reconcile its bank accounts on a timely basis. The Auditor's recommendation is that the City perform the bank reconciliations on a monthly basis to minimize the possibility that mistakes caused by either the bank or the City will be overlooked.

MOTION: accept the City of Ceres Audited Financial Report for Fiscal Year Ended June 30, 2008.

MOVED: Moved by Lane/seconded by Durossette

VOTE: Motion passed with Vice Mayor Vierra absent (4/0)

ADJOURN AS CITY COUNCIL TO THE REDEVELOPMENT AGENCY MEETING

9:29 p.m. Mayor Cannella adjourned the City Council meeting to a meeting of the Redevelopment Agency

RECONVENE AS CITY COUNCIL

9:35 p.m. Mayor Cannella reconvened the City Council meeting.

COUNCILMEMBER REFERRALS

- Correspondence from Scott Stringer dated January 7, 2009.

Brad Kilger, City Manager gave a brief report on the item. Mr. Stringer has requested a reimbursement of funds deposited with the City for the Maple Glen Master Plan. There is a

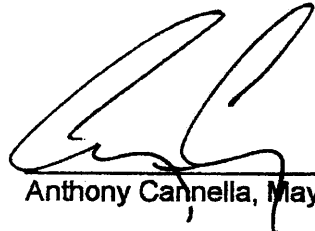
disagreement between Staff and Mr. Stringer relative to what the remaining fund balance was of the deposits made for this particular plan. Mr. Stringer would like Council to take a look at this item. Because it is not an appealable action, it is necessary for Council to determine if they would like to take it up at a future hearing.

Council directed staff to place the item on the March 9, 2009 City Council Agenda for consideration.

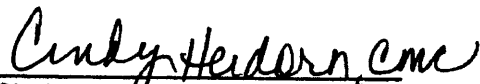
REPORTS

Staff reported that the Lion's Club crab feed was a big success.

9:34 p.m. There being no further business Mayor Cannella adjourned the City Council Meeting to the City Council Study Session scheduled for February 23, 2009 at 5:00p.m. in the City Council Chambers located at 2210 Magnolia St.



Anthony Cannella, Mayor



Cindy Heidorn, CMC, City Clerk

CITY COUNCIL STUDY SESSION

MINUTES

February 9, 2009

Mayor Cannella called the Study Session to order at 5:00 p.m. with the following in attendance:

ROLL CALL: Council Members Durossette, Lane, Ochoa, Mayor Cannella

EXCUSED: Councilmember Vierra

1. TID Surface Water Project.

Phil Scott, Public Works Director, gave a brief overview of the project history. In 2005, the cities of Ceres, Hughson, Modesto, Turlock and the Keyes Community Services District entered into a Drinking Water Agreement with the Turlock Irrigation District. The purpose of the agreement was to initiate the development of a regional surface water supply project to provide potable water. Keyes Community Services District has since withdrawn from the project.

Initially the facilities were to be owned and operated by TID with bond funding either through TID or by the individual cities. Because of new regulations imposed on TID to provide a higher percentage of renewable energy, they can no longer provide the bond financing and therefore will not be able to own the facilities. TID would still be able to provide project management and direct the operation and management of the facilities.

The four cities have met and discussed this change. It is the consensus that the cities will need to enter into a Joint Powers Agreement or some other type of combined association to provide governance of the design and operation of the facilities. There has also been some discussion regarding the design of the plant. Because of the time involved in setting up a JPA and the time needed to review design alternatives, it is necessary to extend the start of construction until 2010.

A representative of TID, gave an update on the status of the project including cost analysis, current construction climate, project schedule and TID's role in the project.

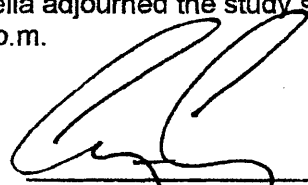
Craig Hill representing Northcross, Hill and Ach addressed Council with regards to the current bond market.

Council and Staff discussed the possibility of doing a 218 in 2010 for both the water project and the meters.

Council Recommendation

Council directed staff to continue working with Hughson, Modesto, Turlock and TID on how to best proceed to implement the Surface Water Project.

6:02 p.m. There being no further business, Mayor Cannella adjourned the study session to the regular City Council Meeting to begin at 7:00 p.m.



Anthony Cannella, Mayor

Cindy Heidorn, City Clerk

**STANISLAUS-CERES REDEVELOPMENT COMMISSION
MINUTES**

January 8, 2009

Chairperson Cannella called the January 8, 2009 SCRC meeting to order at 6:15 p.m. with the following in attendance:

ROLL CALL Jim DeMartini, Vito Chiesa, Ken Lane, Victor Lopez, Ismael Saldana, Chairperson Cannella

ABSENT Paul Antigua

APPROVAL OF THE MINUTES of the regular meeting of September 11, 2008.

MOTION: Approve the minutes of the regular meeting of September 11, 2008.

MOVED: Moved by Lane/seconded by DeMartini

VOTE: Motion passed unanimously. **(6/0)**

CITIZEN COMMUNICATIONS – None

APPROVAL OF AGENDA AS POSTED (OR AMENDED) AND CERTIFICATION OF POSTING

MOTION: Approve the agenda as posted or amended and certification of posting

MOVED: Moved by Lopez/seconded by Lane

VOTE: Motion passed unanimously. **(6/0)**

CONSENT CALENDAR

1. **Resolution No. SCRC 2009-01** approving a Professional Services Agreement with Urban Futures, Inc., for a 5-year projected CIP for SCRC (B. Briggs) ***Pulled for further discussion.***
2. Provide direction regarding reimbursement to the City of Ceres for start up costs for the Stanislaus Ceres Redevelopment Commission. (B. Briggs) ***Pulled for further discussion.***
3. **Resolution No. SCRC 2009-02** approving the allocation of \$61,000.00 to rehabilitate a residential structure to be used as affordable housing, determine the length of affordability covenants, and authorize recording of loan agreement and deed of trust, and authorize the Executive Director to sign all associated documents with Habitat for Humanity Project located at 1608 Holm Ave., Modesto. (B. Briggs) ***Pulled for further discussion and conflict of interest.***

CONSIDERATION OF ITEM(S) REMOVED FROM THE CONSENT CALENDAR

1. **Resolution No. SCRC 2009-01** approving a Professional Services Agreement

with Urban Futures, Inc., for a 5-year projected CIP for SCRC.

Bryan Briggs, Redevelopment/ED Manager for City of Ceres, gave a brief overview of this project, indicating that a 5-year implementation plan/report outlining the projects the Commission intends to implement over the next five years is required by the State of California.

Chair Cannella commented that this plan will also serve to address a need that was discussed by the Commission at the last meeting of the SCRC, i.e., that there be a plan in place outlining future SCRC projects. Mr. Briggs confirmed that this plan would accommodate that need.

Vice Chair DeMartini brought up a concern and questioned whether the SCRC is paying for things that should be a developer's responsibility. Brad Kilger, Executive Director, explained that those powers Mr. DeMartini was questioning are standard for all redevelopment agencies in the event they *choose* to use them, but it's not *required* they be exercised.

MOTION: Approve Professional Services Agreement with Urban Futures, Inc., for a 5-year Projected CIP for SCRC.

MOVED: Moved by Saldana/seconded by Lopez

VOTE: Motion passed unanimously. **(6/0)**

2. Provide direction regarding reimbursement to the City of Ceres for start up costs for the Stanislaus Ceres Redevelopment Commission.

Mr. Briggs stated that in 1994 the City and County loaned the SCRC money for SCRC start up costs, at 10% interest. The current balance, plus interest, owed to City is \$758,471.01 and the current amount owed to the County is \$301,269.00. Terms can be renegotiated if all entities are in agreement.

Mr. Kilger explained that the terms negotiated by redevelopment agencies throughout the state vary greatly. Staff provided the Commission with some possible loan payback scenarios, with Mr. Kilger stressing the importance of making sure that if a loan payback option is put into effect that the terms allow the Commission sufficient capital to be able to pay back bonds or to allow for the opportunity to re-bond to do future capital projects.

Chair Cannella stated that he felt 10% interest seemed excessive, and also questioned whether SCRC funds can be taken by the State of California as a way for the State to remedy current budget problems. Mr. Briggs responded that

SCRC funds are susceptible to being taken by the State and further discussion revealed a consensus that this is a very real possibility.

Chair Cannella stated he feels the City of Ceres needs to be paid back, at least the initial loan amount. Vice Chair DeMartini questioned whether any of the initial loan has ever been paid back, and if not, why not. Mr. Briggs indicated there have been two prior loans, both of which have been paid back in full. Commissioner Chiesa felt that paying back the initial loan may be reasonable but also questioned the interest rate. Vice Chair DeMartini stated the County might be willing to drop the interest completely for pay back of the principal. Commissioner Lane also stated that he would be in favor of waiving the interest as long as the initial loan amount was paid back to the City. Chair Cannella concurred, indicating that the decision would have to be made by the respective Council and Board. Commissioner Chiesa asked staff to develop some repayment options to present to the Commission, with payback spread over one or two years.

Staff was directed to compile various payback options to present at the next SCRC meeting. Prior to that meeting, the Ceres City Council and Stanislaus County Board of Supervisors will discuss whether they will waive the interest as long as the SCRC pays the principal loan amounts back.

Additionally, Staff and Commission members will closely monitor what State Legislators are doing, and be ready to take immediate action if it appears the State of California is preparing to take redevelopment funds.

CONFLICT OF INTEREST DECLARATION – Chair Cannella declared a conflict with Item No. 3, and that being the last agenda item left the meeting and turned it over to Vice Chair DeMartini.

3. **Resolution No. SCRC 2009-02** approving the allocation of \$61,000.00 to rehabilitate a residential structure to be used as affordable housing, determine the length of affordability covenants, and authorize recording of loan agreement and deed of trust, and authorize the Executive Director to sign all associated documents with Habitat for Humanity Project located at 1608 Holm Ave., Modesto.

Mr. Briggs and Anita Hallam, Executive Director of Habitat for Humanity, gave a brief overview of this project and answered questions from the Commission.

Commissioner Lane questioned spending \$61,000 on this project as opposed to purchasing home(s) that do not need refurbishing. Upon further discussion, Mr. Kilger explained that Staff's recommendation to approve this project is based on the partnership with Habitat for Humanity, with SCRC paying \$61,000 to totally refurbish a house which will have a fair market value of approximately \$150,000 when the project is finished. This project will also increase property values in a blighted area.

MOTION: Resolution No. SCRC 2009-02 approving the allocation of \$61,000 to

rehabilitate a residential structure to be used as affordable housing, determine the length of affordability covenants, and authorize recording of loan agreement and deed of trust, and authorize the Executive Director to sign all associated documents with Habitat for Humanity Project located at 1608 Holm Ave., Modesto.

MOVED: Moved by Lane/seconded by Chiesa

VOTE: Motion passed unanimously. **(5/0/1)**

PUBLIC HEARING – None.

OLD BUSINESS -None

There being no further business, Vice Chair DeMartini adjourned the meeting at 6:50 p.m.

The next regularly scheduled meeting of the Stanislaus-Ceres Redevelopment Commission is Thursday, March 12, 2009 at 6:15 p.m.

Chairperson Cannella

ATTEST:

Kathy Holloway, Secretary

SITTING AS THE REDEVELOPMENT AGENCY
THE BOARD OF SUPERVISORS OF THE COUNTY OF STANISLAUS
ACTION AGENDA SUMMARY

DEPT: Redevelopment Agency

BOARD AGENDA # 9:20 a.m. - VI-B

Urgent

Routine

AGENDA DATE May 5, 2009

CEO Concurs with Recommendation YES NO
(Information Attached)

4/5 Vote Required YES NO

SUBJECT:

Request to Accept the Revised Preliminary Redevelopment Plan for the Crows Landing Air Facility; Direct Staff to Prepare a Redevelopment Plan, Authorize the Transmittal of Information to Taxing Agencies and Officials, and Direct Agency Staff and Consultants Commence Preparation of a Draft Environmental Impact Report

STAFF RECOMMENDATIONS:

1. Recommend the Agency accept the revised Preliminary Redevelopment Plan for the Crows Landing Air Facility Project Area.
2. Direct staff to prepare a Redevelopment Plan for a Draft Environmental Report.
3. Authorize the Agency transmittal of information to taxing agencies and officials.
4. Direct Agency staff and consultants to commence preparation of a Draft Environmental Report.

FISCAL IMPACT:

There are no fiscal impacts associated with this item. All costs for the Environmental Impact Report will be borne by the West Park Developer.

BOARD ACTION AS FOLLOWS:

No. 2009-309

On motion of Supervisor Grover, Seconded by Supervisor Monteith
and approved by the following vote,

Ayes: Supervisors: O'Brien, Chiesa, Grover, and Monteith

Noes: Supervisors: Chairman DeMartini

Excused or Absent: Supervisors: None

Abstaining: Supervisor: None


1) Approved as recommended

2) Denied

3) Approved as amended

4) Other:

MOTION:



ATTEST: CHRISTINE FERRARO TALLMAN, Clerk

File No.

DISCUSSION:

This item considers acceptance of revisions to the Preliminary Redevelopment Plan adopted by the Stanislaus County Redevelopment Agency on November 15, 2005, which established goals, objectives, and land uses for the 1,528-acre redevelopment project area at the former Crows Landing Air Facility located on the western side of Stanislaus County, northwest of the Fink Road/Hwy 33 intersection, south of the City of Patterson. The proposed revisions accommodate additional land uses, such as the rail/inland port facility, additional funding opportunities, and detail of the proposed general aviation airport. The original project area boundaries, as well as goals and objectives, would remain unchanged. Approval of the revisions will enable continuation of environmental review and the preparation of the final Redevelopment Plan.

In accordance with Section 33325 of the California Health and Safety Code, the Planning Commission must submit a Preliminary Plan to the Agency for acceptance. On February 19, 2009, the Stanislaus County Planning Commission reviewed and approved revisions to the Preliminary Redevelopment Plan and forwarded the Plan and associated Preliminary Report to the Agency as required.

Revised Preliminary Redevelopment Plan

The Revised Preliminary Plan holds to the County's original goals and objectives identified for the 1,528-acre redevelopment area, and it reflects ongoing County efforts that have led to changes in the long-term redevelopment plans for the Redevelopment Area. The Revised Preliminary Redevelopment Plan:

- Provides more detailed documentation of the County's efforts for the 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 general aviation, short-haul rail and inland port uses, and other development efforts for which the county may receive grant assistance.

The Revised Preliminary Redevelopment Plan provides guidance for the 1,528-acre Crows Landing Redevelopment Project Area only; it does not address areas outside of the Redevelopment Project Area boundaries that would be associated with private development efforts.

Redevelopment law and policies will be used as tools to assist in the regeneration of the Crows Landing Air Facility property for the purposes of creating economic development, fostering sustainable-wage employment opportunities within the County, and to alleviate blight conditions associated with the vacant, decommissioned military property.

Request to Accept the Revised Preliminary Redevelopment Plan for the Crows Landing Air Facility; Direct Staff to Prepare a Redevelopment Plan, Authorize the Transmittal of Information to Taxing Agencies and Officials, and Direct Agency Staff and Consultants Commence Preparation of a Draft Environmental Impact Report
Page 3

At this time, the Redevelopment Agency is being asked to consider taking the following actions: 1) accept the Revised Preliminary Redevelopment Plan for the Crows Landing Air Facility Project Area, 2) direct staff to prepare a Redevelopment Plan, 3) authorize the Agency transmittal of information to taxing agencies and officials, 4) direct agency staff and consultants to commence preparation of a draft environmental report.

POLICY ISSUES:

The Agency should consider the use of redevelopment as another tool to assist in the regeneration of the Crows Landing Air Facility for purposes of creating economic development activity, fostering employment opportunity and alleviate other blighting conditions.

STAFFING IMPACT:

There are no staffing impacts associated with this item.

ATTACHMENTS:

- 1: Crows Landing Air Field Revised Preliminary Redevelopment Plan
- 2: Planning Commission Memo dated February 19, 2009

Crows Landing Air Facility Project Area

Revised Preliminary Redevelopment Plan and Revised Preliminary Redevelopment Plan Report

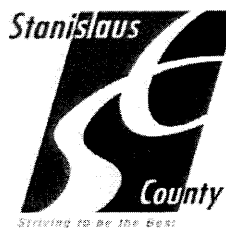
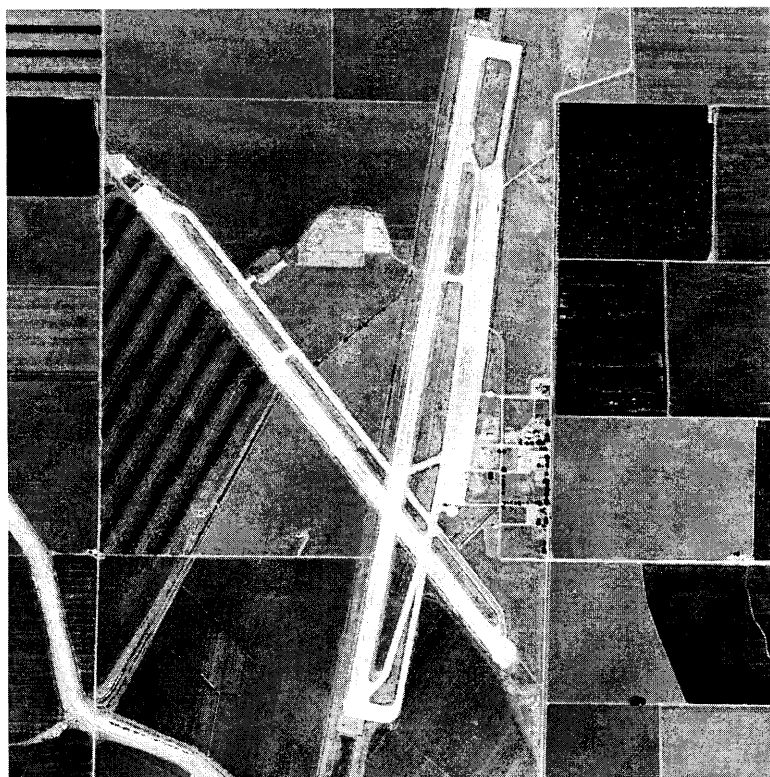


Prepared by
Stanislaus County Redevelopment Agency

March 2009

Crows Landing Air Facility Project Area

Revised Preliminary Redevelopment Plan



Prepared by
Stanislaus County Redevelopment Agency

March 2009

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 airfield 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

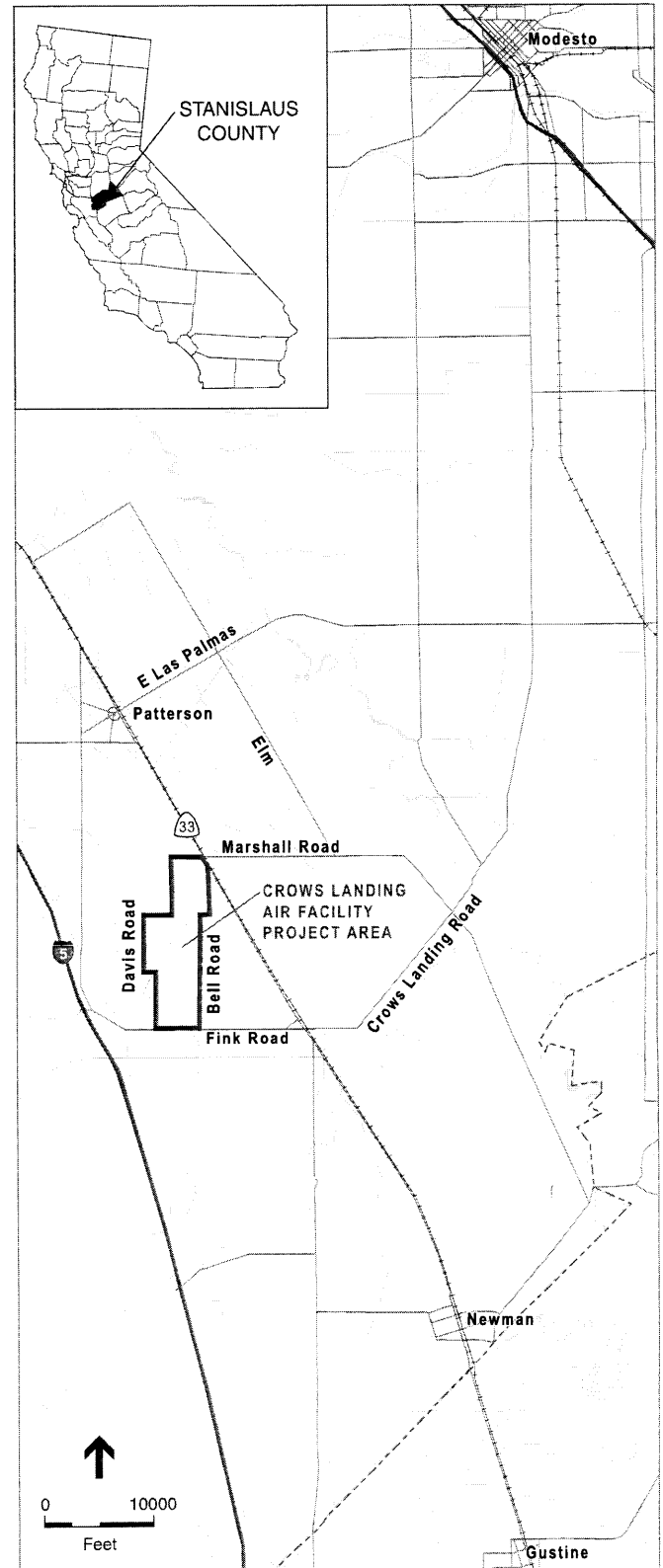


Figure 1. Project Location

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 Airfield 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 airfield 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 airfield 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 boundaries 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 purposes 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 proposed 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 an Aviation Market Demand Study to identify local interest in airport development

TABLE 1
GUIDING PRINCIPLES FOR CROWS LANDING
REUSE AND REDEVELOPMENT

- Protect the Crows Landing Airfield 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

and identify development 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. Redevelopment 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) and offset 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 draft Disposition and Development Agreement for an approximately 4,800-acre area that includes the 1,528-acre former Crows

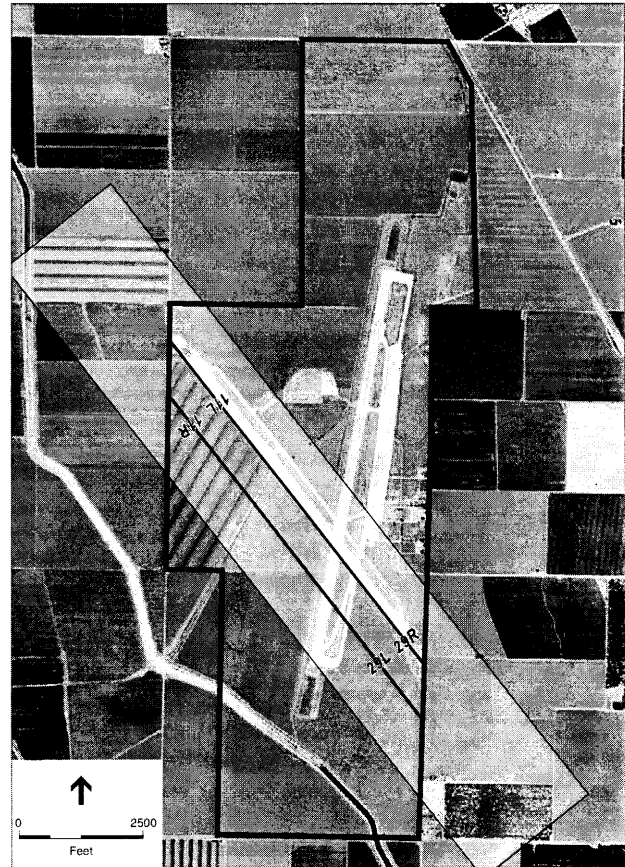


Figure 2. Redevelopment Scenario 3

Landing Air Facility. As noted in the terms of the draft Disposition and 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 the 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 Facility, 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;

- 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 Facility 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).

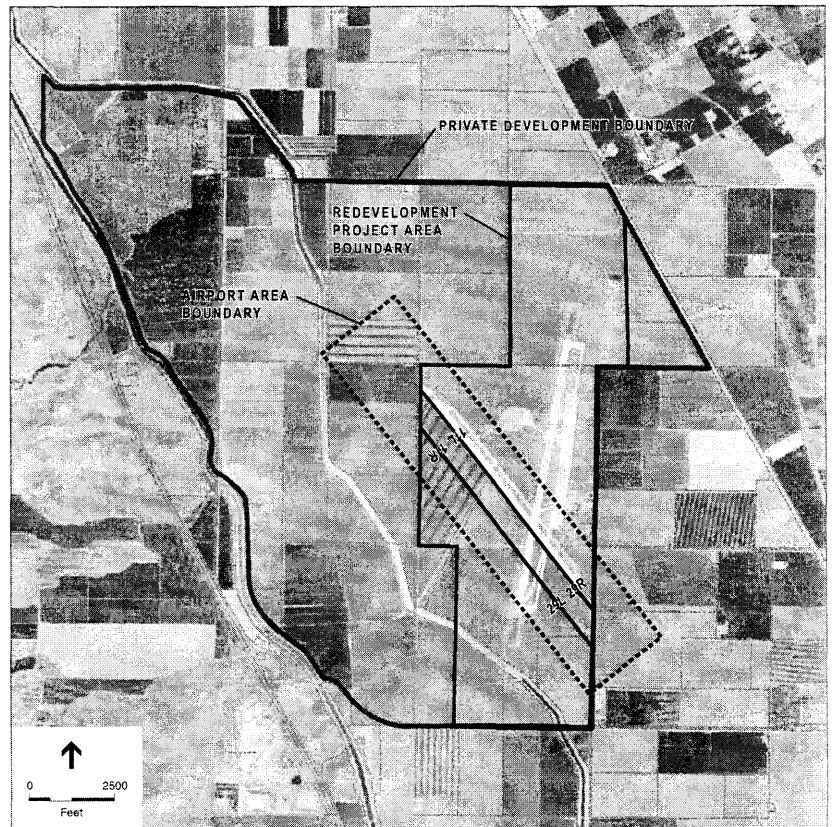


Figure 3. Location of Redevelopment Project Area and Proposed Private Development

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 Fire Service

County Schools Service Fund

County Superintendent of Schools

Del Puerto Health Care District

Hills Ferry Joint Cemetery District

Newman-Crows Landing Unified School District

Turlock Mosquito Abatement District

West Stanislaus Fire Protection District

West Stanislaus Resource Conservation District

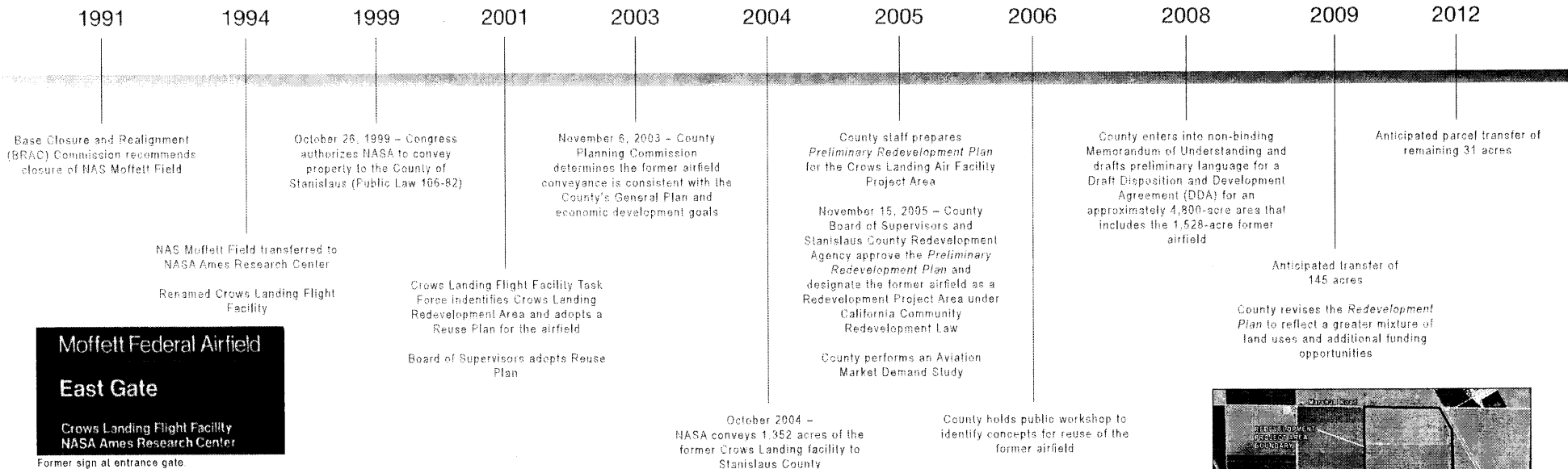
Yosemite Community College District

consistency until an environmental document is certified.

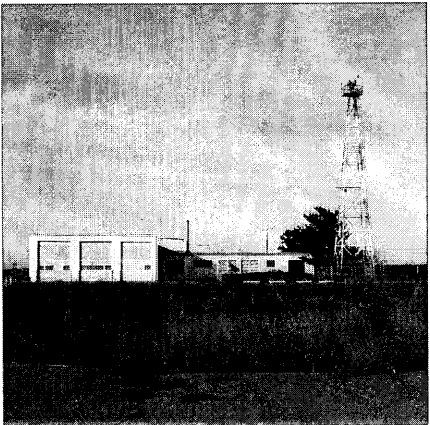
- **Low- and Moderate-Income (LMI) Housing Fund.** The Agency may defer, for up to five years, its obligation to deposit 20 percent of the tax increment into its LMI Housing Fund if the legislative body, in this case the County Board of Supervisors, finds that the funds are necessary for the redevelopment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

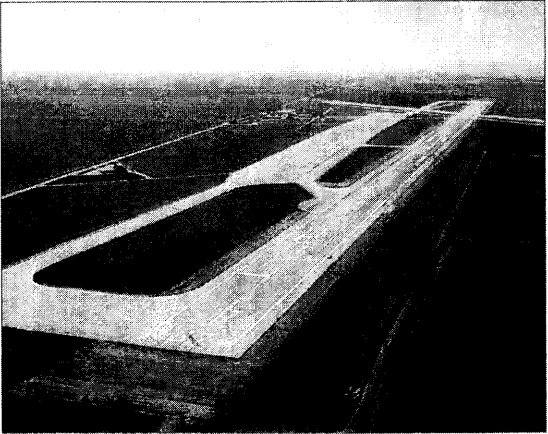
Crows Landing Redevelopment Timeline



Moffett Federal Airfield
East Gate
Crows Landing Flight Facility
NASA Ames Research Center
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.

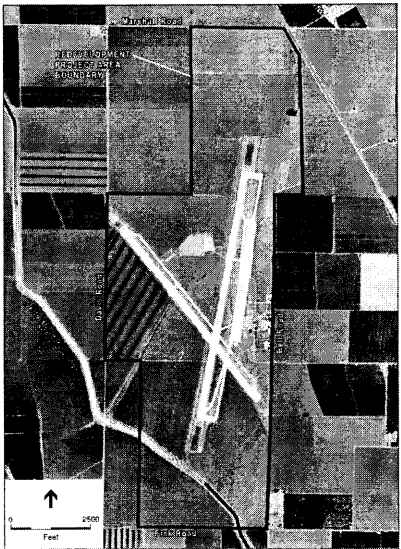


Figure 4. Aerial photograph showing Crows Landing Redevelopment Area.

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

Revised Preliminary Redevelopment Plan Contents

Pursuant to the 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:

- Description of the boundaries of the proposed Redevelopment Project Area (see Attachment 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
- 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 *Preliminary Redevelopment Plan*.
- 4 Agency shall determine, at a hearing noticed in accordance with § 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 *Preliminary Redevelopment Plan*, and forwards *Preliminary Redevelopment Plan* to the Agency (§§ 33322 and 33325).
- 6 County determines whether a Project Area Committee is required.
- 7 Agency accepts *Preliminary Redevelopment Plan*, directs preparation of *Redevelopment Plan*, and authorizes transmittal of information to taxing agencies and officials.
- 8 Agency staff begins to prepare *Preliminary Plan Report* (§ 33344.5), *Redevelopment Plan*, 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):
 - (a) Legal description and map of boundaries of the Project Area.
 - (b) Statement that *Redevelopment Plan* 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. Figures 3 and 4 present the boundaries of the proposed development area. The legal description for the proposed project area and parcel map are included as Attachment 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 include:

- 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 a fire station or other public facilities.

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 Redevelopment 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, Federal Aviation

Regulations (FARs), County 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 Project 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 Redevelopment 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

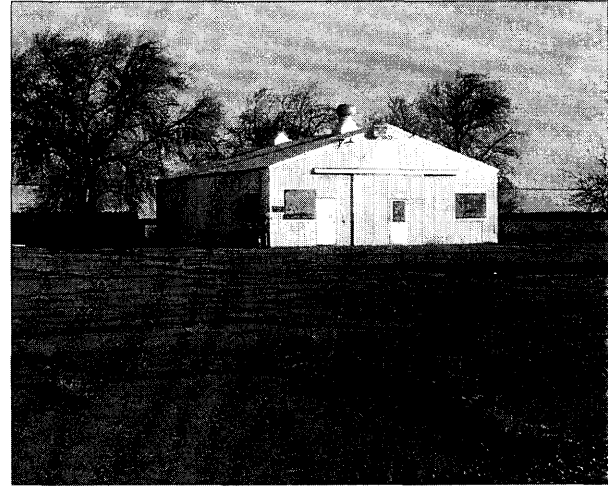
To qualify as a Redevelopment Project Area pursuant to the CRL and closed military bases specifically, the property must generally meet the conditions identified for blighted areas. In general, a blighted area is characterized by conditions which constitute a "serious physical, social, or economic burden 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.

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;



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.

The physical condition of the abandoned structures within the 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 Airfield 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

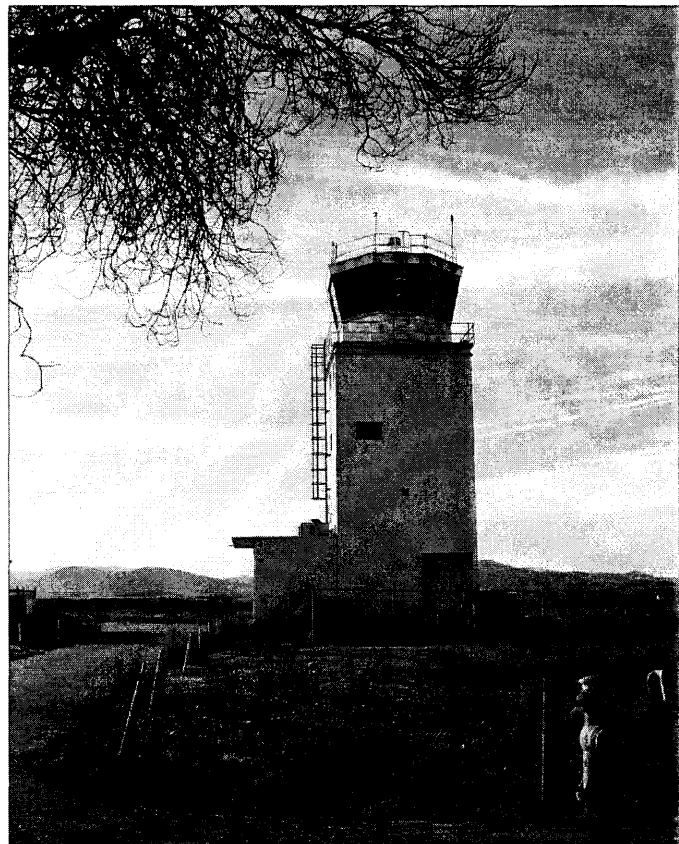
The overall impact of the *Stanislaus County Redevelopment Project – Crows Landing Air Facility* will be positive. The redevelopment project goals and objectives will provide for long-term positive impacts on the physical, economic, and environmental conditions within the project area.

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 Facility following plan adoption. The details regarding committee membership and responsibilities will be described more fully in the final Redevelopment Plan.

Attachment 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.

- PARCEL NO. 1: PORTION OF APN 027-01-13
- 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

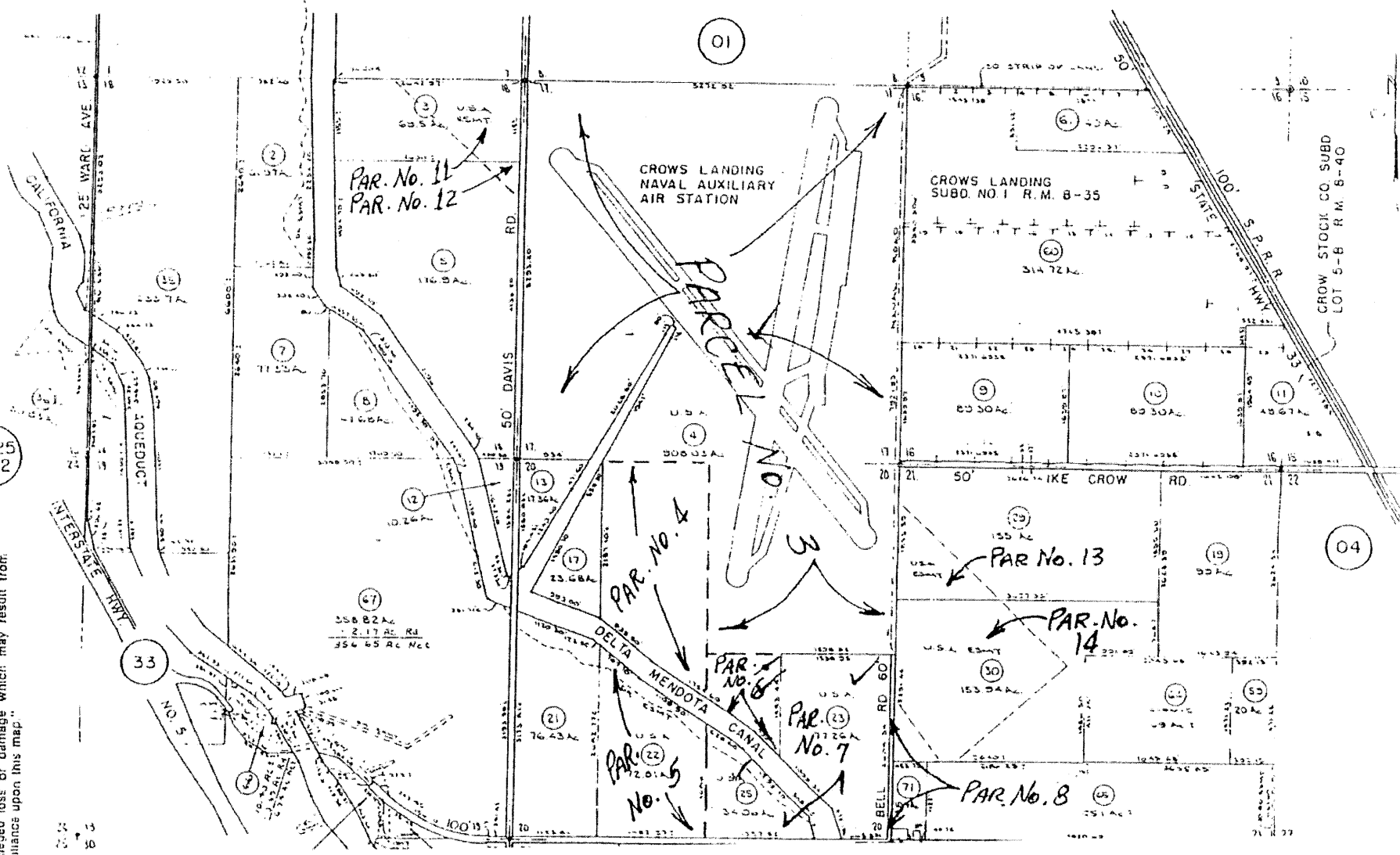
SECTIONS 16 - 21 T. 6 S. R. 8 E. M. D. B. & M.
 POR. CROW STOCK CO. SUBD.-LOT 5-B
 ALL CROWS LANDING SUBD. NO. 1

THIS MAP FOR
 ASSESSMENT PURPOSES ONLY

083 005
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This map may or may not be a survey of the land depicted hereon. 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
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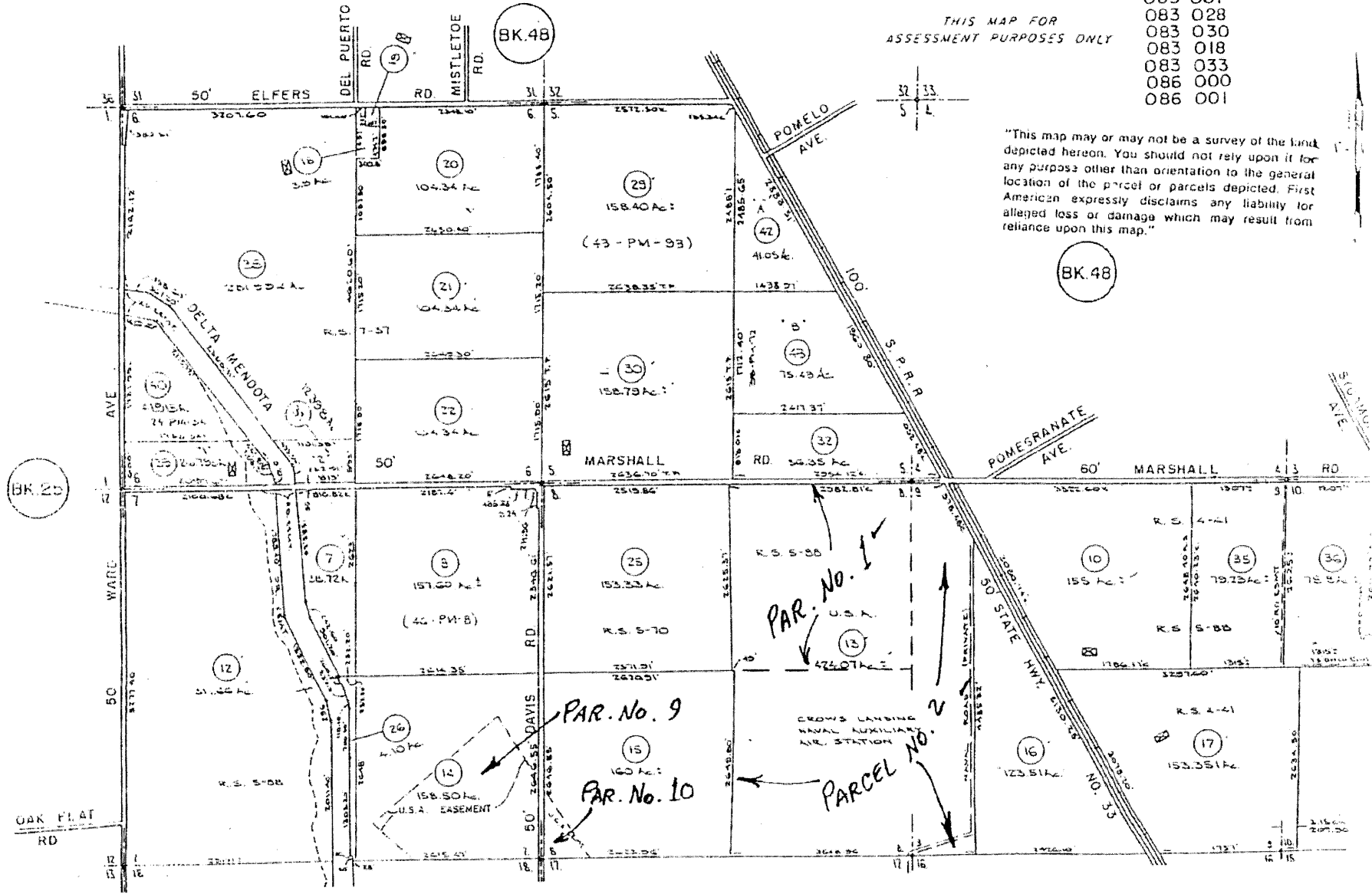


POR. SECS. 4-10 T.6 S. R.8 E. M.D.B.&M.

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THIS MAP FOR
 ASSESSMENT PURPOSES ONLY

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Crows Landing Air Facility Project Area

Revised Preliminary Redevelopment Plan Report

Revised Preliminary
Redevelopment Plan
Report



Prepared by
Stanislaus County Redevelopment Agency

March 2009

Introduction

The Crows Landing Air Facility has been a Stanislaus County landmark since World War II. The Naval Auxiliary Air Station (NAAS) Crows Landing was commissioned in 1942 as an auxiliary airfield to Naval Air Station (NAS) Alameda and used for pilot training. Crows Landing was decommissioned on July 6, 1946, and the site became an Outlying Land Field (OLF) to NAS Alameda and later NAS Moffett Field. The site remained active throughout the 1980s and was closed in 1991 at the recommendation of the Defense Base Closure and Realignment (BRAC) Commission. The property was transferred to the National Air and Space Administration (NASA) Ames Research Center in July 1994.

Soon after NASA accepted the Crows Landing property, research operations were terminated, and NASA proposed to divest itself of the Crows Landing facility in June 1999. Congress passed Public Law 106-82 on October 27, 1999, which directed NASA to convey to Stanislaus County all right, title, and interest of the United States in and to Crows Landing. NASA conveyed 1,324 acres of the 1,528-acre facility to the County in 2004. The remaining 176 acres will be conveyed to the County following environmental remediation of soils and groundwater.

Project Background

Stanislaus County has pursued the redevelopment of the former Crows Landing Air Facility for more than a decade, and it has acknowledged the tremendous economic development opportunities that the facility could provide to county residents through its reuse. In 1999, the County Board of Supervisors convened a Crows Landing Flight Facility Task Force. The Task force prepared a reuse plan for the former airfield that was adopted by the Board of Supervisors in 2001. The reuse plan identified both short- and long-term reuse strategies for the site. The short-term strategy focused on the creation of a general aviation (GA) airport, and the long-term strategy focused on the development of an air and ground distribution center. The Board of Supervisors determined that the conveyance and reuse of the former air facility would be consistent with the County's General Plan.

Preliminary Redevelopment Plan Adoption (2005)

In 2005, The Stanislaus County Redevelopment Agency (Agency) prepared a *Crows Landing Air Facility Project Area Preliminary Redevelopment Plan (Preliminary Redevelopment Plan)*. Pursuant

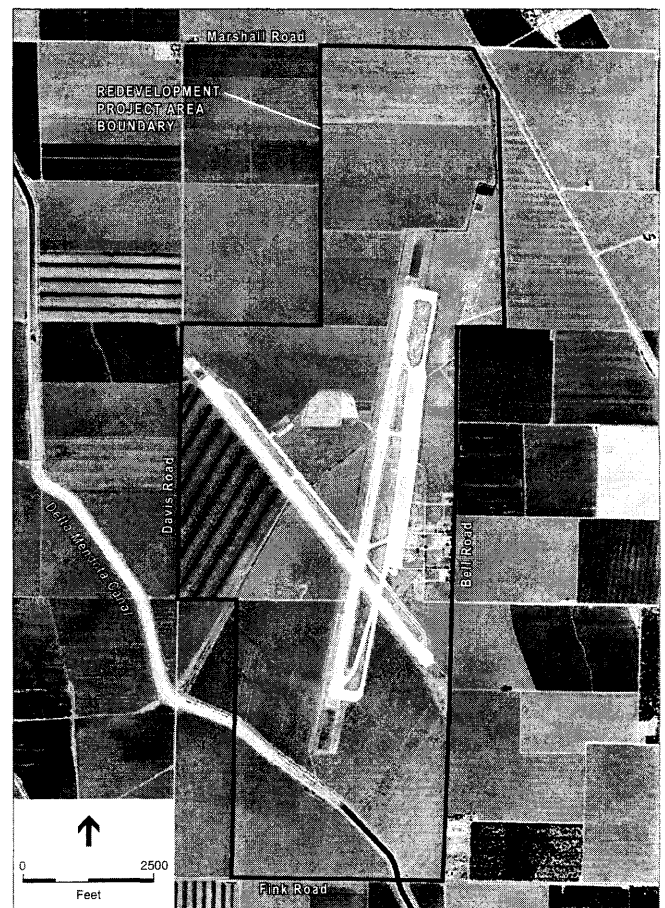


Figure 1. Aerial photograph showing Crows Landing Redevelopment Area.

to California Community Redevelopment Law (CRL), the report identified a redevelopment project area that included the 1,528-acre former Crows Landing property and set forth goals and objectives for the Crows Landing Redevelopment Project Area (see Figure 1). The County Board of Supervisors and Agency approved the *Preliminary Redevelopment Plan* on November 15, 2005, and designated the former Crows Landing Air Facility as Redevelopment Project Area (project area) pursuant to the CRL. The Board of Supervisors sought to implement the CRL and policies as tools to assist in the regeneration of the former Crows Landing Air Facility property to foster economic development and sustainable wage employment opportunities and to alleviate blight conditions associated with the decommissioned military property.

Need for a Revised Preliminary Redevelopment Plan

Following approval of the *2005 Preliminary Redevelopment Plan*, the County formed the Crows Landing Steering Committee and moved forward to identify a conceptual layout for the new Crows Landing GA Airport. The County performed an Aviation Market Demand Study to determine local interest in airport development and identified an airfield reuse concept that would use the existing airport infrastructure to the greatest extent possible while optimizing opportunities for compatible economic development. The results of the market study and the conceptual reuse scenarios were presented to the public in 2006. Soon afterward the Crows Landing Steering Committee identified a conceptual airport redevelopment scenario that would support the County's short-term and long-term goals, and recommended the concept to the Board of Supervisors (see Figure 2, Redevelopment Scenario 3). The County Board of Supervisors adopted Scenario 3, as recommended by the Crows Landing Steering Committee, on September 26, 2006.

Soon after the adoption of Scenario 3, the County invited private developers to submit ideas for the

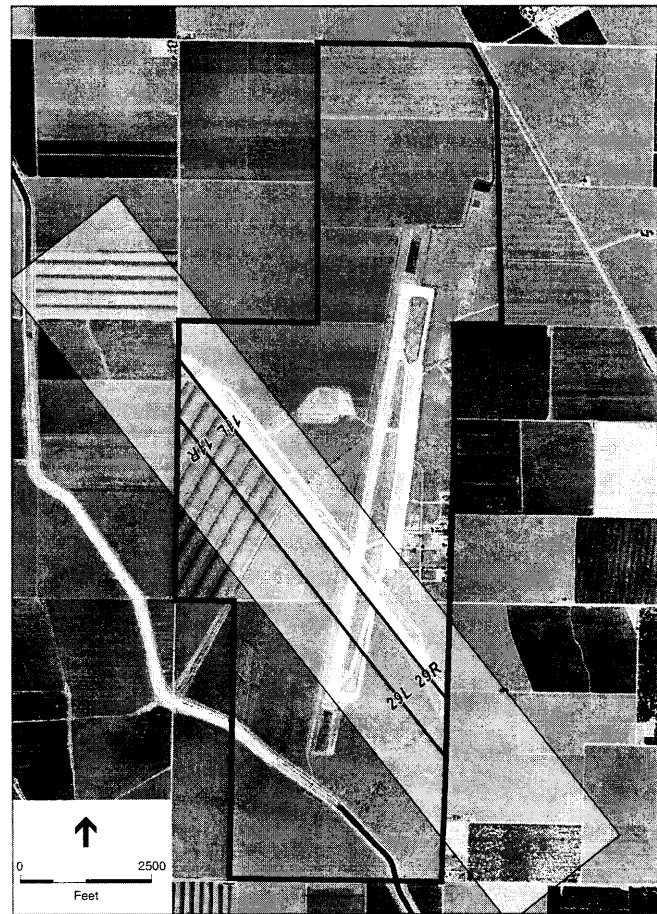


Figure 2. Redevelopment Scenario 3

Crows Landing Redevelopment Project Area in an effort to stimulate economic development at the former facility and identify further funding opportunities. In April 2007, the County entered into a non-binding Memorandum of Understanding with a developer candidate. Since then, the County has prepared a draft Disposition and Development Agreement (DDA) for an approximately 4,800-acre area that includes the 1,528-acre former Crows Landing Air Facility. As noted in the terms of the DDA, the development of any and all activities on the former Crows Landing Air Facility must comply with the terms of the CRL and the County's forthcoming redevelopment plan for the designated Redevelopment Project Area.

Additional land uses have also been identified for the Redevelopment Project Area since the original *Preliminary Redevelopment Plan* was approved by the Board of Supervisors in 2005. The *Crows Landing Air Facility Project Area Revised*

Preliminary Redevelopment Plan (Revised Preliminary Redevelopment Plan) includes these additional uses. Land uses currently identified for the project area include: aviation and 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.

The Agency prepared this *Revised Preliminary Redevelopment Plan* in response to economic changes and new development opportunities that have been identified since the original *Preliminary Redevelopment Plan* was approved in 2005. The *Revised Preliminary Redevelopment Plan* holds fast to the County's original goals and objectives for the 1,528-acre redevelopment area, and it reflects the County's ongoing efforts that have led to revisions in its long-term development plans. The *Revised Preliminary Redevelopment Plan* addressed by this report:

- Provides more detailed documentation of the County's efforts for the Crows Landing Redevelopment Project 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 general aviation other development efforts for which the County may receive grant assistance.

The *Revised Preliminary Redevelopment Plan* addressed by this report provides guidance for the 1,528-acre Crows Landing Redevelopment Project Area only; it does not address areas outside of the Redevelopment Project Area boundaries that would be associated with private development efforts.

Purpose of the Revised Preliminary Redevelopment Plan

If adopted by the Board of Supervisors, the *Revised Preliminary Redevelopment Plan* would enable the Agency to implement a redevelopment program that would improve the commercial and industrial potential of the area, maintain and enhance the quality of life, expand the economic and employment base of the region, and develop necessary and reasonable public improvements within the approximately 1,528-acre former Crows Landing Redevelopment Project Area.

This *Preliminary Redevelopment Plan Report* has been prepared in accordance with Section 33344.5 of the CRL, Health and Safety Code Section 33000 et seq. (Law). Pursuant to the information Section 33344.5 of the CRL, this report addresses the following:

- Reasons for the selection of the Redevelopment Project Area;
- A description of the physical and economic conditions existing in the Project Area;
- A determination as to whether the project area meets the requirements for blight for closed military bases;
- A preliminary assessment of the proposed method of financing, including the economic feasibility and the reasons for the division of tax increment;
- A description of the projects proposed by the agency; and
- A discussion of how the proposed project will improve conditions and alleviate blight.

With the approval of this report, the Agency will consult with the affected taxing entities and the community regarding the scope and impacts of the proposed redevelopment plan. Taxing agencies to be consulted during consultation are identified in Table 1. Following this consultation, the Agency will incorporate comments into a consultation summary report for the Board of Supervisors, and it will prepare a more detailed redevelopment plan based upon the *Revised Preliminary Redevelopment Plan*. The consultation summary report and more detailed redevelopment plan will be considered by the Agency and Board of Supervisors at a joint public hearing later this year.

TABLE 1 CROWS LANDING REDEVELOPMENT PROJECT – TAXING ENTITIES	
County General	
County Fire Service	
County Schools Service Fund	
County Superintendent of Schools	
Del Puerto Health Care District	
Hills Ferry Joint Cemetery District	
Newman – Crows Landing Unified School District	
Turlock Mosquito Abatement District	
West Stanislaus Fire Protection District	
West Stanislaus Resource Conservation District	
Yosemite Community College District	

Project Area Selection

The former Crows Landing Air Facility served the U.S. Department of Defense for more than 50 years, during which time it was developed and redeveloped by the federal government to support the missions of the U.S. Navy, the U.S. Coast Guard and the National Aeronautics and Space Administration (NASA). Upon conveyance to the County, the property included the former airfield, including two runways and taxiways; several support structures, including the former air traffic control tower, an administration building, a former officer's club, a motor pool, and storage facilities. Since conveyance, approximately 1,100 acres of the former facility have been leased and cultivated by a single grower, Pride of San Juan, for the production of row crops.

As shown on Figure 3, the Redevelopment Project Area is located in western Stanislaus County and bound by Marshall Road to the North, Fink Road to the South, Bell Road to the east, and Davis Road to the west. The former military facility is approximately

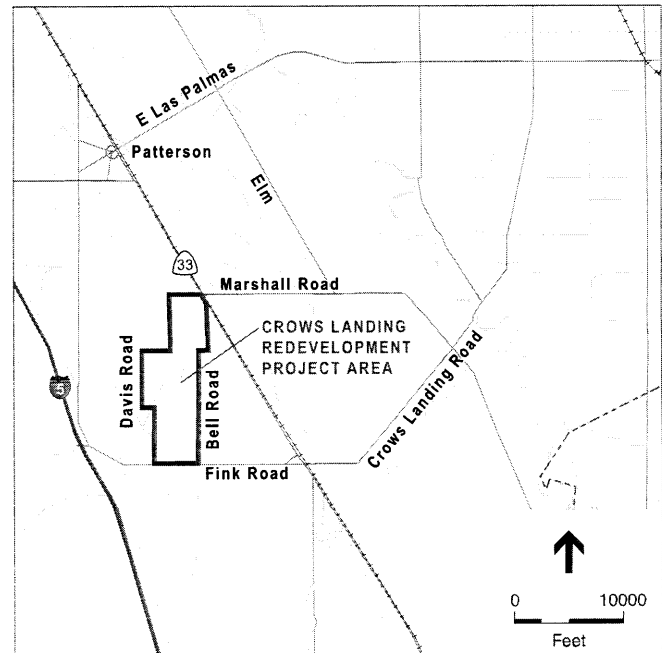


Figure 3. Project Location

1.5 miles east of Interstate 5 (I-5) and adjacent to State Route 33. A rail line operated by the California

Northern Railroad is present at the site's northeastern boundary. The project area is approximately 1 mile west of the community of Crows Landing, 2 miles south of the City of Patterson, and 6 miles north the City of Newman. The project area is approximately 80 miles southeast of the San Francisco Bay Area.

For many years the unemployment rate in Stanislaus County has been higher than the statewide average. Many jobs do not provide wages that are sufficient to sustain a household, and many residents seeking sustainable-wage jobs must commute to the San Francisco Bay Area. The County understands that the Redevelopment Project Area presents a significant opportunity for job creation and industrial/commercial development on the west side of Stanislaus County based on its location and proximity to existing road and rail infrastructure. The site's proximity to I-5 provides a regional connection with the Tracy Triangle (20 miles north) and the urban Bay Area.

As discussed previously, the County has recognized the economic potential associated with the former air facility for more than a decade, and it has conducted several economic studies regarding the project area's development potential, including the following:

- Economic Strategic Plan (1989),

- Air Cargo Airport Feasibility Study (October 1991),
- Park Feasibility Study (1999),
- Interstate Highway 5 Corridor Industrial Business Park Feasibility Study (1999), and
- Reuse Plan (adopted April, 2001).

In November 2005, the Stanislaus County Agency approved the *Preliminary Redevelopment Preliminary Plan*, and the Board of Supervisors granted authorization to designate the 1,528-acre former facility as a Redevelopment Project Area under the CRL. Since that time, the County has performed additional studies including:

- Aviation Market Demand Study (2005),
- Crows Landing Air Facility and Industrial Business Park: Master Development Plan Concept Review (2006), and
- Crows Landing Phase I Tax Increment Project Report (2008).

Existing Physical and Economic Conditions

The former military facility occupies a total area of 1,528 acres. As previously described, the former military facility included two runways and several abandoned structures at the time of conveyance. Several support structure include a control tower, administration building, a club and exchange building, motor pool and public works shops, and storage facilities. These structures and facilities have not been used for approximately 10 years, with the exception of temporary runway use by Cal Fire in 2007 and by the police and sheriff for driver training exercises. Approximately 1,110 acres of project area

are in agricultural production.

NASA transferred approximately 1,352 acres to the County in October 2004. The remaining 176 acres are undergoing remediation by the Navy for soil and groundwater contamination that occurred during its use. The County anticipates the transfer of all remaining parcels by 2012 following remediation.

Blight Conditions for Closed Military Bases

In order for the former military facility to qualify as a Redevelopment Project Area pursuant to CRL, the property in the project area must generally meet the conditions for blighted areas. In general, a blighted area is characterized by conditions which constitute a "serious physical, social, or economic burden on the community." The definition of blight for a military base project area must contain at least two of the following conditions:

- 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.

The following conditions exist at the project site:

- Buildings that are beyond economical rehabilitation for reuse due to substandard design, age, obsolescence, deterioration, dilapidation, or other physical conditions;
- Buildings that contain unacceptable building materials, such as lead-based paint or asbestos-containing material, and are unsafe or unhealthy for persons to work;
- 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.

The physical condition of the abandoned structures within the project area is indicative of blight. Without the aid of redevelopment actions on the part of the County, the project area will continue to contain buildings and infrastructure will undergo further degradation, disrepair and ruin.

Preliminary Assessment of the Proposed Financing Method

To prepare tax increment projections associated with the project, 995 acres of land were envisioned for private development, although the public/quasi-public lands may actually host activities that would be subject to levies of possessory interest tax and, therefore, also generate some measure of property tax increment for the Agency. To the extent that this occurs, the preliminary tax increment projections prepared in 2008 were conservative. The tax increment projections cover a timeframe of 35 years from the

first year of project absorption, which is estimated as 2011, and assume that the Agency would be able to collect tax increment for the duration.

Based on 2008 tax increment projections associated with proposed the Redevelopment Project Area, the estimated tax increment revenue generated by the Project Area would range from \$31,343,931 to \$73,511,213, depending on absorption and value of development. These funds could be used to offset some infrastructure or related construction costs on

the former military facility site.

Pursuant to applicable CRL, revenue generated from tax increment must be used to benefit the Redevelopment Project Area. In some instances revenue from tax increment can be used to benefit another nearby redevelopment project area, such as the Redevelopment Area associated with the

community of Crows Landing, if such improvements could also benefit the Crows Landing Redevelopment Area. Tax increment revenues cannot be used under any circumstances—even in other redevelopment areas—if the off-site infrastructure would not benefit the Redevelopment Project Area associated with the tax increment revenue.

Improve Project Area and Alleviate Blight

Redevelopment Goals and Objectives

Redevelopment of the former Crows Landing Air Facility will improve the project area through:

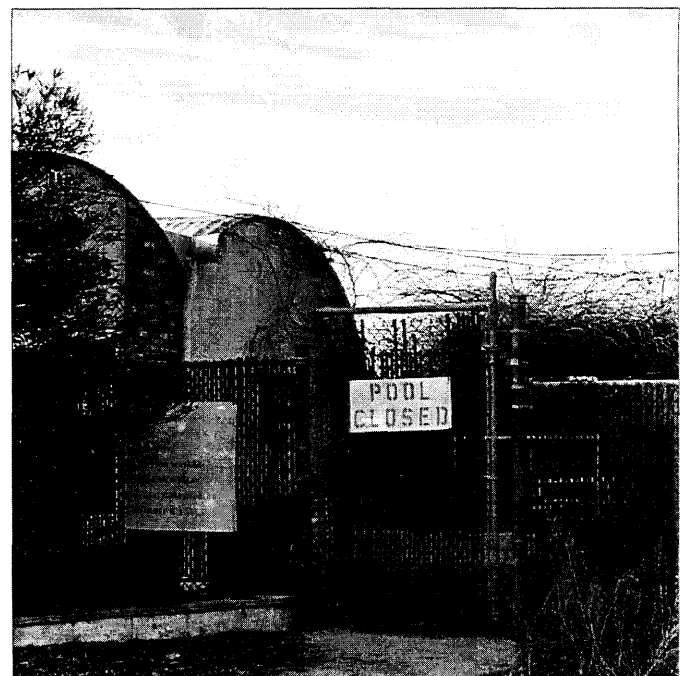
- The installation or replacement of existing public improvements, facilities, and utilities;
- The replanning, redesign, and rehabilitation or redevelopment of areas which are stagnant or improperly utilized;
- The promotion of opportunities that could not be accomplished by private enterprise acting alone or without public participation and assistance; and
- The promotion of sound development and redevelopment in blighted areas.

Elimination of Blight

The Agency 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 the *Redevelopment Plan*;

- The development or redevelopment of land uses in accordance with this plan by private enterprises, public agencies, or public/private partnerships;
- Providing revenue for the rehabilitation, development, or reconstruction of low- and middle-income (LMI) housing at other locations outside of the project area or redevelopment areas within the County, but outside of the Redevelopment Project Area boundary; and
- The demolition or removal of certain improvements within the project area as appropriate.



Former Officers' Club at Crows Landing.

Method of Financing, Economic Feasibility, and Division of Tax Increment

Redevelopment of the project area is proposed to be financed through the following resources:

- Financial assistance from the County, State of California, or Federal Government;
- Tax increment revenue;
- Bonded debt;
- Proceeds from the lease of property owned by the Agency;
- Loans from private financial institutions; and
- Any other legally available source.

The more typical sources of redevelopment financing that may be employed are described below.

Financial Assistance from the County, State, or Federal Government

The Agency may obtain loans and advances from Stanislaus County to support planning, construction, and operating capital for administration of the project area until such time that sufficient tax increment revenue is raised to repay loans and provide other means of operating capital. The County may also defer payments on Agency loans for land purchases benefiting the Agency's cash flow. Such assistance is anticipated to meet short-term cash flow needs, as County revenue cannot carry extensive levels of debt from the Agency without the risk of threatening its cash balances.

When available and appropriate, funds such as state-apportioned road funds and federal Community Development Block Grants will be used to pay for the costs associated with project implementation. The Agency and the County will pursue other sources for available grants and loans. In addition, the County or

other public agencies may issue bonds on behalf of the Agency and provide in-kind assistance.

Property Tax Increment

The Agency may use property tax increment revenue as provided for in Section 33670 of the CRL, and the *Redevelopment Plan* will authorize the Agency to use tax increment revenue to underwrite project costs. Tax increment revenue may only be used to pay for indebtedness incurred by the Agency; indebtedness includes principal and interest on loans, monies advanced, or debts (whether funded, refunded, assumed, or otherwise) incurred by the Agency to finance or refinance, in whole or in part, redevelopment activities.

Project tax increment revenues are distributed to address an array of obligations. As required by Section 33334.2 of the CRL, 20 percent of the tax increment revenue from the project area must be deposited into the Housing Fund for the purposes of increasing, improving, and preserving the community's supply of LMI housing. The Agency will use the remaining 80 percent of the tax increment revenue to pay for taxing entity obligations, debt service costs, and other program expenditures. Program expenditures include infrastructure, capital facility, and economic development programs within the project area. Statutory pass-throughs to taxing agencies were initiated in 1994 with the passage of Assembly Bill 1290 (AB 1290). Under AB 1290, each taxing entity that levies property taxes in the redevelopment project area and does not have a pre-existing fiscal agreement with the Agency will receive an annual pass-through payment in proportion to its levy and based on the formulas set forth in the legislation. The formulas reflect a system of phased, tiered, pass-through percentages. Once initiated, the percentage pass-throughs in each tier remain in effect for the life of the Agency. Each tier's percentage pass-through only relates to the portion of the tax increment generated during the period of time subject to the tier.

The forthcoming redevelopment plan will feature specific time limits on the collection of tax increment revenue as required by law. The Agency may collect tax increment revenue for a period of 45 years following adoption of the ordinance adopting the redevelopment plan. Assuming the redevelopment plan is adopted in 2009, the Agency would receive project area tax increment revenue through fiscal year 2054.

Bonded Debt

Under the forthcoming redevelopment plan, the Agency will have a capacity to issue bonds and/or notes for any of its corporate purposes, payable in whole or in part from tax increment revenue. Many redevelopment agencies in the state employ bond financing as an integral component of their overall redevelopment-financing program. The redevelopment plan will allow the Agency to incur debt for a 20-year period after its adoption, and it will establish a \$35 million limit on the amount of bonded debt principal which may be outstanding at any one time. Assuming the plan is adopted in 2009, the Agency would be permitted to incur debt until July 2029.

Lease of Agency-Owned Property

The Agency may lease or otherwise encumber its property holdings to pay the costs of project implementation.

Participation in Development

If the Agency enters into agreements with property owners, tenants, and/or other developers that provide for revenues to be paid or repaid to the Agency, such revenues may be used to pay for costs incurred during project implementation.

Other Available Sources

Any other loans, grants, or financial assistance from the federal government or any other public or private sources will be utilized as available and appropriate. The Agency also will consider use of the powers provided by Chapter 8 (Redevelopment Construction Loans) of the CRL to provide construction funds for appropriate projects. Where feasible and appropriate, the Agency may use assessment district and/or Mello-Roos bond financing to pay for the costs of public infrastructure, facilities, and operations.

Conclusion

If the *Revised Preliminary Redevelopment Plan* is adopted by the Redevelopment Agency and the Board of Supervisors, Agency staff will consult with the taxing entities associated with the Crows Landing Redevelopment Area and request fiscal data from the County Assessor. The input gained from this consultation will be summarized in a report to the Planning Commission and Board of Supervisors and incorporated, as appropriate, into the final *Redevelopment Plan for the Crows Landing Air Facility Project Area*.





February 19, 2009

MEMO TO: Stanislaus County Planning Commission

FROM: Stanislaus County Department of Planning and Community Development

SUBJECT: REVISED PRELIMINARY REDEVELOPMENT PLAN AND REVISED PRELIMINARY REDEVELOPMENT REPORT - STANISLAUS COUNTY CROWS LANDING AIR FACILITY PROJECT AREA

DISCUSSION

In 2005, the Stanislaus County Redevelopment Agency prepared a Preliminary Redevelopment Plan for the Stanislaus County Crows Landing Air Facility Project Area. Pursuant to California Redevelopment Law (CRL), the plan identified a redevelopment project area that included the 1,528-acre former Crows Landing Air Facility and set forth goals and objectives for the Crows Landing Redevelopment Project Area. On November 15, 2005, the Stanislaus County Board of Supervisors and Stanislaus County Redevelopment Agency approved the Preliminary Redevelopment Plan and approved a motion to designate the former Crows Landing Air Facility 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 to alleviate blight conditions associated with the vacant, decommissioned military property.

At this time, the Planning Commission is being asked to consider taking the following action: 1) consider approval of a Revised Preliminary Redevelopment Plan and 2) consider recommending approval of a Revised Preliminary Redevelopment Report (see Attachment A). Both actions are needed to enable continuation of the environmental review and the preparation of the final Redevelopment Plan for the Crows Landing Air Facility.

Revised Preliminary Redevelopment Plan

The Revised Preliminary Redevelopment Plan holds to the County's original goals and objectives identified for the 1,528-acre redevelopment area, and it reflects ongoing County efforts that have led to changes in the long-term redevelopment plans for the Redevelopment Area. The Revised Preliminary Redevelopment Plan:

- Provides more detailed documentation of the County's efforts for the 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 general aviation, short-haul rail and inland port uses, and other development efforts for which the county may receive grant assistance.

ATTACHMENT 2

The Revised Preliminary Redevelopment Plan provides guidance for the 1,528-acre Crows Landing Redevelopment Project Area only; it does not address areas outside of the Redevelopment Project Area boundaries that would be associated with private development efforts.

Revised Preliminary Redevelopment Plan Report

A Revised Preliminary Redevelopment Plan Report has been prepared in accordance with Section 33344.5 of the California Redevelopment Law (CRL), Health and Safety Code Section 33000 *et seq.* (Law). Pursuant to the information Section 33344.5 of the CRL, the Report addresses the following:

- Reasons for the selection of the Redevelopment Project Area;
- A description of the physical and economic conditions existing in the Project Area;
- A determination as to whether the project area meets the requirements for blight for closed military bases;
- A preliminary assessment of the proposed method of financing, including the economic feasibility and the reasons for the division of tax increment;
- A description of the projects proposed by the agency; and
- A discussion of how the proposed projects will improve conditions and alleviate blight.

With the approval of the Report, the Stanislaus County Redevelopment Agency will consult with the affected taxing entities and the community regarding the scope and impacts of the proposed redevelopment plan. Following this consultation, the Redevelopment Agency will incorporate comments into a consultation summary report to the Board of Supervisors, and it will prepare a more detailed Redevelopment Plan based upon the Revised Preliminary Plan. The consultation summary report and more detailed Redevelopment Plan will be considered by the Agency and Board of Supervisors at a joint public hearing.

California Redevelopment Law (CRL), Sections 33322 and 33325, requires that prior to initiation of environmental review, the Planning Commission must both select the Project Area Boundary and approve a Preliminary Plan. The Planning Commission forwards the Preliminary Plan to the Redevelopment Agency for further action. The Planning Commission, Board of Supervisors and Redevelopment Agency approved both the Project Area and Preliminary Plan in 2005. No changes to the original 2005 Project Area are proposed, and no additional action is required. The Preliminary Plan, however, has been modified to include items described above, and must be re-approved, by both the Planning Commission and Redevelopment Agency, prior to environmental review being completed.

RECOMMENDATION

Staff recommends the Planning Commission:

1. Approve the Revised Preliminary Redevelopment Plan; and
2. Recommend the Board of Supervisors approve the Revised Preliminary Redevelopment Report.

Attachment A: Revised Preliminary Redevelopment Plan and Revised Preliminary Redevelopment Report

9:20 AM
VI-B

WS-PACE Comments for the Stanislaus County Redevelopment Agency consideration of Item VI. #B Crows Landing Air Facility – Approval of the Revised Redevelopment Plan



West Side-Patterson Alliance for the Community and the Environment

May 5, 2009

via: hand delivered

Stanislaus County Redevelopment Agency
1010 10th Street, Suite 3400
Modesto, California 95354
E-mail address: planning@co.stanislaus.co.us
Telephone: (209) 525-5911

Re: Consideration of the Revised Preliminary Redevelopment Plan for the Crows Landing Air Facility

Agency Members:

We request that this item be postponed for the following reasons:

The public was not informed of this hearing. WS-PACE.org is on record before the Redevelopment Director (April 2, 2009, Airport Land Use Commission hearing), requesting notification for this meeting.

We were not contacted.

Another organization made several attempts to learn how this agency notices its public hearings (see attached email). These requests have gone unanswered. In addition, today's Board of Supervisor agenda makes no effort to highlight this meeting. "Item VI" is on page four and the heading identifying the redevelopment hearing has a font size that is indistinguishable from the rest of the agenda, making it very easy to miss. Given the infrequency of these meetings, this is deceptive.

There are serious procedural and legal issues associated to this project and the Memorandum of Understanding approved by the Stanislaus County Board of Supervisors in advance of California Environmental Quality Act review. The City of Patterson and the Del Puerto Health District, et al., have filed an appeal with the Fifth District Court of Appeals in Fresno County. The Writ of Supersedeas requests an immediate stay and a motion for calendar preference due to the momentum building for a one project alternative.

WS-PACE Comments for the Stanislaus County Redevelopment Agency consideration of Item VI. #B Crows Landing Air Facility – Approval of the Revised Redevelopment Plan

We support the substantive critique offered by William D. Ross, the attorney for the West Stanislaus County Fire and the Del Puerto Health Districts, in his testimony before the Planning Commission on February 19, 2009, in opposition to this plan.

We request that this hearing be postponed until after the Environmental Impact Report is released for the West Park Crows Landing Inland Port/Industrial and Commercial Park. The action you take today will only serve to further limit the alternatives for redeveloping the Crows Landing Air Facility and prematurely tie the redevelopment of the air base to one alternative which relies on an inland port. This is improper under the California Environmental Quality Act and is tantamount to piecemealing this project.


Key maps associated to the revised redevelopment plan have not been made available to the public.

Furthermore, we request that the County explain why a separate environmental document is not being prepared for the air facility which was the original plan in 2006.

We recently requested financial assurance by the master developer (PCCP West Park LLC) and look forward to the county's response.

We hope that Stanislaus County planning processes concerning the West Park Crows Landing project will be open, transparent and legally compliant. There is significant opposition to this project and the process by which it has moved forward. Continuing this item will be one indication that the county takes this responsibility seriously.

Sincerely,

A handwritten signature in black ink that reads "Ronald Swift". The signature is written in a cursive, slightly slanted style.

Ron Swift, President
WS-PACE
P.O. Box 1044
Patterson, California 95363
ron@ws-pace.org

cc: Interested parties

From: Maureen McCorry ()
To: kirk.ford@stancounty.com
Date: Tuesday, April 7, 2009 8:25:28 AM
Cc: mccorrymk@gmail.com
Subject: Redevelopment Agency Meetings

Dear Mr. Ford,

We would like to get information regarding how Stanislaus County notices its Redevelopment Agency meetings. Specifically, when does this agency meet and, outside noticing in the local newspaper, where can members of the public find timely information on upcoming meetings and agendas? We did notice that there is a seperate link on the planning home page for this agency, but there is no schedule available. We did make inquires by phone, but staff was not sure regarding what the process was because the agency meets so infrequently.

Finally, we request to be included for notification of upcoming Redevelopment Agency meetings.

We look forward to your response.

Sincerely,

Maureen McCorry, Director
San Joaquin Et Al
P.O. Box 722
Merced, CA 95341
(415) 816-8872

Crows Landing Air Facility Project Area

Revised Preliminary Redevelopment Plan



May 5, 2009

Revised Redevelopment Plan for the Crows Landing Air Facility Project Area

Goals:

- Provide an update of the *Revised Preliminary Redevelopment Plan to Redevelopment Agency*
- Request acceptance of the Preliminary Plan, direct preparation of Final Redevelopment Plan, and authorize transmittal of information to taxing agencies and officials (Agency)
- Recommendation that staff commence preparation of a Draft Environmental Impact Report in tandem with the Westside project (as an agency cost savings measure)

Site History/Background (1991 – 2004)

- 1991: Closure of the Crows Landing Air Facility
- 1999: NASA transfers land to Stanislaus County
- 2004: 1,352 of 1,528 acres conveyed to the County



Redevelopment Project Area and Report (2005)

2005: County Prepared a *Preliminary Redevelopment Plan*

- Determined site as eligible for redevelopment (in compliance with rules for former military bases)
- Redevelopment Project Area boundaries established
- Established site development goals



Guiding Principles for Crows Landing Reuse and Redevelopment

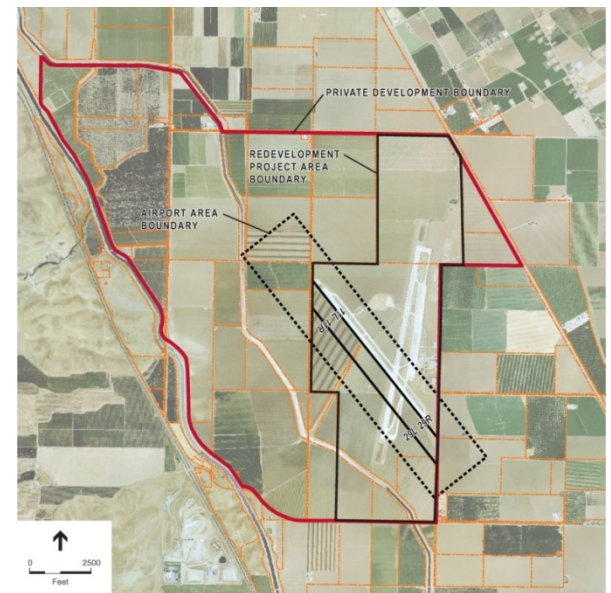
- Set aside land for airport use
- Look to transportation and distribution options
- Capitalize on proximity to I-5 corridor
- Maintain sensitivity to the surrounding communities (Patterson, Newman, and Crows Landing)
- Improve infrastructure/services to the Crows Landing community

Subsequent Activities (2006 – 2008)

- 2006: Retention of the shorter runway identified
- 2007 – 2008: Crows Landing Ad Hoc Steering Committee meets
- Further economic studies/changes in economic conditions
- 2006 – 2008: Pursue interest in private development and other uses

Revised Preliminary Plan (2009)

- Maintain original Redevelopment Project Area Boundary (*Separation from private, off-site development*)
- Follow Board guiding principles
- Includes additional land uses



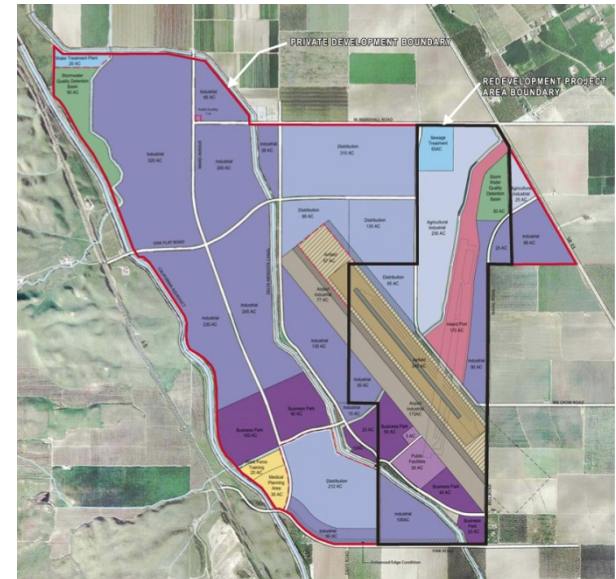
Revised Preliminary Plan – continued

- Update project history and background
- Maintains general aviation use
- Include partnership with federal, state, and local agency funding sources



Revised Preliminary Plan – continued

- Update land uses to include:
 - Public Facilities/Infrastructure
 - Rail/Inland Port
- Includes goals for green/pollution-reducing technologies



Next Steps

- Agency considers input gathered from Taxing Entities
- Agency prepares *Final Redevelopment Plan*
- Agency requests financial analysis (Assessor)



Recommended Action

- Recommend the Agency accept the revised Preliminary Redevelopment Plan for the Crows Landing Air Facility Project Area.
- Direct staff to prepare a Redevelopment Plan for a Draft Environmental Report.
- Authorize the Agency transmittal of information to taxing agencies and officials.
- Direct Agency staff and consultants to commence preparation of a Draft Environmental Report.