

MINUTES

CITY OF CARSON REGULARLY ADJOURNED MEETING OF THE PLANNING COMMISSION AND THE ENVIRONMENTAL COMMISSION, CITY COUNCIL CHAMBERS, CARSON CITY HALL

*701 East Carson Street, Second Floor
Carson, CA 90745*

September 17, 2012 – 6:30 P.M.

1. **CALL TO ORDER** Vice-Chair Verrett called the meeting to order at 6:33 P.M.
2. **PLEDGE OF ALLEGIANCE** Commissioner Schaefer led the Salute to the Flag.
3. **ROLL CALL**

Planning Commissioners Present: Brimmer, Diaz, *Gordon, Schaefer, Saenz, Verrett
*(Gordon arrived at 6:40 P.M.)

Planning Commissioners Absent: Faletogo, Goolsby, Williams

Environmental Commissioners Present: Boyer, Hopson, Love, Mack, Pinon, *Taylor
*(Taylor arrived at 6:40 P.M.)

Environmental Commissioners Absent: Fagan, Jimenez

Commissioners Departed Early: Mack, Hopson

Planning Staff Present: Planning Officer Repp, Senior Planner Signo, Associate Planner Gonzalez, Assistant Planner Castillo, Recording Secretary Bothe
4. **AGENDA POSTING CERTIFICATION** Recording Secretary Bothe indicated that all posting requirements had been met.

Planning and Environmental Commission Workshop/Department of Toxic Substances Control Public Meeting

Associate Planner Gonzalez advised that the Final EIR will be presented to the Planning Commission on October 23, 2012, for recommendation to the City Council; and that the City Council will be presented with the Final EIR on November 7, 2012.

James Taylor, project manager for Porsche Cars of North America, commented on Porsche's plans for this site, noting they are targeting for a LEED gold building; highlighted the various courses they will have on site, such as a defensive driving course, ice hill, slippery surface, kick plate simulator, low friction circle, handling circuit, acceleration and braking straight, off-road course, etc.; stated that they plan to have a driver training course wherein student drivers will be accompanied by an instructor; and noted that they will have a driver training outreach program with the local schools. He commented on the building amenities; and stated that they are targeting the start of construction for the end of this year and will hopefully be operational this time next year.

Lloyd Zola, project director ESA, Draft Environmental Impact Report (DEIR) consultant, commented on the activities/testing that takes place to produce a DEIR; he addressed the impacts related to this project, both physical and environmental; and he highlighted a list of issues that are addressed, such as air quality, biology, geology, hazardous materials, water, noise, noting they will mitigate impacts where possible. He addressed the Notice of Preparation; stated there is a 45-day public comment period for the Draft EIR, starting from August 29, 2012 through October 14, 2012. He noted that once the comments and questions have been addressed, they will come back to the Planning Commission for a final recommendation of approval to the City Council. He explained that there is one unavoidable impact that will take place during the construction phase, air quality; and explained that the dirt will be watered down when/where possible. He also noted that the non-street legal cars will exceed the noise threshold and that they will try to mitigate that as much as possible.

Environmental Commissioner Love: Why are we addressing the PM₁₀ rather than the 2.5?

Mr. Zola: The PM₁₀ versus the 2.5. The 2.5 is a much smaller particle than the PM₁₀. At the time of the air quality study, the PM₁₀ was the one that was studied. The 2.5 is actually more carcinogenic, and that one could also be analyzed. The PM₁₀ did not meet the thresholds for exceeding significance except for during that period, so we did not move then onto the 2.5.

Environmental Commissioner Love: 2.5 could be significant?

Mr. Zola: Given what we know, it would only be significant during that one period, and if that is not overlapped or if the import is brought down from 200,000 cubic yards, then it would not be significant.

Environmental Commissioner Love: Un-mitigatable impact when we were talking about air quality, seeing if you've stretched out your construction phase -- offhand, I'm just thinking the only distinction would be that your cost may go up, but basically won't that enable you to go forward and it would not be un-mitigatable?

Mr. Zola: If the overlap were eliminated -- and what we're required to analyze is the project as it was proposed. So as proposed, that is part of it and not mitigatable. The alternative that would eliminate the overlap does show that is how you eliminate it. I stand corrected: The 2.5 was, in fact, modeled. The 2.5 was less than significant. The PM₁₀ was determined to be significant. The PM₁₀ during that overlap period would be significant and in terms of the project as proposed, not avoidable but alternatively, reducing the import, that would be the way of doing it.

Environmental Commissioner Pinon: Regarding the gas collection system on the EIR, 3.7-10, "The active mechanical and treatment components would be installed in the event an active system operation became warranted." How long does the installation take? And why not have the system fully installed?

Tom Cota: We've done some air modeling studies and surface studies for methane emissions at the landfill, and the landfill itself right now is not emitting methane above regulatory levels that would require an active system. With all the development and the construction of a landfill cap, there is a possibility that if we tighten down the cap, that you could have lateral movement of methane gas, so we will have the ability to install an active system to control that. We are looking at installing land fill gas collection piping in parts of the landfill that we feel it will enable us to act very quickly. The types of work we're talking about and how long it will take, probably a few weeks to a month to install and to start operating. So it's not a long period of time. We'll be continuing to monitor the landfill gas indefinitely until we determine it's no longer needed.

Environmental Commissioner Pinon: On 3.2-28, "The Porsche design team has not determined a particular product for the epoxy coating; however, it would be a non- or low-VOC coating similar to Reepol products that have been used for other Porsche facilities." Why not use the same product that you use for the other facilities?

Mr. Taylor: The product we use in the UK is a UK manufactured product. We are looking for U.S. products where possible to meet that specification.

Environmental Commissioner Pinon: 3.7-3 and 3.7-4, four 55-gallon drums reportedly being removed. Was there any way or any method to determine whether these drums were removed or not?

Mr. Cota: That exact question is a question we posed to Watson Land Company, and they were going to get back to us about the status of those drums. It was just noted that there were 45-gallon drums on site, but we're still looking into the actual status. I don't believe that they're actually out there now. We're trying to get the documentation of what was done with those.

Environmental Commissioner Pinon: And you will get the documentation about the time period when they reportedly were taken?

Mr. Cota: Yes, I hope so. We're looking into it.

Planning Commissioner Saenz: Negative ramifications, concerns to residential, churches, and schools regarding noise, dust, traffic, vibration, air quality; is there any –

Mr. Zola: In relation to all of those issues, all of these subjects were analyzed in terms of noise, vibration, and other issues. The standards are based on at the property line and – so we know from that, the noise standpoint, the project with the street-legal vehicles will meet the City's standards at the property lines. And residential to the south, that becomes an issue of the potential of using the specialty cars, but the basic project operation meets those. As we look at the other issues, air quality, we know that in terms of significance, those standards we used were the ones put forth by the Air Quality Management District of what is the level of the significance and are the impacts less than significant or greater, and those would give us the indication, are there potential health risks. So what was determined is that impacts being less than significant, except for the very temporary one, would not pose a health risk for residential or those other uses as you mentioned.

Planning Commissioner Saenz: Questions about the operation of hauling the dirt in and out. Who will monitor and control those trucks?

Mr. Zola: The actual control of the truck would be part of the grading operation. There are requirements under state law for dirt hauling. And so the trucks would be required to be covered. You can't haul open trucks with dirt in them anymore. They now have to be covered. The dirt as it is placed is watered regularly. All those are basic Air Quality Management District requirements through permitting of the District. Also, the City will have a CUP related to that hauling operation, and so there will be that requirement. There's also a requirement related to CEQA, as we talked about it, as we went through the law, for what is called mitigation monitoring. So all the mitigation measures in the EIR will be required to be monitored, that they're actually implemented. So the dirt hauling is meeting the requirements of state law as well as the Air Quality Management District as implemented through a City permit and the grading operations under the City permit as well as meeting the requirements of the Air Quality Management District rules.

Planning Commissioner Saenz: So the applicant's personnel is going to be controlling that, monitor it, make sure it's being done, all the covering of the trucks? I assume the applicant is going to be doing the monitoring?

Planning Officer Repp: We will have the CUP as was indicated for the grading operations. Any time there's importation of more than 100,000 cubic yards, the City does require a CUP. We will be attaching a number of conditions of approval to that permit that will facilitate compliance with the EIR as well as any other conditions we feel are important in order to balance any impacts to the neighborhood. There will be a

traffic mitigation plan, so there will be an actual truck route, so that will be approved. In terms of who they get to and from the location making sure there is an onsite monitor, making sure there is notification and certification through the City that they're in compliance, all of those things will be part of that CUP process.

Planning Commissioner Saenz: On your construction, when you start your project, are you going to bring your own crew or hire local people?

Mr. Taylor: That's a question asked by the Mayor. We have interviewed a number of general contractors. 80 percent on that list are locally based contractors. It's the responsibility of the contractor to use that. We are not enforcing those requirements on them, but we've chosen local contractors to do the work.

Planning Commissioner Saenz: The prospective employees, are you going to hire them by using our Carson job center?

Mr. Taylor: It's a little too early. I don't see why we couldn't at least start there.

Planning Commissioner Brimmer: Soil, will we need an over-riding cause for us to approve? We've had this discussion. We know it's a problem. It can't be mitigated thus far. What shall we be doing on this end?

Mr. Zola: A Statement of Over-Riding Considerations is done for a significant, unavoidable impact. The one that was determined is during that overlap period related to air quality. So what will happen is when the final EIR is prepared and before the Planning Commission makes a recommendation on the EIR, before the Council acts to certify it, there will be a series of environmental findings that, based on the determinations of the EIR that these are the impacts, that they are either significant or not significant or they have been mitigated to be less than significant. And then assuming that 200,000 cubic yards, we still have that overlap, that Statement of Over-Riding Considerations will be part of the findings, and the resolutions that would be given to you and to the City Council as part of the adoption of the plan. So you will be asked to make that determination of what is the impact, what are the over-riding considerations, but no, we will not ask at the public hearing that you come up with what are those considerations. You've already heard what some of those considerations are in relation to the project objectives. The one that you, Carson, as a destination, the municipal income, the employment, the use of the site, the remediation itself for the project, remediating the landfill and all those things become the reasons that the City might look at accepting that temporary impact, and that will all be part of the resolution that is ultimately presented to you.

Planning Commissioner Brimmer: When we start talking about construction, keep in mind, naturally, union. There are a lot of contractors out there that are union and that even if they're non-union, they can pay prevailing wage on our projects because we want to make sure they are being paid the correct wages. That is a very, very sensitive issue for the city of Carson, and we want to make sure we monitor that. The 135 jobs,

were those only construction jobs -- because I'm looking for fulltime jobs. We want some fulltime jobs so people can support those new homes or townhomes that are coming up so they can work and live in that area.

Mr. Taylor: The 135 was the direct result of your business case being shared with the L.A. Economic Development Community so that the account -- they are jobs that are created as a direct result, so they could be a delivery driver for the food company, they could be someone working on the project. So at the moment, to give you an idea, we'd be looking at 50 permanent jobs in the facility, plus temporary labor if there are additional requirements for it, plus additional people that would be creating jobs either delivering or picking things up or making things within the area. So that's the number that was provided by them.

Planning Commissioner Brimmer: I like that you are talking to the developer of the Boulevards, keep them in because you will affect what's going in over there. I've heard that you've been in contact with the other two developers. I'm concerned with that because we don't want to later revisit this, to look out for our future residents and developers.

Planning Officer Repp: This is somewhat an organic process that will evolve over time, and I think the applicant has already expressed, while they know their project, they also recognize this is one of the first times they've done this project in the United States, so it's going to grow and develop depending on the market, depending on its success. When we bring forth the conditions of approval for the three conditional use permits that you'll be reviewing in less than a month, we will try to anticipate how to provide for that communication, that dialogue, and ultimately the right protections so that we end up with a good, collaborative relationship with the entire community but certainly with the adjoining properties. Having residential right next to a driving skills course is a little bit unusual for us, so we're all trying to think through in a responsible fashion how we're going to make that work. So I think we've got very good people at the table. We're all starting already to come up with these conditions, and you will be seeing it very soon.

Planning Commissioner Brimmer: Is this a master lease?

Planning Officer Repp: They do have a master lease. Watson Land Company is the underlying property owner. They are responsible for the cleanup and remediation of the landfill condition. And then Porsche will have a long-term land lease on the property.

Planning Commissioner Saenz: There's no mention about your hours of operation and the ages of the people going to be using your facility. Are you going to be having security checking, got to be checking they are at least driving age, checking I.D.'s to use the facility?

Mr. Taylor: At the moment, we'll be looking to operate between 8:00 a.m. and 8:00 p.m. for road-going cars. Age of drivers, we'd be only working with drivers who have a temporary license or license, and we would be checking that license. We've met with

the Home Depot Center to talk about their security, so yes, we will be having a security team on site. It will be appropriate and friendly.

Planning Commissioner Saenz: Are you going to bring a well-known, high tech restaurant?

Mr. Taylor: I hope it won't disappoint you. It needs to be appropriate.

Environmental Commissioner Love: Did you consider the patrons you're bringing to the site – we're talking about air quality, of course. My understanding is you have about 200 parking spaces. Is that how many people will be at each session? You have four sessions. How many cars might be showing up there every day, 365 days during the year?

Mr. Zola: A lot less than 200. When you take a look at traffic studies, we did look at the analysis of how many people per day and then coming for the four sessions, people in and people out, that's laid out there about 125 in a normal day, coming and leaving, plus staff. But because you have overlaps, end up with more parking spaces than patrons. So the traffic study does lay out the normal day of those operations, adequate parking and adequate ingress and egress on the streets and access to and from the site.

Environmental Commissioner Love: Each session accommodate maybe 30 people?

Mr. Zola: That was the right number.

Environmental Commissioner Love: 365 days a year?

Mr. Zola: Some days are going to be busier than others. We'd expect – what we analyzed was that typical worst day, which was the full operation as opposed to some day that -- we'll take a Thursday in the middle of winter. It takes the typical day looking at what is the capacity of that facility for actually how many cars on the track, how long will they be there. That's the basis of the traffic study.

Planning Commissioner Brimmer: One of the things was mentioned that I just don't want to glide over. We are talking about that truck route and we are talking about Main Street. We're not talking about Broadway. So that plan, we have to really be very sensitive as we look at the existing truck route now and know that we'll hopefully have – will be approving a project that will be happening right there on Main. So that is still one of those areas where we have some concerns, so I want to make sure we cover that for the community in that area. This is a great project, and we need this for Carson, but we have to be sensitive to local residents.

Planning Officer Repp: We'll be looking at that. And typically, as the Planning Commission is considering the CUP, staff is looking at all those routes already. And typically when it's dealing with importation of fill materials of dirt, we typically look at the

freeways as being the main path of access to the community. So they will either be getting off the 110 Freeway or the 405 Freeway. They typically would not be going by a substantial number of residents. We tried to minimize it to the extent possible.

Planning Commissioner Brimmer: Is this like a membership? Do I need to pay a membership fee, cover charge? And will I be able to afford that cover charge?

Mr. Taylor: There is no membership scheme at the moment. Anyone can come in. Anyone can come look at the vehicles. Anybody can come in and get some coffee and get a feel for what's going on. The other areas, like using the simulators, driving the cars, yes, there will be a charge. At the moment, we have no specifics on what that charge is. We have a year to go through it. In terms of a starting point, a tour of the facilities would be somewhere around \$50, a car to start driving around the facility, up to \$200. It would be in line with other types of facilities where you would be driving cars. And driver training, it would be in line.

Planning Commissioner Brimmer: Will there be a cover charge for the museum?

Mr. Taylor: No.

Jesse Marquez: I applaud Porsche for even considering the harbor area as their home for this type of driving experience. My concern is how many Carson residents would be able to take advantage of this and how many harbor residents would be able to take advantage of this. We do have a serious driving training need in the harbor and Carson area. Carson is an underground designated racing location. Figueroa is one of those racing streets. Alameda Street is one of those designated racing streets. And the brand new road, Harry Bridges that just got paved in the last 60 days, has already become one of those underground racing streets. I have a request of Porsche. Our communities have a need. Our youth need to have leadership and something to do. There's an organization in the harbor area trying to find a home where they can bring this illegal street racing to a proper location. So I would like to invite Porsche to meet with these people and this organization. I'm willing to put you in contact with them. Once a month, once a quarter, you could hold driver education training for our youth here in Carson so they know what the laws are, they know what the dangers are, and they can learn from a professional European organization. Sadly, Chevy, Ford and other American manufacturers do not provide this, and I welcome our European brothers and sisters there to lead us and show us a proper way to do things. And I can assure you that our youth that are participating in these illegal activities, getting hurt or killed, our fine organization, we can learn from them and show them as mature adults, we can find a venue for them. It may not be every day, every week, but with a European partner participating and donating some time, some of their expertise, we can make it a better world.

Now going to the environmental aspect of it, where it's been mentioned that they've done all they can to mitigate an impact, that's not entirely true. They've done all they can do to mitigate the impact on site. But during that construction time, when the PM₁₀'s

are blowing, the 2.5, reality for Carson is Carson has a high incidence of asthma and other respiratory problems, so just because they can't mitigate it, what happens when one of our families has to rush their child to emergency and they get stuck with a \$5,000 bill or Harbor General gets stuck with a \$20,000 overnight hospital bill. So there are things that can be done. We do have local clinics that can use donations for their services. They can donate money to L.A. County, to a local clinic. If we have local schools, there are families that are very poor that need inhalers. They can donate air purification systems for some of the public schools and senior centers. There are ways to give something back to the community.

Ronald Shimokaji: Suggestion for the developer, based on his experience in the L.A. Unified School District. As you know, throughout the Southern California School Districts have had a partner in the Automobile Club of Southern California, provided leadership in the driver education programs as part of their mandate from the Automobile Association. My suggestion to the developer is when the time comes that they start developing their teenage driver education program, that they work with the Automobile Club of Southern California to develop a program based on their facilities and their technology they will bring to driver education.

Mr. Cota, branch chief California Environmental Protection Agency, Department of Toxic Substances Control, explained that this Department is tasked to ensure the public health and safety from releases of hazardous substances; commented on this former landfill and the DTSC's evaluation of what is on this site and the proposed site mitigation process; and noted they then come up with a plan to determine how they can appropriately mitigate that particular site for that use, developing a risk assessment and clean-up plan for this site. He explained that a Remedial Action Plan basically describes the Department's proposed remedies. He stated it is typical at landfills, they look at a containment remedy and not try to remove that waste because of the potential exposures and extreme high costs; and he stated they typically look at a landfill cover and a methane gas collection and treatment system. He stated that the Department is evaluating both sides of the landfill area, noting it spans across the 405 Freeway; and advised that they are strictly looking at the former Dominguez Golf Course and Dom Dominguez Apartment property, noting that Watson Land Company is the property owner. He advised that today, the Remedial Action Plan only addressed the landfill cover/cap and the waste; that they will have a separate plan to address the ground water at a later date and also address the separate 20-acre strip of land at a later date.

Mr. Cota highlighted the investigative conclusions for heavy metals, VOC's – pointing out the VOC's are in relatively low concentrations -- and other chemicals present; and mentioned that there are perimeter probes lining the perimeter itself that are looking for any of the gasses that might be migrating offsite. He stated that currently, all the perimeter probes and surface monitoring results were within the regulatory requirements. He explained that they did find some methane in the landfill, about 40 to 50 percent of methane, but they are not seeing any of it migrating through the soil covers. He advised that they did do some ground water sampling and know that the ground water has been impacted beneath the site; and he advised that there will be a

separate plan addressing the ground water. He stated that the impacts to the ground water beneath the site will not impact the development of the site or potentially the users on the site. He added that the ground water beneath the site is not a source of drinking water. He stated that the landfill cap will prevent surface water from infiltrating and also keep landfill gasses from escaping into the atmosphere.

Mr. Cota advised that this site is not generating enough methane gas at this time to require an active gas system, but that one will still be built that will be on hand should the need arise to collect/treat gasses in the future. He stated that the system they are building will not require a flare, noting that it is not typical to flare landfill gasses. He stated they will probably put in place a pulsing system, an activated carbon system to deplete the gasses if required. He advised that the site will continue to be monitored until it is determined there is no need. He advised that the proposed Remedial Action schedule is running parallel with the DEIR public comment period, noting that its 45-day public comment period ends October 14, 2012. He added that they will continue to collect samples and perform ongoing monitoring into the future. He added that a post-risk assessment will be done to make sure their standards are met; and that there will be a site specific health and safety plan that addresses all of the different types of monitoring.

Stacey Lear, Public Participation Specialist, Department of Toxic Substances Control, commented on the 45-day public comment period for the Remedial Action Plan, noting this is the most important time to receive comments; and stated that this meeting was noticed in the *Daily Breeze*, notice mailed out to residents and businesses near this site; and stated that anyone can view the information/reports about this project at their website.

At 8:19 P.M., Vice-Chair Verrett recessed the meeting and reconvened the meeting at 8:38 P.M.

Mayor Dear announced that he and Councilman Santarina are hosting an E-Waste Collection event on Saturday, October 6, 2012, from 10:00 A.M. to 2:00 P.M., at 18507 Avalon Boulevard.

Jesse Marquez: I want to comment on an example of when things go wrong. Two to three years ago, there was a truck drivers' strike against one particular company, and they had asked me to take photos. While I was there taking photos, I smelled methane gas. On Lomita Boulevard near Alameda Street is the Swift Trucking Company, and the reason I was smelling methane gas is because of several things. I looked over -- and this property is owned by the Watson Land Company. There was a flare combustion unit that was not working, and in talking to the workers there, they said it had not been working for 3 to 4 months as far as they knew. I looked over to see the PVC piping that was there to collect the gas. The piping had been broken at several different layers. So here we have a situation where Watson Land Company was responsible for maintaining the equipment. It was not maintained. We have the South Coast Air Quality Control Management District responsible for monitoring the combustion unit and the air quality,

they weren't even aware of it. We have DTSC for monitoring the landfill and methane gas, they did not know about it. So fortunately because of our involvement and calling these agencies, it was repaired. All the PVC piping was fixed, brand new fencing was put along. But again, the example being that when you hear a presentation, what is the follow-up 1 year, 5 years, 10 years down the line because if it does not exist, the environment and air is impacted and our health and safety.

Ronald Shimokaji: Concern I had, as far as the capping is concerned, as he mentioned, the Cal Compact site was a heavily impacted site due to its uses. What my concern is, if they're not going to use a non-permeable cap like they did at the Cal Compact site, and he mentioned probably using existing fill, my concern is that he talked about the possibility of using existing fill plus other substances. Would you expound on the types of other substances that would be used with the existing fill and the added fill to prevent penetration of water into the landfill mass. That's what I'm concerned about, if there isn't going to be a specific type of cap that's going to be used, how are they going to use existing fill to prevent the water from impacting the landfill?

Mr. Cota: The cap itself is going to be a performance based cap. By "performance based," we're looking at the soils property that will meet a specific criteria of permeability, so some of the soils on the site right now have those types of properties. We look at how fast does water infiltrate through the soil column. If there's need to enhance that soil, the existing soil on site, there's different types of compounds that can be mixed up with the existing soil. Materials like bentonite. Bentonite is like the cement-type, earthen product that has the ability to retard water infiltration through soil columns. There's also other types of material out there, but right now we don't know specifically which material may be required because we're still looking into designing the cap itself. But there are a number of different types of materials that are used commonly to enhance types of soils. But what we're really looking for is the performance base, and that will be a lot of the construction quality assurance, quality management plan that will be put in place to ensure they have that performance at the end of the day, that we're able to define the cap, where it is and that it meets those standards. So the Cal Compact landfill was a completely different one where they did use an impermeable barrier. This type of landfill and this type of operation, a soil cap is perfectly safe for it.

Dr. Rita Boggs: Methane is one of the things you have to be very careful about. It's explosive when the concentrations are between 5 and 15 percent and somebody lights - has a lit thing of some sort, like a cigarette. So that's one of the things that when you're considering this, that you need to be very careful about, there could be an explosion. However, in comparing this with the Cal Compact site, there are no residences that are planned for this, so it makes a little difference. Nobody is going to be living there. That makes a big difference. Somebody mentioned tonight that he smelled methane. Methane has no odor, but when you have a gas range, you're getting methane for the most part as the thing that is burning, and they put an odorant in it so you never have a gas leak and don't know it because you don't smell it. If it's by itself, it has no odor. Is there any possibility of some of that stuff coming down where the Cal

Compact site is? It's not that far. Want to be careful about that. Other than that, the fact that it's not residential makes a big difference. So just make sure we're not doing anything dangerous with the methane. Depending on what the membrane is, methane can go through it -- very small amounts, but it can go through it.

Mr. Cota: Dr. Boggs is correct about methane having a concentration to where if it's too lean, it won't burn; if it's too rich, it won't ignite. But in the right concentration and if it's built up in an enclosed area, it could be an explosive hazard, and it is a gas that does not have an odor. Most of this site will be open areas, so I'm not worried about the buildup of methane. We will be monitoring the entire site to make sure we're not having methane escape because methane is a greenhouse gas pollutant that we're looking at. We will have monitors along the perimeter of the landfill itself down into the soil column looking for methane because that's the primary landfill gas that we'll be looking for. There's also other constituents within the landfill that we'll be monitoring. We will be making sure that the methane gas is not migrating offsite. If it is, then we will have a system that will control that. To ensure that, we actually are monitoring this. We will have an agreement with Watson Land Company where they will be providing us standard reports, typically it's quarterly, during the initial operation phase when we're installing these types of systems. We may have the monitoring more frequently. But these reports are submitted to the project managers and engineers and they're reviewed. Every five years, we are required by law to go back and look at all of our assessments that we've done over the past five years. We look at the science, has science changed? Do we have more information about new constituents, new chemicals that we might have assumed might be safe, but now new data shows that it might be carcinogenic or different types of factors have changed over the last five years. So we go back over the last 5 years of data and we say, are the decisions we made 5 years ago still the same? Are the conditions the same? Do we need to enhance the system? Is it operating the way we designed it? If it's not, then we will make recommendations to the responsible party, and those recommendations may be anything from more frequent monitoring to other types of improvements that we see is needed. So there's an on-going process for us to continue to be at the site to ensure that it's being operated and protected because we are responsible to make sure it's safe today, tomorrow, and into the future.

Planning Commissioner Brimmer: Onsite monitoring is a concern of mine. Talking about the post-risk system, risk assessment, can you talk more about that. And then the other thing, because of the state of affairs with a lot of state agencies losing employees -- you did mention to me that at The Boulevards, you do have a person on site, and that person is there 4 to 5 days a week. And we would love to see that happen here because that makes the community believe not only in the development, but believes in the whole City system that we are looking out for them.

Mr. Cota: The onsite monitoring. We're required -- there's various laws and regulations that are out there that local agencies have, and the Department's required to look at all relevant laws and regulations. South Coast AQMD has a Rule 1150.1 that deals with landfills and they look at surface air monitoring. So they have a requirement that an

active landfill, where there's a landfill gas collection system, that they go do surface monitoring. So they may take an instrument no greater than 3 inches off the ground and walk the entire site in a grid pattern looking for methane coming up off landfills. So we will have a program system similar to that requirement. There's also another under Title 27 which deals with closed landfills. They look at perimeter monitoring around a landfill that's looking at landfill gasses escaping not up through the soil cover or the cap, but laterally into what could be communities or adjoining businesses. So we have probes in the ground along the perimeter of the landfill, and we will collect gas samples. And there's a trigger level, 5 percent, that we're looking for. If we see we're getting close to the 5-percent mark, monitoring if it gets close, then we can initiate mitigation where we turn monitoring into an active system or take appropriate measures to prevent offsite releases. As I said today, our monitoring indicates that right now, we are well within those requirements right now. We want to make sure that we have the flexibility to implement an active system to control the methane gas if it's required. We won't wait until it's already past the regulatory threshold level. We'll do it as a proactive measure. So we have that built into the RAP, so that is the monitoring that will go on. And that will be reported to us. We put it on that website, environstore, all of our data and all of our reports are available to the public. They can download them specifically on the tab for Dominguez Golf Course, a.k.a., Porsche Driving Center, so people can search our database and so they can get those reports off on the computer that see to that monitoring what's going on.

Mr. Cota: Post-risk assessment. As part of this project, we're going to show that after we build the cap, we have the systems in place, we're going to go back and collect additional data to ensure that our assumptions -- we're going to say that the gas coming up from the landfill is not going to have an adverse impact on an operator at the site. And our most conservative assessment will be an onsite worker, someone that's there 5 days a week, 8 hours a day, 290+ days a year -- because the person that comes to do the driving experience, they're going to be in a car, they're not going to be walking around on the surface of the landfill or facility. But an onsite worker will give us the greater amount of potential risk, so we'll make some assumptions and a validation of all of our assessments at the end, after it's already been built/constructed. So that's a post-risk assessment.

Mr. Cota: By the way, the driving experience facility itself, as part of the building code, will have additional mitigation measures that will be in place dealing with methane gas, because they're within a thousand feet of the landfill, so they have the similar types of methane mitigation systems underneath that particular building, so we know that will be in place. We'll have a financial agreement with the responsible party to ensure they cover our costs.

Planning Officer Repp: What Mr. Cota indicated is that the building is actually not on the landfill. It's adjacent to the landfill. It's actually what's called native soil. Under the building code, if you're building on a landfill or within close proximity, you're required to

provide a building protection system. So the foundation is designed in such a way that it provides an additional layer, so if there's methane coming up through the soil, it's stopped from being able to come into the building.

Planning Commissioner Brimmer: What other method of communicating with the public besides the newspaper, website? What else has been advertised? These are subjects that are highly technical, so the average lay person sometimes has a hard time digesting some of the jargon that's being used. Was there any further community outreach? On your website, take all of this and put it on one page, layman's terms that we can reach the community, that they can at least get the essence of what was just shared here.

Mr. Cota: Stacy is a public participation specialist. Her job is to take the scientific information that my scientists and engineers and myself get and get it translated so that the average person can understand. And working with Stacey for the last 20 years, we really strive to do that one specific thing. We had a mailed out fact sheet. Stacey makes sure it's in English, not scientific jargon, that describes specifically what the remedial action plan is, describes what the comment period is, where they can get the public information, get information from our website. So that went out to a quarter-mile radius from the landfill, sensitive receptors, such as schools, covered over 2,000 different mail-outs that were sent out specifically informing the local community about this project. Plus the newspaper ad that went out. On our website, there is a tab that has "Community Involvement," and if you click on that, you will see information that we provided, fact sheets, that is tailored specifically to your community.

Planning Commissioner Schaefer: I have a lot of faith in the South Coast AQMD because they have been at our mobilehome park. We are monitored very closely, so I have confidence that the AQMD does its job. The mobile home park has been there since the '60s, and the methane extraction system has been in there since the 80's. People smoke and have barbeques, and there's no fear of an explosion. If you don't burn the methane, how do you treat it?

Mr. Cota: You can run it through activated carbon or different types of treatment systems that will capture the methane. At this point, activated carbon, if you don't have high enough concentration of methane, it's not going to burn properly in the landfill. Gas flare. So what typically -- a landfill flare will be, or an operator, they typically use make-up gas, natural gas, and they will bring in natural gas in order to run the flare properly at a correct temperature to destroy the methane. So that's a problem. If your landfill doesn't generate enough methane of quality enough, you will not burn the methane in the flare itself. It will blow out. So then what they do is start making up gas, and that's causing another problem because the facility is paying for natural gas to burn what little methane they do have. So what we're looking at is possibly running it through an activated carbon system. There are other types of systems, like micro-turbines, fuel cell generator, things like that, but they take high quality methane, like 60, 70, 80 percent methane to actually run those pieces of equipment at an efficient rate. So that's what we would be looking at here. These types of landfills, if you monitor, if you

control the methane on top of the landfill, you're not going to have an explosion, especially outdoors. It's really the confined spaces, the electrical vault boxes that we're focusing on, because those are the areas where you get the potential for build-up of methane.

Chairman

Attest By:

Secretary