STANISLAUS COUNTY PLANNING COMMISSION

October 15, 2026

STAFF REPORT

GENERAL PLAN AMENDMENT AND REZONE APPLICATION NO. PLN2026-0010 GILL RV & BOAT STORAGE FACILITY

REQUEST: TO AMEND THE GENERAL PLAN AND ZONING DESIGNATION OF AN 8.79-ACRE PARCEL FROM URBAN TRANSITION AND GENERAL AGRICULTURE (A-2-10) TO PLANNED DEVELOPMENT TO ALLOW FOR THE DEVELOPMENT OF A RECREATIONAL VEHICLE (RV) AND BOAT STORAGE FACILITY.

APPLICATION INFORMATION

Applicant:	Anna Gill
Property owner:	Gill Family Trust (Harry and Anna Gill)
Agent:	Haren Sanghera, GDR Engineering, Inc.
Location:	261 Orange Avenue, between 1st Street and Locust Avenue, in the Patterson area.
Section, Township, Range:	30-5-8
Supervisorial District:	District Five (Supervisor C. Condit)
Assessor's Parcel:	048-001-038
Referrals:	See Exhibit G Environmental Review Referrals
Area of Parcel(s):	8.79± acres
Water Supply:	Domestic well
Sewage Disposal:	Private septic system
General Plan Designation:	Urban Transition
Community Plan Designation:	N/A
Existing Zoning:	General Agriculture (A-2-10)
Sphere of Influence:	City of Patterson
Williamson Act Contract No.:	N/A
Environmental Review:	Negative Declaration
Present Land Use:	Row crops, Single-family dwelling, accessory dwelling unit, accessory storage shed, and communication facility.
Surrounding Land Use:	Row crops, ranchette parcels, and a tractor-trailer repair facility to the east and south; residential development within the City of Patterson to the north; and State Highway 33 and industrial development within the City of Patterson to the west.

RECOMMENDATION

Staff recommends the Planning Commission provide a recommendation of approval to the Board of Supervisors, based on the discussion below and on the whole of the record provided to the County. Exhibit A provides an overview of the findings and actions required for project approval.

PROJECT DESCRIPTION

This is a request to amend the General Plan and zoning designation of an 8.79-acre parcel from Urban Transition and General Agriculture (A-2-10) to Planned Development (P-D) to allow for the development of a recreational vehicle (RV) and boat storage facility. The RV and boat storage facility will include 197 graveled parking stalls accessed by paved drive aisles. Two driveways, for ingress and egress, will be developed providing access to Orange Avenue. A storm drain basin is proposed to be constructed at the northeast portion of the project site. The site will be enclosed by chain link perimeter fencing and security lighting with screening landscaping along the western and eastern property lines. Security lighting, comprised of eight individual freestanding security lights, 25-feet in height, are proposed to be installed throughout the parking area. A site plan and preliminary landscape plan are provided as part of Exhibit B – Maps and Plans.

The facility will be operated in conjunction with an existing RV & boat storage facility located within the City of Patterson, .5 miles of the project site. No employees will report directly to the project site and customer access to the site will be by a controlled access gate, allowing 24/7 access for customers. The applicant anticipates up to five customers accessing the site per-day. The project will not include an office or customer restroom facilities.

An existing single-family dwelling and accessory dwelling unit (ADU) are proposed to remain on-site and will continue to be utilized as residential uses.

Grading and installation of improvements associated with the project are anticipated to be completed within one year of project approval (see Exhibit D – *Development Schedule*).

SITE DESCRIPTION

The site is located at 261 Orange Avenue, between 1st Street and Locust Avenue, in the Patterson area. The project site is currently developed with a single-family dwelling, an ADU, an accessory storage shed, and a communication facility all of which will remain. The balance of the site has been historically planted in row crops.

The project site is located within the Local Agency Formation Commission (LAFCO) adopted Sphere of Influence (SOI) for the City of Patterson. Surrounding land uses

include row crops, ranchette parcels, and a tractor-trailer repair facility to the east and south, residential development within the City of Patterson to the north, and State Highway 33 and industrial development within the City of Patterson to the west.

ISSUES

The following issue was identified as part of the review of the project:

Concurrent with project processing, it was determined that an existing detached garage was being converted to an ADU without first obtaining the necessary building permit and, as a result, the property owner was issued a Stop Work Order on June 12, 2026. Under the current zoning, the site is permitted one single-family dwelling and one ADU. A building permit application for the ADU was submitted to the County on July 27, 2026. A development standard has been added to this request requiring the permit for the ADU be finaled prior to any operation of the RV and boat storage facility.

GENERAL PLAN CONSISTENCY

Consistency with the goals, objectives, and policies of the various elements of the Stanislaus County General Plan must be evaluated when processing all discretionary project requests. General Plan amendments affect the entire County, and any evaluation must give primary concern to the County as a whole; therefore, a fundamental question must be asked in each case: will this amendment, if adopted, generally improve the economic, physical and social well-being of the County in general? Additionally, the County in reviewing General Plan amendments shall consider how the levels of public and private service might be affected; as well as how the proposal would advance the long-term goals of the County. In each case, in order to take affirmative action regarding a General Plan Amendment application, it must be found that the General Plan Amendment will maintain a logical land use pattern without detriment to existing and planned land uses and that the County and other affected government agencies will be able to maintain levels of service consistent with the ability of the government agencies to provide a reasonable level of service. In the case of a proposed amendment to the Land Use diagrams of the General Plan's Land Use Element, an additional finding that the amendment is consistent with the goals and policies of the General Plan must also be made.

This project includes a request to amend the project site's General Plan designation from Urban Transition to Planned Development, to allow for development to occur prior to annexation. The Urban Transition designation is intended for land to remain in agricultural usage until urban development consistent with a city's general plan designation is approved and, for this to occur, a change in the General Plan designation consistent with the adopted goals and policies to some other land use designation shall be required. The Land Use Element describes the Planned Development designation as a designation intended for land which, because of demonstrably unique characteristics, may be suitable for a variety of uses without detrimental effects on other

property. As this project proposes development ahead of annexation, a Planned Development designation would be appropriate.

The project site is located with the City of Patterson LAFCO adopted SOI and is designated as Low Density Residential in the City of Patterson's General Plan Land Use Diagram. The County's General Plan SOI policy states that development, other than agricultural uses and churches, which requires discretionary approval from incorporated cities, shall be referred to the city for preliminary approval. The project shall not be approved by the County unless written communication is received from the city memorializing their approval. If approved by the city, the city should specify what development standards are necessary to ensure that development will comply with city development standards. Goal Five, Policy 26 of the Land Use Element states that development must meet the applicable development standards of the affected city.

The City of Patterson has provided written support for the project and has requested that prior to issuance of any permit for development of the site, the applicant enter into a deferral agreement with the City to ensure that frontage improvements, connection to city utilities, and payment of city development fees take place upon annexation to the City. Additionally, the City requested that prior to operation the applicant construct a 6.5-foot-tall masonry wall along the northern parcel boundary to limit noise and light intrusion to the adjacent residential development. These requests have been added as development standards to the project.

The project site is within the vicinity of the Crows Land Industrial Business Park (CLIBP), which is comprised of the former Crows Landing Naval Airbase. Accordingly, the project was referred to the County's Airport Land Use Commission (ALUC). The ALUC responded to the project referral, stating that the adopted Airport Land Use Compatibility Plan (ALUCP) identified the project site as being outside the identified Safety Zones and Noise Contour areas of the CLIPB airport, however, it is located within the Airport Influence Area (AIA), which requires that Real Estate Disclosures of the airport proximity are made for any transactions involving residential property and that FAA height notifications are completed for the construction of a structure over 100-feet-tall. These requirements have been added as development standards for the project.

The Agricultural Buffer Guidelines of the Agricultural Element of the General Plan states that new or expanding uses approved by a discretionary permit in the General Agriculture (A-2) zoning district, or on a parcel adjoining the A-2 zoning district, should incorporate a minimum 150-foot-wide agricultural buffer setback, or 300-foot-wide buffer setback for people-intensive uses, to physically avoid conflicts between agricultural and non-agricultural uses. Public roadways, utilities, drainage facilities, rivers and adjacent riparian areas, landscaping, parking lots, and similar low people intensive uses are permitted uses within the buffer setback area. As the project will serve as a long-term parking facility for RV and boats, it is considered exempt from the buffer policy; however, the applicant proposes a combination of fencing and screening landscaping to

separate the project site from adjacent land uses. The project referred to the Stanislaus County Agricultural Commissioner, and no comments have been received to date.

Staff believes that with development standards in place, the project is consistent with the County's General Plan.

ZONING ORDINANCE CONSISTENCY

The current zoning designation of the project site is General Agriculture (A-2-10). In order to permit the request the site must be rezoned to Planned Development. To approve a rezone, the Planning Commission must find that it is consistent with the General Plan. If approved, the RV and boat storage facility as well as continued use of the existing residential development will be the only permitted uses of the new P-D zoning district and any expansion or amendment to the uses will be subject to all applicable requirements of the County's Zoning Ordinance.

This project will maintain zoning consistency by adhering to the uses and development standards, including: fencing, paving and graveling, landscaping, signage, lighting, and masonry wall construction, and setbacks, incorporated into this project (see Exhibit C – *Development Standards*). As the project is located within the City of Patterson LAFCO adopted SOI, the development standards will be required to meet City standards, where applicable.

Under the County's Zoning Ordinance, a request for a P-D designation shall be accompanied by a development schedule indicating to the best of the applicant's knowledge the approximate date when construction of the project can be expected to begin, the anticipated rate of development, and the completion date. In order to extend the time limits of the development schedule, the applicant must request an extension from the Planning Commission. The applicant has stated that construction will begin immediately following approval of this proposal and anticipates completion of the project within one year of project approval (see Exhibit D – *Development Schedule*).

The proposed zoning designation of Planned Development will be consistent with the proposed General Plan designation of Planned Development, as outlined in Exhibit A of this report.

ENVIRONMENTAL REVIEW

Pursuant to the California Environmental Quality Act (CEQA), the proposed development was circulated to interested parties and responsible agencies for review and comment and no significant issues were raised (see Exhibit G – *Environmental Review Referrals*).

Accordingly, a Negative Declaration has been prepared for adoption prior to action on the project (see Exhibit F – *Negative Declaration*). Development standards reflecting

referral responses have been placed on the project (see Exhibit C – *Development Standards*).

******

Note: Pursuant to California Fish and Game Code Section 711.4, a filing fee shall be paid for all project applications subject to the California Environmental Quality Act (CEQA); therefore, the applicant will further be required to pay **$3,100.75** for the California Department of Fish and Wildlife and the Clerk-Recorder filing fees. The attached Development Standards ensure that this will occur.

Contact Person: Jeremy Ballard, Senior Planner (209) 525-6330

Attachments:
Exhibit A – Findings and Actions Required for Project Approval
Exhibit B – Maps and Plans
Exhibit C – Development Standards
Exhibit D - Development Schedule
Exhibit E – Initial Study
Exhibit F – Negative Declaration
Exhibit G – Environmental Review Referrals

Findings and Actions Required for Project Approval

1. Adopt the Negative Declaration pursuant to CEQA Guidelines Section 15074(b), by finding that on the basis of the whole record, including the Initial Study and any comments received, that there is no substantial evidence the project will have a significant effect on the environment and that the Negative Declaration reflects Stanislaus County's independent judgment and analysis.

2. Order the filing of a Notice of Determination with the Stanislaus County Clerk Recorder's Office pursuant to Public Resources Code Section 21152 and CEQA Guidelines Section 15075.

3. Find, based on the discussion in this report, and the whole of the record that:

    a. The General Plan Amendment will maintain a logical land use pattern without detriment to existing and planned land uses.

    b. The County and other affected governmental agencies will be able to maintain levels of service consistent with the ability of the governmental agencies to provide a reasonable level of service.

    c. The amendment is consistent with the General Plan goals and policies.

    d. The project will increase activities in and around the project area, and increase demands for roads and services, thereby requiring dedication and improvements.

4. Find that the proposed Planned Development zoning is consistent with the Planned Development General Plan designation.

5. Approve General Plan Amendment and Rezone Application No. PLN2026-0010 – Gill RV and Boat Storage Facility, subject to the attached Development Standards.

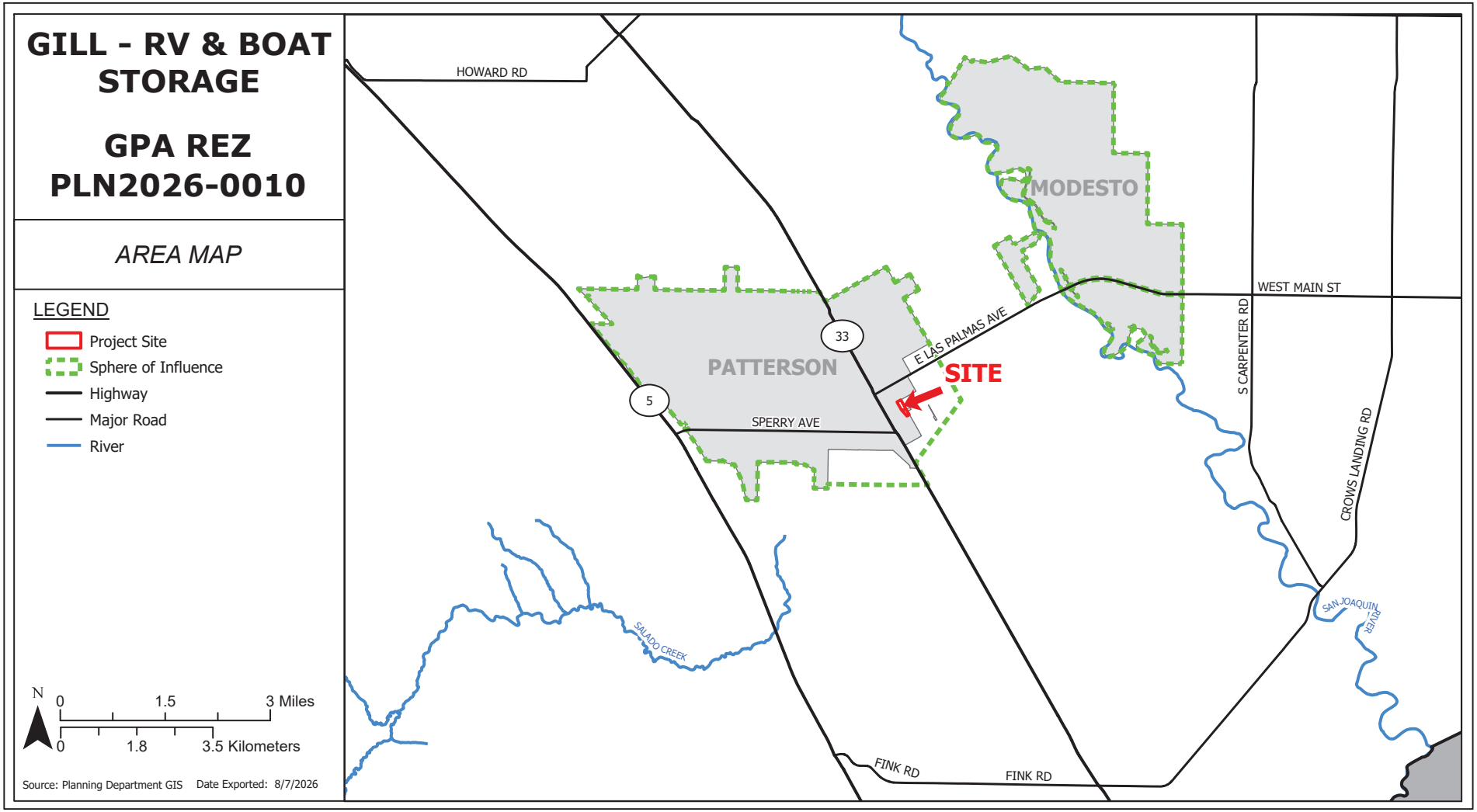
6. Introduce, waive the reading, and adopt an ordinance for the approved Rezone Application No. PLN2026-0010 – Gill RV and Boat Storage Facility.

EXHIBIT B

GILL - RV & BOAT STORAGE

GPA REZ
PLN2026-0010

AREA MAP



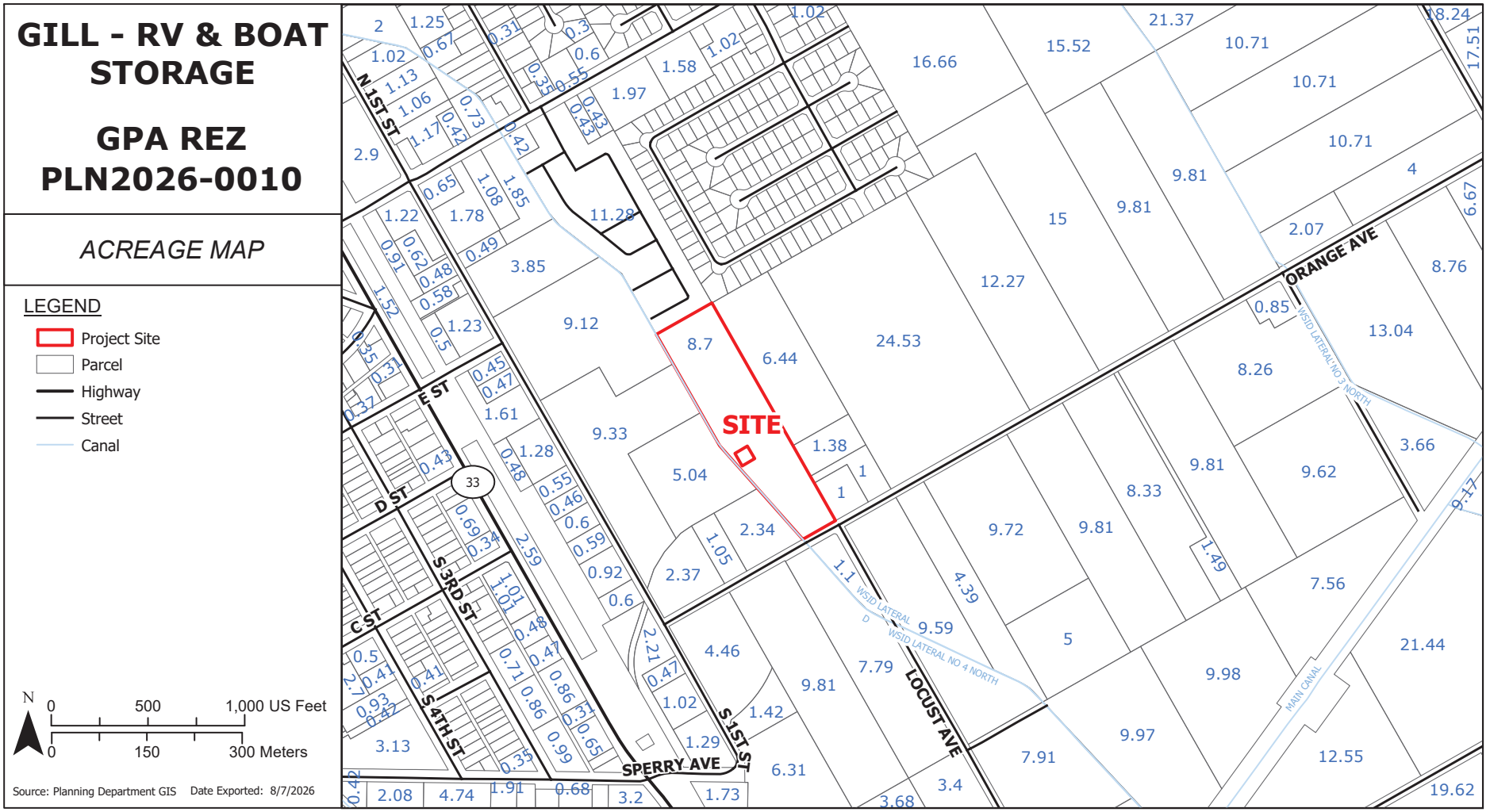
GILL - RV & BOAT STORAGE

GPA REZ
PLN2026-0010

ACREAGE MAP

LEGEND

- Project Site
- Parcel
- Highway
- Street
- Canal



Source: Planning Department GIS Date Exported: 8/7/2026

EXHIBIT B-1

GILL - RV & BOAT STORAGE

GPA REZ PLN2026-0010

GENERAL PLAN MAP

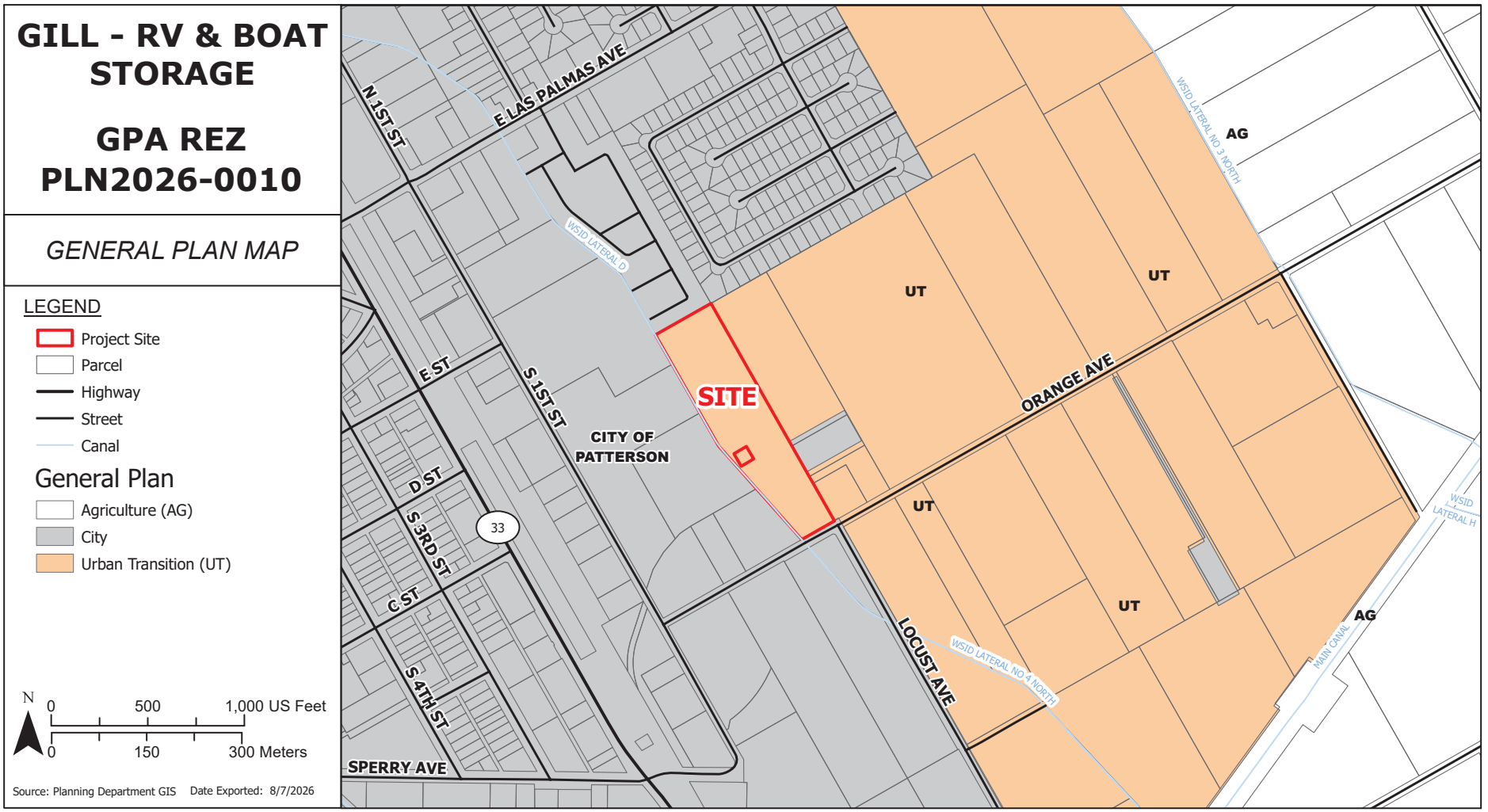


EXHIBIT B-2

GILL - RV & BOAT STORAGE

GPA REZ PLN2026-0010

ZONING MAP



EXHIBIT B-3

GILL - RV & BOAT STORAGE

GPA REZ PLN2026-0010

2025 AERIAL AREA MAP

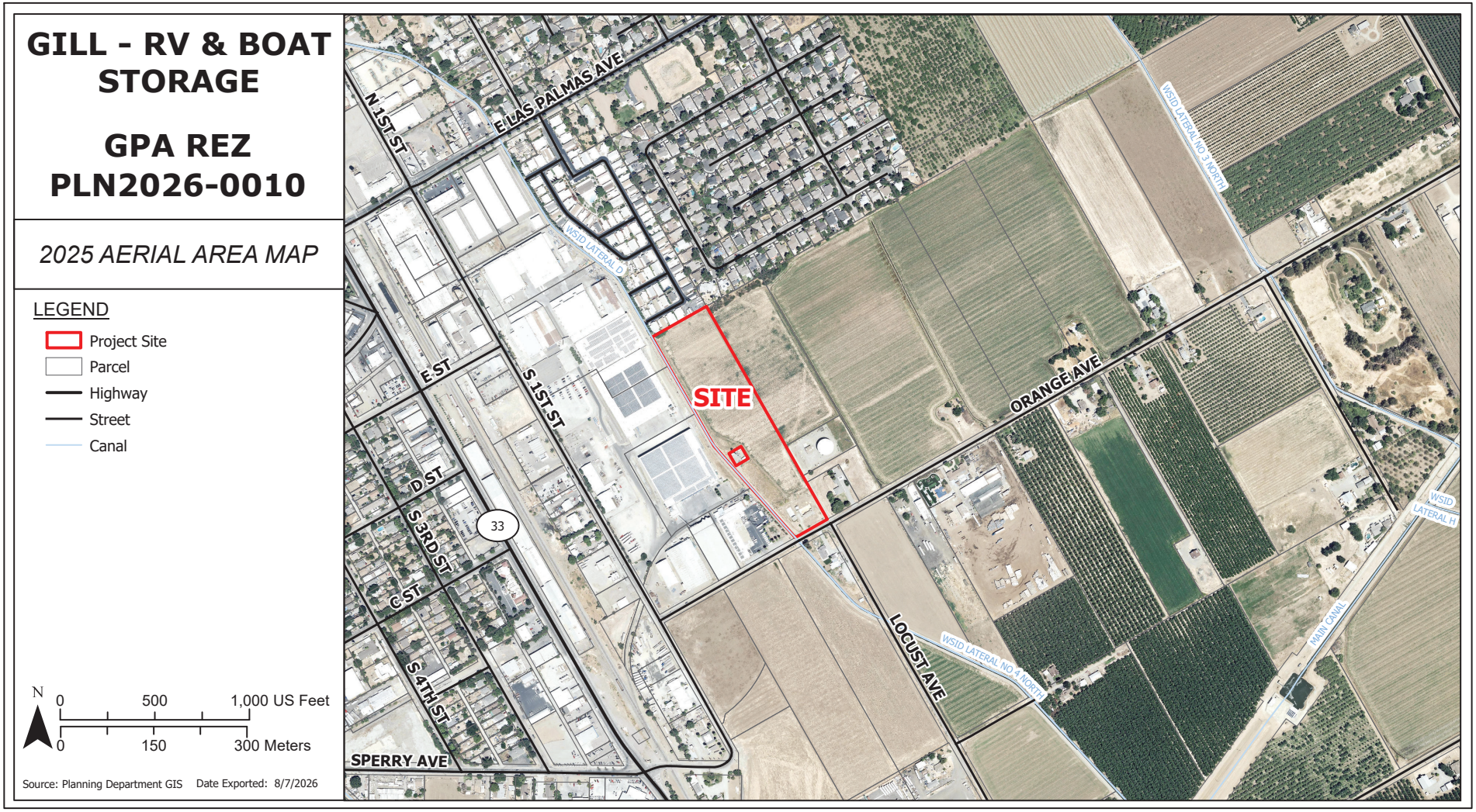


EXHIBIT B-4

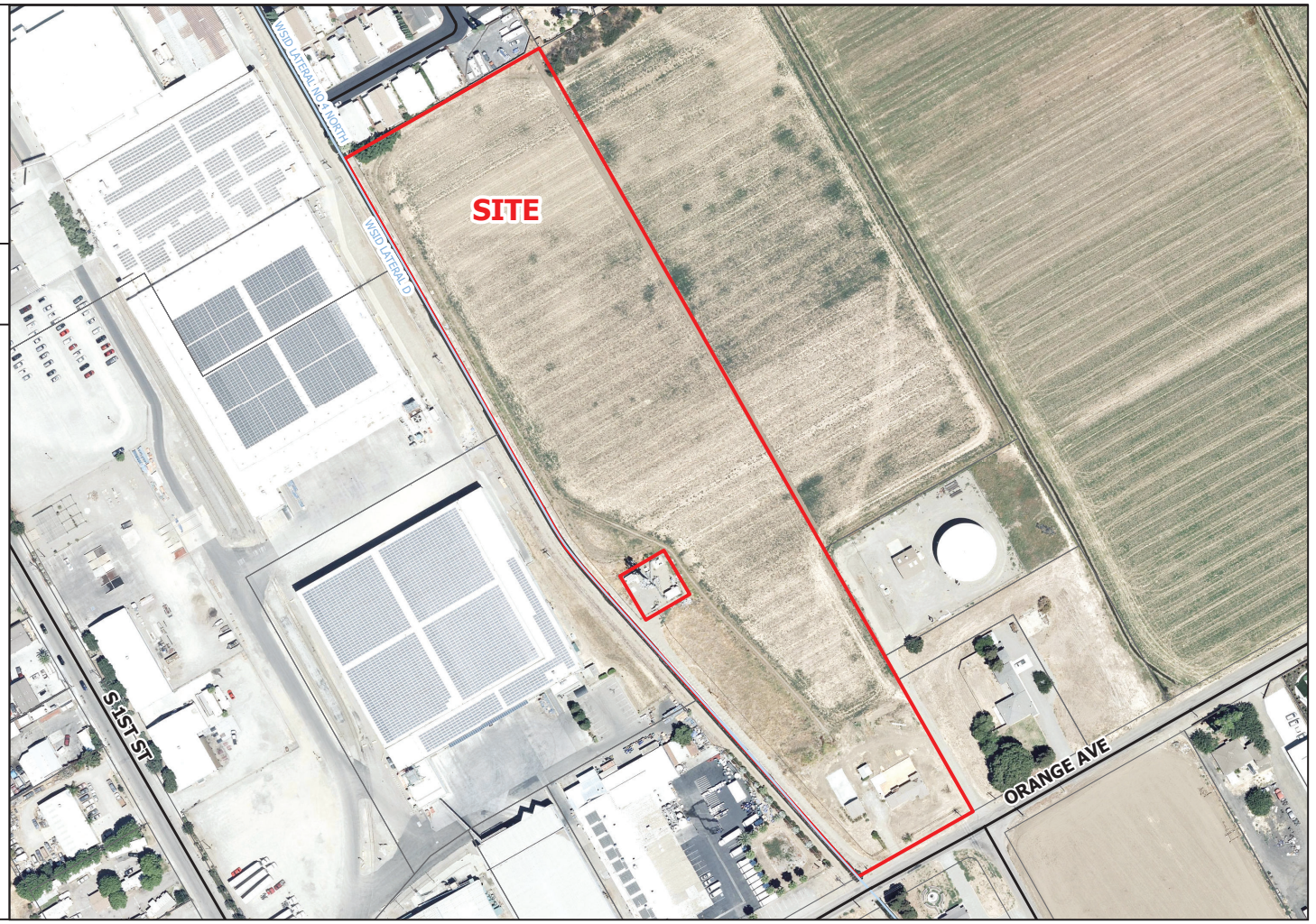
GILL - RV & BOAT STORAGE

GPA REZ
PLN2026-0010

2025 AERIAL SITE MAP

LEGEND

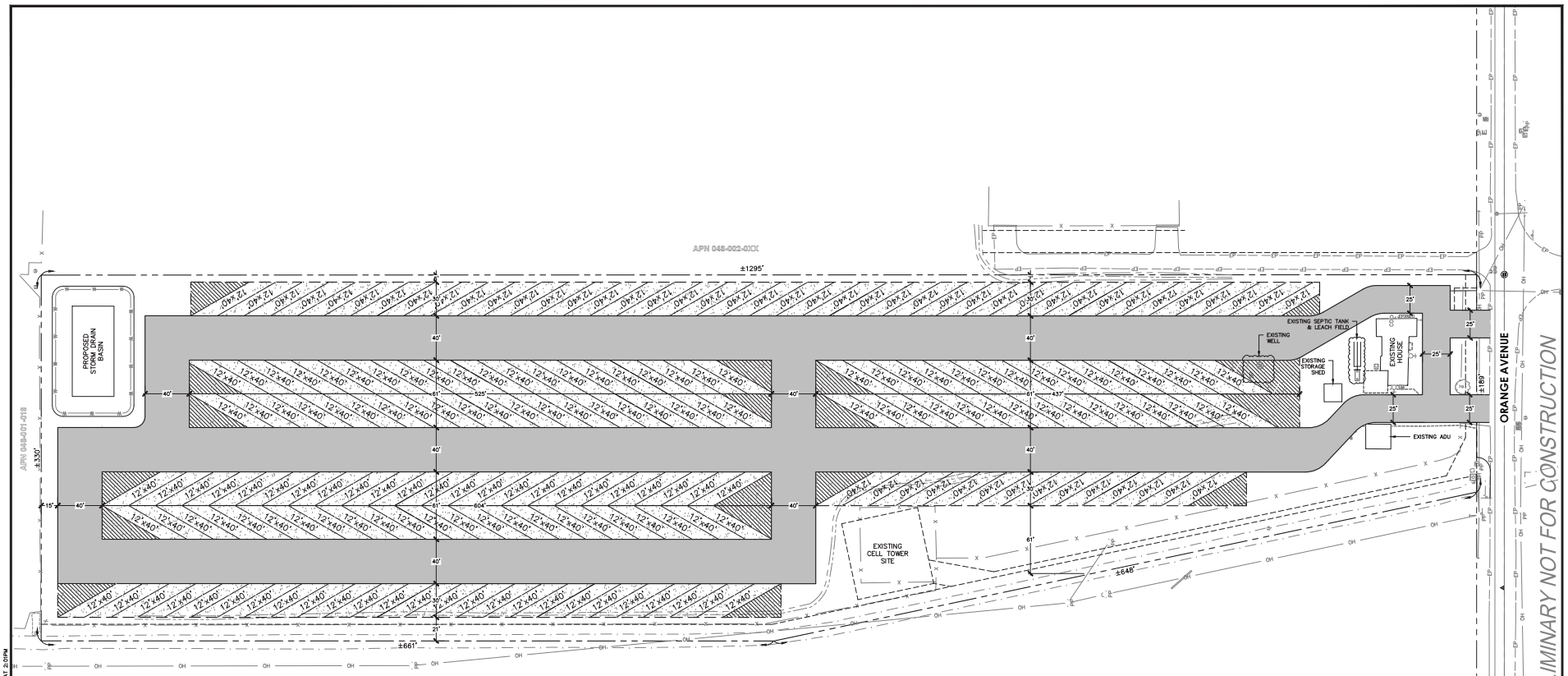
- Project Site
- Parcel
- Street
- Canal



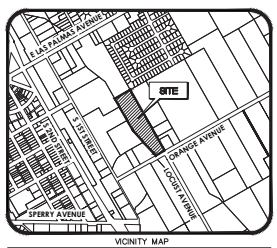
N 0 170 340 US Feet
0 45 90 Meters

Source: Planning Department GIS Date Exported: 8/7/2026

EXHIBIT B-5



PRELIMINARY NOT FOR CONSTRUCTION



VICINITY MAP
STANISLAUS COUNTY, CALIFORNIA

PROPERTY DESCRIPTION

LOT 283 OF PATTERSON COLONY SUB-TRACT NO. 1, ACCORDING TO THE OFFICIAL MAP THEREOF, FILED IN THE OFFICE OF THE RECORDER OF STANISLAUS COUNTY, CALIFORNIA, ON DECEMBER 13, 1909 IN VOLUME 4 OF MAPS, AT PAGE 40.

EXCEPTING FROM SAID LOT 283, THAT PORTION THEREOF LYING SOUTHWESTERLY OF THE CENTER LINE OF PATTERSON WATER COMPANY DITCH, KNOWN AS LATERAL D, WHICH SAID CENTER LINE IS MORE PARTICULARLY DESCRIBED AS:

BEGINNING AT A POINT ON THE SOUTHEASTERLY LINE OF SAID LOT 283, SAID POINT BEING ON THE CENTER LINE OF ORANGE AVENUE AND BEARING NORTH 60°00' EAST 151 FEET FROM THE SOUTHWESTERLY CORNER OF SAID LOT 283; RUNNING THENCE NORTH 42°06' WEST ALONG THE CENTER LINE OF SAID LATERAL D, A DISTANCE OF 674 FEET TO A POINT ON THE SOUTHWESTERLY LINE OF SAID LOT 283.

PROJECT SUMMARY / STATEMENTS

A.P.N.:	048-001-004
EXISTING PARCELS:	1
EXISTING ACREAGE:	±8.79 ACRES
EXISTING GENERAL PLAN:	URBAN TRANSITION
EXISTING ZONING:	A-2-10

PROPERTY OWNER / DEVELOPER

NAME:	ANNA GILL
MAILING ADDRESS:	PO BOX 422
CITY/STATE/ZIP:	PATTERSON, CA 95363
PHONE:	209.640.4933
EMAIL:	annagill75@gmail.com
SITE ADDRESS:	261 ORANGE AVE
CITY/STATE/ZIP:	PATTERSON, CA 95363

NOTES

WATER:	ON-SITE WELL
SEWER:	SEPTIC
STORM DRAINAGE:	ON-SITE RETENTION

1. DEVELOPER RESERVES THE RIGHT TO DEVELOP THE PROJECT IN MULTIPLE PHASES OR SEQUENCE OF PHASES.
2. ALL IMPROVEMENTS IN ACCORDANCE WITH STANISLAUS COUNTY IMPROVEMENT STANDARDS.

LEGEND

EXISTING

BLDG
CHAIN LINK FENCE
DOMESTIC WATER
EDGE OF PAVEMENT
FENCE
OVERHEAD
BOLLARD
CLEAN OUT
DRAIN INLET
ELECTROLIER
FIRE HYDRANT
JOINT POLE
MAIL BOX
MANHOLE
SEPTIC TANK
STREET LIGHT
TELEPHONE POLE
WATER VALVE
WELL

ASPHALT

GRAVEL

ABBREVIATIONS

AC	ASPHALT CONCRETE
A.P.N.	ASSESSORS PARCEL NUMBER
BLDG	BUILDING
E	EAST
EP	EDGE OF PAVEMENT
N	NORTH
NTS	NOT TO SCALE
PL	PROPERTY LINE
R/W	RIGHT OF WAY
SD	STORM DRAIN
SF	SQUARE FEET
S	SOUTH
SP	SERVICE POLE
SS	SANITARY SEWER
SW	SIDEWALK
W	WELL / WEST

40 0 20 40 80 160
IF NOT A 24"X36" SHEET, IS A REDUCED PRINT
SCALE: 1" = 40'

GDR ENGINEERING, INC.
ENGINEERING/SURVEYING/PLANNING
3525 MITCHELL ROAD, SUITE G CERES, CA 95307
TELEPHONE: (209) 538-3360 FAX: (209) 538-7370
WWW.GDRENGINEERING.COM

GILL - RV & BOAT STORAGE
CONCEPTUAL SITE PLAN
261 ORANGE AVE, PATTERSON, CA

SCALE: 1"=40' DATE: 04/22/2026
DWG NO. 25005 CSP.dwg Layout: Layout1
DRAWN: EP SHEET 1 OF 1
CHECKED: HS FILE NO. 25005

G:\25005 Gill - 261 Orange Ave Patterson\MAPPING FILES AND DRAWINGS\Drawings\25005 CSP.dwg 8:07 Apr 22, 2026 ET 2:01PM

PROPOSED STORM DRAIN BASIN
APN 048-021-015
±330'
±1295'
EXISTING CELL TOWER SITE
EXISTING HOUSE
EXISTING STORAGE BUILDING
ORANGE AVENUE
PRELIMINARY NOT FOR CONSTRUCTION
SITE
E LAS PALMAS AVENUE
E SPERRY AVENUE
ORANGE AVENUE
LOCUST AVENUE
SPERRY AVENUE
VICINITY MAP
STANISLAUS COUNTY, CALIFORNIA
LANDSCAPE CONCEPT STATEMENT
PERIMETER LANDSCAPE AREAS WILL ALLOW FOR SHRUB PLANTING TO PROVIDE A BUFFER TO ADJACENT PROPERTIES. TREES WILL BE ADDED TO THE ORANGE AVENUE FRONTAGE FOR SCREENING PURPOSES. GROUNDCOVER AND SHRUBS WILL BE USED TO STABILIZE ALL OTHER AREAS, INCLUSIVE OF THE PROPOSED BASIN AREA.
IRRIGATION CONCEPT STATEMENT
TURF AREAS WILL BE IRRIGATED USING ROTORS. SHRUB AREAS WILL BE IRRIGATED WITH DRIP. TREES WILL RECEIVE DEEP ROOT BUBBLERS.
PRELIMINARY PLANTING LEGEND
PERIMETER TREE
E.G., PISTACIA CHINENSIS 'KEITH DAVEY' / KEITH DAVEY CHINESE PISTACHE (L)
SCREEN SHRUBS
E.G., PRUNUS CAROLINIANA 'COMPACTA' / COMPACT CAROLINA LAUREL CHERRY (L)
SHRUBS & GROUNDCOVER
E.G., BACCHARIS PILULARIS 'TWIN PEAKS' / TWIN PEAKS COYOTE BRUSH (L)
VERSENIA PERUVIANA / PERUVIAN VERSENIA (L)
JUNIPERUS PROCUMBENS 'NANA' / DWARF JAPANESE GARDEN JUNIPER (L)
40 0 20 40 80 160
IF NOT A 24"X36" SHEET, IS A REDUCED PRINT
SCALE: 1" = 40'
GDR ENGINEERING, INC.
ENGINEERING/SURVEYING/PLANNING
3525 MITCHELL ROAD, SUITE D CERES, CA 95307
TELEPHONE: (209) 538-3360 FAX: (209) 538-7370
WWW.GDRENGINEERING.COM
GILL - RV & BOAT STORAGE
CONCEPTUAL LANDSCAPE PLAN
261 ORANGE AVE, PATTERSON, CA
SCALE: 1"=40'
DATE: 02/20/2025
JOB NO. 2300.18.dwg
DESIGN: MS
DRAWN:
CHECKED:
SHEET 1 OF 1
FILE NO. 2300

EXHIBIT B-7

As Recommended by the Planning Commission
October 15, 2026

DEVELOPMENT STANDARDS

GENERAL PLAN AMENDMENT AND REZONE APPLICATION NO. PLN2026-0010 GILL RV AND BOAT STORAGE FACILITY

Department of Planning and Community Development

1. Use(s) shall be conducted as described in the application and supporting information (including the plot plan) as approved by the Planning Commission and/or Board of Supervisors and in accordance with other laws and ordinances.

2. Pursuant to Section 711.4 of the California Fish and Game Code, the applicant is required to pay a California Department of Fish and Wildlife fee at the time of filing a "Notice of Determination." Within five (5) days of approval of this project by the Planning Commission or Board of Supervisors, the applicant shall submit to the Department of Planning and Community Development a check for **$3,100.75**, made payable to **Stanislaus County Clerk-Recorder**, for the payment of California Department of Fish and Wildlife and Clerk-Recorder filing fees.

   Pursuant to Section 711.4 (e) (3) of the California Fish and Game Code, no project shall be operative, vested, or final, nor shall local government permits for the project be valid, until the filing fees required pursuant to this section are paid.

3. Developer shall pay all Public Facilities Impact Fees and Fire Facilities Fees as adopted by Resolution of the Board of Supervisors. The fees shall be payable at the time of issuance of a building permit for any construction in the development project and shall be based on the rates in effect at the time of building permit issuance.

4. The applicant/owner is required to defend, indemnify, or hold harmless the County, its officers, and employees from any claim, action, or proceedings against the County to set aside the approval of the project which is brought within the applicable statute of limitations. The County shall promptly notify the applicant of any claim, action, or proceeding to set aside the approval and shall cooperate fully in the defense.

5. Prior to issuance of any building permit, a photometric lighting plan shall be submitted to the City of Patterson and Stanislaus County Planning for review and approval. All exterior lighting shall be designed (aimed down and toward the site) to provide adequate illumination without a glare effect. This shall include, but not be limited to, the use of shielded light fixtures to prevent skyglow (light spilling into the night sky) and the installation of shielded fixtures to prevent light trespass (glare and spill light that shines onto neighboring properties). The height of the

lighting fixtures should not exceed 25 feet above grade.

6. Any construction resulting from this project shall comply with standardized dust controls adopted by the San Joaquin Valley Air Pollution Control District (SJVAPCD) and may be subject to additional regulations/permits, as determined by the SJVAPCD.

7. The Department of Planning and Community Development shall record a Notice of Administrative Conditions and Restrictions with the County Recorder's Office within 30 days of project approval. The Notice includes: Conditions of Approval/Development Standards and Schedule; any adopted Mitigation Measures; and a project area map.

8. Should any archeological or human remains be discovered during development, work shall be immediately halted within 150 feet of the find until it can be evaluated by a qualified archaeologist. If the find is determined to be historically or culturally significant, appropriate mitigation measures to protect and preserve the resource shall be formulated and implemented. The Central California Information Center shall be notified if the find is deemed historically or culturally significant.

9. No operations shall be conducted on any premises in such a manner as to cause an unreasonable amount of noise, odor, dust, smoke, vibration, or electrical interference detectable off the site.

10. Building permits are required and the project must conform with the California Code of Regulations, Title 24.

11. The applicant shall obtain and maintain a valid Stanislaus County Business License for the facility.

12. A building permit shall be obtained for the masonry wall along the northern property line. Prior to the issuance of a business license, the permit for the masonry wall shall be finaled.

13. Building Permit No. BLD2026-1460, for the detached ADU, shall be finaled prior to the issuance of a business license for the operation.

14. Prior to issuance of a grading permit, the applicant shall submit a final Landscape and Irrigation Plan to the City of Patterson and Stanislaus County for review and approval. Landscape and Irrigation design shall meet State of California AB1881 water use standards with regard for irrigation water use and runoff. Prior to commencement of operations a landscape inspection shall be completed and approved.

15. Landscaping and fencing pursuant to the approved plans shall be maintained at

all times. Dead or dying plants shall be replaced with materials of equal size and similar variety. Any dead trees shall be replaced with a similar variety of a 15-gallon size or larger. Fencing shall be of uniform material, at least seven feet in height.

16. Any future signage shall obtain a building permit prior to installation. All signage shall be reviewed and approved by the City of Patterson prior to application with the County.

Department of Public Works

17. The developer will be required to install or pay for the installation of any signs and/or markings, if warranted.

18. No grading shall be performed without first obtaining a Grading Permit. An application for a Grading Permit shall be submitted to the Building Permits Division prior to the commencement of any grading, clearing, excavating, filling or other disturbance of natural terrain.
    a. New development and re-development projects shall contain all storm drainage on-site.
    b. Storm drainage facilities shall be designed using a 100-year, 24-hour storm. The drainage facility shall be capable of dewatering the 100-year, 24-hour storm within 48 hours. Calculations for the storm drainage capacity and dewatering shall be submitted to the Engineer for approval.
        i. A comprehensive soils report shall be submitted for the proposed project. The soils report shall be prepared, stamped, and signed by a licensed geotechnical engineer experienced in soil. It shall include R-values taken at the site with a map showing the locations and depths of the test samples.
        ii. Submit a completed Regulated Project Worksheet per the Stanislaus County 2015 Post-Construction Standards Plan.
        iii. Regulated Project Volume Reduction Calculations, signed and stamped by a registered civil engineer licensed to practice in California, shall be submitted for each drainage management area and must include any control measure(s) that meet the volumetric sizing criteria.
        iv. An Operation and Maintenance Plan and owner-signed and notarized Statement of Responsibility is required for all proposed treatment control measures.
    c. Dischargers of stormwater associated with construction activity that result in the disturbance of one acre or more of land area shall apply for and obtain coverage under 2022 Construction General Permit.

19. As part of the grading permit, storage depth outside of any gate shall be illustrated and adequate for vehicles coming off the road. The entry vehicles shall not block any travel lane or shoulder. If the storage depth is inadequate, it may

require that the fence be moved further into the property.

Airport Land Use Commission

20. Federal Airport Regulation (FAR) Part 77 Obstruction Surfaces and Federal Aviation Administration (FAA) Height Notification requires that the FAA be notified of any proposed construction or alteration a height greater than an imaginary surface extending 100 feet outward and one foot upward (slope 100 to 1) for a distance of 20,000 feet from the nearest point of any runway. Beyond the FAA Height Notification Area boundary, any object taller than 200 feet requires FAA notification.

21. A notice disclosing information about the presence of a nearby airport shall be provided as part of all residential real estate transactions (sale, lease, or rental) of the project site.

Department of Environmental Resources (DER)

22. The applicant shall demonstrate that the existing or proposed on-site wastewater treatment system (OTWS) meets the minimum sizing and setback requirements established in the County's Local Agency Management Program (LAMP) prior to the issuance of a permit for the Accessory Dwelling Unit (ADU). The OTWS shall demonstrate the site is capable of meeting all 100% expansion area requirements.

23. Prior to the issuance of a grading permit, a site investigation shall be conducted to the satisfaction of DER-Hazmat through a Phase 1 study, and, if determined necessary, a Phase II study. Any discovery of underground storage tanks, former underground storage tank locations, buried chemicals, buried refuse, or contaminated soil shall be brought to the immediate attention of DER – Hazmat.

City of Patterson

24. Prior to the issuance of a grading permit, the owner/applicant shall enter into a deferral agreement with the City of Patterson requiring construction of, connection to, and/or payment of fees related to street, curb, gutter, water, sewer, storm drainage, right-of-way dedication, and other related improvements prior to the annexation to the City of Patterson.

25. Prior to any work taking place within Orange Avenue, an encroachment permit shall be obtained from the City of Patterson.

26. Prior to the commencement of the operation, a 6.5-foot masonry wall shall be installed along the northern property line.

27. All lighting shall be shielded to prevent glare encroaching on neighboring properties.

Patterson Irrigation District (PID)

28. Prior to the issuance of any permit, the applicant shall coordinate with PID regarding placement of fencing adjacent to the PID Lateral D.

San Joaquin Valley Air Pollution Control District (SJVAPCD)

29. The proposed project shall be subject to SJVAPCD Rules and Regulations in place at the time of grading or building permit issuance. Prior to issuance of a grading or building permit, the applicant shall contact the SJVAPCD's Small Business Assistance Office to determine if any SJVAPCD permits are required, including but not limited to an Authority to Construct (ATC).

Central Valley Regional Water Quality Control Board (CVRWQCB)

30. Prior to issuance of a building permit, applicant/developer shall be responsible for contacting the CVRWQCB and obtaining any necessary permits.

****

Please note: If Conditions of Approval/Development Standards are amended by the Planning Commission or Board of Supervisors, such amendments will be noted in the upper right-hand corner of the Conditions of Approval/Development Standards; new wording is in bold font and deleted wording is in strikethrough.

DEVELOPMENT SCHEDULE

GENERAL PLAN AMENDMENT AND REZONE APPLICATION NO. PLN2026-0010
GILL RV AND BOAT STORAGE FACILITY

- Project development, including completion of all development standards, shall be met within 12 months of project approval.

- An extension of this development schedule may be granted by the Planning Director subject to the issuance of a staff approval permit to allow modification to Development Standards/Schedule.

DEPARTMENT OF PLANNING AND COMMUNITY DEVELOPMENT
1010 10TH Street, Suite 3400, Modesto, CA 95354
Planning Phone: (209) 525-6330 Fax: (209) 525-5911
Building Phone: (209) 525-6557 Fax: (209) 525-7759

CEQA INITIAL STUDY

Adapted from CEQA Guidelines APPENDIX G Environmental Checklist Form, Final Text, January 1, 2025

1.	**Project title:**	General Plan Amendment and Rezone Application No. PLN2026-0010 – Gill RV and Boat Storage Facility
2.	**Lead agency name and address:**	Stanislaus County 1010 10th Street, Suite 3400 Modesto, CA 95354
3.	**Contact person and phone number:**	Jeremy Ballard, Senior Planner (209) 525-6330
4.	**Project location:**	261 Orange Avenue, between Highway 33 and Sycamore Avenue, in the Patterson area. (APN: 048-001-038).
5.	**Project sponsor's name and address:**	Anna Gill PO Box 422 Patterson, CA 95363
6.	**General Plan designation:**	Urban Transition
7.	**Zoning:**	General Agriculture (A-2-10)

8. Description of project:

Request to amend the General Plan and zoning designation of an 8.79-acre parcel from Urban Transition and General Agriculture (A-2-10) to Planned Development to allow for the development of a recreational vehicle (RV) and boat storage facility. The RV and boat storage portion of the facility will include 197 graveled parking stalls for the storage of RV's, trailers, and boats. Two driveways, for ingress and egress, will be developed providing access to Orange Avenue. A paved drive aisle is proposed around the interior of the site and the individual uncovered spaces are proposed to be graveled. A storm drain basin is proposed to be constructed at the northwest portion of the project site. The site will be enclosed by chain link perimeter fencing and security lighting with screening landscaping along the western and eastern property lines. Security lighting, comprised of eight individual freestanding security lights, 25-feet in height, are proposed to be installed throughout the parking area. The project will not include any covered spaces, office, or restroom facilities. The facility will be operated in conjunction with an existing RV & boat storage facility located within the City of Patterson, .5 miles of the project site. No employees will report directly to the project site and customer access to the site will be by a controlled access gate, allowing 24/7 access for customers. The applicant anticipates up to five customers accessing the

site per-day. The applicant anticipates grading and installation of improvements associated with the project will be completed within one year of project approval.

The project site is currently developed with a single-family dwelling and an unpermitted accessory dwelling unit (ADU), served by an existing well and private septic system, and accessory structures that will remain. Additionally, a previously approved communication facility is located on the parcel. With the exception of obtaining a building permit for the ADU, no other improvements for the residential or communication facility uses are proposed as part of the project.

The project site is located within the Local Agency Formation Commission (LAFCO) adopted Sphere of Influence for the City of Patterson.

9.	**Surrounding land uses and setting:**	Row crops, ranchette parcels, and a tractor-trailer repair facility to the east and south, residential development within the City of Patterson to the north, and State Highway 33 and industrial development within the City of Patterson to the west.
10.	**Other public agencies whose approval is required (e.g., permits, financing approval, or participation agreement.):**	City of Patterson Stanislaus County Department of Public Works
11.	**Have California Native American tribes traditionally and culturally affiliated with the project area requested consultation pursuant to Public Resources Code section 21080.3.1? If so, is there a plan for consultation that includes, for example, the determination of significance of impacts to tribal cultural resources, procedures regarding confidentiality, etc.?:**	In accordance with SB 18, this project was referred to the tribes listed with the Native American Heritage Commission (NAHC) as the project is a General Plan Amendment. Additionally, the Muwekma Ohlone Tribe of the San Francisco (S.F.) Bay Area has requested consultation in accordance with AB 52 for all projects located west of the San Joaquin River. This project is located approximately 3 miles west of the San Joaquin River; accordingly, this project was also sent to the Muwekma Ohlone S.F. Bay Area tribe.
12.	**Attachments:**	I. Central California Information Center Report, dated October 14, 2025

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact" as indicated by the checklist on the following pages.

☐ **Aesthetics**	☐ **Agriculture / Forestry Resources**	☐ **Air Quality**
☐ **Biological Resources**	☐ **Cultural Resources**	☐ **Energy**
☐ **Geology / Soils**	☐ **Greenhouse Gas Emissions**	☐ **Hazards / Hazardous Materials**
☐ **Hydrology / Water Quality**	☐ **Land Use / Planning**	☐ **Mineral Resources**
☐ **Noise**	☐ **Population / Housing**	☐ **Public Services**
☐ **Recreation**	☐ **Transportation**	☐ **Tribal Cultural Resources**
☐ **Utilities / Service Systems**	☐ **Wildfire**	☐ **Mandatory Findings of Significance**

DETERMINATION: (To be completed by the Lead Agency)

On the basis of this initial evaluation:

☒ **I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.**

☐ **I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.**

☐ **I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.**

☐ **I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.**

☐ **I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable**

standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

Signature on File **August 19, 2026**
Prepared by Jeremy Ballard, Senior Planner Date

EVALUATION OF ENVIRONMENTAL IMPACTS:

1) A brief explanation is required for all answers except "No Impact" answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A "No Impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A "No Impact" answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).

2) All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.

3) Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. "Potentially Significant Impact" is appropriate if there is substantial evidence that an effect may be significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required.

4) "Negative Declaration: Less Than Significant With Mitigation Incorporated" applies where the incorporation of mitigation measures has reduced an effect from "Potentially Significant Impact" to a "Less Than Significant Impact." The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level.

5) Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration.

Section 15063(c)(3)(D). In this case, a brief discussion should identify the following:

> **a) Earlier Analysis Used. Identify and state where they are available for review.**
>
> **b) Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.**
>
> **c) Mitigation Measures. For effects that are "Less than Significant with Mitigation Measures Incorporated," describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.**

6) Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). References to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.

7) Supporting Information Sources: A source list should be attached, and other sources used or individuals contacted should be cited in the discussion.

8) This is only a suggested form, and lead agencies are free to use different formats; however, lead agencies should normally address the questions from this checklist that are relevant to a project's environmental effects in whatever format is selected.

9) The explanation of each issue should identify:

a) the significant criteria or threshold, if any, used to evaluate each question; and

b) the mitigation measure identified, if any, to reduce the impact to less than significant.

ISSUES

I. AESTHETICS. Except as provided in Public Resources Code Section 21099, would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Have a substantial adverse effect on a scenic vista?			X	
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?			X	
c) In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?			X	
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?			X	

Discussion: The site itself is not considered to be a scenic resource or unique scenic vista. It is located within three miles of Interstate 5, which is considered a scenic vista. The site is surrounded by row crops, ranchette parcels, and a tractor-trailer repair facility to the east and south, residential development within the City of Patterson to the north, and State Highway 33 and industrial development within the City of Patterson to the west, which limit any visibility to Interstate 5. The project site is currently developed with a single-family dwelling and accessory structures that will remain, including an ADU. Additionally, a previously approved communication facility is located on the parcel. Alterations to existing structures is not proposed as part of the project.

The RV and boat storage portion of the facility will include 197 graveled parking stalls for the storage of RV's, trailers, and boats with a paved drive aisle is proposed around the interior of the site. Two driveways, for ingress and egress, will provide access to Orange Avenue. A storm drain basin is proposed to be constructed at the northwest portion of the project site. The site will be enclosed by chain link perimeter fencing and security lighting with screening landscaping consisting of trees and shrubs along the western and eastern property lines. The security lighting will consist of eight individual freestanding lights, 25-feet in height, and installed throughout the parking area.

The project site is located within the Local Agency Formation Commission (LAFCO) adopted Sphere of Influence (SOI) of the City of Patterson. In accordance with County General Plan polices, the project was referred to the City for review and comment. In consultation with the City of Patterson's Planning Commission, the City requested that if the project were to be approved, that development standards be placed on the project that required completion of a deferral agreement with the City of Patterson requiring construction of, connection to, and/or payment of fees related to street, curb, gutter, sidewalk, water, sewer, storm drainage, and other related improvements; construction of a 6.5-foot-tall masonry wall along the norther property line; and that all project lighting be shielded to prevent glare. Development standards will be applied to the project to address the City's request, as well as a requirement that a photometric lighting plan be submitted for review and approval prior to issuance of a building permit for the site. With the inclusion of these development standards, aesthetic impacts from the project are considered to be less-than significant.

Mitigation: None.

References: Application information; Referral response from the City of Patterson dated June 26, 2026; Stanislaus County Zoning Ordinance; Stanislaus County General Plan and Support Documentation[1].

II. AGRICULTURE AND FOREST RESOURCES. In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:	**Potentially Significant Impact**	**Less Than Significant With Mitigation Incorporated**	**Less Than Significant Impact**	**No Impact**
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and			**X**	

Monitoring Program of the California Resources Agency, to non-agricultural use?				
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?			**X**	
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?				**X**
d) Result in the loss of forest land or conversion of forest land to non-forest use?				**X**
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?			**X**	

Discussion: The California Department of Conservation's Important Farmland Maps considers the existing parcel to be Prime Farmland and Urban and Built Up Land. Under this request, the applicant proposes to amend the General Plan and zoning designation of an 8.79-acre parcel from Urban Transition and General Agriculture (A-2-10) to Planned Development to allow for the development of a recreational vehicle (RV) and boat storage facility and continued residential uses. The RV and boat storage portion of the facility will include 197 graveled parking stalls for the storage of RV's, trailers, and boats. The California Revised Storie Index is a rating system based on soil properties that dictate the potential for soils to be used for irrigated agricultural production in California. This rating system grades soils with an Index rating of 81 and 100 as excellent soils to be used for irrigated farmland. Stanislaus County considers land that meets at least one of the following requirements to be prime farmland under the Uniform Rules: parcels comprised of Grade 1 or 2 soils; irrigated pastureland which supports livestock used for the production of food and fiber; and land used for unprocessed agricultural plant production with an annual gross value of not less than eight hundred dollars per acre. The USDA Natural Resources Conservation Service's Eastern Stanislaus County Soil Survey indicates that the current 8.79± acre parcel is primarily comprised of Capay Clay, zero to one percent slopes with a Story Index Rating of 35 and a Grade of 4; and Zacharias clay loam, zero to one percent slopes with a Story Index Rating of 90 and a Grade of 1. As Capay Clay consists the majority of the parcel, the site would not be considered to consist of prime soils. Historically, the 8.79± acre parcel was planted in row crops and is not enrolled in a Williamson Act Contract. The entire parcel is to be included in the proposed development.

The project site abuts Lateral D of Patterson Irrigation District (PID) canal and receives irrigation water from PID. The project was referred to PID, who requested that the applicant coordinate with

the District upon development of the site to ensure their access to the canal is not impacted. PID's comments will be placed on the project as Development Standards.

Goal 2, Policy 2.7 of the Agricultural Element states that, "Proposed amendments to the General Plan Diagram (map) that would allow the conversion of agricultural land to non-agricultural uses shall be approved only if they are consistent with the County's conversion criteria." Implementation 1, of the Agricultural Element's Policy 2.7 describes the procedures for processing amendments to the General Plan land use designation from "Agriculture" to another designation:

Conversion Consequences. The direct and indirect effects, as well as the cumulative effects, of the proposed conversion of agricultural land shall be fully evaluated.

Conversion Considerations. In evaluating the consequences of a proposed amendment, the following factors shall considered: plan designation; soil type; adjacent uses; proposed method of sewage treatment; availability of water, transportation, public utilities, fire and police protection, and other public services; proximity to existing airports and airstrips; impacts on air and water quality, wildlife habitat, endangered species and sensitive lands; and any other factors that may aid the evaluation process.

Conversion Criteria. Proposed amendments to the General Plan Diagram (map) that would allow the conversion of agricultural land to urban uses shall be approved only if the Board of Supervisors makes the following findings:

A. Overall, the proposal is consistent with the goals and policies of the General Plan.
B. There is evidence on the record to show a demonstrated need for the proposed project based on population projections, past growth rates, and other pertinent data.
C. No feasible alternative site exists in areas already designated for the proposed uses.
D. Approval of the proposal will not constitute a part of, or encourage, piecemeal conversion of a larger agricultural area to non-agricultural uses and will not be growth-inducing (as used in the California Environmental Quality Act).
E. The proposed project is designed to minimize conflict and will not interfere with agricultural operations on surrounding agricultural lands or adversely affect agricultural water supplies.
F. Adequate and necessary public services and facilities are available or will be made available as a result of the development.
G. The design of the proposed project has incorporated all reasonable measures, as determined during the CEQA review process, to mitigate impacts to agricultural lands, fish and wildlife resources, air quality, water quality and quantity, or other natural resources.

To allow for the development of the proposed RV and boat Storage Facility, the project site must be rezoned to Planned Development. The General Plan designation of the parcel is Urban Transition and must be consistent with the proposed zoning district of Planned Development; accordingly, the application includes a General Plan amendment to Planned Development as well. The surrounding area is comprised of row crops, ranchette parcels, and a tractor-trailer repair facility to the east and south, residential development within the City of Patterson to the north, and State Highway 33 and industrial development within the City of Patterson to the west. The nearest parcel enrolled in a Williamson Act Contract that is in production agriculture is directly across Orange Avenue and is

comprised of 9.5± acres of row crops. The project site is located within the LAFCO adopted SOI of the City of Patterson and is pre-designated as residential upon annexation to the City of Patterson. The current Stanislaus County General Plan designation of Urban Transition recognized the future urbanization. Thus, the project site is not considered to prime agricultural farmland and will not lead to significant impacts to conversion of agricultural lands to non-agricultural uses. Ultimately, the Planning Commission and Board of Supervisors will determine if the conversion criteria can be met.

General Plan Amendment No. 2011-01 - Revised Agricultural Buffers was approved by the Board of Supervisors on December 20, 2011, to modify County requirements for buffers on agricultural projects. The County's Agricultural Element's Agricultural Buffer Guidelines states that new or expanding uses approved by discretionary permit in the A-2 zoning district or on a parcel adjoining the A-2 zoning district should incorporate a minimum 150-foot-wide agricultural buffer setback, or 300-foot-wide buffer setback for people intensive uses, to physically avoid conflicts between agricultural and non-agricultural uses. Public roadways, utilities, drainage facilities, rivers and adjacent riparian areas, landscaping, parking lots, and similar low people intensive uses are permitted uses within the buffer setback area. As the project will serve as a long-term parking facility for RV and boats, it is considered exempt from the buffer policy, however, the applicant proposes a combination of fencing and screening landscaping to separate the project site from adjacent land uses. The project referred to the Stanislaus County Agricultural Commissioner, and no comments have been received to date.

No forest lands exist in Stanislaus County. Therefore, this project will have no impact to forest land or timberland. Impacts to agricultural resources are considered to be less than significant.

Mitigation: None.

References: Application information; Natural Resources Conservation Service Soil Survey; Stanislaus Soil Survey (1957); California State Department of Conservation Farmland Mapping and Monitoring Program - Stanislaus County Farmland 2018; Patterson Irrigation District referral response, date May 20, 2026; Stanislaus County General Plan and Support Documentation[1].

III. AIR QUALITY. Where available, the significance criteria established by the applicable air quality management district or air pollution control district may be relied upon to make the following determinations. Would the project:	**Potentially Significant Impact**	**Less Than Significant With Mitigation Incorporated**	**Less Than Significant Impact**	**No Impact**
a) Conflict with or obstruct implementation of the applicable air quality plan?			**X**	
b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?			**X**	

c) Expose sensitive receptors to substantial pollutant concentrations?			**X**	
d) Result in other emissions (such as those odors adversely affecting a substantial number of people?			**X**	

Discussion: The proposed project is located within the San Joaquin Valley Air Basin (SJVAB) and, therefore, falls under the jurisdiction of the San Joaquin Valley Air Pollution Control District (SJVAPCD). In conjunction with the Stanislaus Council of Governments (StanCOG), the SJVAPCD is responsible for formulating and implementing air pollution control strategies. The SJVAPCD's most recent air quality plans are the 2007 PM10 (respirable particulate matter) Maintenance Plan, the 2008 PM2.5 (fine particulate matter) Plan, and the 2007 Ozone Plan. These plans establish a comprehensive air pollution control program leading to the attainment of state and federal air quality standards in the SJVAB, which has been classified as "extreme non-attainment" for ozone, "attainment" for respirable particulate matter (PM-10), and "non-attainment" for PM 2.5, as defined by the Federal Clean Air Act.

The project will consist of development of 197 graveled parking stalls for the storage of RV's, trailers, and boats and will include a paved drive aisle around the interior of the site. Two driveways, for ingress and egress, will be developed onto Orange Avenue. The facility will be operated in conjunction with an existing RV & boat storage facility within .5 miles of the project site, within the City of Patterson. No employees will report directly to the project site and customer access to the site will be by a controlled access gate, allowing 24/7 access for customers. The project is anticipated to generate approximately ten daily trips per-day.

The primary source of air pollutants generated by this project would be classified as being generated from "mobile" sources. Mobile sources would generally include dust from roads, farming, and automobile exhausts. Mobile sources are generally regulated by the Air Resources Board of the California EPA which sets emissions for vehicles and acts on issues regarding cleaner burning fuels and alternative fuel technologies. As such, the District has addressed most criteria air pollutants through basin wide programs and policies to prevent cumulative deterioration of air quality within the Basin. The project will increase traffic in the area and, thereby, impacting air quality.

Construction activities associated with new development can temporarily increase localized PM10, PM2.5, volatile organic compound (VOC), nitrogen oxides (NOX), sulfur oxides (SOX), and carbon monoxide (CO) concentrations a project's vicinity. The primary source of construction-related CO, SOX, VOC, and NOX emission is gasoline and diesel-powered, heavy-duty mobile construction equipment. Primary sources of PM10 and PM2.5 emissions are generally clearing and demolition activities, grading operations, construction vehicle traffic on unpaved ground, and wind blowing over exposed surfaces.

A referral was provided to the SJVAPCD but no response has been received to date. Although no response has been received, the project will be responsible for consultation with the District to determine if they are subject to District Rule 2010 (Permits Required) and Rule 2201 (New and Modified Stationary Source Review) which requires an Authority to Construct (ATC) and Permit to Operate (PTO) permit for the project, Rule 9510 (Indirect Source Review) which requires the submittal of an Air Impact Application (AIA), Rule 4002 (National Emissions Standards for Hazardous

Air Pollutants), Rule 4601 (Architectural Coatings), District Regulation VIII (Fugitive PM10 Prohibitions) which requires submittal of a dust control plan pursuant to District Rule 8021 (Construction, Demolition, Excavation, and Other Earthmoving Activities), and may be subject to Rule 4641 (Cutback, Slow Cure, and Emulsified Asphalt, Paving and Maintenance Operations). Development standards will be added to the project to ensure that consultation takes place prior to issuance of a grading permit for the project.

The SJVAPCD's Small Project Analysis Level (SPAL) Analysis indicates that the minimum threshold of significance for industrial projects is 1,506 trips per-day. As required by CEQA Guidelines Section 15064.3, potential impacts regarding Air Quality should be evaluated using Vehicle Miles Traveled (VMT). Stanislaus County has currently not adopted any significance thresholds for VMT, and projects are treated on a case-by-case basis for evaluation under CEQA. However, the State of California - Office of Planning and Research (OPR) has issued guidelines regarding VMT significance under CEQA. One of the guidelines, presented in the December 2018 document Technical Advisory on Evaluating Transportation Impacts in CEQA, identifies projects and areas presumed to have a less than significant, which includes, absent substantial evidence indicating that a project would generate a potentially significant level of VMT, or inconsistency with a Sustainable Communities Strategy (SCS) or general plan, projects that generate or attract fewer than 110 trips per-day as generally assumed to cause a less-than significant transportation impact. As mentioned, the project is anticipated to generate a total of ten customer trips per-day which is below both thresholds of significance.

Air impacts associated with the project are considered to be less-than significant.

Mitigation: None.

References: San Joaquin Valley Air Pollution Control District - Regulation VIII Fugitive Dust/PM-10 Synopsis; www.valleyair.org; Stanislaus County General Plan and Support Documentation[1].

IV. BIOLOGICAL RESOURCES. Would the project:	**Potentially Significant Impact**	**Less Than Significant With Mitigation Incorporated**	**Less Than Significant Impact**	**No Impact**
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?			**X**	
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans,			**X**	

policies, regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?				
c) Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?			**X**	
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?			**X**	
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?			**X**	
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?			**X**	

Discussion: The project is located within the Crows Landing Quad of the California Natural Diversity Database (CNDDB). There are seven animals and one plant species which are state or federally listed, threatened, or identified as species of special concern or a candidate of special concern within this quad. These species include the Swainsons hawk, tricolored blackbird, California Ridgway's rail, Southern DPS Green Sturgeon, Central Valley DPS – steelhead, northwestern pond turtle, Crotch's bumble bee, and Delta button-celery. There are no reported sightings of any of the aforementioned species on the project site; however, approximately 1.33± miles to the north of the project site, there has been an occurrence of a Swansons Hawk nest between 2006 to 2009 noted in the database. Additionally, a sighting of a burrowing owl was sited 1.57± miles to the east of the project site in 2003. There is a very low likelihood that these species are present on the project site as it has already been disturbed for agricultural purposes and developed with various structures. No aquatic species exist onsite as no body of water exists on the project site.

An Early Consultation was referred to the California Department of Fish and Wildlife and no response was received. The project will not conflict with a Habitat Conservation Plan, a Natural Community Conservation Plan, or other locally approved conservation plans. Impacts to biological resources are considered to be less than significant.

Mitigation: None.

References: Application information; California Department of Fish and Wildlife's Natural Diversity Database Quad Species List; California Natural Diversity Database, Planning and Community Development GIS, accessed August 10, 2026; Stanislaus County General Plan and Support Documentation[1].

V. CULTURAL RESOURCES. Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Cause a substantial adverse change in the significance of a historical resource pursuant to in § 15064.5?			X	
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5?			X	
c) Disturb any human remains, including those interred outside of formal cemeteries?			X	

Discussion: In accordance with CA Assembly Bill 52 and Senate Bill 18, the project was referred to the tribes listed with the Native American Heritage Commission (NAHC), however, no response from any of the notified tribes were received to date. Additionally, the Muwekma Ohlone Tribe of the San Francisco (S.F.) Bay Area has requested consultation in accordance with AB 52 for all projects located west of the San Joaquin River. This project is located approximately three miles west of the San Joaquin River; accordingly, the project was also sent to the Muwekma Ohlone S.F. Bay Area tribe with no response received to date as well.

A records search conducted by the Central California Information Center for the project site indicated that there are no historical, cultural, or archeological resources recorded on-site and that the site has a low sensitivity for the discovery of such resources. It does not appear that this project will result in significant impacts to any archaeological or cultural resources. The project site has been developed with a single-family dwelling, accessory structures, a communication facility and historically has been planted in row crops. Development standards regarding the discovery of cultural resources during the construction process will be added to the project. Impacts to cultural resources are anticipated to be less than significant.

Mitigation: None.

References: Central California Information Center Report for the project site, dated October 14, 2025; Stanislaus County General Plan and Support Documentation[1].

VI. ENERGY. Would the project:	Potentially Significant Impact	Less Than Significant	Less Than Significant Impact	No Impact

		With Mitigation Incorporated		
a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?			**X**	
b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?			**X**	

Discussion: The CEQA Guidelines Appendix F states that energy consuming equipment and processes, which will be used during construction or operation such as: energy requirements of the project by fuel type and end use, energy conservation equipment and design features, energy supplies that would serve the project, total estimated daily vehicle trips to be generated by the project, and the additional energy consumed per trip by mode, which shall be taken into consideration when evaluating energy impacts. Additionally, the project's compliance with applicable state or local energy legislation, policies, and standards must be considered.

All construction activities shall be in compliance with all SJVAPCD regulations and with Title 24, Green Building Code, which includes energy efficiency requirements. The project proposes the development of 197 graveled parking stalls for the storage of RV's, trailers, and boats and will include a paved drive aisle around the interior of the site. Two driveways, for ingress and egress, providing access to Orange Avenue. The facility will be operated in conjunction with an existing RV & boat storage facility within .5 miles of the project site, within the City of Patterson. No employees will report directly to the project site and customer access to the site will be by a controlled access gate, allowing 24/7 access for customers. As part of the site development, the applicant will install screening landscaping and eight free standing security light poles, which will require a building permit. No additional new structures are anticipated to be a part of the facility. With the requirements of meeting Title 24, of the Green Building Code energy impacts from the project are considered to be less than significant. A development standard will be added to this project that the construction resulting from the project will comply with Title 24, Green Building Code, which includes energy efficiency requirements, prior to issuance of a building permit in order to meet statewide standards.

Energy consuming equipment and processes include construction and operational equipment, trucks, and employee vehicles. As discussed in Section III – Air Quality, no referral response was received from the SJVAPCD, however a development standard will be placed on the project that requires consultation with the District to ensure all permitting related to any applicable District rule is met prior to issuance of a grading permit for the project.

As required by CEQA Guidelines Section 15064.3, potential impacts regarding Air Quality should be evaluated using Vehicle Miles Traveled (VMT). Stanislaus County has currently not adopted any significance thresholds for VMT, and projects are treated on a case-by-case basis for evaluation under CEQA. However, the State of California - Office of Planning and Research (OPR) has issued guidelines regarding VMT significance under CEQA. One of the guidelines, presented in the December 2018 document Technical Advisory on Evaluating Transportation Impacts in CEQA,

identifies projects and areas presumed to have a less than significant, which includes, absent substantial evidence indicating that a project would generate a potentially significant level of VMT, or inconsistency with a Sustainable Communities Strategy (SCS) or general plan, projects that generate or attract fewer than 110 trips per-day as generally assumed to cause a less-than significant transportation impact. As mentioned, the project is anticipated to generate a total of ten customer trips per-day which is below the threshold of significance.

The project is served by the Turlock Irrigation District (TID) for electrical services. TID was referred to the project but stated that they had no comments on it.

It does not appear that this project will result in significant impacts to the wasteful, inefficient, or unnecessary consumption of energy resources. A development standard will be added to this project to address compliance with Title 24, Green Building Code, for projects that require energy efficiency. Impacts to energy are considered to be less than significant.

Mitigation: None

References: Referral response from Turlock Irrigation District (TID), dated August 11, 2026; Governor's Office of Planning and Research Technical Advisory, December 2018; San Joaquin; 2016 California Green Building Standards Code Title 24, Part 11(Cal Green); 2016 California Energy Code Title 24, Part 6; Stanislaus County General Plan and Support Documentation[1].

VII. GEOLOGY AND SOILS. Would the project:	**Potentially Significant Impact**	**Less Than Significant With Mitigation Incorporated**	**Less Than Significant Impact**	**No Impact**
a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:			**X**	
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.			**X**	
ii) Strong seismic ground shaking?			**X**	
iii) Seismic-related ground failure, including liquefaction?			**X**	
iv) Landslides?			**X**	
b) Result in substantial soil erosion or the loss of topsoil?			**X**	

c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?			**X**	
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?			**X**	
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?			**X**	
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?			**X**	

Discussion: The USDA Natural Resources Conservation Service's Eastern Stanislaus County Soil Survey indicates that the current 8.79± acre parcel is primarily comprised of Capay Clay, zero to one percent slopes; and Zacharias clay loam, zero to one percent slopes. As contained in Chapter 5 of the General Plan Support Documentation, the areas of the County subject to significant geologic hazard are located in the Diablo Range, west of Interstate 5; however, as per the California Building Code, all of Stanislaus County is located within a geologic hazard zone (Seismic Design Category D, E, or F) and a soils test may be required at building permit application. Results from the soils test will determine if unstable or expansive soils are present. If such soils are present, special engineering of the structure will be required to compensate for the soil deficiency. Any future structures resulting from this project will be designed and built according to building standards appropriate to withstand shaking for the area in which they are constructed A grading permit will be required for the project subject to Public Works review and Standards and Specifications. Additionally, as part of the grading permit submittal, a WDID (Waste Discharge Identification) Number issued by the State of California and a copy of the Notice of Intent (NOI) will be required to be submitted prior to plan approval and/or issuance of a grading permit. Likewise, any addition or expansion of a septic tank or alternative wastewater disposal system would require the approval of the Department of Environmental Resources (DER) through the building permit process, which also takes soil type into consideration within the specific design requirements. DER, Public Works, and the Building Permits Division review and approve any building or grading permit to ensure their standards are met. Development standards regarding these standards will be applied to the project and will be triggered when a grading or building permit is requested.

The existing parcel is served by a private well and septic system. No additional new structures are anticipated to be a part of the facility. If occupied structures were added in the future, the applicant will need to meet the California Building and Plumbing code, which may require ADA accessibility as well as a public restroom. The project was referred to the Department of Environmental Resources

(DER) who stated that they do not have any record of on-site wastewater treatment system (OTWS) for the unpermitted Accessory Dwelling Unit (ADU). DER also stated that the OWTS for the ADU will be required to demonstrate compliance with the County's Local Agency Management Program (LAMP) standards prior to issuance of a permit. The applicant will be required to demonstrate the layout, design of all existing and proposed OWTS and future 100% expansion area prior to the issuance of any building or grading permit. Additionally, any new structure serving the RV and boat storage could be subject to the requirements of a Measure X septic system and a Public Water system or will be required to connect to the City of Patterson for both public water and sewer. The comments received from DER will be added to the project as development standards.

The project was referred to the Department of Public Works; who requested standard development standards be applied to the project such as a requirement to obtain an encroachment permit for driveway approaches; a requirement that all storm drainage facilities be designed using a 100-year, 24-hour storm and being capable of dewatering the 100-year, 24-hour storm within 48 hours. These development standards will be added to the project.

It does not appear that this project will result in significant impacts to any paleontological resources or unique geologic features. A records search conducted by the Central California Information Center for the project site indicated that there are no historical, cultural, or archeological resources recorded on-site and that the site has a low sensitivity for the discovery of such resources. Development standards regarding the discovery of paleontological resources during the construction process will be added to the project.

The project site is not located near an active fault or within a high earthquake zone. Landslides are not likely due to the flat terrain of the area. Impacts to Geology and Soils are considered to be less than significant.

Mitigation: None.

References: Referral response from the Department of Environmental Resources (DER), May 15, 2026; Referral response from the Department of Public Works, dated July 9, 2026; Central California Information Center Report for the project site, dated October 14, 2025; Stanislaus County General Plan and Support Documentation[1].

VIII. GREENHOUSE GAS EMISSIONS. Would the project:	**Potentially Significant Impact**	**Less Than Significant With Mitigation Incorporated**	**Less Than Significant Impact**	**No Impact**
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?			**X**	
b) Conflict with an applicable plan, policy or regulation adopted for the			**X**	

purpose of reducing the emissions of greenhouse gases?				

Discussion: The principal Greenhouse Gasses (GHGs) are carbon dioxide (CO2), methane (CH4), nitrous oxide (N2O), sulfur hexafluoride (SF6), perfluorocarbons (PFCs), hydrofluorocarbons (HFCs), and water vapor (H2O). CO2 is the reference gas for climate change because it is the predominant greenhouse gas emitted. To account for the varying warming potential of different GHGs, GHG emissions are often quantified and reported as CO2 equivalents (CO2e). In 2006, California passed the California Global Warming Solutions Act of 2006 (Assembly Bill [AB] No. 32), which requires the California Air Resources Board (ARB) design and implement emission limits, regulations, and other measures, such that feasible and cost-effective statewide GHG emissions are reduced to 1990 levels by 2020. Two additional bills, SB 350 and SB32, were passed in 2015 further amending the states Renewables Portfolio Standard (RPS) for electrical generation and amending the reduction targets to 40% of 1990 levels by 2030.

The project will consist of development of 197 graveled parking stalls for the storage of RV's, trailers, and boats and will include a paved drive aisle is proposed around the interior of the site. Two driveways, for ingress and egress, providing access to Orange Avenue. The facility will be operated in conjunction with an existing RV & boat storage facility within .5 miles of the project site, within the City of Patterson. No employees will report directly to the project site and customer access to the site will be by a controlled access gate, allowing 24/7 access for customers. The project is anticipated to generate a total of ten customer trips per-day.

A referral was provided to the SJVAPCD, but no response has been received to date. Although no response has been received, the project will be responsible for consultation with the District to determine if they are subject to District Rule 2010 (Permits Required) and Rule 2201 (New and Modified Stationary Source Review) which requires an Authority to Construct (ATC) and Permit to Operate (PTO) permit for the project, Rule 9510 (Indirect Source Review) which requires the submittal of an Air Impact Application (AIA), Rule 4002 (National Emissions Standards for Hazardous Air Pollutants), Rule 4601 (Architectural Coatings), District Regulation VIII (Fugitive PM10 Prohibitions) which requires submittal of a dust control plan pursuant to District Rule 8021 (Construction, Demolition, Excavation, and Other Earthmoving Activities), and may be subject to Rule 4641 (Cutback, Slow Cure, and Emulsified Asphalt, Paving and Maintenance Operations). Development standards will be added to the project to ensure that consultation takes place prior to issuance of a grading permit for the project.

In the absence of an adopted numeric GHG threshold consistent with the State's 2030 target, the determination of significance is based on the project's consistency with regulations and requirements adopted to implement statewide, regional, and local plans for the reduction or mitigation of GHG emissions. The project would comply with all applicable federal, State, and local regulations governing GHG emissions, including the California Building Standards (Title 24 and CALGreen). Given the project's adherence to applicable regulatory requirements and its consistency with relevant GHG reduction plans, impacts related to GHG emissions are considered less than significant.

Mitigation: None.

References: Applications material; California Green Building Standards Code Title 24, Part 11(Cal Green); 2016 California Energy Code Title 24, Part 6; San Joaquin Valley Air Pollution Control District

- Regulation VIII Fugitive Dust/PM-10 Synopsis; www.valleyair.org; Stanislaus County General Plan and Support Documentation[1].

IX. HAZARDS AND HAZARDOUS MATERIALS. Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?			X	
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?			X	
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?			X	
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?			X	
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?			X	
f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?			X	
g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?			X	

Discussion: The project will consist of development of 197 graveled parking stalls for the storage of RV's, trailers, and boats and will include a paved drive aisle is proposed around the interior of the site. Two driveways, for ingress and egress, providing access to Orange Avenue. The facility will be operated in conjunction with an existing RV & boat storage facility within .5 miles of the project site, within the City of Patterson. No employees will report directly to the project site and customer access to the site will be by a controlled access gate, allowing 24/7 access for customers. No dumping, washing, or repairs will occur on the project site. The project is anticipated to generate a total of ten customer trips per-day.

The Stanislaus County Department of Environmental Resources (DER) is responsible for overseeing hazardous materials. A referral response from the DER Hazardous Materials (Haz Mat) Division is requiring the developer conduct a Phase I or Phase II study prior to the issuance of a grading permit. The Haz Mat requested that they be contacted should any underground storage tanks, buried chemicals, buried refuse, or contaminated soil be discovered during grading or construction. These comments will be reflected through the application of development standards.

The project site is within the vicinity of the Crows Land Industrial Business Park (CLIBP), which is comprised of the former Crows Landing Naval Airbase. Accordingly, the project was referred to the County's Airport Land Use Commission (ALUC). The ALUC responded to the project referral, stating that the adopted Airport Land Use Compatibility Plan (ALUCP) identified the project site as being outside the identified Safety Zones and Noise Contour areas of the CLIPB airport, however, it is located within the Airport Influence Area (AIA), which requires that Real Estate Disclosures of the airport proximity are made for any transactions involving residential property and that FAA height notifications are completed for the construction of a structure over 100-feet-tall. These requirements will be added as development standards for the project.

The project site is not within the vicinity of any wildlands.

Mitigation: None.

References: Application material; Referral Response from the Airport Land Use Commission, dated June 12, 2026; Stanislaus County Airport Land Use Compatibility Plan; Stanislaus County General Plan and Support Documentation[1].

X. HYDROLOGY AND WATER QUALITY. Would the project:	**Potentially Significant Impact**	**Less Than Significant With Mitigation Incorporated**	**Less Than Significant Impact**	**No Impact**
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?			**X**	
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede			**X**	

sustainable groundwater management of the basin?				
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:			**X**	
i) result in substantial erosion or siltation on- or off-site;			**X**	
ii) substantially increase the rate of amount of surface runoff in a manner which would result in flooding on- or off-site;			**X**	
iii) create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or			**X**	
iv) impede or redirect flood flows?			**X**	
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?			**X**	
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?			**X**	

Discussion: The proposed 197 space RV and boat storage facility will not include any commercial structures or bathrooms and has proposed to use an existing well for the proposed landscaping. Stormwater capture for off-site stormwater runoff will take place within a proposed storm drain basin at the northeast corner of the 8.79± acre parcel. The project site is currently developed with a single-family dwelling, ADU, and accessory structures which are served by an existing well and private septic system. Additionally, a previously approved communication facility is located on the parcel. All existing structures are proposed to remain but will not be a part of the RV and boat storage facility.

The project was referred to the Department of Public Works; who requested standard development standards be applied to the project including a requirement that an encroachment permit be obtained for driveway approaches and that all storm drainage facilities being designed using a 100-year, 24-hour storm and being capable of dewatering the 100-year, 24-hour storm within 48 hours. The grading, drainage, and erosion/sediment control plan for the project is required and will be subject to Public Works review and Standards and Specifications, as well as the submittal of a Storm Water Pollution Prevention Plan (SWPPP) prior to the approval of any grading plan. The submittal and approval of the grading, drainage, erosion/sediment control plan and SWPPP will be made part of the development standards for this project. Accordingly, runoff associated with the construction at the proposed project site will be reviewed as part of the grading review process and be required to be maintained on-site. No additional new structures are anticipated to be a part of the facility. If

occupied structures were added in the future, the applicant will need to meet the California Building and Plumbing code, which may require ADA accessibility as well as a public restroom. Any construction will be reviewed under the Building Permit process and must be reviewed and approved by DER and adhere to current Measure X and Local Agency Management Program (LAMP) standards. LAMP standards include minimum setbacks from wells to prevent negative impacts to groundwater quality. Additionally, any new structure serving the RV and boat storage could be subject the requirements of a Public Water system. Alternatively, if construction were to occur in the future the site may be able to connect to the City of Patterson for both public water and sewer.

The Sustainable Groundwater Management Act (SGMA), passed in 2014, requires the formation of local Groundwater Sustainability Agencies (GSAs) to oversee the development and implementation of Groundwater Sustainability Plans (GSPs), with the ultimate goal of achieving sustainable management of the state's groundwater basins. Stanislaus County is a participating member in five GSAs across four groundwater subbasins, including: the Eastern San Joaquin Groundwater Subbasin, which covers a portion of Stanislaus County occurring north of the Stanislaus River; commonly referred to as the "northern triangle"; the Modesto Groundwater Subbasin, which covers an area of land located between the Stanislaus and Tuolumne rivers, occurring west of the Sierra Nevada foothills and east of the San Joaquin River; the Turlock Groundwater Subbasin which covers an area of land located between the Tuolumne and Merced rivers, occurring west of the Sierra Nevada Foothills and occurring east of the San Joaquin River; and the Delta-Mendota Groundwater Subbasin which covers an area of land within Stanislaus County located west of the San Joaquin River and east of the basement rock of the Coast Range. Public and private water agencies and user groups within each of the four groundwater subbasins work together as GSAs to implement SGMA. The project site is located in San Joaquin Valley Delta-Mendota Subbasin, which is administered by the Northwestern Delta-Mendota GSA. The project was referred to the GSA, and no comments were received regarding the proposed project. The Groundwater Division of DER responded to the project referral stating they had no comments.

Areas subject to flooding have been identified in accordance with the Federal Emergency Management Act (FEMA). The project site is located in FEMA Flood Zone X, which includes areas determined to be outside the 0.2 percent annual chance floodplains and, as such, exposure to people or structures to a significant risk of loss/injury/death involving flooding due to levee/dam failure and/or alteration of a watercourse, at this location is not an issue with respect to this project. Flood zone requirements are enforced through the building permit process. The Building Permits Division also reviews building permits and determines if geotechnical reports are required with submission of building permits. A requirement to obtain any applicable building permits will be incorporated into the project's development standards.

The Central Valley Regional Water Quality Control Board (CVRWQCB) was referred the project, but no referral response has been received to date. A development standard will be placed on the project requiring the applicant to coordinate with the agency to determine if any permits or Water Board requirements be obtained/met prior to operation.

The project site abuts Lateral D of Patterson Irrigation District (PID) canal and receives irrigation water from PID. The project was referred to PID, which requested that the applicant coordinate with the District upon development of the site to ensure their access to the canal is not impacted. PID's comments will be placed on the project as Development Standards.

Impacts to hydrology and water quality are considered to be less-than significant with mitigation.

Mitigation: None.

References: Application information; Referral response from the Groundwater Division of the Department of Environmental Resources (DER), dated May 28, 2026; San Joaquin Valley – Delta Mendota Sub Basin Groundwater Sustainability Plan (GSP); Referral response from the Department of Public Works, dated July 9, 2026; Referral response from the Patterson Irrigation District, dated May 20, 2026; County General Plan and Support Documentation[1].

XI. LAND USE AND PLANNING. Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Physically divide an established community?			X	
b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?			X	

Discussion: This project is a request to amend the General Plan and zoning designation of an 8.79-acre parcel from Urban Transition and General Agriculture (A-2-10) to Planned Development to allow for the development of a recreational vehicle (RV) and boat storage facility. The applicant anticipates development of the project will be completed within one year of project approval.

As stated by the Introduction to the General Plan, General Plan Amendments affect the entire County and any evaluation must give primary concern to the County as a whole; therefore, a fundamental question must be asked in each case: "Will this amendment, if adopted, generally improve the economic, physical and social well-being of the County in general?" Additionally, the County in reviewing General Plan amendments shall consider how the levels of public and private service might be affected; as well as how the proposal would advance the long-term goals of the County. In each case, in order to take affirmative action regarding a General Plan Amendment application, it must be found that the General Plan Amendment will maintain a logical land use pattern without detriment to existing and planned land uses and that the County and other affected government agencies will be able to maintain levels of service consistent with the ability of the government agencies to provide a reasonable level of service. In the case of a proposed amendment to the Land Use diagrams of the Land Use Element, an additional finding that the amendment is consistent with the goals and policies of the General Plan must also be made. Additionally, Goal 2 of the Land Use Element aims to ensure compatibility between land uses.

The Land Use Element describes the Planned Development designation as a designation intended for land which, because of demonstrably unique characteristics, may be suitable for a variety of uses without detrimental effects on other property. The Land Use Element also requires that the

Agricultural Element's Conversion Criteria (Goal 2, Policy 2.7) be met when converting agricultural land to non-agricultural uses. Section II – *Agricultural Resources* contains the full discussion on the Stanislaus County's General Plan Conversion Criteria. The amendment of the General Plan Designation from Agriculture to Planned Development is not anticipated to create a significant impact to conversion of agricultural land to non-agricultural uses. Ultimately, the Planning Commission and Board of Supervisors will determine if the conversion criteria can be met.

General Plan Amendment No. 2011-01 - Revised Agricultural Buffers was approved by the Board of Supervisors on December 20, 2011, to modify County requirements for buffers on agricultural projects. The County's Agricultural Element's Agricultural Buffer Guidelines states that new or expanding uses approved by discretionary permit in the A-2 zoning district or on a parcel adjoining the A-2 zoning district should incorporate a minimum 150-foot-wide agricultural buffer setback, or 300-foot-wide buffer setback for people intensive uses, to physically avoid conflicts between agricultural and non-agricultural uses. Public roadways, utilities, drainage facilities, rivers and adjacent riparian areas, landscaping, parking lots, and similar low people intensive uses are permitted uses within the buffer setback area. Additionally, as required by County's Agricultural Element's Agricultural Buffer Guidelines the project was evaluated and determined that as a long-term parking facility for RV and boats, it is considered exempt from the buffer policy, however, the applicant proposes a combination of fencing and screening landscaping to separate the project site from adjacent land uses. The project referred to the Stanislaus County Agricultural Commissioner, and no comments have been received to date.

The project site is located within the Local Agency Formation Commission (LAFCO) adopted Sphere of Influence for the City of Patterson. As stated in Section 1 – *Aesthetics*, the project site is located with the Local Agency Formation Commission (LAFCO) adopted Sphere of Influence (SOI) of the City of Patterson. In accordance with County General Plan polices, the project was referred to the City for review and comment. In consultation with the City of Patterson's Planning Commission, the City requested that if the project were to be approved, that development standards be placed on the project that required completion of a deferral agreement with the City of Patterson requiring construction of, connection to, and/or payment of fees related to street, curb, gutter, sidewalk, water, sewer, storm drainage, and other related improvements; construction of a 6.5-foot-tall masonry wall along the norther property line; and that all project lighting be shielded to prevent glare. Development standards will be applied to the project to address the City's request, as well as a requirements that a photometric lighting plan be submitted for review and approval prior to issuance of a building permit for the site.

The project site is within the vicinity of the Crows Land Industrial Business Park (CLIBP), which is comprised of the former Crows Landing Naval Airbase. Accordingly, the project was referred to the County's Airport Land Use Commission (ALUC). The ALUC responded to the project referral, stating that the adopted Airport Land Use Compatibility Plan (ALUCP) identified the project site as being outside the identified Safety Zones and Noise Contour areas of the CLIPB airport, however, it is located within the Airport Influence Area (AIA), which requires that Real Estate Disclosures of the airport proximity are made for any transactions involving residential property and that FAA height notifications are completed for the construction of a structure over 100-feet-tall. These requirements will be added as development standards for the project.

The project will not physically divide an established community nor conflict with any habitat conservation plans.

Mitigation: None.

References: Application information; Referral response from the City of Patterson dated June 26, 2026; Stanislaus County Zoning Ordinance (Title 21); Stanislaus County General Plan and Support Documentation[1].

XII. MINERAL RESOURCES. Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?			X	
b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?			X	

Discussion: The location of all commercially viable mineral resources in Stanislaus County has been mapped by the State Division of Mines and Geology in Special Report 173. There are no known significant resources on the site, nor is the project site located in a geological area known to produce resources.

Mitigation: None.

References: Application material; Stanislaus County General Plan and Support Documentation[1].

XIII. NOISE. Would the project result in:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?			X	
b) Generation of excessive groundborne vibration or groundborne noise levels?			X	

c) For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?			**X**	

Discussion: The project will consist of development of 197 graveled parking stalls for the storage of RV's, trailers, and boats. No employees will report directly to the project site and customer access to the site will be by a controlled access gate, allowing 24/7 access for customers. The project is anticipated to generate a total of ten customer trips per-day.

The Stanislaus County General Plan identifies noise levels up to 75 dB Ldn (or CNEL) as the normally acceptable level of noise for industrial and agricultural uses. The Stanislaus County General Plan identifies noise levels for residential or other noise-sensitive land uses of up to 55 hourly Leq, dBA and 75 Lmax, dBA from 7 a.m. to 10 p.m. and 45 hourly Leq, dBA and 65 Lmax, dBA from 10 p.m. to 7 a.m. Pure tone noises, such as music, shall be reduced by five dBA; however, when ambient noise levels exceed the standards, the standards shall be increased to the ambient noise levels. The closest sensitive noise receptors is a residence located approximately 173± feet from the proposed development to the east. On-site grading and construction may result in a temporary increase in the area's ambient noise levels; however, noise impacts associated with on-site activities and traffic are not anticipated to exceed the normally acceptable level of noise. As stated previously, the City of Patterson has requested that a 6.5-foot-tall CMU wall be constructed on the northern boundary, which abuts residential uses within the City of Patterson to increase noise attenuation. Additionally, the applicant has proposed installing screening landscaping along the western and eastern property lines, which will dampen any potential noise from the project site.

The site itself is impacted by noise generated by vehicular traffic on Highway 33 and neighboring agricultural operations.

As stated previously, the project site is within the vicinity of the Crows Land Industrial Business Park (CLIBP), which is comprised of the former Crows Landing Naval Airbase, however, the project site is located outside of the adopted noise contour areas. Impacts associated with noise are considered to be less than significant.

Mitigation: None.

References: Application information; Stanislaus County Noise Ordinance; Referral response from the City of Patterson dated June 26, 2026; Referral Response from the Airport Land Use Commission, dated June 12, 2026; Stanislaus County Airport Land Use Compatibility Plan; Stanislaus County General Plan and Support Documentation[1].

XIV. POPULATION AND HOUSING. Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?			X	
b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?			X	

Discussion: The site is not included in the vacant sites inventory for the 2023 Stanislaus County Housing Element, which covers the 6th cycle Regional Housing Needs Allocation (RHNA) for the County and will therefore not impact the County's ability to meet their RHNA. No population growth will be induced, nor will any existing housing be displaced as a result of this project.

Mitigation: None.

References: Application material; Stanislaus County General Plan and Support Documentation[1].

XV. PUBLIC SERVICES. Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Result in the substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:			X	
Fire protection?			X	
Police protection?			X	
Schools?			X	

Parks?			**X**	
Other public facilities?			**X**	

Discussion: This project was circulated to all applicable school, fire, police, irrigation, and public works departments and districts during the early consultation referral period including West Stanislaus Fire Protection District, the Stanislaus County Sheriff's Office, Patterson Joint Unified School District, Stanislaus County Public Works Department, Caltrans, Patterson Irrigation District (PID), and the Turlock Irrigation District (TID).

The project was referred to the Stanislaus County Department of Public Works, who requested standard development standards be incorporated into the project requiring that an encroachment permit be obtained for driveway approaches and that all storm drainage facilities being designed using a 100-year, 24-hour storm and being capable of dewatering the 100-year, 24-hour storm within 48 hours. Additionally, a grading, drainage, and erosion/sediment control plan for the project is required and will be subject to Public Works review and Standards and Specifications, as well as the submittal of a Storm Water Pollution Prevention Plan (SWPPP) prior to the approval of any grading plan. The submittal and approval of the grading, drainage, erosion/sediment control plan and SWPPP will be made part of the development standards for this project. Accordingly, runoff associated with the construction at the proposed project site will be reviewed as part of the grading review process and be required to be maintained on-site. Any future construction will be required to obtain a Building Permit which would be required to be reviewed and approved by DER who ensures Local Agency Management Program (LAMP) standards are met, which includes minimum setbacks from wells to prevent negative impacts to groundwater quality. Alternatively, if construction were to occur in the future the site may be able to connect to the City of Patterson for both public water and sewer.

The project site abuts Lateral D of Patterson Irrigation District (PID) canal and receives irrigation water from PID. The project was referred to PID, which requested that the applicant coordinate with the District upon development of the site to ensure their access to the canal is not impacted. PID's comments will be placed on the project as Development Standards. The project site receives electrical services from Turlock Irrigation District (TID). TID was referred the project and responded that they have no comments regarding their electrical facilities.

The County has adopted Public Facilities Fees, as well as Fire Facility Fees on behalf of the appropriate fire district, to address impacts to public services. No buildings are proposed as part of this project. However, should any construction occur on the property in the future, all adopted public facility fees will be required to be paid at the time of building permit issuance. Impacts to public services are considered to be less than significant.

Mitigation: None.

References: Application material; Referral response from the Patterson Irrigation District, dated May 20, 2026; Referral response from Turlock Irrigation District (TID), dated August 11, 2026; Stanislaus County General Plan and Support Documentation[1].

XVI. RECREATION.	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?			X	
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?			X	

Discussion: This project will not increase demands for recreational facilities, as such impacts typically are associated with residential development. No buildings are proposed as part of this project. However, should any construction occur on the property in the future, all adopted public facility fees, which includes parks fees, will be required to be paid at the time of building permit issuance.

Impacts to recreation are considered to be less than significant.

Mitigation: None.

References: Application material; Stanislaus County General Plan and Support Documentation[1].

XVII. TRANSPORTATION. Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?			X	
b) Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?			X	
c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous			X	

intersections) or incompatible uses (e.g., farm equipment)?				
d) Result in inadequate emergency access?			**X**	

Discussion: This is a request to develop and operate a recreational vehicle (RV) and boat storage facility. The RV and boat storage portion of the facility will include 197 graveled parking stalls for the storage of RV's, trailers, and boats and a paved drive aisle around the interior of the site. Two driveways, for ingress and egress, will provide access to Orange Avenue. The facility will be operated in conjunction with an existing RV & boat storage facility within .5 miles of the project site, within the City of Patterson. No employees will report directly to the project site and customer access to the site will be by a controlled access gate, allowing 24/7 access for customers. The site is currently developed with a single family dwelling, ADU, and accessory structures, and a communication facility which will remain.

County-maintained Orange Avenue is classified as 60-foot-wide rural road. It is not anticipated that the project would substantially affect the level of service on Orange Avenue The project was referred to the Department of Public Works; who requested standard development standards such as an encroachment permit needing to be obtained for driveway approaches at all points of ingress and egress on the project site and any other work done within the County right-of-way.

The project site is located within the Local Agency Formation Commission (LAFCO) adopted Sphere of Influence (SOI) of the City of Patterson. In accordance with County General Plan polices, the project was referred to the City for review and comment. In consultation with the City of Patterson's Planning Commission, the City requested that if the project were to approved that development standards be placed on the project that required completion of a deferral agreement with the City of Patterson requiring construction of, connection to, and/or payment of fees related to street, curb, gutter, sidewalk, water, sewer, storm drainage, and other related improvements. The deferral agreement would be activated at the time the City were to annex the project site. Development standards will be applied to the project to address the City's request.

As required by CEQA Guidelines Section 15064.3, potential impacts regarding Air Quality should be evaluated using Vehicle Miles Traveled (VMT). Stanislaus County has currently not adopted any significance thresholds for VMT, and projects are treated on a case-by-case basis for evaluation under CEQA. However, the State of California - Office of Planning and Research (OPR) has issued guidelines regarding VMT significance under CEQA. One of the guidelines, presented in the December 2018 document Technical Advisory on Evaluating Transportation Impacts in CEQA, identifies projects and areas presumed to have a less than significant, which includes, absent substantial evidence indicating that a project would generate a potentially significant level of VMT, or inconsistency with a Sustainable Communities Strategy (SCS) or general plan, projects that generate or attract fewer than 110 trips per-day as generally assumed to cause a less than significant transportation impact. As mentioned, the project is anticipated to generate a total of ten customer trips per-day which is below the threshold of significance for VMT.

The project was referred to Caltrans who responded with no comments.

Impacts associated with *Transportation* are expected to have a less than significant impact.

Mitigation: None.

References: Application material; Referral Response from the Department of Public Works, dated July 9, 2026; Referral response from the City of Patterson dated June 26, 2026; Referral response from Caltrans, dated May 28, 2026; Stanislaus County General Plan and Support Documentation[1].

XVIII. TRIBAL CULTURAL RESOURCES.	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code §21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California native American tribe, and that is:			**X**	
i) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or			**X**	
ii) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set for the in subdivision (c) of Public Resource Code section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.			**X**	

Discussion: As this project is a General Plan Amendment it was referred to the tribes listed with the Native American Heritage Commission (NAHC), in accordance with SB 18, for a 90-day review

period. The Muwekma Ohlone Tribe of the San Franscisco (S.F.) Bay Area has requested consultation in accordance with AB 52 for all projects located west of the San Joaquin River. This project is located in that area. Accordingly, this project has been sent to the Muwekma Ohlone S.F. Bay Area Tribe. No responses from the tribal contacts were received. A records search conducted by the Central California Information Center (CCIC) indicated that there are no historical, cultural, or archeological resources recorded on-site. The project site is currently improved with a single-family dwelling and accessory structures on the property. The balance of the current parcel was historically planted in row crops and abuts lateral D of the Patterson Irrigation District. The parcel has been ripped and planted for many years for agricultural production. A development standard will be added to the project which requires if any cultural or tribal resources are discovered during project-related activities, all work is to stop, and the lead agency and a qualified professional are to be consulted to determine the importance and appropriate treatment of the find.

If any resources are found during construction, construction activities would halt until a qualified survey takes place and the appropriate authorities are notified. A development standard regarding the discovery of cultural resources during any future construction process will be added to the project.

Tribal Cultural Resources are considered to be less-than significant.

Mitigation: None.

References: Application information; Central California Information Center Report for the project site, dated October 14, 2025; Stanislaus County General Plan and Support Documentation[1].

XIX. UTILITIES AND SERVICE SYSTEMS. Would the project:	**Potentially Significant Impact**	**Less Than Significant With Mitigation Incorporated**	**Less Than Significant Impact**	**No Impact**
a) Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?			**X**	
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?			**X**	
c) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity			**X**	

to serve the project's projected demand in addition to the provider's existing commitments?				
d) Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?			**X**	
e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?			**X**	

Discussion: Limitations on providing services have not been identified. The project site is currently improved with a single family dwelling, ADU, accessory structures, and communications facility. The existing residential units utilize an existing domestic well for water and private septic system for wastewater service. No construction is proposed. However, if construction were to occur in the future the site may be served by a private well and septic system or may be able to connect to the City of Patterson for both public water and sewer. Stormwater capture for off-site stormwater runoff will take place within a proposed storm drain basin at the northeast corner of the 8.79± acre parcel.

The project was referred to the Department of Public Works; who requested standard development standards such as an encroachment permit needing to be obtained for driveway approaches at all points of ingress and egress on the project site and any other work done within the County right-of-way. Additionally, a grading, drainage, and erosion/sediment control plan for the project is required and will be subject to Public Works review and Standards and Specifications, as well as the submittal of a Storm Water Pollution Prevention Plan (SWPPP) prior to the approval of any grading plan. The submittal and approval of the grading, drainage, erosion/sediment control plan and SWPPP will be made part of the development standards for this project. Accordingly, runoff associated with the construction at the proposed project site will be reviewed as part of the grading review process and be required to be maintained on-site. Any future construction will be reviewed under the Building Permit process and must be reviewed and approved by DER and adhere to current Local Agency Management Program (LAMP) standards. LAMP standards include minimum setbacks from wells to prevent negative impacts to groundwater quality.

As discussed in Section X – *Hydrology and Water Quality,* the project site is located in San Joaquin Valley Delta-Mendota Subbasin, which is administered by the Northwestern Delta-Mendota GSA. The project was referred to the GSA, and no comments were received regarding the proposed project. The Groundwater Division of DER responded to the project referral stating they had no comments.

The project site abuts Lateral D of Patterson Irrigation District (PID) canal and receives irrigation water from PID. The project was referred to PID, which requested that the applicant coordinate with the District upon development of the site to ensure their access to the canal is not impacted. PID's comments will be placed on the project as Development Standards. The project site receives electrical services from Turlock Irrigation District (TID). TID was referred the project and responded that they have no comments regarding their electrical facilities.

The project is not anticipated to have a significant impact to utilities and service systems.

Mitigation: None.

References: Application material; Referral response from the Patterson Irrigation District, dated May 20, 2026; Referral response from Turlock Irrigation District (TID), dated August 11, 2026; Referral Response from the Department of Public Works, dated July 9, 2026; Referral response from the Groundwater Division of the Department of Environmental Resources (DER), dated May 28, 2026; Stanislaus County General Plan and Support Documentation[1].

XX. WILDFIRE. If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Substantially impair an adopted emergency response plan or emergency evacuation plan?			X	
b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?			X	
c) Require the installation of maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?			X	
d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?			X	

Discussion: The Stanislaus County Local Hazard Mitigation Plan identifies risks posed by disasters and identifies ways to minimize damage from those disasters. The project site is in a non-urbanized area with no wildlands located in the vicinity of the project site. In addition, the project site is not located within a designated high or very high fire hazard severity zone, near state responsibility areas, or lands classified as very high fire hazard severity zones. The terrain of the site is relatively flat, and the site has access to a County-maintained road. The resulting parcels will continue to have access to County-maintained roads. The site is located in a Local Responsibility Area (LRA) for fire protection and is served by West Stanislaus Fire Protection District. The project was referred to the

District, and no comments have been received to date. California Building and Fire Code establishes minimum standards for the protection of life and property by increasing the ability of a building to resist intrusion of flame and burning embers. Building permits will be required for the Accessory Dwelling Unit, if approved, which will be reviewed by the County's Building Permits Division and Fire Prevention Bureau to ensure all State of California Building and Fire Code requirements are met prior to construction.

Wildfire risk and risks associated with postfire land changes are considered to be less than significant.

Mitigation: None.

References: Application information; California Fire Code Title 24, Part 9; California Building Code Title 24, Part 2, Chapter 7; Stanislaus County Local Hazard Mitigation Plan; Stanislaus County General Plan and Support Documentation[1].

XXI. MANDATORY FINDINGS OF SIGNIFICANCE.	**Potentially Significant Impact**	**Less Than Significant With Mitigation Incorporated**	**Less Than Significant Impact**	**No Impact**
a) Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?			**X**	
b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)			**X**	
c) Does the project have environmental effects which will			**X**	

cause substantial adverse effects on human beings, either directly or indirectly?				

Discussion: This is a request to develop and operate a recreational vehicle (RV) and boat storage facility. The RV and boat storage portion of the facility will include 197 graveled parking stalls for the storage of RV's, trailers, and boats and a paved drive aisle around the interior of the site. The project site is currently developed with a single-family dwelling, ADU, and accessory structures that will remain. Additionally, a previously approved communication facility is located on the parcel.

The project site is located within the Local Agency Formation Commission (LAFCO) adopted Sphere of Influence (SOI) for the City of Patterson and is surrounded by row crops, ranchette parcels, and a tractor-trailer repair facility to the east and south, residential development within the City of Patterson to the north, and State Highway 33 and industrial development within the City of Patterson to the west, which limit any visibility to Interstate 5. Any future development of the surrounding area must comply with the permitted uses allowed by their current zoning designation or must obtain discretionary land use permits, which would require additional environmental review; future discretionary development within the SOI of the City of Patterson must be supported by the city prior to approval.

Impacts to endangered species or habitats, locally designated species, wildlife dispersal, or mitigation corridors are considered to be less than significant.

Review of this project has not indicated any features which might significantly impact the environmental quality of the site and/or the surrounding area.

Mitigation: None.

References: Initial Study; Stanislaus County General Plan and Support Documentation[1].

[1]Stanislaus County General Plan and Support Documentation adopted in August 23, 2016, as amended. ***Housing Element*** adopted on December 9, 2025.

DEPARTMENT OF PLANNING AND COMMUNITY DEVELOPMENT
1010 10TH Street, Suite 3400, Modesto, CA 95354
Planning Phone: (209) 525-6330 Fax: (209) 525-5911
Building Phone: (209) 525-6557 Fax: (209) 525-7759

NEGATIVE DECLARATION

NAME OF PROJECT: General Plan Amendment and Rezone Application No. PLN2026-0010 – Gill RV and Boat Storage Facility

LOCATION OF PROJECT: 261 Orange Avenue, between 1st Street and Locust Avenue, in the Patterson area. APN: 048-001-038.

PROJECT DEVELOPERS: Anna Gill
PO Box 422
Patterson, CA 95363

DESCRIPTION OF PROJECT: REQUEST TO AMEND THE GENERAL PLAN AND ZONING DESIGNATINO OF AN 8.79-ACRE PARCEL FROM URBAN TRANSITION AND GENERAL AGRICULTURE (A-2-10) TO PLANNED DEVELOPMENT TO ALLOW FOR THE DEVELOPMENT OF A RECREATIONAL VEHICLE (RV) AND BOAT STORAGE FACILITY

Based upon the Initial Study, dated **August 19, 2026**, the Environmental Coordinator finds as follows:

1. This project does not have the potential to degrade the quality of the environment, nor to curtail the diversity of the environment.

2. This project will not have a detrimental effect upon either short-term or long-term environmental goals.

3. This project will not have impacts which are individually limited but cumulatively considerable.

4. This project will not have environmental impacts which will cause substantial adverse effects upon human beings, either directly or indirectly.

The Initial Study and other environmental documents are available for public review at the Department of Planning and Community Development, 1010 10th Street, Suite 3400, Modesto, California.

Initial Study prepared by: Jeremy Ballard, Senior Planner

Submit comments to: Stanislaus County
Planning and Community Development Department
1010 10th Street, Suite 3400
Modesto, California 95354

SUMMARY OF RESPONSES FOR ENVIRONMENTAL REVIEW REFERRALS

PROJECT: **GENERAL PLAN AMENDMENT AND REZONE APPLICATION NO. PLN2026-0010 GILL RV AND BOAT STORAGE FACILITY**

REFERRED TO:				RESPONDED		RESPONSE			MITIGATION MEASURES		CONDITIONS	
	2 WK	30 DAY	PUBLIC HEARING NOTICE	YES	NO	WILL NOT HAVE SIGNIFICANT IMPACT	MAY HAVE SIGNIFICANT IMPACT	NO COMMENT NON CEQA	YES	NO	YES	NO
CA DEPT OF CONSERVATION: Land Resources / Mine Reclamation	X	X	X		X							
CA DEPT OF FISH & WILDLIFE	X	X	X		X							
CA DEPT OF TRANSPORTATION DIST 10	X	X	X		X							
CA OPR STATE CLEARINGHOUSE	X	X	X		X							
CA RWQCB CENTRAL VALLEY REGION	X	X	X		X							
CITY OF: PATTERSON	X	X	X	X				X		X	X	
COOPERATIVE EXTENSION	X	X	X		X							
DISPOSAL DIST: BERTOLOTTI	X	X	X									
FIRE PROTECTION DIST: WEST STAN	X	X	X		X							
GSA: NORTHWESTERN DELTA MENDOTA	X	X	X		X							
HOSPITAL DISTRICT: DEL PUERTO	X	X	X		X							
IRRIGATION DISTRICT: PATTERSON/TURL	X	X	X	X				X		X	X	
MOSQUITO DISTRICT: TURLOCK	X	X	X		X							
STANISLAUS COUNTY EMERGENCY MEDICAL SERVICES	X	X	X		X							
PACIFIC GAS & ELECTRIC	X	X	X		X							
RAILROAD: UNION PACIFIC	X	X	X		X							
SAN JOAQUIN VALLEY APCD	X	X	X		X							
SCHOOL DISTRICT 1: PATTERSON UNIFIED	X	X	X		X							
STAN CO AG COMMISSIONER	X	X	X		X							
STAN CO ALUC	X	X	X	X				X		X	X	
STAN CO BUILDING PERMITS DIVISION	X	X	X	X								
STAN CO CEO	X	X	X		X							
STAN CO DER	X	X	X	X				X			X	
STAN CO DER - GROUNDWATER DIVISION	X	X	X	X				X		X		X
STAN CO FARM BUREAU	X	X	X		X							
STAN CO HAZARDOUS MATERIALS	X	X	X	X				X		X	X	
STAN CO PUBLIC WORKS	X	X	X	X				X		X	X	
STAN CO SHERIFF	X	X	X		X							
STAN CO SUPERVISOR DIST: 5 C.CONDIT	X	X	X		X							
STAN COUNTY COUNSEL	X	X	X		X							
STANISLAUS FIRE PREVENTION BUREAU	X	X	X		X							
STANISLAUS LAFCO	X	X	X		X							
SURROUNDING LAND OWNERS		X	x		X							
TELEPHONE COMPANY: ATT	X	X	X		X							
TRIBAL CONTACTS (CA Government Code §65352.3)	X	X	X		X							
US FISH & WILDLIFE	X	X	X		X							

GPA REZ PM PLN2026-0010

GILL RV & BOAT FACILITY

Planning Commission
October 15, 2026

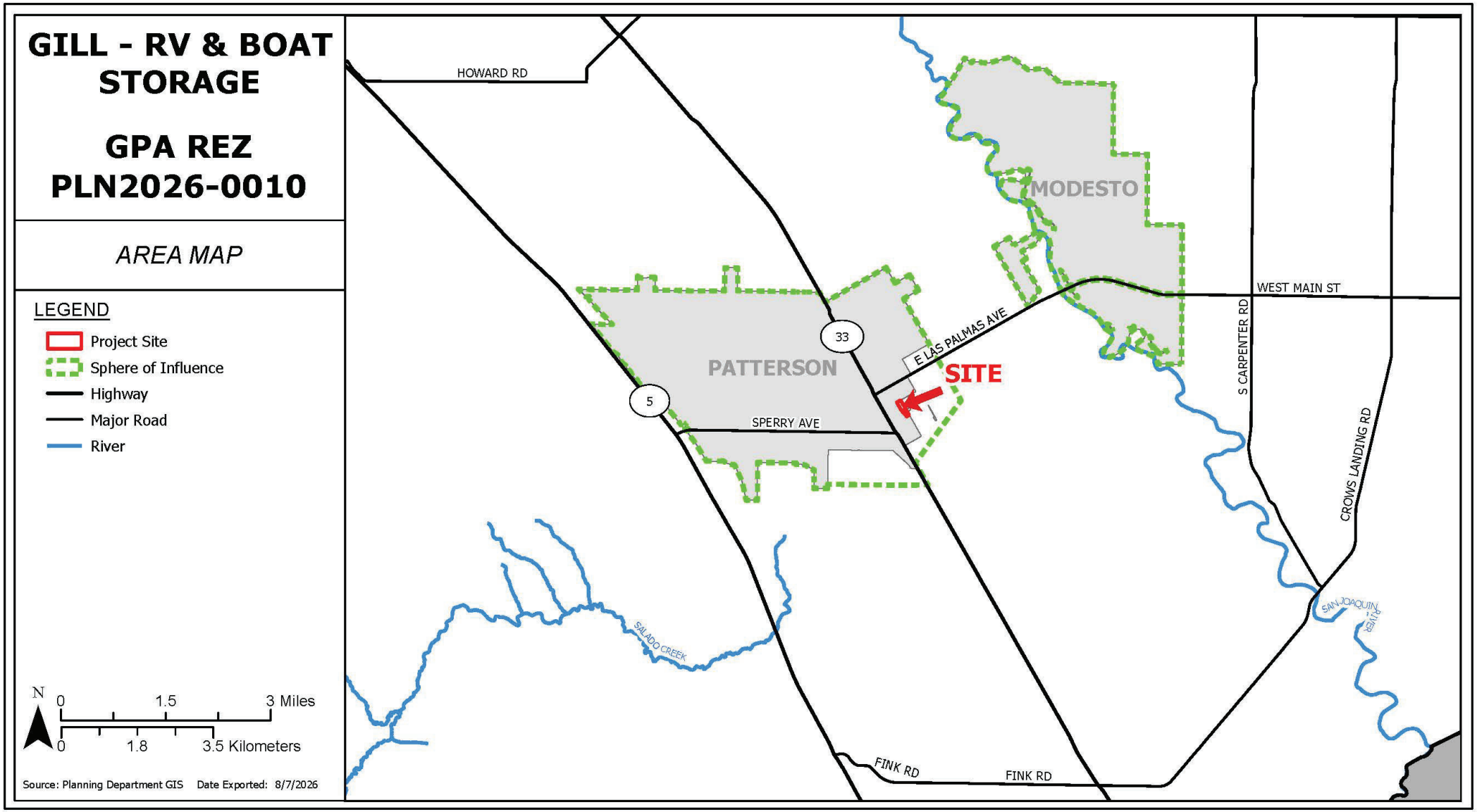
Overview

- Request to amend the General Plan and Zoning Designation of 8.79 acre parcel
  - General Plan Designation of Urban Transition and General Agriculture Zoning Designation to Planned Development
  - Develop a Recreational Vehicle (RV) and Boat storage facility

GILL - RV & BOAT STORAGE

GPA REZ
PLN2026-0010

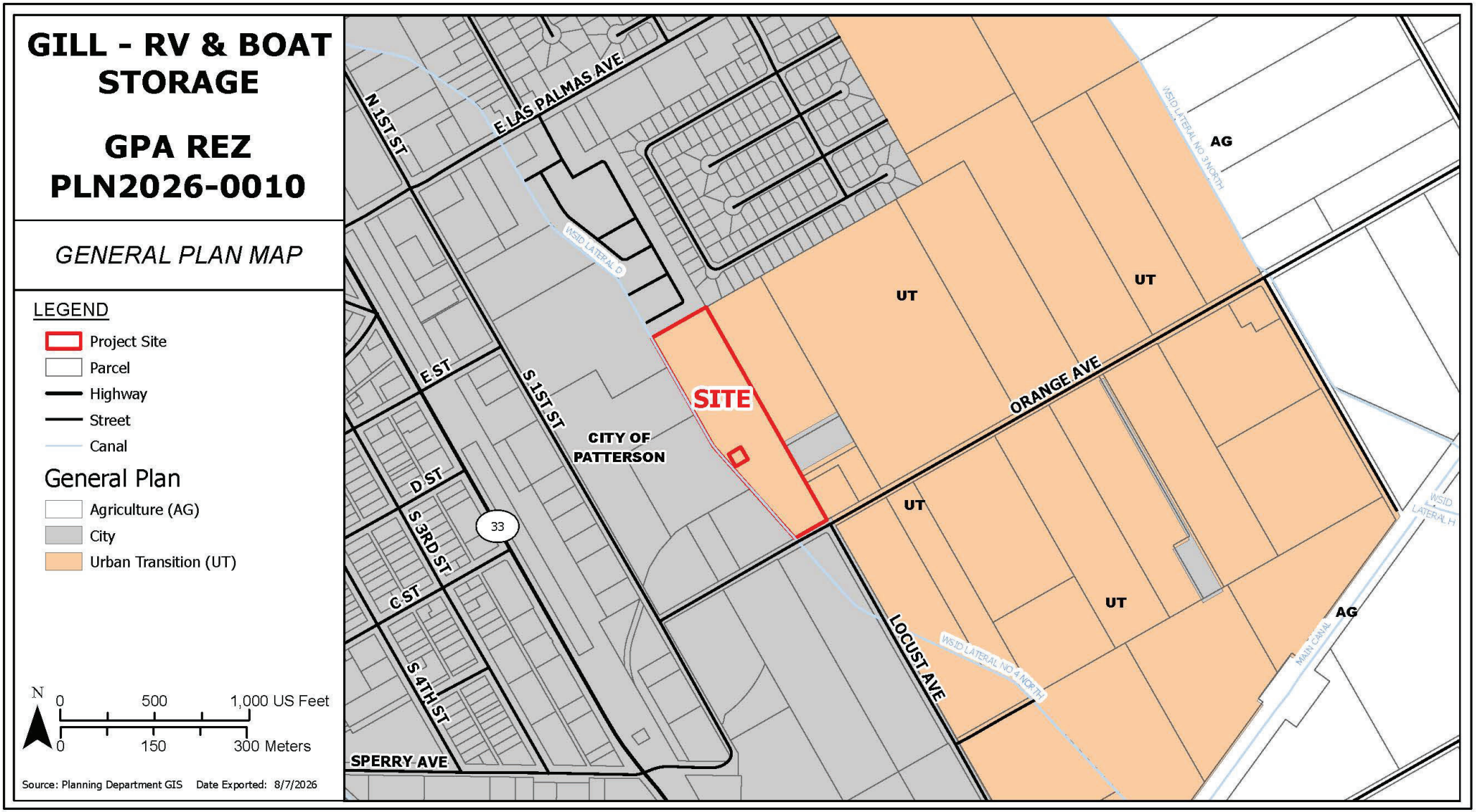
AREA MAP



GILL - RV & BOAT STORAGE

GPA REZ
PLN2026-0010

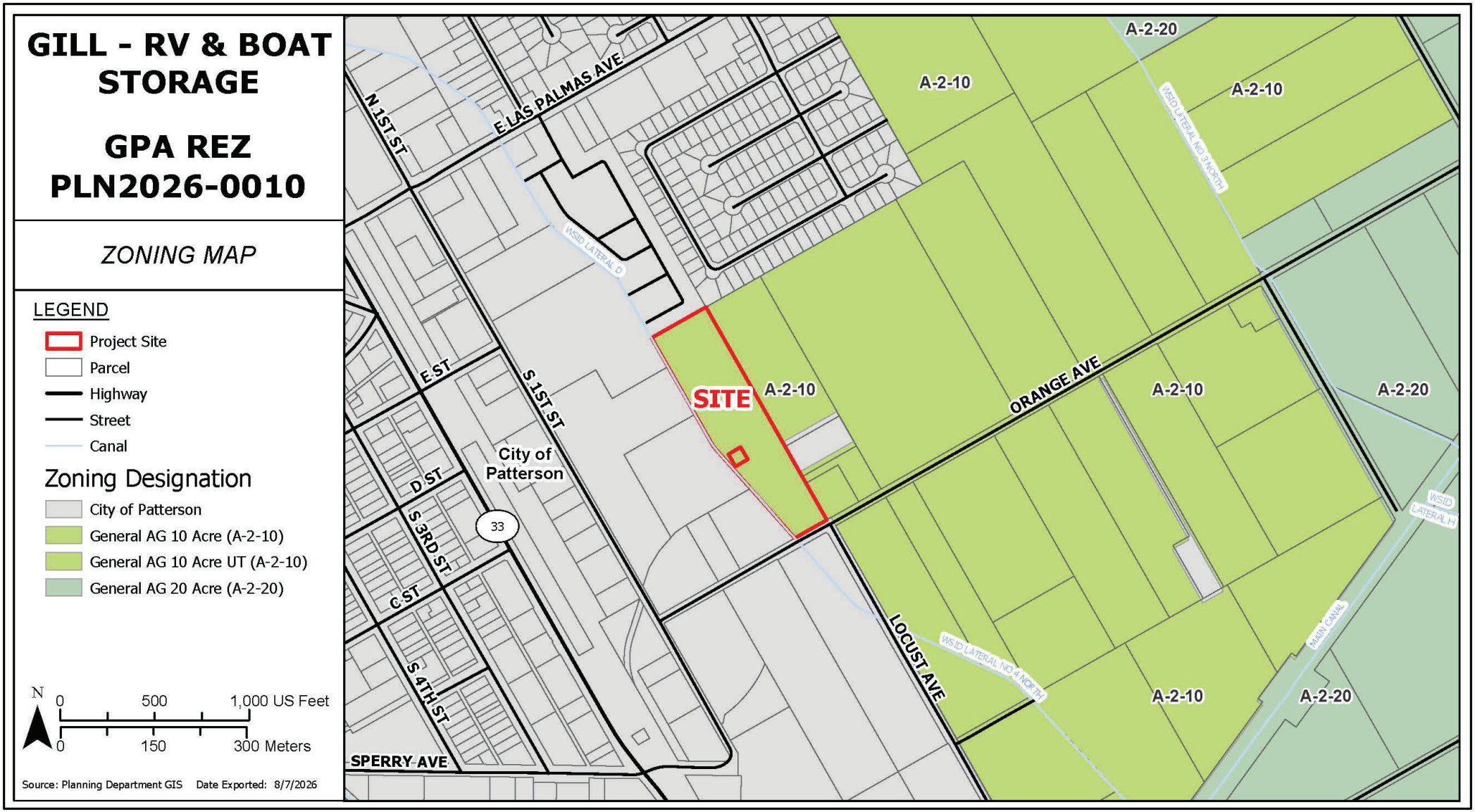
GENERAL PLAN MAP



GILL - RV & BOAT STORAGE

GPA REZ
PLN2026-0010

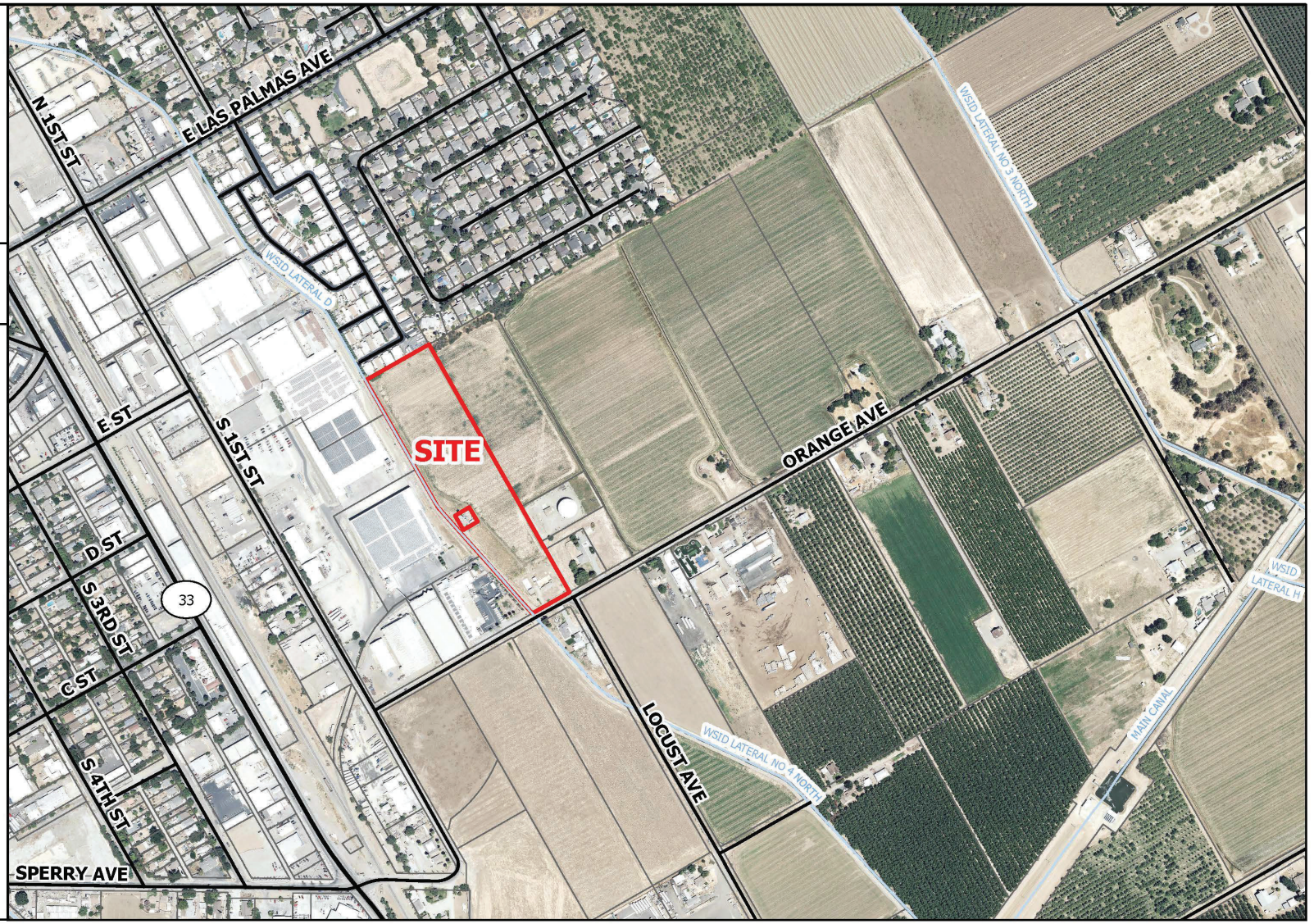
ZONING MAP



GILL - RV & BOAT STORAGE

GPA REZ
PLN2026-0010

2025 AERIAL AREA MAP



LEGEND

- Project Site
- Parcel
- Highway
- Street
- Canal

N

0 500 1,000 US Feet

0 150 300 Meters

Source: Planning Department GIS Date Exported: 8/7/2026

GILL - RV & BOAT STORAGE

GPA REZ
PLN2026-0010

2025 AERIAL SITE MAP

LEGEND

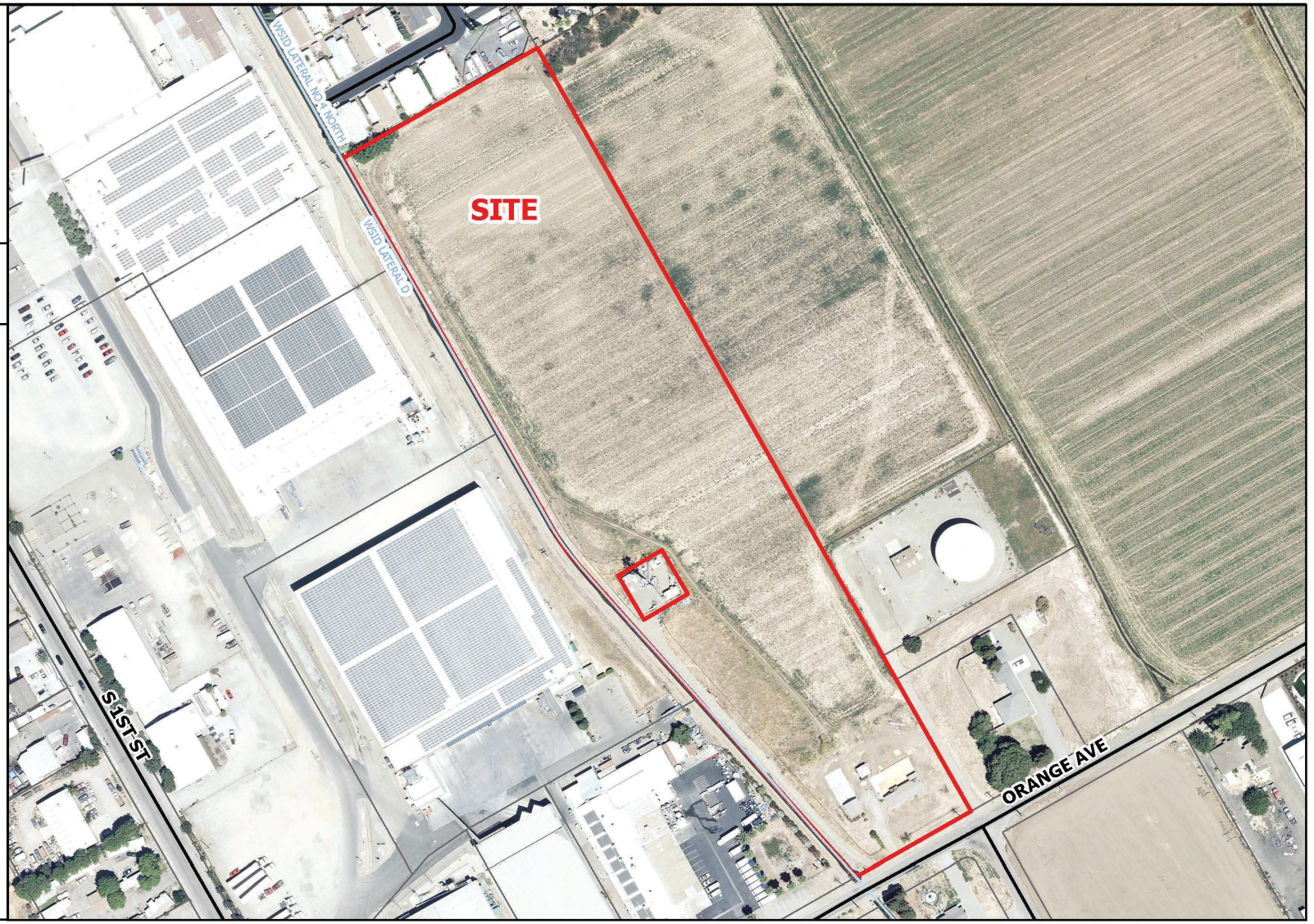
- Project Site
- Parcel
- Street
- Canal

N

0 170 340 US Feet

0 45 90 Meters

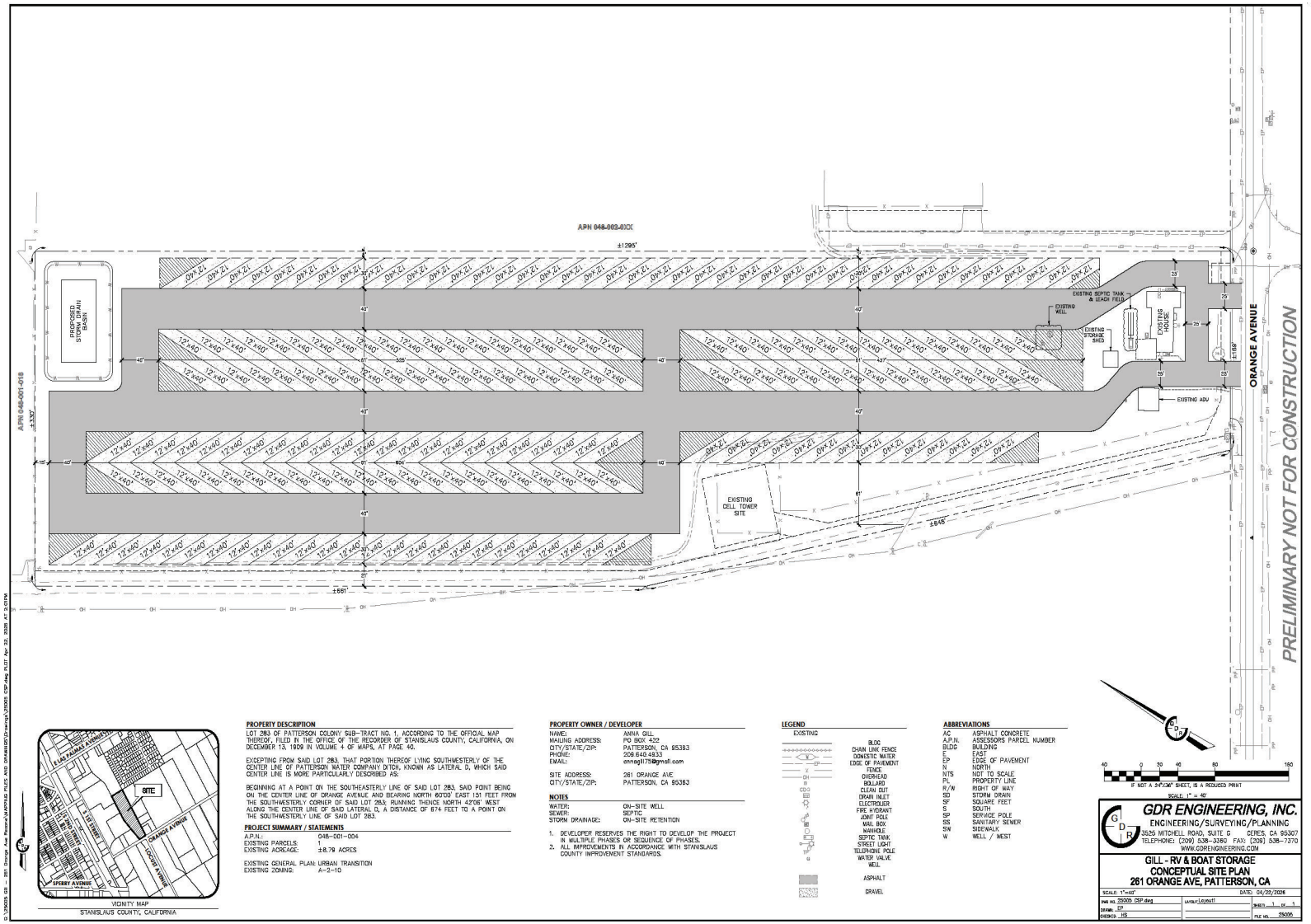
Source: Planning Department GIS Date Exported: 8/7/2026



GILL RV & BOAT STORAGE FACILITY

GPA & REZ
PLN2026-0010

SITE PLAN



VICINITY MAP
STANISLAUS COUNTY, CALIFORNIA

PROPERTY DESCRIPTION

LOT 283 OF PATTERSON COLONY SUB-TRACT NO. 1, ACCORDING TO THE OFFICIAL MAP THEREOF, FILED IN THE OFFICE OF THE RECORDER OF STANISLAUS COUNTY, CALIFORNIA, ON DECEMBER 13, 1909 IN VOLUME 4 OF MAPS, AT PAGE 40.

EXCEPTING FROM SAID LOT 283, THAT PORTION THEREOF LYING SOUTHWESTERLY OF THE CENTER LINE OF PATTERSON WATER COMPANY DITCH, KNOWN AS LATERAL D, WHICH SAID CENTER LINE IS MORE PARTICULARLY DESCRIBED AS:

BEGINNING AT A POINT ON THE SOUTHEASTERLY LINE OF SAID LOT 283, SAID POINT BEING ON THE CENTER LINE OF ORANGE AVENUE AND BEARING NORTH 60°00' EAST 151 FEET FROM THE SOUTHWESTERLY CORNER OF SAID LOT 283; RUNNING THENCE NORTH 42°26' WEST ALONG THE CENTER LINE OF SAID LATERAL D, A DISTANCE OF 674 FEET TO A POINT ON THE SOUTHWESTERLY LINE OF SAID LOT 283.

PROJECT SUMMARY / STATEMENTS

A.P.N.: 048-001-004
EXISTING PARCELS: 1
EXISTING ACREAGE: ±8.79 ACRES

EXISTING GENERAL PLAN: URBAN TRANSITION
EXISTING ZONING: A-2-10

PROPERTY OWNER / DEVELOPER

NAME: ANNA GILL
MAILING ADDRESS: PO BOX 422
CITY/STATE/ZIP: PATTERSON, CA 95363
PHONE: 209.640.4833
EMAIL: annagill75@gmail.com

SITE ADDRESS: 261 ORANGE AVE
CITY/STATE/ZIP: PATTERSON, CA 95363

NOTES

WATER: ON-SITE WELL
SEWER: SEPTIC
STORM DRAINAGE: ON-SITE RETENTION

1. DEVELOPER RESERVES THE RIGHT TO DEVELOP THE PROJECT IN MULTIPLE PHASES OR SEQUENCE OF PHASES.
2. ALL IMPROVEMENTS IN ACCORDANCE WITH STANISLAUS COUNTY IMPROVEMENT STANDARDS.

LEGEND

EXISTING

BLDG
CHAIN LINK FENCE
DOMESTIC WATER
EDGE OF PAVEMENT
FENCE
OVERHEAD
BOLLARD
CLEAN OUT
DRAIN INLET
ELECTROLIER
FIRE HYDRANT
JOINT POLE
MAIL BOX
MANHOLE
SEPTIC TANK
STREET LIGHT
TELEPHONE POLE
WATER VALVE
WELL

ASPHALT

GRAVEL

ABBREVIATIONS

AC	ASPHALT CONCRETE
A.P.N.	ASSESSORS PARCEL NUMBER
BLDG	BUILDING
E	EAST
EP	EDGE OF PAVEMENT
N	NORTH
NTS	NOT TO SCALE
P.L.	PROPERTY LINE
R/W	RIGHT OF WAY
SD	STORM DRAIN
SF	SQUARE FEET
S	SOUTH
SP	SERVICE POLE
SS	SANITARY SEWER
SW	SIDEWALK
W	WELL / WEST

40 0 30 40 80 160
IF NOT A 24"x36" SHEET, IS A REDUCED PRINT
SCALE: 1" = 40'

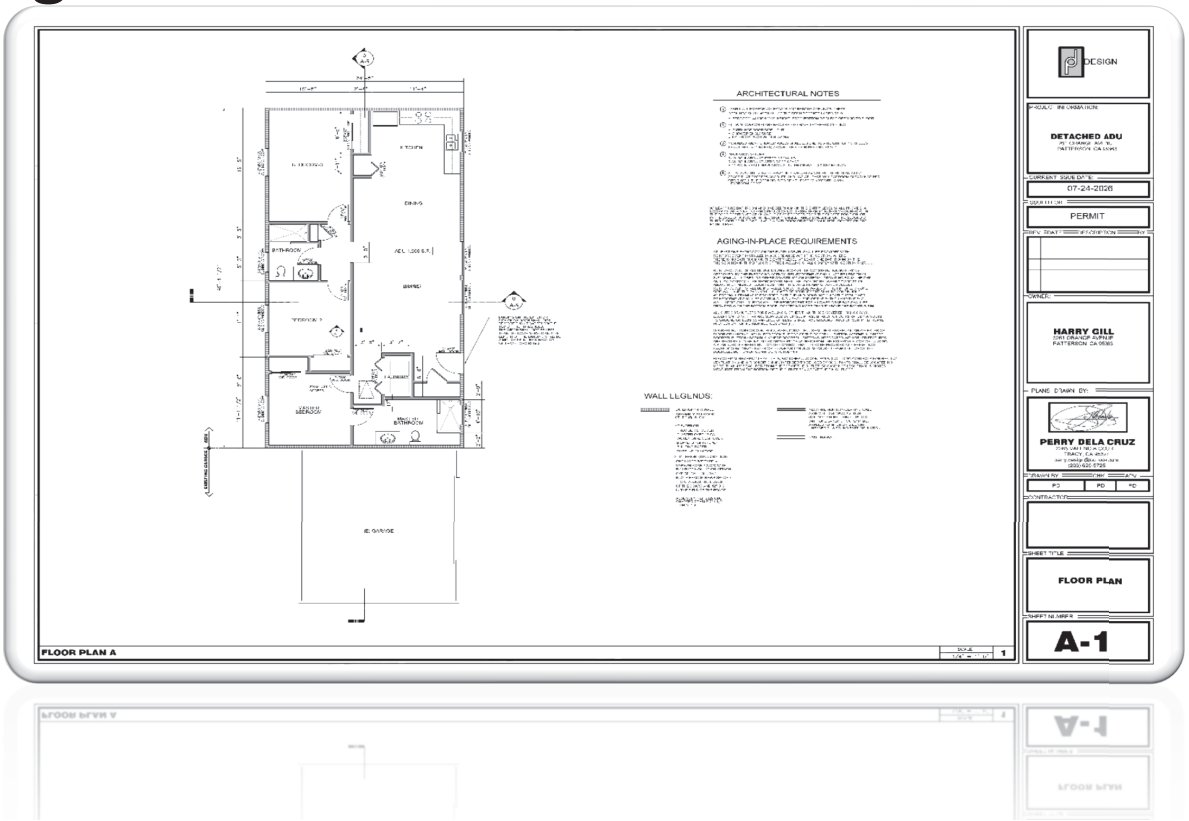
GDR ENGINEERING, INC.
ENGINEERING/SURVEYING/PLANNING
3525 MITCHELL ROAD, SUITE G CERES, CA 95307
TELEPHONE: (209) 538-3380 FAX: (209) 538-7370
WWW.GDRENGINEERING.COM

GILL - RV & BOAT STORAGE
CONCEPTUAL SITE PLAN
261 ORANGE AVE, PATTERSON, CA

SCALE: 1"=40' DATE: 04/22/2026
DWG NO. 25005 CSP.dwg LAYOUT: Layout1 SHEET 1 OF 1
DRAWN: EP
DESIGN: HB
FILE NO. 25005

Issues

- Accessory Dwelling Unit



General Plan & Zoning Consistency, Environmental Review

General Plan

- Land Use Element
  - Amendment Criteria
  - Planned Development
  - Sphere of Influence Policy
    - City of Patterson
- Agricultural Element
  - Policy 1.10 – Agricultural Buffers

Zoning

- A-2-10 to Planned Development (P-D)

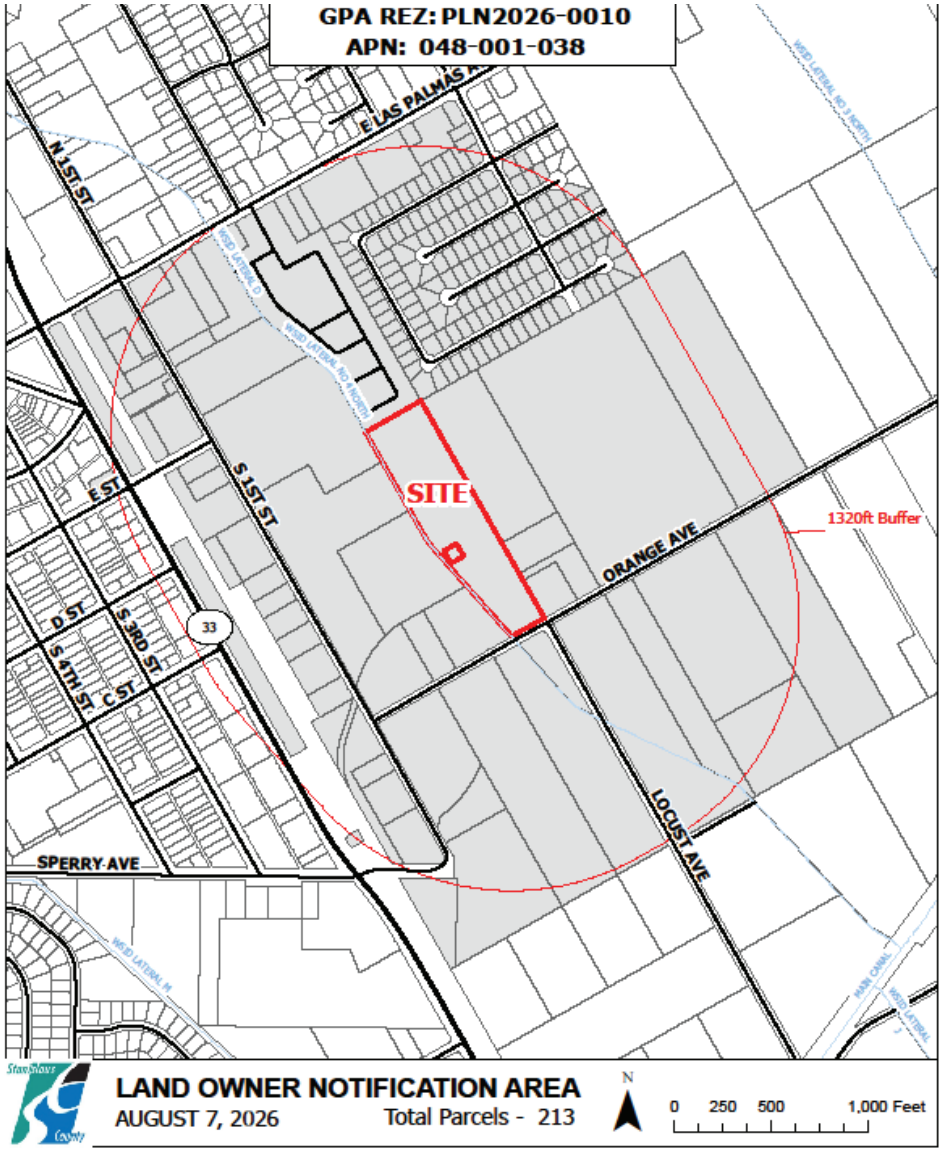
Environmental Review

- Negative Declaration
- Development Standards

Recommendation

- Staff Recommendation
  - Recommend project approval to the Board of Supervisors
- Findings – Exhibit A
  - Environmental Review
  - General Plan Amendment
  - Rezone
  - Road Dedication
  - Project Approval

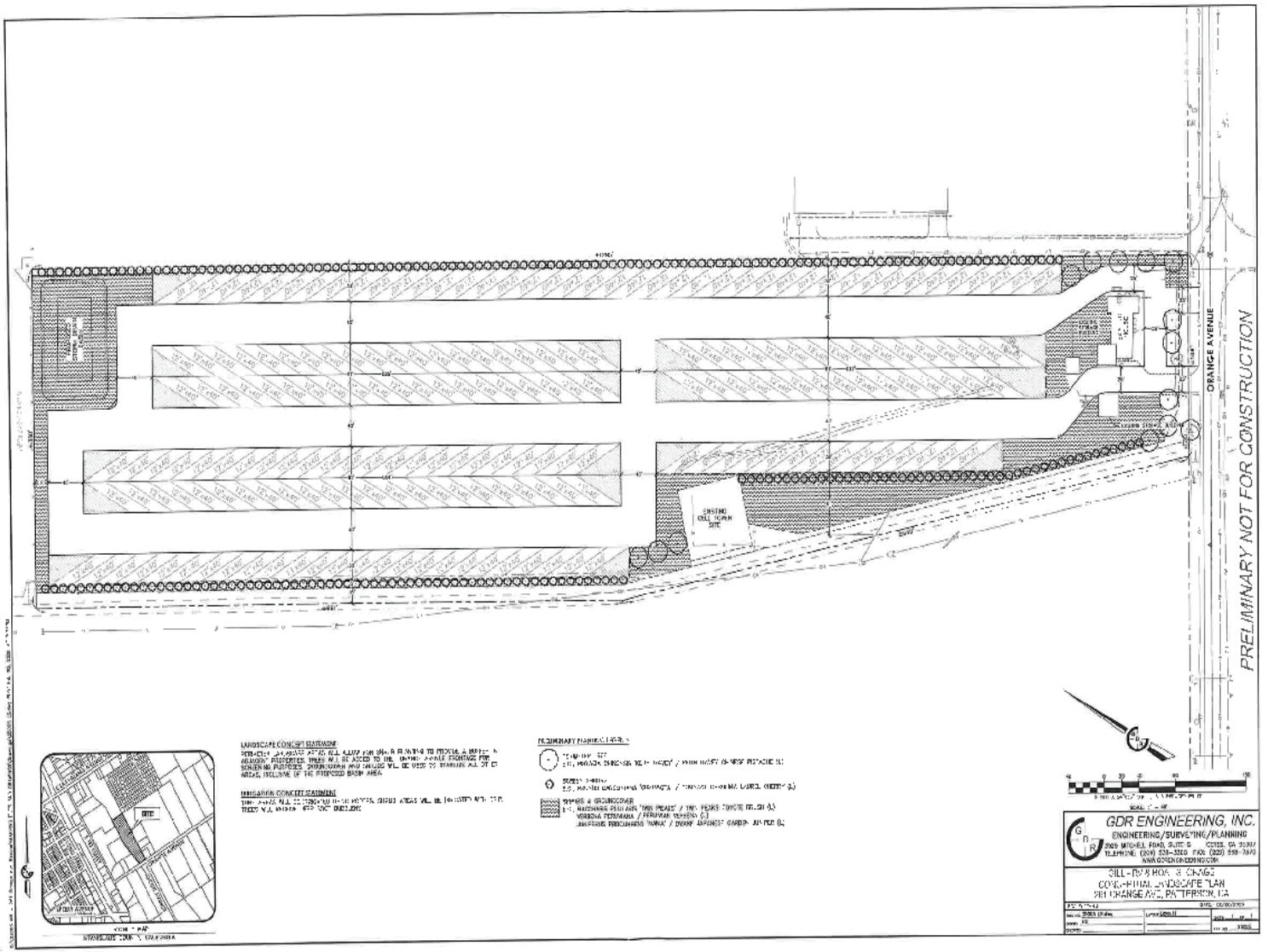
Questions?

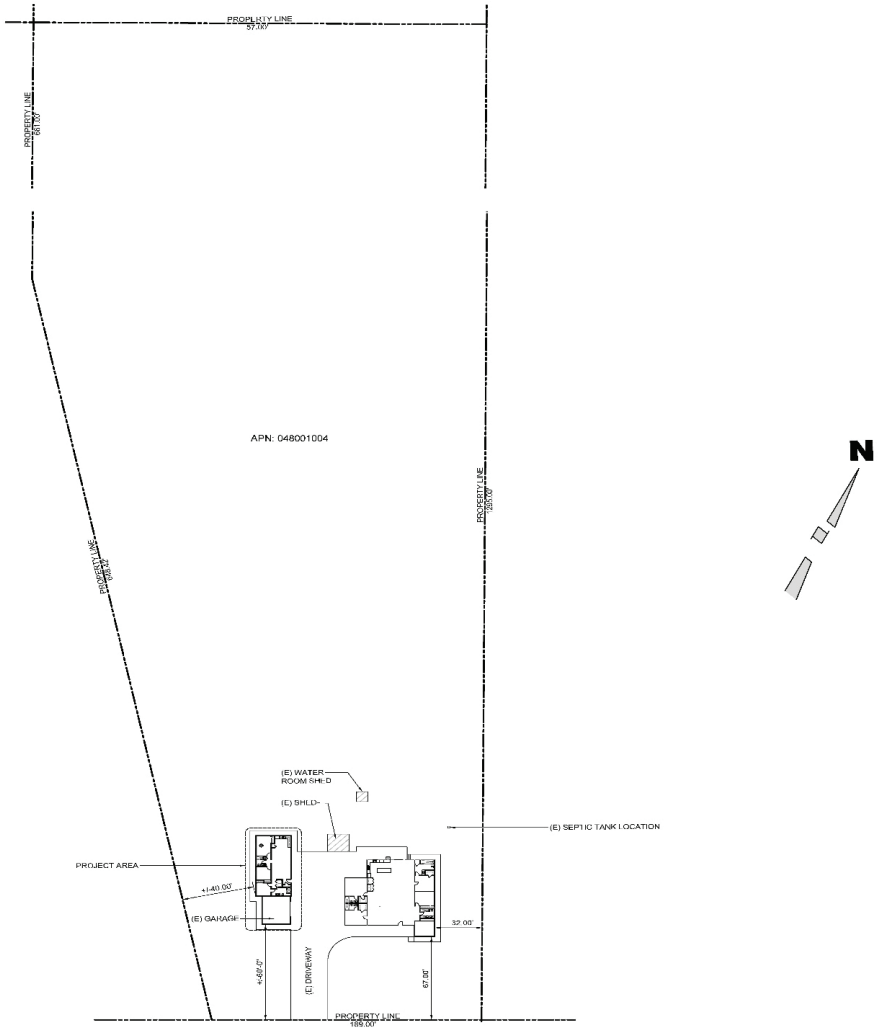

GPA REZ: PLN2026-0010
APN: 048-001-038
E LAS PALMAS AVE
N 1ST ST
S 1ST ST
E ST
D ST
S 3RD ST
S 4TH ST
C ST
SITE
1320ft Buffer
ORANGE AVE
LOCUST AVE
SPERRY AVE
33
LAND OWNER NOTIFICATION AREA
AUGUST 7, 2026
Total Parcels - 213
N
0 250 500 1,000 Feet

GILL RV & BOAT STORAGE FACILITY

GPA & REZ
PLN2026-0010

LANDSCAPE PLAN





FLOOR PLAN

SCALE 1:40

1

DESIGN

PROJECT INFORMATION:

DETACHED ADU
281 ORANGE AVENUE
PATTERSON, CA 95363

CURRENT ISSUE DATE:

07-24-2026

ISSUED FOR:

PERMIT

REV.	DATE	DESCRIPTION:	BY:
1	08-20-25	PLAN CHECK	PD

OWNER:

HARRY GILL
3281 ORANGE AVENUE
PATTERSON, CA 95363

PLANS DRAWN BY:

PERRY DELA CRUZ
2265 VALENCIA COURT
TRACY, CA 95377
perry.design@outlook.com
(209) 529-5725

DRAWN BY:	CHK.:	APV.:
PD	PD	PD

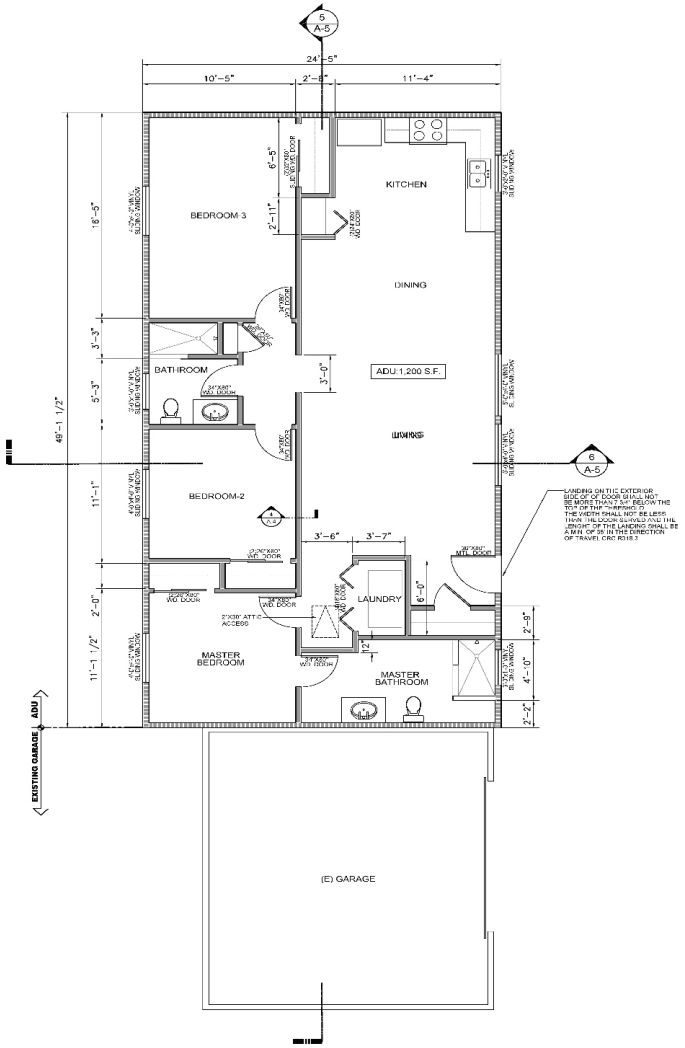
CONTRACTOR:

SHEET TITLE:

SITE PLAN

SHEET NUMBER:

SP-1



ARCHITECTURAL NOTES

1. LABEL ALL EMERGENCY ESCAPE AND RESCUE OPENINGS. THESE OPENINGS SHALL MEET ALL OF THE REQUIREMENTS IN CRC 310
   a. BEDROOM: 44 INCH MAX. HEIGHT FROM BOTTOM OF CLEAR OPENING TO FLOOR
2. ALL WINDOWS ON PLANS REQUIRED TO HAVE TEMPERED GLAZING
   a. ENTRANCE DOOR SIDE LIGHT
   b. SHOWER ENCLOSURE
   c. EXTERIOR DOOR WITH GLAZING
3. NON ABSORBENT SHOWER WALLS SHALL EXTEND TO A HEIGHT OF NOT LESS THAN 6 FEET (72 INCHES) ABOVE THE FLOOR PER CRC R307.2
4. INSULATION VALUES
   R-19 INSULATION AT EXTERIOR WALLS
   R-38 INSULATION AT ATTIC FLOOR SPACE
   R-51 SOUND BATT INSULAT ON AT INTERIOR WALL (60 STC RATING)
5. ATTIC ACCESS IS TO BE PROVIDED FOR AREAS WHERE THERE IS AN ATTIC SPACE THAT EXCEEDS 30 SQ. FT. AND HAS AT LEAST 30" HEADROOM CLEARANCE PER CRC R807.1. THE OPENING IS TO BE AT LEAST 22"X30" OR IN A MIN. HEADROOM OF 30"

AT LEAST ONE BATHROOM AND ONE HALF BATHROOM ON THE ENTRY (MAIN) LEVEL SHALL PROVIDE A MINIMUM 36" CLEAR WIDTH DOOR OPENING AND CLEAR AND LEVEL AREA WITHIN THE BATHROOM WITH THE DOOR IN POSITION IN A 30" BY 48" CLEAR AREA IN FRONT OF THE TOILET, BASIN AND BATHTUB OR SHOWER IN THE CASE OF A TWO-OR-MORE STORY SINGLE FAMILY DWELLING OR THE SECOND OR THIRD FLOOR OF THE DWELLING IF A BATHROOM OR BEDROOM IS NOT LOCATED ON THE ENTRY LEVEL

AGING-IN-PLACE REQUIREMENTS

AT LEAST ONE BATHROOM ON THE ENTRY LEVEL SHALL BE PROVIDED WITH REINFORCEMENT INSTALLED IN ACCORDANCE WITH THIS SECTION. WHERE THERE IS NO BATHROOM ON THE ENTRY LEVEL, AT LEAST ONE BATHROOM ON THE SECOND OR THIRD FLOOR OF THE DWELLING SHALL COMPLY WITH SECTION R327.1.1.

REINFORCEMENT SHALL BE SOLID LUMBER OR OTHER CONSTRUCTION MATERIALS APPROVED BY THE PERMITTING AUTHORITY. REINFORCEMENT SHALL NOT BE LESS THAN 2X8 NOMINAL LUMBER OR OTHER CONSTRUCTION MATERIAL PROVIDING EQUAL WIDTH AND STRENGTH. REINFORCEMENT SHALL BE LOCATED BETWEEN 32" AND 34" ABOVE THE FINISHED FLOOR FLUSH WITH THE WALL FRAMING. WATER CLOSET REINFORCEMENT SHALL BE LOCATED ON THE SIDE WALL NEAREST THE TOILET OR ONE SIDE WALL AND THE BACK WALL. SHOWER REINFORCEMENT SHALL BE CONTINUOUS BETWEEN WALL FRAMING BE PROVIDED WITH TUB AND COMBINATION BATH/SHOWER REINFORCEMENT SHALL BE CONTINUOUS ON EACH END OF THE BATHTUB AND THE BACK WALL. ADDITIONALLY, BACK WALL REINFORCEMENT FOR A LOWER GRAB BAR SHALL BE PROVIDED WITH THE BOTTOM EDGE LOCATED NO MORE THAN 24" ABOVE THE BATHTUB RIM.

ALL OUTDOOR OUTLETS FOR DWELLINGS, OTHER THAN THOSE COVERED IN 210.8 (A)(3), EXCEPTION (1) (3), THAT ARE SUPPLIED BY SINGLE PHASE, BRANCH CIRCUITS RATED 150 VOLTS TO GROUND OR LESS, 50 AMPERES OR LESS, SHALL HAVE GROUND-FAULT CIRCUIT-INTERRUPTER PROTECTION FOR PERSONNEL. CRC 210.8 (F)

DOORBELL BUTTONS OR CONTROLS WHEN INSTALLED, SHALL NOT EXCEED 48" ABOVE EXTERIOR FLOOR OR LANDING, MEASURED FROM THE TOP OF THE DOORBELL BUTTON ASSEMBLY. WHERE DOORBELL BUTTON ASSEMBLY WHERE DOORBELL BUTTON IS INTEGRATED ART—OTHER FEATURES ARE REQUIRED TO BE INSTALLED NO ABOVE 48" MEASURED FROM THE FINISHED FLOOR OR LANDING. A REMOTE DOORBELL RECEIVER OR CONTROL SHALL BE PROVIDED AT A WHERE NO DOORBELL BUTTON IS WITHIN ONE STORY FLOOR OR LANDING MEASURED FROM THE TOP OF THE DOORBELL BUTTON OR CONTROL. CRC R327.1.4

ELECTRICAL RECEPTACLE OUTLETS, SWITCHES AND CONTROLS (INCLUDING CONTROLS FOR HEATING, VENTILATION AND AIR CONDITIONING) INTENDED TO BE USED BY OCCUPANTS SHALL BE LOCATED NO MORE THAN 48" MEASURED FROM THE TOP OF THE OUTLET BOX AND NOT LESS THAN 15 INCHES MEASURED FROM THE BOTTOM OF THE OUTLET BOX ABOVE THE FINISH FLOOR

WALL LEGENDS:

- EXTERIOR 1-HR WALL ASSEMBLY 2X6 WOOD STUDS @ 16" O.C.
  AT EXTERIOR:
  PROVIDE 7/8" CEMENT PLASTER OVER 1 LAYER WOVEN WIRE MESH OVER 2 LAYERS 15# TYPE "D" BUILDING PAPER OVER 1/2" PLYWOOD
  AT INTERIOR: (STC 60 RATING)
  ONE LAYER 5/8" TYPE 'X' GYPSUM BOARD SUCH WITH R-21 BATT INSULATION AT EACH GYP. BD. W/ 3 1/4" LONG, RUST PROOF SCREWS SPACED 7" O.C. ALONG TIE EDGES, ON THE MEMBERS AND 12" O.C. IN THE FIELD OF THE BOARD
  ASSEMBLY PER 2022 CBC CHAPTER 7 TABLE 721.1(2) ITEM 15.1.3.
- NEW INTERIOR NON-BEARING WALL ASSEMBLY 2X6 WOOD STUDS @ 16" O.C. W/ ONE LAYER OF 5/8" TYP. BD. APPLIED TO INTERIOR SIDE WITH UNFACED R-13 SOUND BATT INSULATION
- EXISTING WALL

DESIGN

PROJECT INFORMATION:

DETACHED ADU
261 ORANGE AVENUE
PATTERSON, CA 95363

CURRENT ISSUE DATE:
07-24-2026

ISSUED FOR:
PERMIT

REV.	DATE	DESCRIPTION:	BY:

OWNER:

HARRY GILL
3261 ORANGE AVENUE
PATTERSON, CA 95363

PLANS DRAWN BY:

PERRY DELA CRUZ
2265 VALENCIA COURT
TRACY, CA 95377
perry.design@outlook.com
(209) 629-5725

DRAWN BY:	CHK.:	APV.:
PD	PD	PD

CONTRACTOR:

SHEET TITLE:
FLOOR PLAN

SHEET NUMBER:
A-1

FLOOR PLAN A

SCALE 1/4" = 1'-0"