

**MINUTES OF THE  
PLANNING COMMISSION MEETING  
July 10, 2024**

The Imperial County Planning Commission convened a Meeting on Wednesday, July 10, 2024, at 9:00 a.m. in the Board of Supervisors Chambers, El Centro, California.

**Staff present:** Director, Jim Minnick; Assistant Director, Michael Abraham; Planner III, Derek Newland; Planner II, Gerardo Quero; Intern, Benjamin Arroyave; Clerks- Laryssa Alvarado & Aimee Trujillo.

Chairman Rudy Schaffner called meeting to order at 9:00 a.m.

**I. Roll Call: Commissioners present:** Schaffner, Cabanas, Kalin, Bergh, Medina, Wright, Pacheco, Hinojosa

**II. Pledge of Allegiance:**

**III. Public Hearings**

**1. Approval of Minutes:** Chairman Schaffner entertained a motion to approve the Planning Commission Minutes for the **June 12, 2024** meeting as submitted by staff; Commissioner Kalin made motion to approve minutes seconded by Commissioner Cabanas and carried on the affirmative vote by the Commissioners present Schaffner (yes), Kalin (yes), Cabanas (yes), Bergh (yes), Medina (yes), Wright (yes), Pacheco (yes), Hinojosa (yes)

**2. Consideration of Zone Change #23-0007 and Conditional Use Permit #23-0027** as submitted by Cal 98 Holdings, proposes to change the current land use zone from A-2-U (General Agriculture within Urban Area) to M-1-U (Light Industrial within Urban Area) and Conditional Use Permit #23-0027 for a trucking and warehouse facility with 832 trailer parking spaces, 20 truck parking spaces, and 42 car parking spaces along with a +/- 120,245 square feet warehouse. The project consists of one parcel legally described as a Portion of the West Half of the Northwest Quarter of Section 15, T17S, R14E, S.B.B.M. (058-180-001-000) (15 E Hwy 89 (SR-98), Calexico, CA, and; Supervisorial District #2), [Derek Newland, Planner III at 442-265-1736 or by email at [dereknewland@co.imperial.ca.us](mailto:dereknewland@co.imperial.ca.us)]

**Jim Minnick, Director:** Gave a brief description of the project, and introduced Derek Newland, Planner III, to read the project into the record.

**Derek Newland, Planner III:** Read the PowerPoint Presentation of the project into the record.

**Chairman Schaffner:** Asked if there was a representative for the project to approach the podium.

**Tom Dubose, Applicant:** Introduced himself.

**Tom Dubose, Applicant:** Representing Cal98 Holdings which is really going to be the owner of the facility, but the operations will be Charger Logistics. My client Lovepreet Kaur is online, she's currently on maternity leave but she is here today online.

**Lovepreet Kaur, Client:** Hi everyone.

**Chairman Schaffner:** Hello.

**Tom Dubose, Applicant:** I just want to talk generally here for just a moment and really talk to you about the process that we've been through and what your Planning Department requires all applicants to do. After

submitting the application and once the determination has been made, technical studies need to be prepared and before those technical studies go out on the street, they send them to the effected agencies for them to comment on. Several times our traffic study was reviewed by Imperial County Public Works, and we responded to those comments. Several times from Caltrans, we responded to those comments. We had responses from other agencies including, Air Pollution Control District. When that work before the other work was started, I had asked that project description and task description of what they are going to do be reviewed and cleared through those departments and they were. There was interaction all the way through the process. This was before it even went out on the street. And of course, the process of bringing it out onto the street does draw some additional attention, we have responded to those public agencies who were notified through the Clearinghouse. To talk and let you know a little bit more about Charger Logistics, who will be the occupant and operator out of this Ca198 Holdings Facility, I'm going to offer a video. Unfortunately, the audio is not working but you'll get a picture for about two minutes of the Charger Logistics operation, if we could show that now please.

### **Charger Logistics YouTube video plays, with audio.**

**Tom Dubose, Applicant:** Charger Logistics fleet does not have a truck that is older than 7 years old, so they meet all of the current standards. Charger Logistics is a company who operates from Mexico through the United States and all the way into Canada, basically through North America delivering products and goods. Their vehicles are all licensed in multiple jurisdictions. It is a wonder of all of the traffic that we see on our highways here in Imperial County and they're just either passing through, picking up or delivering but not stopping. Charger Logistics would like to put their flag down as they have a flag in Mexicali, and they have a flag in San Diego and they have flags all over especially along the border. They now want to plant a flag here in Imperial County. I'd have a few slides that I'd like to share just so that it brings your attention to the area we have if you could pull those up, please. Can that be rotated? Other way. Okay thank you. The red dot on the left-hand side is the project location but as staff has pointed out, this is within the urban designation of Calexico. It's going to be developed some day it's currently in agriculture. The zoning to the east has high density residential as well as industrial. If you go to the next slide, the dot on the right is the site and to the left as staff pointed out are also industrial zones currently. Next slide. There is a transportation corridor or truck route adopted by the County of Imperial. And the interim truck route for traffic so that it does not go on Highway 98 through Calexico is if it's eastbound to turn north on Dogwood and then east on Cole Road and vice versa. Ultimately the goal is to have Jasper Road developed so that it would bypass around Calexico by way of Jasper. Our traffic study followed the current guidelines set up by the County of Imperial for the truck routes. These are the truck routes that will be followed by Charger Logistics. Next slide. We can rotate that. If we can get that in full down to the bottom, a little bit more there you go. Now we have the benefit here of being along the border of taking advantage of something that's on going today. That's the onshoring of businesses and businesses overseas coming back to North America. Mexico is a big target for that. That's an opportunity for us to start to develop new industrial buildings that we haven't been able to see here done before because again many trucks just pass through. They might stop for gas they might not. This is going on regardless and Charger Logistics, who has 100 trucks on our highways today wanting to plant this flag, will probably have to increase and we've accounted for that because Mexicali as you see is recognized as one of the ten hot spots in all of Mexico for the near shoring that is coming. We have a lot of exciting things going on in this County with Lithium Valley and so on, but that's going to take a little bit longer to get here where the onshoring is coming today. Those job opportunities are coming today, and industrial development is looking for purchasing land to develop here today. So regardless of where we go this is going to be happening and I think it's beneficial for us to have it planted here or part of it planted here where people who live here could work. I'd like to save the balance of our presentation to maybe respond to comments that are made if I may.

**Commissioner Cabanas:** I have a couple of questions for Tom. Do you mind coming back to the microphone? We heard in the presentation by the Planning Department is being requested there's a left turn lane on Cole Road going south to Dogwood and the same thing at the end of Dogwood where that ends on 98, is that part of your project? Is that being accepted?

**Tom Dubose, Applicant:** Yes, I'll comment on that. John Boarman of Linscott, Law & Greenspan, who does many traffic studies here. He's recognized by the County Public Works as a trustful, worthy. In fact, they hire them to do a lot of their work, the early analysis didn't call for that but your Public Works suggested that long term that would be a better idea so we're agreeing to that.

**Commissioner Cabanas:** I'm very familiar with those roads so I know that Cole Road is very narrow. When that ends at Dogwood, the traffic on Dogwood is tremendous. Now I'm going to change hats from Planning Commission to the AB-617 Corridor which covers Calexico, Heber, and El Centro. It'll be very beneficial for that group if you guys approach that through the APCD and make a presentation because there are a lot of concerns in that group about traffic in Calexico. Pollution, as it is we have a very hotspot in Calexico as well as Heber and I was not aware, I'm part of that AB-617, of the magnitude of the project. Maybe, if you can go to APCD and talk to them. We have a meeting tonight but maybe for the next meeting it will be very beneficial for us to understand this project, the magnitude and the impact it will have to the air pollution.

**Tom Dubose, Applicant:** So, I'm glad you brought that up Sergio. Early on in our work in correspondence and discussions with Monica and the staff at APCD because of what you just mentioned it was also recommended that we do a health risk assessment document which we did. I'm happy to share that with the group. APCD staff are here today they can comment on that, but we've done our homework on that but happy to make a presentation.

**Commissioner Cabanas:** I understand that, but this is a totally different group. There's a lot of community members in Calexico, Heber and El Centro that were involved in that, that are trying to benefit the community. There is a new group in the north end too but the one in the south end, we have been working for almost 7 years on that, okay?

**Tom Dubose, Applicant:** Right. Happy to do that.

**Commissioner Cabanas:** Thank you.

**Chairman Schaffner:** Do we have anything else to present from your side before we go to public?

**Tom Dubose, Applicant:** Only to respond to comments please.

**Chairman Schaffner:** Okay. At this time, we will open this up to the public. We have one person who has signed the card.

**Richard Drewery:** This is Richard Drewery on the Zoom. Good morning commissioners. My name is Richard Drewery. I'm representing the supporter's alliance for environmental responsibilities we have submitted fairly extensive written comments which I assume have been provided to you along with expert support. First, I'd like to point out we are not opposed to the project; we think the project can be a good project if done properly, but it does have significant environmental impacts that we believe should be analyzed and mitigated in an environmental impact report rather than mitigated negative declaration that has been provided thus far. In particular, we have submitted comments from Dr. Shawn Smallwood, a wildlife ecologist with 30 years of experience and a PhD from UC Davis. He did a site survey on 04/28 and identified (9) nine special status species on the project site. The negative declaration only identifies (2) two of these species. The species that Doctor Smallwood identified include the monarch butterfly, which is a threatened species, costa's hummingbird, double crested cormorant, grapeworm owl, and (5) five others. Dr. Smallwood that the project will adversely affect these species due to habitat loss, interference with wildlife movement, vehicle collision and other cumulative impacts. We believe these impacts should be analyzed in the environmental impact reports that they are properly mitigated. We have also submitted comments from Dr. James Clark who has a PhD in atmospheric science, he believes that air ignition analysis was done improperly and underestimates project admissions, primarily because the analysis does not assume Mexican trucks; about 65% of the trucks for this project are

expected to come from Mexico of course Mexico has far less stringent emission standards than California, not taking into account the fact that these are Mexican trucks greatly underestimates project emissions, also the MND assumes an average truck trip with only 4.2 miles but the Southcoast area district states the average truck trip should be assumed to be 40 miles so that is about 10 times longer. We have also submitted comments from the acoustical engineering firm Willson Irig who believes that the project will have significant noise and vibration impact. We therefore ask the commission to not certify the mitigated declaration and instead direct staff to prepare an environmental impact report to properly analyze and mitigate these impacts to ensure that when the project is built the impacts are mitigated and the project has minimum environmental impacts and also maximizes the benefits to the community. Thank you.

**Chairman Schaffner:** Thank you.

**Commissioner Cabanas:** Julio Rocha.

**Public Member Julio Rocha:** Good morning, ladies and gentlemen, I'm not too familiar with the paperwork, so anyways.

**Commissioner Cabanas:** Can you state your name and your address please for the record.

**Julio Rocha:** This is regarding trucking parking at 98 and Dogwood. My concern is I'm all for it; we want to bring in revenue to the valley, Calexico, especially Calexico, but the thing is traffic. I do construction I work all Imperial Valley so nobody could tell me how traffic is in every city of El Centro, Imperial, Brawley and Calexico because I drive 8-10 hours a day back and forth and I know how traffic is everywhere, and I am working in Brawley right now and like I said every time I go to ACE or I got to grab a taco I can see the traffic at 8 o'clock, 10 o'clock, you know 3 o'clock when I stop working. I'm very familiar with the traffic. If they want to go through Dogwood and then Cole its crazy we got Walmart there on Cole road and that area right there is crazy, now we as Calexico are taking care of Cole Road, it belongs to the city, so right now I'm having issues with R L Jones, I drive through there every day to jump onto 111 so I know how it is, so like I said we have some industrial area on Cole Road, I don't know if you are familiar with Calexico we got a lot of trucks right there. The road is not bad, it's worse than it was before, nobody is taking care of it because the first thing I hear from my city is that "well we don't have the money to fix"; so, what about the companies? Are they paying any revenue so we can fix these roads. I would recommend the trucking company do a 2 lane 4 lane from Dogwood all the way to Highway 8. The Mall is going to start complaining they are going to start saying "we don't want no trucks through here" we don't need no trucks on Cole Road neither do we need it on 98 that's all I can say. I am totally opposed to it with the traffic, they can go to the new port there is a lot of room over there for them to grow. That is my recommendation. Thank you.

**Commissioner Cabanas and Chairman Schaffner:** Thank you.

**Chairman Schaffner:** Any other comments from the public? Would you like to respond to that?

**Tom Dubose, Applicant:** Yes, I would. Thank you.

**Tom Dubose, Applicant:** I've asked Marie Barrett of Barrett Biological who did the biological analysis for this project to come forward to comment in regard to the reports or the studies whether they were google earth visits or not, but I am not really sure, but I wanted Marie to at least address what was printed.

**Marie Barrett:** Good morning Planning Commissioners; thank you for this opportunity to discuss issues regarding the project's impact on biological issues; My name is Marie Barrett I represent Barrett Biological enterprises, principal Glenna, is also here; we are both Imperial County natives, I have a Bachelor's of Science from Cal Poly Pomona and a Masters from University of Arizona; I was a pest control advisor in the Imperial County for about 15 years, and have been active as a wild life biologist since 1998. I have extensive

experience both with the agriculture and wildlife communities in Imperial County. The Smartwoods indicate that the level of concern should be upgraded to an EIR level, as CEQA states the lead agency, in this case Imperial County Planning and Development Services may use an environmental assessment or a similar analysis based on expert opinion supported by technical studies to document findings in the initial study; an initial study is neither intended nor required to include the level of detail included in an EIR. CEQA requires that the environmental setting needed is defined as the physical conditions which exist within the area that might be affected by the proposed project. The Smartwoods indicate that probably there would be over 120 species that could be observed based on Noriko's survey, and I believe it was (2) two hours or so. That number is based on one survey using a statistical base from the Altamonte pass wind resource area. The Altamonte pass wind resource area has no relevance to this project, totally different environment there. The project owner was not contacted by Smartwoods to access the site. The only public access since they did not obtain permission to be on-site would-be Kemp Road. So, they only surveyed the area from the east side; with binoculars they did not use spotting scopes, so their relevance is limited. We surveyed the whole area; we walked it; pedestrian surveys with 3 surveyors. So, it is very difficult to judge distance using your binoculars. They actually observed 43 species. Smallwood stated, "we record all species of vertebrae wildlife we detected including those who's members flew over the site or seen nearby." There were very few wildlife critters that they saw onsite and the ones they did that I could see from the report are very common and they are not endangered, threatened, or species of concern. The photos indicate birds flying but did not indicate if they were near the site, landed on the site, or where they were going. The Smallwood's would like to present the project site as a biologically diverse habitat that would support all types of wildlife; they did not indicate many species using the site just flying by and the pictures are hard to determine where they were taken. This area is not biologically diverse. It is surrounded by industrial zones with industry within the area. The site itself is a permitted agriculture crop area and that's not favorable to wildlife for the following reasons: it's currently planted with alfalfa which is a highly equipment intensive crop. Alfalfa is harvested every 4-6 weeks which involves cutting, racking, windrowing, bailing, and bail removal. Pesticides are applied generally by ground. Literature indicates that once a bird has a nest failure in an agricultural crop, they are not likely to return to re-nest. Prey opportunities such as mice and insects are not reliable due to constant disruption of the site. These agricultural areas can be actually detrimental to wildlife. A recent study indicates that birds found in agricultural land are more vulnerable to extreme heat and also states that intense commercial farming is known to harm birds. Field completely clear of trees and other natural barricades or barriers lack shelter for wildlife, and pesticide chemicals can hurt birds. This is not a biologically favorable, beautiful, area. The Smallwoods also indicate that worker training is not necessary stating "importantly aware workers would have no control over impacts related to habitat loss, wildlife movement or vehicle collisions". Education is very important in training workers that are on site is necessary so that they can notify the onsite biologist or the foreman, and it is important that you convey any speed limits onsite. Smallwoods is also concern about any wildlife traffic collisions and included pictures Highway 505 somewhere and another California road, that observed nothing as they observed around the site they didn't see any carcasses they saw no evidence of what we call "roadkill". So that would indicate that there is not a significant issue with collisions in this area. We monitored several solar sites in that area, and we did not see evidence of a lot of roadkill and if you don't have a baseline, it is hard to tell if there have been any increases, so they did not present any baseline to work with. Smallwoods discussed that the utility scale solar project west of the site, opposed considerable collision hazard to these birds, whereas the movement corridor where the project is situated continues to provide these birds safe passage and the called-out pelicans. What pelicans and others need during their passage from Baja to Salton Sea is shade, to recover from the heat you may recall several years ago when we had extreme heat they were falling out of the air. It is because they overheated, they need shade, not open spaces. This project does not offer any shade. In personal experience I have observed a pelican landing in a solar field resting in the shade of the solar panel, recovering and flying off. This project is not utility scale; its small and therefore the information regarding species found, species expected, and avoidance, minimization and mitigation is presented in the technical report provided is sufficient for the Planning Department to proceed with permitting the project. Thank you for your attention. (Letter Submitted)

**Commissioner Cabanas:** Mrs. Barrett before you leave; when you conducted the survey, you mentioned of the entire site correct?

**Marie Barrett:** Yes., We walked. (3) three biologists, 2 (two) days and we walked, pedestrian walking through the area.

**Commissioner Cabanas:** And what did you find?

**Marie Barrett:** We found I think (11) eleven different species, but none rose to the level of concern and, we also do a 500ft buffer, so some of these species were found outside the site, we found no nests. Of course, it was in December we would not expect to find current nests, but we could find old nests and we didn't find any, and it's an area not conducive to nesting there are no trees, there is no bare ground where silt would come in and lay their eggs on the site.

**Commissioner Cabanas:** And I assume that this project gets approved during the construction you guys will continue to conduct surveys and provide proper WEAP training to the employees working during the constructions and stuff like that.

**Marie Barrett:** Correct. That is listed in the mitigations, minimizations and mitigations.

**Commissioner Cabanas:** Thank you.

**Marie Barrett:** Thank you.

**Tom Dubose, Applicant:** Just like to add a couple more things. Imperial County is its own air district, Imperial County Air Pollution Control District, we are not in the South Coast air district, so I am not sure that's an appropriate measure again the folks from APCD can address that if needed. We are following the adopted truck routes by the County of Imperial Dogwood Rd. some day is supposed to be more than the 2 lanes that it is, and it is going to be rather difficult with the urban area around Heber and El Centro for it to get to what it is projected, proposed and suggested that it needs to be. But it is not a truck route; Dogwood to Cole, to 98 is a truck route. Charger Logistics again licenses their vehicles in both jurisdictions between Mexico and the United States, so when you license something in the United States it has to adhere to those standards, and so I think that is all I will submit at this point unless you have further questions.

**Commissioner Kalin:** Where do they fuel? Do they fuel anything in Mexico? The trucks that are coming across the border.

**Tom Dubose, Applicant:** I don't know to be honest with you.

**Lovepreet Kaur, Client:** NO, we don't fuel anything, the trucks coming out of Mexico to California they only fuel in the US.

**Tom Dubose, Applicant;** Having their stop and go place in the Imperial County on the US side is where they will probably fuel up; is what I would suggest.

**Commissioner Medina:** Do these trucks enter Mexico or do they just receive from a Mexican carrier?

**Lovepreet Kaur, Applicant:** So, the trucks that are coming to the US they only cross the border to our Mexicali location they cross from there and they come back to the us they don't enter Mexico to a farther distance so I would only say 10 miles from the border, and they come back to the US.

**Commissioner Medina:** So Charger owned trucks do enter Mexico?

**Tom Dubose, Applicant;** So again, Charger Logistics has a location in Mexicali.

**Commissioner Medina:** Mexican trucks load the merchandise, cross the Charger logistics trucks.

**Commissioner Kalin:** Certified California cargo compliant.

**Commissioner Bergh:** You had mentioned earlier you didn't have compliance as far as the Mexican trucks coming across, you said 60% of the trucks are Mexican trucks that do not comply with California.

**Lovepreet Kaur, Applicant:** We are buying our trucks from Freightline, the trucks that are going into Mexico they are dual plater; they have US plates as well as Mexican plates in them, so those are called [Binational] Trucks. So, everything is compliant based on the US standards, as Mexico doesn't have that much standards over the vehicles but our vehicles are certified to run in the US because we are buying them from Freightline.

**Commissioner Bergh:** So, your Mexican trucks, any existing Mexican trucks aren't going much beyond our borders is that correct?

**Lovepreet Kaur, Applicant:** Yes, that is correct.

**Chairman Schaffner:** Do we have any more questions from the public? If not, we will close the public portion of the hearing. I just had one comment I wanted to make. I was always told that when they do the study for the birds, the birds that they would find, usually came from the back of their trunk, just kidding. Any other comments?

**Commissioner Medina:** Yes, are there any hazardous materials being transported by these vehicles?

**Lovepreet Kaur, Applicant:** No sir, mostly we haul produce from Mexico.

**Commissioner Medina:** Produce?

**Lovepreet Kaur, Applicant:** Perishables, fruit, vegetables, water.

**Commissioner Medina:** Is there any reason why this company cannot locate to gateway and use [Highway] 7 directly onto [Interstate] 8 and bypass Calexico.

**Lovepreet Kaur, Applicant:** Yes Sir, we have been trying to build a home in Calexico for over 3 years now, I would say 4 years, but the problem is the Gateway site by the Port is 1, very costly it is very hard to build a place there the only option that we have over there is lease a place from the owner, which is not something that we do in our business, we would like to acquire a land and then build on it so that we are the owner of the land and we don't want to lease a project per say. So, it's not consistent with our business plan the gateway site, so that is why we opted for this land.

**Commissioner Medina:** Cole road is one of the most trafficked roads in the City of Calexico; I am a Calexico resident and I live not far from Cole Road. Along Cole Road one of the major companies Walmart; is one of the most visited Walmart's in the US and the traffic to and out of Cole Road and Rockwood is tremendous. Not just by local traffic, local citizens moving from one part of the city in and out, but the commercial trucks. The way that those truck have that road with potholes every few feet because of the weight of these vehicles. The maintenance of Cole Road is far and in-between. The City of Calexico their budget has not taken them to repair Cole Road, now to begin Gateway was established to eliminate just this. The traffic and Highway 7 were the main purpose for routes, Mexico directly to Interstate 8 and go East to West. So, my concern is the traffic on Cole Road the major congestion even though Cole Road is a designated truck route. It is a truck route that is far and above its capacity, so I am for a program like this because it does bring employment and it does bring revenue and everybody benefits, but the congestion and the flow of traffic and the flow of emergency vehicles

traveling through this area are hampered in a large way, so personally I would like to see this company come to life, but I would like to see it at Gateway. Thank you.

**Chairman Schaffner:** Any other comments? Do we entertain a motion?

**Chairman Schaffner:** Asked if he had any questions or comments regarding the project, and if he read and agreed with everything

**Jim Minnick, Director:** There was a question on S-6 in regard to fence heights. I was corrected, I talked with Derek and Derek corrected me. There is a residential currently to the West of it and our code says that when you have commercial or industrial and residential it has to be a 7-foot block wall. So, where the condition says maximum height at 7 feet, we'll strike out the word maximum and we will just be consistent with our coordinates, which is 7 feet; cause you were concerned that it might be lower than, so yes.

**Commissioner Kalin:** Right. Thank you.

**Commissioner Kalin:** Made a motion to approve **Agenda Item #2** seconded by **Commissioner Cabanas** and the affirmative vote by the Commissioners present as follow Schaffner (yes), Kalin (yes), Cabanas (yes), Bergh (yes), Medina (no), Wright (yes), Pacheco (no), Hinojosa (no).

**Jim Minnick, Director:** Stated **Agenda Item #2** stands denied by this Commission. Jim asked the Commission if they would like to vote on a counter motion.

**Commissioner Kalin:** Made a second motion to deny **Agenda Item #2** seconded by Commissioner Cabanas and the affirmative vote by the Commissioners present as follow Schaffner (no), Kalin (no), Cabanas (no), Bergh (no), Medina (yes), Wright (no), Pacheco (yes), Hinojosa (yes).

**Jim Minnick, Director:** Stated **Agenda Item #2** motion failed twice by this Commission. The project will be forwarded to the Board of Supervisors with a recommendation of denial by this Commission.

3. **Consideration of Time Extension #23-0017 for CUP#06-0001** as submitted by Alfredo Olivas (Tops Propane, Inc.). The applicant is requesting a time extension for a new (15) fifteen-year term for previously approved Conditional Use Permit (CUP) #06-0001 to bring into compliance an existing propane tank and distribution facility which includes an 18,000-gallon propane tank, related equipment, storage of smaller domestic service tanks (5-gallon to 499-gallons in size) with a trucking operation to deliver propane to customers in the area. The property is located at 2175 Sunrise Drive, Salton City, CA, with Assessor's Parcel Number 014-041-009-000 and legally described as Lot 14 of Block 11 of Tract 570 Final Map 5-30, T10S, R10E, S.B.B.M. in the unincorporated area of the County of Imperial. (Supervisory District #4), [Gerardo A. Quero, Planner II at 442-265-1736 extension 1748 or via email at [gerardoquero@co.imperial.ca.us](mailto:gerardoquero@co.imperial.ca.us)].

**Jim Minnick, Director:** Gave a brief description of the project, and introduced Intern Benjamin on behalf of Gerardo Quero Planner II, to read the project into the record.

**Benjamin Arroyave, Intern:** Read the PowerPoint Presentation of the project into the record.

**Chairman Schaffner:** Asked if there was a representative for the project to approach the podium.

**Alfredo Levas, Applicant:** Introduced himself. We are a family-owned business for about (30) thirty years, my father started the company, I took over and here with me is my son. We are planning to do business here in Salton City for as long as you guys let us. I am here to answer any questions.

**Chairman Schaffner:** Asked if he had any questions or comments regarding the project, and if he read and agreed with everything.



**Alfredo Levas, Applicant:** Stated that he read and did agree with everything on the project.

**Chairman Schaffner:** Opened the public portion of the meeting. There were no public comments; he then closed the public portion of the meeting and turned it over to the Commission for any questions and/or comments.

**Commissioner Kalin:** Made a motion to approve **Agenda Item #3** seconded by **Commissioner Cabanas** and the affirmative vote by the Commissioners present as follow Schaffner (yes), Kalin (yes), Cabanas (yes), Bergh (yes), Medina (yes), Wright (yes), Pacheco (yes), Hinojosa (yes).

**Jim Minnick, Director:** Stated **Agenda Item #3** stands approved by this Commission. In which the applicant or any member from the public want to appeal must be done by filing the appropriate appeal in the next ten (10) days.

4. **Consideration of Time Extension #24-0009 for CUP#964-90** as submitted by A & A Auto Dismantlers, LLC. The applicant is requesting a time extension for a new (15) fifteen-year term for previously approved Conditional Use Permit (CUP) #964-90 to bring into compliance an existing auto dismantling facility with storage yard. The property is located at 30 West U.S. Highway 98, Calexico, CA, with Assessor's Parcel Number 059-070-009-000 and legally described as Parcel 1 of Certificate of Compliance for Parcel Map #2237 of the West Half of Section 7, T17S, R14E, S.B.B.M. in the unincorporated area of the County of Imperial. (Supervisory District #2), [Gerardo A. Quero, Planner II at 442-265-1736 extension 1748 or via email at [gerardoquero@co.imperial.ca.us](mailto:gerardoquero@co.imperial.ca.us)].

**Jim Minnick, Director:** Gave a brief description of the project, and introduced Gerardo Quero, Planner II, to read the project into the record.

**Gerardo Quero, Planner II:** Read the PowerPoint Presentation of the project into the record.

**Chairman Schaffner:** Asked if there was a representative for the project to approach the podium.

**Javier Antunes, Applicant:** Introduced himself. I have been in business since 91' my father made the dismantler yard; we have been doing business for over 30 years. My father passed away in 2021 due to Covid complications, since that happened, I came down and took over. Since 2021 I have been cleaning it up and been bringing it back to life, just trying to back up to running speed and be a successful business and caring in on.

**Chairman Schaffner:** Asked if he had any questions or comments regarding the project, and if he read and agreed with everything.

**Javier Antunes, Applicant:** Stated that he read and did agree with everything on the project.

**Chairman Schaffner:** Opened the public portion of the meeting. There were no public comments; he then closed the public portion of the meeting and turned it over to the Commission for any questions and/or comments.

**Commissioner Kalin:** Made a motion to approve **Agenda Item #4** seconded by **Commissioner Cabanas** and the affirmative vote by the Commissioners present as follow Schaffner (yes), Kalin (yes), Cabanas (yes), Bergh (yes), Medina (yes), Wright (yes), Pacheco (yes), Hinojosa (yes).

**Jim Minnick, Director:** Stated **Agenda Item #4** stands approved by this Commission. In which the applicant or any member from the public want to appeal must be done by filing the appropriate appeal in the next ten (10) days.

**Chairman Schaffner:** I have one question that road bother me you know Calexico is always going to be broke, roads are always going to be bad, just like right here in the county and everywhere else; the Supervisors can't do some kind of a special tax that you can put on the windshield for trucks that are doing that route for high impact or something to try and get a little bit of money out of them to try and fix some of the roads

**Jim Minnick, Director:** Theoretically you could; truck routes are truck routes; that means they were built before it warrants the attention of the loads that go on them. There are plenty of roads that aren't truck routes, like if you come down at Imperial Ave here you aren't have to turn on Adams, and you aren't allow to drive straight through to Interstate 8 unless you were delivering to Rite Aid or something, because it's not classified as a truck route so whether we like it or not Cole Road is classified as a truck route and it's going to continue to be class as a truck route until such time Jasper Road gets build out. Jasper Road back in the early 2000s was dedicated as a route around Calexico, basically a bypass with minimum intersections. It never came to fruition. There was a lot of development requests at the time to build housing and to actually chop it up just like 98 and Cole Road are and so the county was working with Calexico in the past to try and do that, because Calexico is a terminal city meaning it has no pass through other than East to West everything goes straight down so anytime you can bypass it would be good but the reality is there is no restriction on the route of Cole Road weather the 3 of you like it or don't like it its considered commerce and you are supposed to allow access unless the road isn't built for that.

**Commissioner Medina:** Yes, it's right it is a designated route for trucking, but the capacity has gone beyond was is there; so much the community uses Cole Road more than Imperial Ave, which is dead center.

**Jim Minnick, Director:** I understand, we also did reach out to the city on this project, and we got no responses

**Commissioner Medina:** Well, that's because of the city but the community, most of the people the residents in that area utilize Cole Road to El Centro. It's the most traveled road in our city, and to add more heavier vehicles.

**Chairman Schaffner:** well I don't want to see them but a bond out there and have the people of Calexico have to pay for it if it's just somebody living in a house out there, but on the other hand I don't want them to do some kind of bond where the whole county pays for some new business coming in when they are the ones doing the impact.

**Jim Minnick, Director:** I don't disagree with you.

**Commissioner Hinojosa:** So the Northeast where my Supervisor represent the northeast part of Calexico. We are actually paying a 15-million-dollar bond on Cole Road corridor; it is supposed to be built out, but I think it is going to be a collaboration effort between IID. There is a beach canal that needs to be abandoned and all that section will be expanded. Cole Road will be expanded as of now Cole Road turning into one lane at Kloke it is a high impact as Mr. Medina says. So, there is a bond already out there on a section between Meadows and Rancho Frontera, which is just one block.

**Chairman Schaffner:** Who is paying that bond off?

**Commissioner Hinojosa:** Heartson Community, Calexico CFD Melrose, so there is like a million dollars there for Cole Road corridor uprooted for that. So, all the way from Bowker to Andrade over to Meadows it's a different name on different final maps there need to be an upgrade and from Rockwood all the way to Kloke, I mean it's

a one lane right there after all industrial area which it a 4 lane which that's what it should be all the way from Bowker to dogwood so it's going to be really difficult.

**Jim Minnick, Director:** All the more reason why Calexico should collectively be looking at Jasper Road as well as the county as the next east-west because you get past Jasper Road if Calexico continues to grow as in the way it has been growing and utilizing the same tactics its done for the last 60 years you are going to gobble up Jaspers Road the same like you did Cole right. And then what is next McCabe and then after McCabe is the highway, so you are not helping yourself move people around your city.

**Commissioner Medina:** I feel really strongly that the county should direct business of this nature to Gateway; Gateway is designed for such a business.

**Jim Minnick, Director:** We do, it doesn't stop people.

**Commissioner Medina:** It goes contrary to Calexico to either way shuffle traffic down the center of Calexico

**Jim Minnick, Director:** We do, we have invested millions of dollars into Gateway

**Chairman Schaffner;** Commissioners let's let city council handle this.

**Commissioner Cabanas:** My only concern Jim on Jasper is that Jasper dead ends on Ware Road and then you have to make a left to go onto that bridge and then make a right.

**Jim Minnick, Director:** Yes, I understand both the East part of it can go quite a long way you can terminate out there onto Anderholt, or one of the other ones you can bring your load up or Barbraworth either one. Real quick the way it works with your voting is it's the seated member, so we need a 6 vote to pass anything so if you fail to make the motion then you have to make a counter motion or another motion if 2 motions failed then by default it is denied; in a case like this it's a little different because it's not a denial its more of you made no decision with the board of supervisors but if it was a hearing project say a parcel map or something you have authority over it would be considered a denial but you have to go through both motions so I appreciate you guys doing that today. Thank you.

**IV. Public Comments:** NONE

**V. Planning Commissioner Comments:**

**VI. Director Comments:**

**IX. Adjournment: Chairman Schaffner:** Adjourned meeting. Meeting adjourned at 10:03 a.m.

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Submitted by Rudy Schaffner  
Chairman of the Planning Commission

Attest:

\_\_\_\_\_  
Jim Minnick, Director of  
Imperial County Planning Commission

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