

**COUNTY OF STANISLAUS CAMPAIGN CONTRIBUTION DISCLOSURE FORM  
PLANNING & COMMUNITY DEVELOPMENT DEPARTMENT**

Application Number: \_\_\_\_\_  
Application Title: \_\_\_\_\_  
Application Address: \_\_\_\_\_  
Application APN: \_\_\_\_\_

NOV 15 2024

Was a campaign contribution, regardless of the dollar amount, made to any member of a decision-making body involved in making a determination regarding the above application (i.e. Stanislaus County Board of Supervisors, Planning Commission, Airport Land Use Commission, or Building Code Appeals Board), hereinafter referred to as Member, during the 12-month period preceding the filing of the application, by the applicant, property owner, or, if applicable, any of the applicant's proposed subcontractors or the applicant's agent or lobbyist?

Yes ☐ No ☒

If no, please sign and date below.

If yes, please provide the following information:

Applicant's Name: \_\_\_\_\_

Contributor or Contributor Firm's Name: \_\_\_\_\_

Contributor or Contributor Firm's Address: \_\_\_\_\_

Is the Contributor:

The Applicant	Yes <input type="checkbox"/> No <input type="checkbox"/>
The Property Owner	Yes <input type="checkbox"/> No <input type="checkbox"/>
The Subcontractor	Yes <input type="checkbox"/> No <input type="checkbox"/>
The Applicant's Agent/ Lobbyist	Yes <input type="checkbox"/> No <input type="checkbox"/>

**Note:** Under California law as implemented by the Fair Political Practices Commission, campaign contributions made by the Applicant and the Applicant's agent/lobbyist who is representing the Applicant in this application or solicitation must be aggregated together to determine the total campaign contribution made by the Applicant.

Identify the Member(s) to whom you, the property owner, your subcontractors, and/or agent/lobbyist made campaign contributions during the 12-month period preceding the filing of the application, the name of the contributor, the dates of contribution(s) and dollar amount of the contribution. Each date must include the exact month, day, and year of the contribution.

Name of Member: \_\_\_\_\_

Name of Contributor: \_\_\_\_\_

Date(s) of Contribution(s): \_\_\_\_\_

Amount(s): \_\_\_\_\_

(Please add an additional sheet(s) to identify additional Member(s) to whom you, the property owner, your subconsultants, and/or agent/lobbyist made campaign contributions)

By signing below, I certify that the statements made herein are true and correct. I also agree to disclose to the County any future contributions made to Member(s) by the applicant, property owner, or, if applicable, any of the applicant's proposed subcontractors or the applicant's agent or lobbyist after the date of signing this disclosure form, and within 12 months following the approval, renewal, or extension of the requested license, permit, or entitlement to use.

11-14-24  
\_\_\_\_\_  
Date


\_\_\_\_\_  
Signature of Applicant

\_\_\_\_\_  
Print Firm Name if applicable

Bob Yamamoto  
\_\_\_\_\_  
Print Name of Applicant

STANISLAUS COUNTY



1201 L Street, Modesto, CA 95354  
(209) 522-7278  
stanfarmbureau.com  

November 19, 2024

Ms. Angela Freitas, Director  
Stanislaus County Planning & Community Development  
1010 Tenth Street; Ste. 3400  
Modesto, CA 95354

**RE: General Plan Amendment & Rezone Application PLN 2021-0052 (Pattar Trucking) and General Plan Amendment & Rezone Application PLN 2024-0016 (Atwal Properties)**

Dear Ms. Freitas,

The Stanislaus County Farm Bureau **OPPOSES** *General Plan Amendment & Rezone Application PLN 2021-0052 (Pattar Trucking) and General Plan Amendment & Rezone Application PLN 2024-0016 (Atwal Properties).*

Our organization has been involved in the drafting of the General Plan and Ag Element to the General Plan for decades. The continued verbal and planning gymnastics by an applicant that are attempted each time a land owner wants to plant a truck parking facility in the Agriculture Zone is exhausting. Land is zoned Agriculture for a reason - so that it produces food and fiber.

The County is riddled with these applications and there are multiple cases of illegal parking in the Ag zone already. We do not need to add to the problem. This subject is being brought to the Ag Advisory Board for discussion soon for the very reason stated above - a proliferation of illegal parking. We are also under the understanding that a General Plan Update is either in process or will be starting soon. That is where the discussion must take place.

The zoning is not simply a placeholder until someone wants to change it to Planned Development (PD). If that's what they wish, go through the General Plan Update process and don't ask the County to use any of the few General Plan Update exemptions they are allowed each year. Truck parking is a Commercial and Industrial Use - it needs to be placed in Commercial and Industrial zoning.

**We ask the Planning Commission to DENY both applications or at the minimum, CONTINUE them until the General Plan Update Committee can consider any and all new requirements for this use.**

**ENOUGH IS ENOUGH - NO MORE ZONING GYMNASTICS!** Either adhere to the zoning or toss the General Plan and start over.

Thank you for your consideration,



Tom Orvis  
Governmental Affairs Director

CC: Supervisor Vito Chiesa  
Supervisor Channce Condit

For the good of your food.

RECEIVED

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STANISLAUS CO. PLANNING &  
COMMUNITY DEVELOPMENT DEPT.



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Planning Commission,

11/21/24

Having read the entire staff report (GENERAL PLAN AMENDMENT AND REZONE APPLICATION NO. PLN2021-0052 PATTAR TRUCKING), I am in agreement with the staff that the request of Pattar trucking to change the zoning of agricultural land be denied. The Central Valley contains the most productive agricultural lands in the world and should be viewed as a precious resource to be protected not exploited. Land in the Turlock Irrigation District is especially valuable for food production as it has one of the most abundant and stable water supplies in a state plagued by frequent droughts. My brother and I currently farm in the immediate vicinity of Pattar Trucking which is one of many unauthorized operations in the area. In recent years we have seen rules bent and laws flouted as trucking operations have encroached on to ag lands, permanently degrading soils and heavily impacting nearby family farms. To approve such a project would set a precedent that would allow every other unauthorized operation to claim the same right. You only need to look on Google maps to see how many clandestine operations are in the vicinity. As farmers and homeowners in the area we feel the impacts daily and many of us have been financially impacted in the following ways:

- 1) Increased trucking traffic- Trucks frequently pull in and out of these operations create hazardous situations for the neighborhood whether it be everyday travel, farming activities, or a school bus route.
- 2) Noise- Ongoing maintenance operations past normal business hours is common. I can hear the air tools going at all hours even though a field separates us.
- 3) Income loss- Discontinuance of farming operations leading to the harboring of insects or pests that damage crops on neighboring farms increasing the need for greater pesticide use and reducing overall income. Other farmers have rendered agricultural services for these operations and have failed to receive compensation.
- 4) Artificial Inflation of land values- Farmers are unable to buy farmland to expand operations. At current prices there is not a crop that can be grown that will show a return on the investment which does not bode well for financial viability in agriculture; however, for trucking operations agricultural lands represent a bargain compared to industrial zone prices where they actually should be located.
- 5) Trespassing and disregard for neighbors' property - As recent as last week a very new neighbor, intent on putting in a trucking operation, drove on our property to access part of theirs in order to dump asphalt millings for a truck parking lot. The millings spilled over the property line and the operator continued to bring in 5 more truckloads using our property after being asked to stop and in spite of me standing right there the entire time.

I implore the county and the planning commission to take this issue very seriously and not look the other way. Those who disregard the rules should not be rewarded as would appear to be the case here if approved. Agriculture and the growing of crops is fundamental to the economy of the Central Valley. This issue is about far more than just 10 acres of land being converted to industrial land. It is about setting a precedent, it is about the slippery slope. In addition to denying this request, unauthorized operations or those in excess of the defined limits should be cited and fined aggressively. If they fail to comply with the rules they should be shut down and a moratorium should be placed on the allowance of any more tractor trailer combos in ag zones because as the rule is currently written it is clearly being exploited. Increases in regulations are a nightmare and can make it hard to do business but they exist because of those people who exploited a situation and put themselves above the rules and everyone else.

Christine Gemperle  
Erich Gemperle

**Owner/Operators of Gemperle Orchards**

## **Agricultural Land Conversion Criteria Findings**

### **Pattar Transport**

### **4325 West Taylor Road**

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.*

The project involves permitting an unpermitted use that involves relatively light intensification of the land as it proposes outdoor truck parking with the re-use of two existing structures and addition of no new structures. The approval will allow Pattar to continue serving its area customers such as E. & J. Gallo Winery, Fresh Point Turlock, Saputo Dairy Foods USA LLC, and Sysco Foods Modesto.

With the General Plan Amendment, the proposal is consistent with the goals and policies of the General Plan as it complies with Goal One of the Land Use Element which states that the County should "(p)rovide for diverse land use needs by designating patterns which are responsive to the physical characteristics of the land as well as to environmental, economic and social concerns of the residents of Stanislaus County." Our agricultural sector requires trucking operations like the applicant's and the unique and superior location of the applicant's property balances the needs articulated in Goal One.

*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.*

Pattar has operated at the site for a number of years without significant challenges presenting themselves from a land use perspective which demonstrates the need for the service provided by the applicant. The staff report indicates the growing need in this sector due to the number of use permit applications in the County.

*C. No feasible alternative site exists in areas already designated for the proposed uses.*

There is a shortage of truck parking sites in the County. It is a low margin business and it is difficult to identify sites for such a non-intensive use that are within urbanized areas as is shown by the number of use permit applications before the County as stated in the staff report. No feasible alternative site is available for Pattar that is as well located as the proposed site due to its very near proximity to the SR 99/Taylor Road interchange. Denial of the application would require Pattar Trucking to consider sites that would be more problematic under agricultural conversion criteria than the existing site.

*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).*



Planning staff states that conversion of the 10-acre project site to allow for the parking of semi-trucks is not anticipated to lead to, either directly or indirectly, the conversion of agricultural lands adjacent to the project or be conflict with a Williamson Act Contract or adjacent contracted lands. The concerns over logical and orderly land use are addressed by approval of proposals that are located near underutilized interchanges and discouraging proposals away from these key locations where truck parking utilizes existing infrastructure to minimize impacts on agricultural lands.

*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.*

The project is designed to minimize conflict with agricultural operations which only occur on the west and south boundaries of the project as non-agricultural uses are located to the north and east. No new structures are proposed so a 150' buffer is provided other than for the legacy structures on the site. The project water use is limited and will have no adverse affect upon agricultural water supplies.

*F. Adequate and necessary public services and facilities are available or will be made available as a result of the development.*

All necessary public services and facilities will be made available with the project while minimizing any intensive "urbanization" of the use. This limits conversion of the site to those public services necessary while not creating incentives to intensify the use.

*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.*

The project design has incorporated all reasonable measures identified during the CEQA review process to mitigate any impacts listed in subsection G.