CITY OF CARSON

PLANNING COMMISSION AND ENVIRONMENTAL COMMISSION STAFF REPORT

WORKSHOP: September 17, 2012

SUBJECT: Draft Environmental Impact Report and Draft Remedial Action Plan for Porsche Cars of North America, Driving Skills Course

APPLICANT: Porsche Cars of North America
980 Hammond Drive, Suite 1000
Atlanta, GA 30328

REQUEST: Review and comment on Draft EIR for the Porsche Cars of North America, Driving Skills Course Project, Carson California

PROPERTY INVOLVED: 19220 Main Street

COMMISSION ACTION

____ Concurred with staff

____ Did not concur with staff

____ Other

COMMISSIONERS' VOTE

AYE	NO		AYE	NO	
		Chairman Faletogo			**Gordon**
		Vice-Chair Verrett			**Saenz**
		Brimmer			**Schaefer**
		Diaz			**Williams**
		Goolsby			

Background

Introduction/Summary

The Draft Environmental Impact Report (Draft EIR) evaluates the environmental effects that may result from the remediation, construction and operation of the proposed Porsche Experience Driving Center located in the City of Carson. This Draft EIR has been prepared in conformance with state and City of Carson environmental policy guidelines for the implementation of the California Environmental Quality Act (CEQA).

Introduction

The Porsche Experience Driving Center project site is 53 acres, located in the City of Carson (City). The site is triangular in shape and is bounded by Interstate 405 (I-405) to the east, a transmission easement to the south, and Main Street to the west. Regional access to the site from the north is from I-405 via Main Street and from the south from I-405 via Avalon Boulevard. Local access to the site is from Main Street along the western boundary of the site.

Background and Purpose

The Draft EIR has been prepared, in conformance with the provisions of CEQA, to evaluate the environmental effects of the proposed Porsche Experience Driving Center project (proposed project). The proposed project consists of the remediation of a former landfill, the demolition of a golf course and the development of a driving skills course and operations building. The operations building includes a visitor welcome center, a historical vehicle display, a business center, driving simulators, a human performance center and a parts and service provider area.

The City of Carson, acting as the lead agency, has prepared the Draft EIR to provide the public, responsible agencies, and trustee agencies with information about the potential environmental effects of the proposed project. As described in the *CEQA Guidelines* Section 15121(a), an EIR is a public informational document that assesses potential environmental effects of the proposed project and identifies mitigation measures and alternatives to the proposed project that could reduce or avoid its adverse environmental impacts. Public agencies are charged with the duty to consider and minimize environmental impacts of proposed development, where feasible, and obligated to balance a variety of public objectives including economic, environmental, and social factors.

CEQA requires the preparation of an EIR prior to approving any project which may have a significant effect on the environment. For the purposes of CEQA, the term "project" refers to the whole of an action which has the potential for resulting in a direct physical change or a reasonably foreseeable indirect physical change in the environment (*CEQA Guidelines* Section 15378[a]). With respect to the Porsche Experience Driving Center project, the City has determined that the proposed development constitutes a "project" within the definition of CEQA.

Type of Document

The State CEQA Guidelines identify several types of EIRs, each applicable to different project circumstances. The EIR has been prepared as a Project EIR pursuant to *CEQA Guidelines* Section 15161. The analysis associated with a Project EIR focuses primarily on the changes in the environment that would occur as a result of project implementation and examines all phases of the project (i.e., planning, construction, and operation). The project-level analysis addresses impacts resulting from the development and operation of the driver training facility and from the provision of infrastructure and services for the project.

Ultimately, the EIR is intended to be used by the City as a tool in evaluating the proposed project's environmental impact. The primary purpose of this Draft EIR is to:

- Identify and evaluate potential environmental consequences of the proposed project.
- Assess cumulative impacts of the project in conjunction with related past, present and reasonably foreseeable future projects within the area.
- Indicate the manner in which both the project and cumulative environmental consequences can be mitigated or avoided.
- Define and analyze alternatives that have the potential to reduce or eliminate potentially significant impacts associated with the proposed project.
- Identify impacts, if any that even with the implementation of mitigation measures would be unavoidable and adverse.
- Provide documentation supporting these determinations.

Intended Uses of the EIR

This Draft EIR, in accordance with State CEQA Guidelines Section 15126, should be used to evaluate all subsequent planning and permitting actions associated with the project. Actions include, but are not limited to, the following:

City of Carson

- Conditional Use Permit for a driving skills course, CUP No. 889-11;
- Conditional Use Permit for construction on a former sanitary landfill, CUP No. 890-11;
- Conditional Use Permit for earthmoving activities involving more than 200,000 cubic yards; CUP No. 891-11;
- Public Works: Approval of Landfill Gas Control System Plans and Specifications; and
- Design Overlay Review, DOR No. 1441-11 for site plan design review of all proposed buildings, structures, site ingress/egress, parking and landscaping areas (i.e., driver's skill course track).

Subsequent ministerial approvals may include but are not limited to:

- Grading Permit
- Development Permit
- Encroachment Permit
- Building Permit
- Occupancy Permit

California Department of Toxic Substances Control

- Approval of Remedial Action Plan
- Approval of Remedial Design and Implementation Plan
- Certification of site remediation

Regional Water Quality Control Board-Region 4

- National Pollutant Discharge Elimination System (NPDES) Construction Activity General Permit, #CA –S000002 – Requires the applicant to file a public Notice of Intent to discharge stormwater and to prepare and implement a stormwater pollution prevention plan (SWPPP)

Project Summary

Proposed Project

The Porsche Experience Driving Center project would develop a driver training facility which includes two handling courses, an acceleration/deceleration area, a "kick plate" area, an off-road course, an ice/low-friction course, a second low-friction course, and a young drivers' event area on a 53-acre site, which was formerly used as a landfill. One 65,000-square-foot building would be developed with two levels over parking and includes a museum, restaurant, retail and office spaces, and a "human performance center" that would emphasize proper driving posture and test the drivers' vision and coordination, classroom space, "client appreciation area," a client lounge, and approximately 200 parking spaces would be provided.

A high-performance auto parts retail facility would cater to a specialty market of clients that require parts not sold in dealer outlets. No vehicle sales would occur at the project site. Specialty restoration services and customization packages, including specialty parts, would be sold on the premises. Small custom parts manufacturing for non-applicant car repairs would occur on the site at a rate of no more than five per week and would be limited to parts that can be held by hand. The proposed project would include facilities for limited engine tuning and rebuilding for applicant specialty vehicles. Incidental non-mechanical car washing of the operations owned by Porsche vehicles would occur. The proposed project would also service project vehicles with routine maintenance and detailing. These facilities

would be operated as "clean" facilities, and use commercial quantities of lubricants and water-based solvents.

A Draft Focused Feasibility Study/Remedial Action Plan (FFS/RAP) for the project site was prepared on behalf of the current property owner, Watson Land Company, by ERM-West, Inc. The purpose of the FFS/RAP was to identify and evaluate remedial alternatives and present the property owner's preferred remedial action addressing the landfill cover and gas control systems for the soil and waste prism (including landfill gas) components at the project site. The FFS/RAP was reviewed by the California Department of Toxic Substance Control (DTSC) and has been preliminarily approved. The FFS/RAP describes various alternatives to remediate the project site and provides a number of methodologies to accomplish the remediation activities including, institutional and engineering controls, prescriptive and alternative landfill covers, and a landfill gas control system.

Current and Surrounding Land Uses

The project site is located on an inactive landfill that was used as a cut and cover dump from 1948 to 1959. Currently, a majority of the project site contains the decommissioned 40.3-acre Dominguez Hills Golf Course, consisting of an 18-hole golf course, driving range, chipping green and practice bunker, and pro shop. The golf course area is compact and roughly triangular in shape, and is approximately 22 acres in size. In addition to the golf course itself, the facility's driving range, golf-course buildings and parking-lot are located on 18.3 acres. Approximately 4.6 acres at the north corner of the site consists of vacant land that was previously developed with an apartment complex and is now vacant. The remaining 8.1 acres consists of vacant land and soil pile vegetated with non-native trees, shrubs, and grasses.

The project site is located within a built-up urban environment. Surrounding land uses are mostly industrial and commercial with open space land uses located nearby. Land uses adjacent to the project site are described below:

- **North/East:** The site is bounded at the north and east I-405 freeway; beyond the freeway to the north/east is vacant land, the Dominguez Channel and the Links at Victoria Golf Course.
- **South:** A DWP property containing an overhead transmission line traverses the southern boundary of the site in an east/west manner; and a portion of the easement is part of a commercial nursery. The property between the DWP property and Del Amo Boulevard is approved for residential uses; Del Amo Boulevard is located further south; and beyond Del Amo Boulevard is vacant land that is approved for commercial and residential uses. Southwest from the site opposite the intersection of Main Street and Del Amo Boulevard is a mini storage facility.
- **West:** The site is bounded on the west by Main Street.

Site History

The project site has been developed with various uses and was generally undeveloped until 1948. The site may have previously been used for livestock grazing. From 1948 to 1959, the property owner (Dominguez Estates) leased the site and the adjacent Victoria Golf Course property to BAK Disposal Company (later known as BKK Company and BKK Corporation) to operate a "cut and cover dump". The approximate operational boundaries of the Ben K. Kazarian (BKK) Landfill were West 192nd Street (north), Avalon Boulevard (east), Del Amo Boulevard (southeast), the Los Angeles County Department of Public Works (LACDPW) public utility corridor (south), and Main Street (west/northwest). Dominguez Channel bisected the BKK Landfill. The BKK Landfill accepted wastes that modern day permitted Class II and Class III landfills would accept from approximately 1948 to 1960. The BKK Landfill closed in 1959 and by 1962 the site was vacant with vegetative cover and no evidence of active landfill operations. In 1963, a portion of the site was developed into the Dominguez Golf Course. In 1966, the Don Dominguez apartment complex was developed on the northeast corner of the site. The apartment complex was demolished in late 2011 pursuant to a demolition permit granted by the City.

Site Characteristics

The project site has a General Plan designation of Mixed Use - Business Park, and is zoned with a combination of General Commercial and Light Manufacturing, along with "ORL" (Organic Refuse Landfill) and "D" (Design Review) overlays. The General Commercial zoning designation includes both general and neighborhood commercial land uses, which provide both highway-oriented and smaller neighborhood retail opportunities. The Light Manufacturing zoning designation is intended to provide for a wide variety of industrial uses and to limit those involving hazardous or nuisance effects. The project site is also located in an area designated by the City as an Organic Refuse Landfill Overlay District (ORL Overlay District), which regulates land uses on sites used previously as landfills that accepted organic refuse. The overlay district ensures that proper mitigation measures eliminate or minimize potential landfill-related hazards to persons, property, or the environment. The D Overlay District provides for site plan and design review of future development within the areas in the D overlay designation in order to achieve special standards of design, architectural quality, style and compatibility, landscape treatment, and functional integration of neighboring developments (City of Carson, Municipal Code Section 9113.2).

Alternatives

CEQA requires that "an EIR shall describe a range of reasonable alternatives to the project, or to the location of the project, which would feasibly attain most of the basic objectives of the project but would avoid or substantially lessen any of the significant effects of the project..." (*CEQA Guidelines*, Section 15126.6 (a)). The discussion must focus on alternatives to the project or its location which are capable of lessening significant impacts, even if these alternatives would impede to some degree the attainment of project objectives, or be more costly (Section 15126.6 (b)). The EIR is required to briefly describe the rationale

for selecting the alternatives to be discussed and also identify any alternatives that were considered by the lead agency, but rejected as infeasible during the scoping process.

The specific alternative of "No Project" shall be evaluated along with its impact. If the "No Project" alternative is determined to be the environmentally superior alternative, the EIR shall also identify an environmentally superior alternative among the other alternatives. Alternatives analyzed in the EIR include the following:

- **Alternative 1 – No Project/No Build Alternative:** under this alternative, no development would occur on the project site, and it would remain in its current condition.
- **Alternative 2 – Existing Zoning and Land Use Designation Alternative:** the project site would be developed with the General Plan land use designation, which designates the site as of Mixed Use Business Park, and is zoned with a combination of General Commercial and Light Manufacturing.
- **Alternative 3 – Modified Construction Schedule/No Special Events or Specialty Vehicle Operations Alternative scenario:** the project's construction schedule would be extended and there would be no overlap between remediation activities and construction activities. Moreover, the project would be restricted to normal operations and special events would not be permitted. Lastly, the project would be limited to operating street-legal production vehicles, and specialty vehicles would not operate at the project site.

Environmental Procedures

Purpose of an EIR
In accordance with *CEQA Guidelines* Section 15121(a), the purpose of an EIR is to serve as an informational document that will generally inform public agency decision makers and the public of the significant environmental effects of a project, identify possible ways to minimize the significant effects, and describe reasonable alternatives to the project. *CEQA Guidelines* Section 15151 contains the following standards for EIR adequacy:

> *"An EIR should be prepared with a sufficient degree of analysis to provide decision makers with information which enables them to make a decision which intelligently takes account of environmental consequences. An evaluation of the environmental effects of a proposed project need not be exhaustive, but the sufficiency of an EIR is to be reviewed in the light of what is reasonably feasible. Disagreement among experts does not make an EIR inadequate, but the EIR should summarize the main points of disagreement among the experts. The courts have looked not for perfection but for adequacy, completeness, and a good faith effort at full disclosure."*

An EIR is an informational document for use by decision makers and the public in their review of the potential impacts of a proposed project, as well as in the evaluation of alternatives and mitigation measures which may minimize, or eliminate those impacts. As such, this document includes a full discussion of the project description, the existing

environmental setting, environmental impacts, mitigation measures, and residual impacts that may exist after mitigation has been implemented, and project alternatives that could alleviate potential impacts.

To gain the most value from this report certain key points recommended in the *CEQA Guidelines* should be kept in mind:

- The report should be used as a tool to give the reader an overview of the possible ramifications of the proposed project. It is designed as an "early warning system" with regard to potential environmental impacts and subsequent effects on the local community's natural resources.
- A specific environmental impact is not necessarily irreversible or permanent. Incorporating changes recommended in this report during the design and construction phases of project development can wholly or partially mitigate impacts, particularly in more developed urban areas.

As the public agency with the authority to approve or deny the project, the City will consider the information in the EIR along with other information before taking any action on the project. The conclusions of the EIR regarding environmental impacts do not control the City's discretion to approve, deny or modify the proposed project, but instead are presented as information intended to aid the decision-making process.

The purpose of this EIR is to provide an objective, full-disclosure document to inform agency decision makers and the general public of the direct and indirect environmental impacts of the proposed project and related actions.

Because a Draft FFS/RAP has been prepared for the project site, DTSC will act as a Responsible Agency for the proposed project. As a Responsible Agency for the proposed project (DTSC has approval power over the FSS/RAP), DTSC has provided review and comment on the FSS/RAP and the Draft EIR prepared by the City of Carson. As a Responsible Agency, DTSC has considered this Draft EIR and has reached its own conclusions on whether and how to approve the FSS/RAP.

Environmental Process

The environmental analysis of the proposed project was initiated by the City of Carson with the preparation of an Initial Study. Through the preparation of the Initial Study, the City of Carson determined that the project may have a significant impact on the environment, and that an EIR was necessary to analyze potentially significant impacts associated with the proposed project. A Notice of Preparation (NOP) was prepared and distributed with the Initial Study for a 30-day public review period, which commenced on April 26, 2012. Copies of the Initial Study, NOP and distribution list, and comments received in response to the NOP/Initial Study are included as Appendix A of this Draft EIR. Section 15123(b) (2) of the *CEQA Guidelines* requires that an EIR summary identify areas of controversy known to the lead agency, including issues raised by other agencies and the public.

Table 1.1 identifies those who submitted written comments on the NOP/Initial Study, topics raised by the commenter and provides a reference to the section of the EIR in which these issues are evaluated.

TABLE 1.1
NOP TOPICS RAISED

Commenter/Date	Organization	Summary of Comment	EIR Section
Dave Singleton, April 27, 2012	Native American Heritage Commission	Provided a list of Native American contacts on the, to see if the proposed project might impact Native American cultural resources.	Section 3.4, Cultural Resources
Scott Hartwell, May 4, 2012	Metropolitan Transportation Authority	The Congestion Management Plan Traffic Impact Analysis requirements will require two separate impact studies covering roadways and transit.	Section 3.12, Transportation and Traffic
Dianna Watson, May 8, 2012	California Department of Transportation	Analysis of north and southbound off ramps from the I-110 and I-110/Torrance interchange is requested.	Section 3.12, Transportation and Traffic
Joan Rupert, May 23, 2012	Los Angeles County Department of Parks and Recreation	No comment at this time.	N/A

Commenter/Date	Organization	Summary of Comment	EIR Section
Ian McMillan, May 25, 2012	South Coast Air Quality Management District	The EIR should address air quality and greenhouse gas emission impacts, including PM 2.5 and Localized Significance Thresholds (LSTs). The project should prepare a Health Risk Assessment.	Section 3.2 Air Quality, Section 3.6 Greenhouse Gas
Toan Duong, May 31, 2012	Los Angeles County Department of Public Works	The County's methodology shall be used when evaluating the County and/or County/City intersections. The EIR should discuss the collection and disposal of additional wastewater that would be generated within the proposed project area.	Section 3.12, Transportation and Traffic Section 3.13, Utilities

Based on the Initial Study, the following environmental issues were identified for evaluation in the Draft EIR:

- Aesthetics (Section 3.1)
- Air quality (Section 3.2)
- Biological resources (Section 3.3)
- Cultural resources (Section 3.4)
- Geology and soils (Section 3.5)
- Greenhouse gas emissions (Section 3.6)
- Hazards and hazardous materials (Section 3.7)

- Hydrology and water quality (Section 3.8)
- Noise (Section 3.9)
- Public services (Section 3.10)
- Recreation (Section 3.11)
- Transportation and traffic (Section 3.12)
- Utilities and service systems (Section 3.13)

The following environmental issues were determined to have no impact or a less than significant impact and were not evaluated further in this Draft EIR: agriculture, land use and land use planning, mineral resources, and population and housing.

The Draft EIR has been distributed to affected agencies, surrounding cities, counties, and interested parties for a 45-day review period in accordance with Section 15087 of the *CEQA Guidelines.* During the review period, which commences on August 30, 2012 and ends on October 14, 2012, the Draft EIR is available for general public review at the following locations:

Carson Library
151 East Carson Street
Carson, CA 90745

Additionally, the Draft EIR can be downloaded or reviewed via the Internet at City of Carson website: http://ci.carson.ca.us/content/department/eco_dev_service/

Interested parties may provide written comments on the Draft EIR. Written comments on the Draft EIR must be postmarked by October 14, 2012 and should be addressed to:

Sheri Repp-Loadsman, Planning Officer
Zak Gonzalez II, Associate Planner
City of Carson
Economic Development Department/Planning Division
701 E Carson Street, Carson, California 90745
Phone: (310) 830-7600
E-mail: srepp@carson.ca.us, E-mail: zgonzale@carson.ca.us

Upon completion of the 45-day public review period, written responses to comments on environmental issues discussed in the Draft EIR will be prepared. These comments, and their responses, will be included in the Final EIR for consideration by the City of Carson Planning Commission and the City Council, as well as other public decision makers.

I. Recommendation

That the Planning and Environmental Commission review and provide comments on the Draft EIR for the Porsche Cars of North America, Carson Driving Skills Course Project.

II. Exhibits

1. Draft EIR Summary of Entitlements, Direct Impacts and Mitigation Measures
2. DTSC-Fact Sheet-Community Notice

Prepared by: _____
Zak Gonzalez II, Planner

Reviewed by: _____
John F. Signo, AICP, Senior Planner

Approved by: _____
Sheri Repp Loadsman, Planning Officer

SUMMARY OF ENTITLEMENTS, DIRECT IMPACTS AND MITIGATION MEASURES

The following discussion briefly provides the three Conditional Use Permit (CUP) applications filed by the applicant, and the potential direct impacts and mitigation measures associated with each respective CUP.

1. CUP No. 890-11: Construction on Landfill

The City of Carson requires an applicant who intends to develop on an inactive landfill, apply for a Conditional Use Permit. The conditional use permit provides for the applicant to prepare an engineer report to submit o the City upon completion of the DTSC approved Remedial Action Plan. For the proposed project, approval of CUP No. 890-11 will authorize future construction activities for CUP No. 889-11 and CUP No. 891-11, therefore no direct impacts associated with CUP No. 890-11 and no mitigation is required.

2. CUP No. 891-11: Import of more than 200,000 c.y. of soil

The City of Carson requires an applicant who intends to import or export more that 100,000 cubic yards of fill, apply for a Conditional Use Permit. The conditional use permit provides for the applicant haul imported or exported fill to and from the project site. For the proposed project, approval of CUP No. 890-11 will authorize future construction activities for CUP No. 889-11, the following briefly describes direct impacts and mitigation measures associated with the approval of CUP No. 891-11:

3.2 Air Quality

Impact 3.2.2: The import of 200,000 c.y. of soil, together with project construction and remediation activities would contribute to the generation short-term air quality impacts during grading and construction operations Short term project construction impacts related to NO_X and PM_{10} would remain significant and unavoidable after mitigation has been implemented.

MM AQ-1: Prior to issuance of any Grading Permit, the City Engineer and the Chief Building Official shall confirm that the Grading Plan, Building Plans, and specifications stipulate that, in compliance with SCAQMD Rule 403, excessive fugitive dust emissions shall be controlled by regular watering or other dust prevention measures, as specified in the SCAQMD's Rules and Regulations. In addition, SCAQMD Rule 402 requires implementation of dust suppression techniques to prevent fugitive dust from creating a nuisance off-site. Implementation of the following measures would reduce short-term fugitive dust impacts on nearby sensitive receptors:

EXHIBIT NO. 1-

- All active portions of the construction site shall be watered every three hours during daily construction activities and when dust is observed migrating from the project site to prevent excessive amounts of dust;
- Pave or apply water every three hours during daily construction activities or apply non-toxic soil stabilizers on all unpaved access roads, parking areas, and staging areas. More frequent watering shall occur if dust is observed migrating from the site during site disturbance;
- Any on-site stockpiles of debris, dirt, or other dusty material shall be enclosed, covered, or watered twice daily, or non-toxic soil binders shall be applied;
- All grading and excavation operations shall be suspended when wind speeds exceed 25 miles per hour;
- Disturbed areas shall be replaced with ground cover or paved immediately after construction is completed in the affected area;
- Gravel bed trackout aprons (3 inches deep, 25 feet long, 12 feet wide per lane and edged by rock berm or row of stakes) shall be installed to reduce mud/dirt trackout from unpaved truck exit routes;
- On-site vehicle speed shall be limited to 15 miles per hour;
- All on-site roads shall be paved as soon as feasible, watered twice daily, or chemically stabilized;
- Visible dust beyond the property line which emanates from the project shall be prevented to the maximum extent feasible;
- All material transported off-site shall be either sufficiently watered or securely covered/tarped to prevent excessive amounts of dust prior to departing the job site;
- Reroute construction trucks away from congested streets or sensitive receptor areas;
- Track-out devices shall be used at all construction site access points; and
- All delivery truck tires shall be watered down and/or scraped down prior to departing the job site.

MM AQ-2: The following measures shall be implemented during construction to substantially reduce NOX related emissions. They shall be included in the Grading Plan, Building Plans, and contract specifications. Contract specification language shall be reviewed by the City prior to issuance of a grading permit.

- Off-road diesel equipment operators shall be required to shut down their engines rather than idle for more than five minutes, and shall ensure that all off-road equipment is

compliant with the ARB in-use off-road diesel vehicle regulation and SCAQMD Rule 2449.

- Require the use of 2010 and newer diesel haul trucks (e.g., material delivery trucks and soil import/export) and if the lead agency determines that 2010 model year or newer diesel trucks cannot be obtained the lead agency shall use trucks that meet USEPA 2007 model year NOX emissions requirements.

- The following note shall be included on all grading plans: During project construction, all internal combustion engines/construction, equipment operating on the project site shall meet USEPA-Certified Tier 3 emissions standards, or higher according to the following:

  - January 1, 2012, to December 31, 2014: All off-road diesel-powered construction equipment greater than 50 hp shall meet Tier 3 off-road emissions standards. In addition, all construction equipment shall be outfitted with BACT devices certified by ARB. Any emissions control device used by the contractor shall achieve emissions reductions that are no less than what could be achieved by a Level 3 diesel emissions control strategy for a similarly sized engine as defined by ARB regulations.

  - Post-January 1, 2015: All off-road diesel-powered construction equipment greater than 50 hp shall meet the Tier 4 emission standards, where available. In addition, all construction equipment shall be outfitted with BACT devices certified by ARB. Any emissions control device used by the contractor shall achieve emissions reductions that are no less than what could be achieved by a Level 3 diesel emissions control strategy for a similarly sized engine as defined by ARB regulations.

  - A copy of each unit's certified tier specification, BACT documentation, and ARB or SCAQMD operating permit shall be provided at the time of mobilization of each applicable unit of equipment.

- The contractor and applicant, if the applicant's equipment is used, shall maintain construction equipment engines by keeping them tuned and regularly serviced to minimize exhaust emissions.

- Use low sulfur fuel for stationary construction equipment. This is required by SCAQMD Rules 431.1 and 431.2.

- Utilize existing power sources (i.e., power poles) when available. This measure would minimize the use of higher polluting gas or diesel generators.

- Configure construction parking to minimize traffic interference.

- Minimize obstruction of through-traffic lanes and provide temporary traffic controls such as a flag person during all phases of construction when needed to maintain smooth traffic flow. Construction shall be planned so that lane closures on existing streets are kept to a minimum.

- Schedule construction operations affecting traffic for off-peak hours to the best extent when possible.
- Develop a traffic plan to minimize traffic flow interference from construction activities (the plan may include, but would not be limited to, advance public notice of routing, use of public transportation and satellite parking areas with a shuttle service.)
- Construction-related equipment, including heavy-duty equipment, motor vehicles, and portable equipment, shall be turned off when not in use for more than five minutes.

MM AQ-3: The project shall utilize epoxy coatings with a low (or zero) ROG content to reduce ROG emissions resulting from application of epoxy coatings. This stipulation shall be specified in construction bids and contract specifications.

Impact 3.2.3: The import of 200,000 c.y of soil together with project construction and remediation activities would exceed thresholds related to NO_X and PM_{10}, resulting in a significant direct and cumulative air quality impact, even after mitigation measures **MM AQ-1** through **MM AQ-3** has been implemented.

3. CUP No. 889-11: Driver Skills Course Facility

The City of Carson requires the filing of a Conditional Use Application, to change the existing use at the project site, a golf course, to a driver training facility. The conditional use permit provides for the applicant to develop the project site with a 65,000 square foot operations building, that will house a vehicle display area, restaurant, retail space, office space, training space, "client appreciation area," and a client lounge. A portion of the building also includes a performance vehicle service center, which would perform typical vehicle maintenance and repair activities, as well as modifications, of applicant-owned vehicles. The facility would also modify and sell certain small, specialized vehicle parts to the general public. The operations building would be subject to a Design Overlay Review (DOR). The applicant has filed a DOR Application No. 1441-11, for the operations building and site plan design review. The project site will also contain various driver t raining courses and other training facilities. The following briefly describes the direct impacts and mitigation measures associated with the approval of CUP No. 889-11:

3.1 Aesthetics

Impact 3.1.4: The proposed project would introduce new sources of light or glare, including lighting of buildings, parking areas and driving courses. Implementation of MM AES-1 will reduce potential impacts from light and glare.

MM AES-1: Reflective glass surfaces shall be avoided or designed to avoid casting glare on the I-405 freeway of driving training course. All bare metallic surfaces shall be painted or otherwise treated with flat finishes to reduce reflected glare. As part of building permit applications, the applicant shall submit architectural renderings and a building materials palette to demonstrate compliance with this measure.

3.2 Air Quality

Impact 3.2.1: Construction activities such as grading and vehicle trips would generate violate air quality standards related to NO_X, and PM_{10}. Short term project construction impacts related to NO_X and PM_{10} would remain significant and unavoidable after mitigation measures **MM AQ-1** through **MM AQ-3** has been implemented. (*Refer to MM AQ-1 through MM AQ-3 above*).

Operation of the proposed project would have a less than significant impact related to air quality standards or violations, no mitigation would be required for project operations.

Impact 3.2.3: Short-term construction activities including grading and demolition would exceed thresholds related to NOX and PM10, resulting in a significant direct and cumulative air quality impact even after mitigation measures MM AQ-1 through MM AQ-3 has been implemented. (*Refer to MM AQ-1 through MM AQ-3 above*).

3. 3 Biological Resources

Impact 3.3.4: Construction activities for the project would result in the removal of existing vegetation that may be used by foraging birds and birds protected by the MBTA and CDFG Code. Implementation of **MM BIO-1** would ensure impacts to raptors and nesting birds are less than significant.

MM BIO-1: Nesting Bird Clearance Survey

- If ground-disturbing activities or removal of any trees, shrubs, or any other potential nesting habitat are scheduled within the avian nesting season (nesting season generally extend from February 1 - August 31 but can vary from year to year based upon seasonal weather conditions), pre-construction clearance survey for nesting birds shall be conducted within ten days prior to any ground disturbing activities to ensure that no nesting birds will be disturbed during construction.

- The biologist conducting the clearance survey shall document a negative survey with a brief letter report indicating that no impacts to active bird nests will occur. If an active avian nest is discovered during the 10-day preconstruction clearance survey, construction activities shall stay outside of a 300-foot buffer around the active nest. For raptor species, this buffer is expanded to 500-feet.

- A biological monitor shall be present to delineate the boundaries of the buffer area and to monitor the active nest to ensure that nesting behavior is not adversely affected by the construction activity. Once the young have fledged and left the nest, normal construction activities can occur. Pursuant to CDFG Code 3503, it makes it unlawful to destroy any birds' nest or any birds' eggs that are protected under the MBTA. Further, any birds in the orders Falconiformes or Strigiformes (Birds of Prey, such as hawks and owls) are protected under CDFG Code3503.5 which makes it unlawful to take, posses, or destroy their nest or eggs.

- A consultation with CDFG shall be required prior to the removal of any raptor nest on the project site, if a raptor nest is determine to be located onsite during the pre-construction clearance survey.

3.5 Geology and Soils

Impact 3.5.1: Construction activities on-site during demolition and grading would temporarily expose construction workers into an area of known seismic activity. Development of the project would introduce people and structures into an area of known seismic activity.

Implementation of the **MM GEO-1** would reduce impacts associated with geologic hazards.

MM GEO-1: Prior to the issuance of grading permits, the applicant shall retain a qualified geotechnical engineer to design the project facilities to withstand probable seismically induced ground shaking at the site. All grading and construction on site shall adhere to the specifications, procedures, and site conditions contained in the final design plans, which shall be fully compliant with the seismic recommendations of the California-registered professional engineer. The procedures and site conditions shall encompass site preparation, foundation specifications, and protection measures for buried metal. The final structural design shall be subject to approval and follow-up inspection by the City of Carson Building and Safety Department. Final design requirements shall be provided to the onsite construction supervisor and the City of Carson Building and Safety Department to ensure compliance. A copy of the approved design shall be submitted to the City of Carson Building and Safety Department.

Impact 3.5.2: Construction activities such as grading and demolition would temporary result in exposing bare soils because more soil would be exposed during the construction phase.

Implementation of **MM WQ-1** and **MM WQ-2** would reduce impacts associated with soil erosion. . (*Refer to MM WQ-1 through MM WQ-2 below).*

Impact 3.5.3: Development of the project would be developed over a landfill in an area of high groundwater. Because it is located over an existing landfill it would be subject to lateral spreading, subsidence, liquefaction, or collapse of soils.

Implementation of **MM GEO-1** would reduce impacts associated with soils subject to subject to lateral spreading, subsidence, liquefaction, or collapse of soils. (*Refer to MM GEO -1 above*).

Impact 3.5.4: Construction activities such as grading and demolition would be temporary and result in the construction on soils that have a medium to high potential for expansion.

Implementation of **MM GEO-1** would reduce expansion impacts. (*Refer to MM GEO -1 above*).

3.7 Hazards and Hazardous Materials

Impact 3.7.2b: Excavation activities could uncover unmarked groundwater wells and vapor wells on the project site that could be damaged or truncated by excavation equipment. A truncated or improperly destroyed groundwater well would act as a preferential pathway to the underlying aquifer allowing landfill waste contaminants to degrade water quality.

Compliance with laws and regulations will reduce impacts associated with hazards. Implementing of **MM HAZ-1** would reduce impacts to less than significant.

MM HAZ-1: The City shall require that the site owner and the project applicant shall conduct a comprehensive well survey to locate, identify, and confirm all existing groundwater and vapor wells on the project site. Existing wells shall be clearly marked and protected prior to and during all ground-disturbing activities. Any unnecessary wells shall be properly destroyed in accordance with regulatory requirements.

Impact 3.7.3: The project is located on a hazardous material site and hazards that are encountered in excavated soil during project construction could result in a release to the environment, which could potentially expose construction workers and the public to hazardous materials and chemical vapors. Depending on the nature and extent of any contamination encountered, adverse health effects and nuisance vapors could result if proper precautions were not taken. Contaminated soil could also require disposal as a hazardous waste.

Implementation of **MM HAZ-2** through **MM HAZ-4** would reduce impacts to less than significant.

MM HAZ-2: The City shall require the construction contractor to retain a qualified environmental professional to prepare a site-specific Health and Safety Plan (HASP) in accordance with federal OSHA regulations (29 CFR 1910.120) and Cal/OSHA regulations (8 CCR Title 8, Section 5192). The HASP shall address worker health and safety issues during construction of the RAP/remedy work. The HASP shall include the following information.

- All required measures to protect construction workers and the general public by including engineering controls, monitoring, and security measures to prevent unauthorized entry to the construction area and to reduce hazards outside of the construction area. If prescribed contaminant exposure levels are exceeded, personal protective equipment shall be required for workers in accordance with state and federal regulations.

- Required worker health and safety provisions for all workers potentially exposed to contaminated materials, in accordance with state and federal worker safety regulations, and designated qualified individual personnel responsible for implementation of the HASP.

- The contractor shall have a site health and safety supervisor fully trained pursuant to hazardous materials regulations be present during excavation, trenching, or cut and fill operations to monitor for evidence of potential soil contamination, including soil staining, noxious odors, debris or buried storage containers. The site health and safety supervisor must be capable of evaluating whether hazardous materials encountered constitute an incidental release of a hazardous substance or an emergency spill. The site health and safety supervisor shall direct procedures to be followed in the event that an unanticipated hazardous materials release with the potential to impact health and safety is encountered. These procedures shall be in accordance with hazardous waste operations and regulations and specifically include, but are not limited to, the following: immediately stopping work in the vicinity of the unknown hazardous materials release; notifying SCCDEH, and

retaining a qualified environmental firm to perform sampling, remediation, and/or disposal. Documentation that HASP measures have been implemented during construction.

- Provision that submittal of the HASP to the City, or any review of the contractor's HASP by the City, shall not be construed as approval of the adequacy of the contractor's health and safety professional, the contractor's HASP, or any safety measure taken in or near the construction site. The contractor shall be solely and fully responsible for compliance with all laws, rules, and regulations applicable to health and safety during the performance of the construction work.

MM HAZ-3: The City shall require the construction contractor to prepare and implement a Soil and Water Management Plan, subject to review by the DTSC, which specifies the method for handling and disposal of contaminated soil and groundwater prior to construction. The plan shall include all necessary procedures to ensure that excavated materials and fluids generated during construction are stored, managed, and disposed of in a manner that is protective of human health and in accordance with applicable laws and regulations. The plan shall include the following information.

- Step-by-step procedures for evaluation, handling, stockpiling, storage, testing, managing and disposal of excavated material, including criteria for reuse and offsite disposal. All excavated materials shall be inspected prior to initial stockpiling, and spoils that are visibly stained and/or have a noticeable odor shall be stockpiled separately to minimize the amount of material that may require special handling. In addition, excavated materials shall be inspected for buried building materials, debris, and evidence of underground storage tanks; if identified, these materials shall be stockpiled separately and characterized in accordance with landfill disposal requirements. If some of the spoils do not meet the reuse criteria and/or debris is identified, these materials shall be disposed of managed and/or at a permitted disposal facility as approved by the DTSC.

- Procedures to be implemented if unknown subsurface conditions or contamination are encountered, such as previously unreported tanks, wells, or contaminated soils.

- Procedures for containment, handling and disposal of water generated during construction such as dewatering (if needed), runoff from dust control, accumulation of rainwater. The plan shall outline the laboratory methods for analysis of hazardous materials likely to be encountered and the appropriate treatment and/or disposal methods.

- Procedures to ensure that imported soils brought on-site do not contain hazardous materials above regulatory thresholds.

MM HAZ-4: The City shall require that the Watson Land Company receive DTSC approval of the Final RAP prior to project approval. In addition, the City shall require Watson Land Company to perform post-construction sampling and prepare a post-remedy HHRA that demonstrates adequate protection of human health, as determined by DTSC, based on proposed land use. Following DTSC's review of this HHRA any additional compaction, soil cover, landfill gas collection, and/or other measures required by DTSC, shall be incorporated into the project prior to site occupation to reduce health risks to an acceptable level.

3.8 Hydrology and Water Quality

Impact 3.8.1: During project construction activities, excavated soil would be exposed, and there would be an increased potential for soil erosion and sedimentation compared to existing conditions. Vehicles and equipment are prone to tracking soil and/or spoil from work areas to paved roadways, which is another form of erosion.

The proposed BMPs for the project would be anticipated to remove potential pollutants from runoff and would not contribute additional pollutant loads into receiving waters.

Implementation of **MM WQ-1** and **MM WQ-2** would reduce impacts related to water quality standards or waste discharge requirements.

MM WQ-1: The applicant will comply with the provisions of the National Pollutant Discharge Elimination System (NPDES) Permit, General Permit, For Storm Water Discharges Associated with Construction and Land Disturbance Activities (Order No. 2009-09-DWQ, NPDES No. CAS000002), and any other subsequent permits as they relate to construction activities for the project. This will include submission of a Notice of Construction (NOC) to the Los Angeles RWQCB at least 30 days prior to the start of construction, preparation and implementation of a SWPPP, and submission of a Notice of Construction Completion (NCC) to the Regional Water Quality Control Board upon completion of construction and stabilization of the site.

MM WQ-2: The project applicant shall prepare and implement a SUSMP per the requirements of adopted Order 01-182, the National Pollutant Discharge Elimination System Permit for Municipal Stormwater and Urban Runoff Discharges within the County of Los Angeles, to ensure that stormwater runoff is managed for water quality concerns through implementation of appropriate and applicable BMPs. The SUSMP shall consider Source Control and Treatment Control BMPs to reduce the discharge of pollutants to the maximum extent practical. Source Control and Treatment Control BMPs will be developed in accordance with County of Los Angeles Low Impact Development Standards Manual. At a minimum, downstream drainage discharge points will be provided with erosion protection and designed such that flow hydraulics exiting the site mimics the natural condition to the maximum amount practicable. The SUSMP shall include a drainage hydrologic/hydraulic analysis that details the site's anticipated runoff calculations.

Impact 3.8.3: During construction activities involving excavated soil would alter drainage patterns on the project site. Compliance with the Construction General Permit, and SUSMP, and implementation of BMPs would occur reducing potential pollutant loads into receiving waters.

Implementation of **MM WQ-1** and **MM WQ-2** would reduce impacts. (*Refer to MM WQ-1 and MM WQ-2 above*).

Impact 3.8.3: During project construction activities, excavated soil would be exposed, and there would be an increased potential for soil erosion and sedimentation compared to existing conditions. Vehicles and equipment are prone to tracking soil and/or spoil from work areas to paved roadways, which is another form of erosion. The proposed BMPs for the project would be anticipated to remove potential pollutants from runoff and would not contribute additional pollutant loads into receiving waters.

Implementation of **MM WQ-1** would reduce impacts to stormwater discharge. (*Refer to MM WQ-1 above).*

3.9 Noise

Impact 3.9.1b: Development of the proposed project would increase long term noise levels in the project vicinity in excess of the City's noise ordinance.

Implementation of **MM NOI-1** would reduce impacts from long term noise increases to less than significant levels.

MM NOI-1: Prior to the issuance of a Certificate of Occupancy, the Applicant shall prepare a Focused Acoustical Analysis to demonstrate compliance with City of Carson noise ordinance requirements, including acoustical impacts from project operation at the adjacent residential property line, south of the project site. The Focused Acoustical Analysis shall be prepared to ensure normal project operations will not result in noise violations at the adjacent residential property line. Should the Focused Acoustical Analysis determine that normal project operations would exceed ordinance requirements; a noise management program shall be prepared to provide sufficient noise attenuation measures to meet City of Carson noise ordinance requirements. The noise management program shall include, but is not limited to, specifications for a monitoring system and sound wall barrier or berm, requirements for vehicle operational hours and procedures, and noise-level limits on the use of a public address system. The noise management program shall be submitted to the Building and Safety and Planning Divisions of the Development Services Department for review and approval.

Impact 3.9.3: Project operations would introduce specialty vehicles at the project site would result in a substantial permanent increase in the existing ambient noise levels in the project vicinity.

Implementation of a noise management program under **MM NOI-1** would reduce this increase in ambient noise levels. (*Refer to MM NOI -1 above).*

August 2012

COMMUNITY Notice

The mission of DTSC is to protect California's people and environment from harmful effects of toxic substances through the restoration of contaminated resources, enforcement, regulation and pollution prevention.

Draft Remedial Action Plan for Dominguez Golf Course Site Available for Public Review and Comment

A draft Remedial Action Plan (RAP) to contain and remediate contaminated soils, waste debris and soil gas at the Dominguez Golf Course (DGC) site is available for public review and comment. The draft Remedial Action Plan (RAP), describes the environmental investigations conducted and the proposed remedy to address environmental contamination in soil at the site. Under the California Environmental Quality Act (CEQA), an Environmental Impact Report (EIR) has been prepared by the City of Carson to ensure CEQA compliance. The draft RAP, if approved, will put contaminated property into productive use by allowing for future site redevelopment into a high-performance driving skills facility (Porsche Driving Skills Center) in your community following completion of remedial activities. This fact sheet provides information on:

- Why Remedial Action Is Necessary
- Site Location and History
- Investigations Conducted for Soil
- Proposed Remediation Plan (draft RAP)
- Safety Measures
- California Environmental Quality Act (CEQA)
- Where to Find Site Documents
- Next Steps

COMMUNITY MEETING ANNOUNCEMENT
Monday, September 17th, 2012 – 6:30 PM
City of Carson – City Council Chambers
701 E. Carson Street, Carson 90745-2224

DTSC invites you to attend a Community Meeting to present the draft RAP and to receive your public comments. The City of Carson will also present information on the Porsche Driving Skills Center project and associated Draft EIR. Please join us to learn more about this project in your community.

Public Comment Period

August 30th, 2012 to October 14th, 2012

The draft RAP is available for public review and comment during the 45-day public comment period. Public comments must be **postmarked or e-mailed no later than October 14th, 2012 and sent to:**

Mr. Daniel Zogiab
DTSC Project Manager
Department of Toxic Substances Control
5796 Corporate Avenue
Cypress, CA 90630-4732
E-mail: Daniel.zogaib@dtsc.ca.gov.

The draft RAP and other project documents are available for review at the Information Repository locations listed on page 3 inside this Fact Sheet.

Our agency, the Department of Toxic Substances Control (DTSC), is the lead regulatory agency responsible to oversee the investigation and remediation of the DGC site. There is no current risk to health because the public is not exposed to contaminated on-site soil or soil gas. However, because exposure to the chemicals found in soil at the site can potentially cause adverse health effects, DTSC recommends a Remedial Action Plan be developed and implemented to ensure the public will not in the future be exposed to the contaminated soil or soil gas above health protective screening levels. DTSC will oversee the proposed remedy and ensure work is performed in a manner that does not harm people or the environment.

Why Remedial Action Is Necessary?

The DGC site is part of the former BKK Landfill. As part of landfill operations, waste that contained total petroleum hydrocarbons (TPHs), volatile organic compounds (VOCs), semi-volatile organic compounds (SVOCs), polycyclic aromatic hydrocarbons (PAHs), and metals was placed in excavated trenches that were then covered with soil. Typical of landfills that contain organic materials, the landfill waste is currently undergoing natural decay, which generates methane gas at levels that sometimes require mitigation to ensure long-term public health and safety. Containment of the landfill, through approved RAP activities for soil and soil gas, would allow for site development to proceed. Groundwater impacts are present at the DGC site but are not anticipated to be encountered during proposed construction activities. Groundwater impacts will be addressed in another future cleanup plan.

Site Location and History

The 53-acre DGC site owned by the Watson Land Company ("Watson") and Watson Partners, L.P., is currently comprised of three parcels located on the north side of Del Amo Boulevard, between Main Street on the west and 405 Freeway on the east, in a mixed residential and commercial area. Previously, the site was developed as a golf course until it was closed in preparation for construction of the driving skills facility.

The BKK Landfill operated from about 1948 to 1960 and the DGC site is part of that landfill. The BKK Landfill stopped accepting waste in December 1959, and thereafter subsequently closed. Following the BKK Landfill closure, the part of the landfill south of the Dominguez Channel was sub-divided into four parcels. Three of these parcels (owned by Watson) are the subject of this draft RAP. Another parcel (known as the large vacant parcel) is not part of the redevelopment and is therefore being investigated separately.

From the early 1960s until 2011, the DGC site was used for apartment dwellings (formerly known as the Don Dominguez Apartments) and a public golf course. In September 2011, existing apartment buildings were vacated and in December 2011, demolition of the apartment structures was completed. The public golf course ceased operations in April 2012. This parcel currently remains as a fenced, open area. In 2007, Watson entered into a Consultative Services Agreement and later a Voluntary Cleanup Agreement with DTSC for oversight of the investigation and remediation of the site.

Investigations Conducted and Results for Soil

Three phased and focused soil gas and soil investigations were conducted throughout the DGC site to identify areas of impacts and to identify prospective viable cleanup options. Soil gas and soil investigations included collecting samples and conducting an analysis of the samples collected. Sample results indicated that a RAP be prepared to protect future site users and to comply with relevant rules and regulations.

Proposed Remediation Plan – Draft RAP

To address residual contamination still present in soil and soil-gas at the site and to continue to comply with state landfill requirements, the existing soil that covers

the site will be graded and enhanced, as needed, to make sure the buried waste is sufficiently contained and that the soil is protective of human health and the environment. Landfill gas generated by the natural decay of organic waste would be controlled by the construction and installation of a landfill gas collection system. The components of this landfill gas collection system would include buried perforated plastic piping that would be connected to a gas collection and treatment system in the future, if needed. To ensure that this system can be operated in a timely fashion if needed, it would be fully designed. The piping would be placed into the ground during the project's construction phase and the collection and treatment system would be procured, installed and operated in the future if needed. The entire site would be subject to regular inspection and monitoring to further ensure that the site continues to be safe for use.

Safety Measures

To protect the surrounding community and on-site workers during the proposed remedial activities, the following safety measures will be implemented under DTSC oversight:

• Site Security – The site is secured and only authorized personnel will be allowed on-site.

• Dust Control – Water will be sprayed when soil is loaded and unloaded during excavation and grading to reduce dust emissions. Trucks will maintain low speeds and truck beds will be secured with tarp before leaving the site to reduce fugitive dust. Soil stockpiles will be covered with plastic sheeting at the end of each work day.

• Controlling Migration – Storm water controls will be implemented and monitoring will be conducted to ensure there is no migration (run-off) of contaminated soil in the event of rain.

• Monitoring – Wind conditions will be monitored to ensure wind speeds do not exceed 25 mph. In the event winds exceed 25 mph, all work will cease until wind speeds fall below 25 mph. Ambient air monitoring will be conducted to ensure dust remains at safe levels.

• Traffic Control – Traffic control using flagmen to direct truck traffic and flow on and off-site will be conducted.

California Environmental Quality Act (CEQA)

CEQA requires the Lead Agency to review the project activities for the possibility of environmental impact, before approving the project. In this case, the City of Carson is the Lead Agency for CEQA and has prepared a Draft Environmental Impact Report (EIR) for the remediation activities described in the draft RAP and the overall redevelopment project. The City of Carson is accepting public comments on the Draft EIR for this project during the 45-day public comment period. DTSC is a Responsible Agency under CEQA. With respect to the proposed remediation activities, the finding is that the proposed remedial activities will not have an adverse impact on public health and the environment.

Where to Find Site Documents

DTSC encourages you to review the draft RAP and Draft EIR. These documents are available for public review at the Information Repositories listed below:

Carson Regional Library
151 East Carson Street
Carson, CA 90745-2703
(310) 830-0901
Monday: Closed
Tues/Wed/Thurs: 10 am – 8 pm
Friday: Closed
Saturday: 8 am – 6 pm
Sunday: Closed

City of Carson – City Planning
701 E. Carson Street
Carson, CA 90745-2224
(310) 830-7600 (ext 1301)
Monday – Thursday: 7 am – 6 pm
Contact: Zac Gonzalez II, Associate Planner
for more information

Department of Toxic Substances Control
Regional Records Office
5796 Corporate Avenue
Cypress, CA 90630-4732
(714) 484-5337
Contact Julie Johnson for an Appointment.

Site documents are also available for review at www.EnviroStor.dtsc.ca.gov. A computer is available in the DTSC file room for public use.

How to Participate and Submit Your Comments

DTSC encourages you to review the draft RAP and wants to know what you think about this proposed remedial action plan. **The 45-day public comment period for the draft RAP begins August 30th, and ends October 14th, 2012. All public comments must be postmarked or e-mailed by October 14th, 2012, and sent to:**

Daniel Zogaib, Project Manager
Department of Toxic Substances Control
Regional Records Office
5796 Corporate Avenue
Cypress, CA 90630-4732
E-mail: Daniel.zogaib@dtsc.ca.gov

DTSC is also hosting a public meeting to present the draft RAP and accept public comments on the draft RAP. The City of Carson will also be present and to discuss the Draft EIR, proposed redevelopment project (Porsche Driving Skills Center) and accept public comments. Please see the front page of this Fact Sheet for more public meeting information. Please join us on Monday, September 17th, 2012, 6:30 pm, at the Council Chambers, Carson City Hall, 701 E. Carson Street, Carson.

Who to Contact at DTSC for More Information

For more information about the draft RAP, City of Carson's Draft EIR or other project related activities, please contact the following DTSC staff:

Daniel Zogaib, Project Manager
Department of Toxic Substances Control
5796 Corporate Avenue
Cypress, CA 90630-4732
(714) 484-5483
E-mail: Daniel.zogaib@dtsc.ca.gov

Stacey Lear, Public Participation Specialist
Department of Toxic Substances Control
5796 Corporate Avenue
Cypress, CA 90630-4732
(714) 484-5354
E-mail: Stacey.lear@dtsc.ca.gov

Next Steps

If the draft RAP is approved, RAP activities will take about six months to complete. Site activities will be conducted during weekdays between 7:00 am and 6:00 pm. No street or road closures are anticipated to occur.

Media Inquiries

Jeanne Garcia, Public Information Officer
Department of Toxic Substances Control
9211 Oakdale Avenue
Chatsworth, CA 91311-6520
(818) 717-6573
E-mail: jgarcia1@dtsc.ca.gov

For more information about DTSC please visit our website at: *www.dtsc.ca.gov*.

PUBLIC COMMENT FORM AND MAILING COUPON

NOTICE OF DRAFT REMEDIAL ACTION PLAN AND -45 DAY PUBLIC COMMENT PERIOD DOMINGUEZ GOLF COURSE SITE, CARSON, CA

You may use this form to send in your written public comments on the draft Remedial Action Plan (RAP). You may also use this form to ask to be added or deleted from the Dominguez Golf Course site mailing list. If you know of any persons or organization that would like to be on the mailing list, use this form to notify us. Please address all mailings to Mr. Daniel Zogaib, Project Manager, Department of Toxic Substances Control, 5796 Corporate Avenue, Cypress, CA 90630-4732.

Reminder: All public comments on the draft RAP must be post-marked or e-mailed by October 14th, 2012.

Name:_____

Agency or Organization: _____

Address:_____

Telephone #:_____

_____ Please add me to the Dominguez Golf Course site mailing list.

_____ Please delete me from the Dominguez Golf Course site mailing list.

Comments: _____

DTSC mailings are solely for the purpose of keeping persons informed of DTSC activities. Mailing lists are not routinely released to outside parties. However, they are considered public records and, if requested, may be subject to release.