

West Park Land Use Descriptors

Industrial:

This designation will be applied to areas proposed for industrial uses including large manufactured goods production, warehousing, processing, limited offices, low intensity manufacturing and assembly processes. Industrial uses may include both heavy industrial uses where facility buildings are typically larger in scale and more specialized in nature, and light industrial which typically does not require large open areas for material and equipment storage, and tend to have slightly higher employee ratios. Uses may include some commercial tenants, subject to county staff approval and allowable uses, such as convenience stores, gas stations, restaurants and fast food. General retail uses such as those found in neighborhood and regional retail centers are not allowed.

Key Industrial uses that are either permitted or permitted with staff approval include agriculture and industrial material development plants, food processing and packaging, computer/electronics development plants and offices, manufacturing technology and support industries, light industrial office uses, and research and development facilities.

A small portion of the business Park area is within the zones 2, 3 and 4 airway impact zone in which height restrictions and some land use exclusions apply. However the vast majority of this land use is located within zone 6 of the airway zone impact area which has a low likelihood of accident occurrence and little restriction on the land use opportunities.

A major transit terminal may be included at strategic areas oriented to the I-5 off-ramp locations, with general bus/transit locations provided to allow an internal transit system to occur, with the potential to extend to regional transit systems.

Industrial land uses will not create objectionable noise, smoke, odor, dust, noxious gases, light, glare, heat, vibration, or industrial wastes, or consume water quantities beyond those assumed in the infrastructure assessment of the General Plan. Any uses consuming greater water quantities or producing higher wastewater than assumed will only be allowed contingent upon meeting specific performance criteria that will be specified in the master development plan.

Agricultural Industrial:

This designation will be applied to areas proposed for agricultural food processing and storage, including milk products, fruits, nuts, vegetables, blended foods, candies, nonalcoholic beverages, preserves, bakery goods and frozen foods; but excluding certain uses as may be determined by code to include butchering, slaughtering, eviscerating and fat rendering. Storage warehousing and wholesale distribution facilities for agricultural uses such as fresh fruit or vegetable containers will be allowed.

The Agricultural Industrial uses are located in close proximity to the inland port development to provide efficient access to the port and trucking routes, oriented to this core agricultural use within Stanislaus County. The vast majority of this land use is located within zone 6 of the airway zone impact area which has a low likelihood of accident occurrence and little restriction on the land use opportunities.

Key Agriculture Industrial uses that are either permitted or permitted with staff approval include agriculture and industrial material development plants, agriculture related office uses, food processing and packaging, and agriculture research and development facilities. Uses may include some commercial tenants, subject to county staff approval and allowable uses, such as convenience stores, gas stations, restaurants and fast food. General retail uses such as those found in neighborhood and regional retail centers are not allowed.

A major transit terminal may be included at a strategic area oriented to Marshall Road and HWY 33, with general bus/transit locations provided to allow an internal transit system, with the potential to extend to regional transit systems.

Airport Industrial:

This designation will be applied to those areas required to support the successful growth of the airport such as the development of an air cargo facility, inter-modal transfer facilities, communication facilities and other transportation logistics. The Airport control tower, airport terminals and passenger services would be included in this land use area. This designation would include areas devoted to fixed based operators such as aircraft fuel, hangars, rental car companies, airport related office uses, and aircraft service and repair businesses. County staff approval will be required to assure that all uses meet with the airway safety zone criteria.

Proximity and direct access to the airport area will be critical. Other airport-supportive commercial businesses, such as hotel/motels are to be included in the Business Park designation, although staff approval may allow restaurants and or fast food to occur with the passenger related services. General bus/transit locations may be provided to allow an internal transit system to occur, with the potential to extend to regional transit systems.

The Airport Industrial is located within zones 1, 2, 3 and 5 of the airway safety zone and will be required to comply with all applicable safety zone standards.

Airfield:

This designation will be applied to those areas that are required to support the current and planned future needs of the airport and its operations. This designation includes the runways, taxiways, heliport, the airport property, “clear zone” areas, aircraft tie-down areas, instrumental and equipment areas, and any other area required to be a part of the airport property. Fire and law enforcement facilities will be allowed with a use permit to determine safe and expedient conditions. The total area and general location of this designation will be defined in the master plan to ensure that the airport can be developed in a logical and orderly fashion over a period of years.

The Airfield is located entirely in the zone 1 safety zone area in which no new structures or objects are allowed.

Distribution:

This designation will be applied to areas proposed for large manufactured goods, which typically require large open areas for product distribution and transfer. Facility buildings are typically larger in scale, with a lower employee ratio. Large warehouse uses are typical for this industrial use.

Key Distribution uses; many of which will require staff approval to provide concurrence with airway safety zone standards; are assembly plants, distribution centers, container shipping facility, outside storage facilities, (screened) and warehousing centers. An air cargo facility with distribution capabilities adjacent to the airway is a potential use. General bus/transit locations may be provided to allow an internal transit system to occur, with the potential to extend to regional transit systems.

Although a small portion of the Distribution area is within the zone 2 and 3 airway impact zone with some specific safety impacts, the vast majority of this land use is located within zone 6 of the airway zone impact area which has a low likelihood of accident occurrence and little restriction on the land use opportunities.

Business Park:

This designation applies to districts appropriate for business park land uses, including local service office uses, research and development, technology support offices and corporate headquarter offices. Public health service and vocational training facilities may also be key components of the business park. The land uses allowed and development standards required are intended to protect adjacent areas from impacts while allowing indoor, clean and quiet industry. Uses may include some commercial tenants, subject to county staff approval and allowable uses; such as convenience stores, day care, gas stations, hotels, fitness centers, restaurants and fast food.

The Business Park uses are located in the south area of the project site, with primary access from Fink road or Davis road. Although a small portion of the business Park area is within the zone 3 airway impact zone, the vast majority of this land use is located within zone 6 of the airway zone impact area which has a low likelihood of accident occurrence and little restriction on the land use opportunities.

A major transit terminal may be included at a strategic area oriented to Fink Road locations either near I-5 or intersecting at Davis or Bell roads, with general bus/transit locations provided to allow an internal transit system to occur, with the potential to extend to regional transit systems.

Public Facilities:

This designation applies to areas where sheriff, fire, public utility offices, county facilities and other public services and facilities will need to be located to provide adequate services to all land uses operating within the master plan area. The Public Facility land uses are located just south of the airport industrial uses and have access to an existing abandoned runway which may be utilized as taxi runway for the Highway Patrol and California Department of Forestry airfield uses.

The entire area of this land use is located within zone 6 of the airway zone impact area which has a low likelihood of accident occurrence and little restriction on the land use opportunities.

General bus/transit locations may be provided to allow an internal transit system to occur, with the potential to extend to regional transit systems.

Inland Port Shipping:

This designation will be applied to those areas dedicated to the transfer of shipping containers between air, rail, and truck modes of transport. Facilities will include multi-modal transport infrastructure, railroad terminal and inter-modal transfer facilities, container shipping facility and supporting equipment storage yards, potential air cargo facility, and other transportation logistics. Loading crane use is permitted with staff approval to determine compliant height restrictions in airway safety zones.

Although a small portion of the business Park area is within the zone 5 airway impact zone, the vast majority of this land use is located within the zone 6 airway zone impact area which has a low likelihood of accident occurrence and little restriction on the land use opportunities.

General bus/transit locations may be provided to allow an internal transit system to occur, with the potential to extend to regional transit systems.

Medical Planning Area:

This designation will be applied to those areas dedicated to medical offices for doctors, dentists, clinics and other medical services. These services include inpatient, outpatient, diagnostic and treatment, ambulatory services, clinical research (including educational & clinical uses in addition to research) and other services accessory to medical facilities. Uses may include some commercial tenants, subject to county staff approval and allowable uses; such as day care, fitness center, restaurants and fast food.

The entire area of this land use is located within or outside of the zone 6 airway zone impact area which has a low likelihood of accident occurrence and little or no restriction on the land use opportunities.

Work Force Training:

This designation will be applied to those areas dedicated to vocational education and training facilities and their supporting services, intended as a college/campus facility. These facilities will include classrooms, administrative/academic offices, and other logistical facilities. Supporting services may include convenience retail, bookstores, specific learning facilities, public transit, and other uses associated with campus operations and user needs. On-site living facilities such as dormitories and student housing will not be permitted.

The entire area of this land use is located within the zone 6 airway zone impact area which has a low likelihood of accident occurrence and little restriction on the land use opportunities.