

**MINUTES OF THE
ALUC MEETING
April 17, 2024**

The Airport Land Use Commission convened a Meeting on Wednesday, April 17, 2024, at 6:00 p.m. in the Board Room at 940 Main St., El Centro, California.

Staff present: Director Jim Minnick, Planner Manager Diana Robinson, Planner IV David Black, Planner III Derek Newland, Planner II Luis Valenzuela, Clerk Kamika Mitchell, and Clerk Aimee Trujillo.

Chairman Mike Goodsell called the meeting into order.

I. **Roll Call:** Commissioners present: Goodsell, Logue, Arguelles, Chavez (late)

II. **Pledge of Allegiance**

III. **Approval of Minutes** – November 15, 2023, Minutes

Vice-Chair Logue: I Motion to approve the minutes for the November 15, 2023, meeting.

Commissioner Arguelles: I will be second.

Chairman Goodsell: We will have a roll call to try and make that happen.

Secretary Minnick: The question about if you have quorum, to make sure that is on the record, we only have four seated commissioners at this point in time, three (3) will be a quorum.

Chairman Goodsell: Are we going to replace Jenell at some point?

Secretary Minnick: Yes, the county is currently floating the position around to replace her, she went to the City of Imperial

Chairman Goodsell: Thank you.

Secretary Minnick: We did have a meeting this morning with the consultants, and they will get into what they discussed a little deeper. We had good representation from the cities. It might give us some good opportunities to help the commission itself in the long term.

Chairman Goodsell: Ok, let's get this roll call going on the minutes. Roll Call.

Clerk Mitchell: Goodsell (yes) Chavez (absent) Logue (yes) Arguelles (yes)

Chairman Goodsell: Appointment of Officers. We still don't have a Vice- Chair so we will work on that.

Vice-Chair Logue: I will be Vice-Chair

Chairman Goodsell: If we are going to do that, do we need to nominate for Vice-Chair?

Commissioner Chavez: I apologize, I am coming from another meeting.

Chairman Goodsell: We accept your apology.

Secretary Minnick: This is our first meeting of the year. I will take a motion on nomination for Chair.

Vice-Chair Logue: I second.

Secretary Minnick: Roll Call Please.

Clerk Mitchell: Goodsell (yes) Chavez (yes) Logue (yes) Arguelles (yes)

Secretary Minnick: Going to motion for the nomination for Vice- Chair. Nomination for Vice- Chair please.

Commissioner Arguelles: I nominate Dennis for Vice-Chair.

Commissioner Chavez: I second.

Chairman Goodsell: Roll Call.

Clerk Mitchell: Goodsell (yes) Chavez (yes) Logue (yes) Arguelles (yes)

Secretary Minnick: For the 2024-2025 Chairman will be Goodsell and Vice- Chair will be Logue.

Vice- Chair Logue: Should we vote again on the minutes now that we have four.

Secretary Minnick: Yes, we can.

Chairman Goodsell: We have a motion and second, so take her (Chavez) vote.

Clerk Mitchell: For the minutes, Chavez (yes)

IV. Public Hearings

Chairman Goodsell: Introduces Public Hearings.

1. Public hearing to consider a General Plan Amendment and Zone Change on parcel north of the Salton Sea Airport, Assessor's Parcel Numbers 017-010-057. Orni 5, LLC the Applicant) received CUP No. 18-0038 from Imperial County to drill and test six (6) exploratory geothermal wells within the "Truckhaven Geothermal Leasing Area" west of the Salton Sea and south-southwest of Salton City in western Imperial County, California. Two of the six exploratory geothermal wells located within APN 017 010 057 (Well #18-32 and Well #47-32) are located with a parcel area that is zoned for residential use and is outside of the County's Geothermal Overlay Zone. In compliance with Special Condition 3 (SC3) of CUP No. 18-0038, the proposed Ormat-Truckhaven Geothermal Zone Change and General Plan Amendment Project includes 1) a "Zone Change" to change the zone classification for Wells #18-32 and #47-32 (APN 017-010-057) from R 1-L.5 to S-1.(ZC#22-0004); 2) a "General Plan Amendment" to change the land use designation for Wells #18-32 and #47-32 (APN 017-010-057) from Low Density Residential (R-1-L-5) to Recreation/Open Space (S-1) (GPA #22-0003); Parcel centroid coordinates -115.96545074, 33.2647488494 and, 3) a "General Plan Amendment" to add parcel APN 017-010-057 to Imperial County General Plan Geothermal Overlay Zone.

The proposed Project site is located north of the Salton Sea Airport area, within Parcel D LLA #299 also being South POR SEC 31 & 32 S, Township 10, Range 10, San Bernardino Base Meridian. (Supervisory District #4) (ALUC 04-24) [David Black, Planner IV, 442-265-1736, extension 1746 or by email at davidblack@co.imperial.ca.us].

Planner Black: Reads the project into the record.

Planner Black: Do you have any questions?

Chairman Goodsell: That plan is for now?

Planner Black: You will hear more later about the update being proposed.

Chairman Goodsell: This project that is on the screen. Are there any questions from the Commissioners for Mr. Black? Is there anyone in the audience that wants to speak in favor of the project. Do we have anyone online or in the room?

Planner Black: Do we have anyone ZOOM?

Clerk Mitchell: No.

Planner Black: We were hoping to have the applicant and consultant here with us, Oh you are here.

Applicant Alvarado: Paulo Alvarado I'm with Ormat Nevada Incorporated. I am here representing this project. As we understand the commission considering approval for this project, I am here to answer any questions that you may have. We are supposed to have our business developer with us online and was going to join but I can help with whatever I can.

Chairman Goodsell: Alright, does anyone have questions for the applicant?

Vice- Chair Logue: No, the only questions and concerns that I had was the height of the wells but that's been addressed in the proposal where it says where it has to comply with the requirements with the FAA requirements, and when you look at these documents its not really on the runway. The wells are pretty far away from where the runway is.

Planner Black: Caltrans did send a comment letter out, which is in your package. It talks about the notification requirements for the drilling within this area, which includes noticing of shutting down the runway.

Applicant Alvarado: Yes, there are requirements when we are going to use the runway also to make applications with the FCC I mean FAA I'm sorry and all the mitigations that are listed that we are ready to comply with.

Chairman Goodsell: It's just kind of the next phase for this project.

Vice- Chair Logue: As a question. Is there someone Aviation liaison for the project on site that can be sure to issue a notice of Airmen and things like that when the airport is going to be open and closed and things like that?

Applicant Alvarado: We don't currently have a documented airport liaison at this point but if that is something beneficial to us then we will. Normally, our drilling rigs are on site. There is 24/7 manning of those drilling operations. That would be the normal channel of communication when needs to be met.

Vice- Chair Logue: I had overheard a conversation earlier that it is possible that some of the work trucks use the runway itself for an access road, that would be ok as long as it is listed as a notice to airmen that there is construction in and out of the runway. It would be my suggestion that if and when this goes on to a real project, us approving, doesn't mean you start work tomorrow if we approve it. I would make the suggestion that someone that is responsible notify the FAA when there is work in and around the runway. So, they will put up a notice to airman that anyone flying around the area that will get that information if they need to make an emergency landing, they need to consider that. There are smoother places to land with cars on them. Anyways, it would be my suggestion that as you approached this project you have someone that is responsible to report activity near and around the runway to the FAA so that they can post it.

Applicant Alvarado: I'm going to take a note here.

Vice- Chair Logue: I'll be happy to talk to them, I'm Dennis Logue if they have any questions.

Planner Black: I believe the current CUP requirements require any construction to be at least 1,000 ft from the runway.

Vice- Chair Logue: Yeah, and these look to be at least that.

Applicant Alvarado: And with that, I understand that the project report, also that one of the mitigates that all access to the wells that are currently on accessible road. Your statement about running on the runway, I'm not familiar with the sites I am assuming that we are traveling on roads that already exist.

Vice- Chair Logue: I think that there was something that is in the report about building a new or improving an existing road for access, that had nothing to do with the runway but it was somewhere in the proposal.

Chairman Goodsell: Is there someone in the audience that wants to speak in opposition to the project? No, so, what is the pleasure of the Commission, what would you like to do with this. I will entertain a motion.

Commissioner Chavez: It is compatible, I motion to approve it.

Chairman Goodsell: We have a motion by Chavez.

Commissioner Arguelles: I'll Second.

Chairman Goodsell: We have a second by Arguelles. Roll Call please.

Clerk Mitchell: Goodsell (yes) Chavez (yes) Logue (yes) Arguelles (yes)

Chairman Goodsell: Thank you.

Applicant Alvarado: Thank you, you're welcome.

Chairman Goodsell: This next item here is item 6, a non- action item, but you know it really gets us actively thinking about it. It's been coming discussion about the Airport Land Use Compatibility with the County's Consultant. Corfman Associates. Would you like to introduce us?

Luis Valenzuela, Planner I: Hello, my name is Luis Valenzuela, with the Planning Department working together with Kory and Madline and they are going to present the ALUC Update plan.

Consultant Kory Corfman: Thank you Luis, Mr. Chair, members of the commission, I'm Kory Lewis, with Corfman Associates Airport Planning Firm. We appreciate the opportunity to come before you this evening to update on our Airport Land Use Compatibility Planning efforts. We got into town yesterday, we met with Mr. Minnick and his staff we got our inventory trip on the way. Go on to the next slide please. As part of this project during our inventory trips we are visiting each of the airports, we also had a Planning Advisory Committee meeting this morning, go to the next slide please. At this Planning Advisory Committee meeting, we invited approximately fifteen (15) people to attend. These are representatives from each of the cities with an airport, we also invited Caltrans and other representatives from the region. This Planning Advisory Committee is informal, it will meet during the course of the study, and it is a non-voting body. So, they are advising us and staff on the content of the plan which will ultimately come to you. The purpose of the group is to act as a sounding board, they are looking at our materials, connecting with their community we heard some concerns on aviation during the meeting today. They also provide resources, documentation, and background data that we need to collect to prepare for the study. We made a connection this week to get that information. They also will provide a critical review of the materials, they also know the area and will be able to provide meaningful feedback throughout the course of the study, go to the next slide. As I mentioned, we had our first Advisory Planning Commission meeting this morning from 9:00 am until about 10:00 am. We had about twelve (12) members that attended. We sent out the invitations a few weeks ago and people were able to come, there were people from airports, cities, county, planning, and administration El Centro and Caltrans, I think we had three (3) from Caltrans participate including one (1) who will be providing comments from Caltrans standpoint on the plan itself. As you know, Caltrans Publishes Airport Land Use Compatibility Planning Handbook. That handbook was published most recently in 2011. We did receive some information from the representative that an update to that document is under way. Anticipated to be published in the year 2026 in that time frame. We were thankful that he was able to participate and shed some light on and potentially revision to the handbook. Hearing what he was saying there weren't substantial changes, so I think it is prudent to continue on the current handbook as it stands. The primary change that he had mentioned was one of the safety zones so there are example safety zones in the handbook. So, he shed some light on that may change in the handbook it was a good conversation, and through that we were able to make some connections for meeting tomorrow. Will continue on with our site visits. We were at Salton Sea today, we will be going to Brawley, Calipatria and El Centro

tomorrow. It has been a productive week so far please go to the next slide and the next slide after that. So, what you see before you is the study process, what we are proposing is a sixteen to eighteen (16-18) month process. We just kicked off last month we had our project initiation as I mention and now what we will begin doing is starting to work on updated chapters on the document so that is background information on all of the airports and looking at potential changes to the policies in the compatibility plan. Based on Caltrans recommendations that were found in the handbook. We will come back for our next meetings; we will convene that advisory committee again and hopefully align that meeting potential with one of your meetings to give you a similar presentation on our update. We will talk with the Planning Advisory Committee and have public workshops throughout the course of this process. We have three (3) public meetings, so there we will engage with the public, talk to them, share with them the materials, and answer any questions. After that we will make revisions potentially to the plan, documents, and then come back to Planning Advisory Committee, and ultimately go through an approval process, which potentially will have a CEQA component. So, if there are zone changes and what those zone changes mean regarding land use planning. Along with that we have the public meetings we also we be hosting a website were that the public can view materials that have been produced to date, including presentations that have been given to the Advisory Committee. That is the overall study process, if you can go to the next slide, I think it was mentioned earlier to the chair and others the purpose of the plan is to update it, to modernize it based on current guidance current plan last adopted in 1996. What we really want to focus on in these plans is making sure that the zones reflect either the existing or future runway configurations for the airports. Those are the runway end points are what really drive the zones and how we are configurations the zones. I think it was pointed out earlier Salton Sea it has zones associates with the potential of the north and south runways and that can be something we are looking at and I think looking at that map which appears to be drawn for a much longer runway at Salton Sea something of the order that is 9,000ft when its 5,000ft. Now there are going to some that ask the questions, "What are the plans for that airport specifically?". Also looking at the other airports to make sure that we have the most current information for the airport layout plans for those airports. That is part of our purpose now is to make connections to get that information. Go to the next slide. Before we get to the cover discussion, do you have any questions for me about the planning process, about the Planning Advisory Committee, and other questions that you may have.

Chairman Goodsell: My first question is the panel that you met with earlier are their representatives from each airport location, someone from Salton Sea, someone from Calexico, someone from Holtville, someone from Imperial on that panel?

Consultant Kory Corfman: Yes, there was airport representatives were invited, not necessarily everyone.

Chairman Goodsell: I was wondering who was representing Holtville, because it's clearly nobody there.

Consultant Kory Corfman: Yes, that is County.

Chairman Goodsell: There is really nobody out there. The airport is pretty much abandoned. And the other question is this, we were talking about the changes of the safety and zones, did he share reasons, updates or do things look different now? What did he say?

Consultant Kory Corfman: In the back of the appendixes of the handbook there are scared diagrams of the locations of accidents, aircraft crash locations. Those are generally, in my understanding, transportation safety board or TRSB. They identify where crashes have happened at airports across the United States, so say one happened 1,000 ft out and 2,000 to the right of the runway they would put a point there. They do that for all of the crashes there is a whole methodology and using that information they take and draw the boundaries of the zones that are in the handbook. The change that he is talking about are the sideline zones it's the Zone 5 look at the diagram they shared that information with one of the groups at UC Berkley to evaluate, to update that process. They see rational or justification for expanding to make those side zones wider of the sides of the runways. In my experience and I shared this with him, in doing those zones for other airports, I think that almost all of them are on airport property. When doing an Airport Land Use Compatibility Plan it's for off airport land uses, if those zones really don't get off airport, what are we really doing to protect anyone off the sides? There may not be any justification for that, but that part is forthcoming. We are fortunate to have a representative that is engaged in the process and willing to share information.

Vice- Chair Logue: You kind of got into one of the questions, Holtville, we have to come up with some sort of blanket plan for Holtville an what to do with it and/or protect it or not protect it? I'm going to assume the County will have an input as to what the plans will be for Holtville's airport.

Consultant Kory Corfman: That is something that came up today.

Secertary Minnick: The airports and how they have an airport plan, how they have their goals and objectives have little to nothing to do with the Airport Land Use Compatibility Plan. Kory told us that about 5 times, essentially the County have had a number of different plans over in Holtville. We have some issues with FAA and the different bases between Yuma. We are trying to do something to extend the runway and several issues that we are trying to figure out. What was brought up this morning was just because it is currently not used doesn't mean it shouldn't still be in the plan identity in the event that it could be reactivated. The same thing goes for the Salton City airstrip. We are not proposing to remove or eliminate any airstrips at this time, plus in order to actually do that there is a process through the FAA but you also mentioned a minute ago about the C zone or the different types of zoning in terms of the overlays. One of the things that we are looking forward to is those hand drawn maps back in 1996, they are going to be little more precise. Even though Caltrans documentation hasn't changed over the year, just having more accurate contours could show some modifications. That is one of the things that City of El Centro has beating us up about the apartments over there by Lowes. One of the reasons we really pushed hard to really do the update is to make sure we have more accurate data that should other jurisdictions come or other projects come in the future. We can have up to date data material.

Commissioner Goodsell: So, when you say plans for the airport are different there's no impact there. You mentioned that you are anticipating some changes at the airport locations like at Salton Sea, which is a different scenario. It does impact it a little bit.

Secertary Minnick: We did ask Calipatria this specifically because Calipatria has had different views the way the wind blows whether they want to maintain it or remove it. We also asked the hypothetical question. What happens if Calipatria has a different idea of how they want to extend the runway. Should the Airport Land Use Compatibility Plan consider that? Since this is an eighteen (18) month process we caught wind of the individual airports wanting to do something. We want to make sure that we incorporate that because that will change how our zones work. But if there is no proposed change of the footprint of the airstrips then there isn't going to be anything in the new one other than more precise data.

Vice- Chair Logue: One of the issues that we have in Holtville is a protected airspace that would have to be mitigated. There is a potential out there and it kind of links into the other comment that I have. Hopefully there will be some consideration for autonomous vehicles, particularly freight which I know Caltrans has to be trying to figure it out. That's something that I always wondered about. Same thing for Imperial there is a huge pad over there by FedEx is they can be landing autonomous vehicles there. But the question is what kind of protections do we have around the airport? When you said you were widening the runway it kind of makes sense for those applications. It would be my suggestion to keep it in your minds as you start to develop these areas and figure it out.

Consultant Kory Corfman: That is included in our scope is to look at that. We are prepared for that. If Caltrans, FAA and others are contemplating what that means for Aviation in general. Our firm has done airport studies for airports, as we are talking to airports asking the question. "What are your plans for reports?" that does shift some zones there is a lot to it. We attend conferences regularly it is often the topic Aviation conferences.

Vice- Chair Logue: Thanks.

Chairman Goodsell: Is there any other questions?

Secertary Minnick: They did bring up heliports and helipads do you want to talk a little about that?

Consultant Kory Corfman: That did come up, when we are talking about the facilities that are included in the Airport Land Use Compatibility Plan. We are talking about the facilities that are included in the Airport Land Use Compatibility Plan, we are talking about airport public use largely airports. The question came up I think some

hospitals have facilities but that is not necessarily public use so that would not be included in the plan. So our Salton City example is privately owned but publicly used so that gets in the plan.

Secretary Minnick: The City of El Centro did bring up an oval airstrip that they launch drones from.

Consultant Kory Corfman: But that was privately owned.

Secretary Minnick: But that goes back to your autonomous questions. That's going to be vertical take off and landing. It would be more identified as a helicopter.

Vice-Chair Logue: That would be something great for a place like Holtville.

Commissioner Chavez: And Calipatria

Vice-Chair Logue: And Calipatria and the thing about Holtville its so close to the border.

Secretary Minnick: We are hoping that our Lithium Valley will be more engaged with Calipatria and if we take off and we have a lot of activities a lot of your private planes will be taking advantage of the Calipatria. That is the County's goal. When we heard that Calipatria was interested in closing that was something that we did not want to happen. Not only do we not want it to close we want to increase its usage. As you may know Cal Energy did get a helipad put in we will be seeing that a lot.

Vice-Chair Logue: There is a helipad out by Ocotillo with one of the windmills have out there.

Secretary Minnick: Yes, the windmills have one, also we have one in Glamis, we have had one in Glamis for decades. For emergency purposes.

Vice-Chair Logue: Thank you.

Chairman Goodsell: We are excited about what is to come.

Consultant Kory Corfman: As part of the study process our firm as develop and graphic materials including the cover. Staff mention that they wanted your input on which cover to use for the cover the plan. This graphic design will also be used for when we use our point presentations with the advisory committee, when we are communicating with the public, and it will serve as the design scheme for the website.

Secretary Minnick: You do have to vote on something today.

Committee members: Discussing which cover theme that want to decide on.

Chairman Goodsell: Can we have a motion on which photo.

Secretary Minnick: That would be photo number 3 from left to right.

Vice-Chair Logue: I motion.

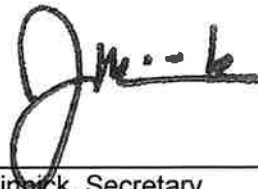
Commissioner Chavez: I second.

Chairman Goodsell: Second from Chavez. Roll call please.

Clerk Mithcell: Goodsell (yes) Chavez (yes) Logue (yes) Arguelles (yes)

Consultant Kory Corfman: Thank you again for the opportunity to come before you. If you have any questions throughout this process, please feel free to reach out. Staff can give you, my contact details.

Meeting Adjourned.



Jim Minnick, Secretary
Airport Land Use Commission

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