

SECTION 1. Mitigated Negative Declaration

- I. **Project Name:** Goodyear Airship Operations Center Improvements Project
- II. **Project Location:** 19200 South Main Street, Carson, CA 90745
- III. **Project Sponsor:** The Goodyear Tire & Rubber Company, 841 Wingfoot Lake Road, Mogadore, OH 44260
- IV. **Project Description:** The proposed project would consist of modifications to the existing approximately 30-acre Goodyear Airship Operations Center (AOC) in the city of Carson within Los Angeles County, California to accommodate the arrival of a new blimp, which is anticipated to arrive in October 2017.

The main elements of the proposed project would include: modifications to the existing 4,070-square-foot (ft²) administration building, expansion of the mooring area from approximately 41,500 ft² to approximately 195,000 ft² (the mooring area would be covered with Polyethylene decking panels to accommodate the new blimp and specialized ground support equipment [GSE]), construction of 10,000 ft² of Polyethylene decking areas for mobile mast truck positioning, and capping/blanking off of sections of the lawn sprinkler system that would be located under the new Polyethylene decking. New structures and facility upgrades would include: a 40,000-ft² inflatable hangar and 105,000-ft² tarmac for hangar entry/exit; a Polyethylene decking hangar floor with a secondary containment liner for methane control; a prefabricated, relocatable “building” for hazardous materials storage; a 4,500-ft² inflatable maintenance building to house GSE; and additional fencing, including a new eight-foot-high wrought iron style security fence along Main Street and an increase in height to eight feet of the existing chain-link fence around the property. Additional GSE would include: accommodation of a second mast truck, aft hold-down trolley system (to mitigate whirlwind risk), and the functionality to remotely control blimp on Mast.

Following construction, the proposed project (use of the new blimp) would not result in substantial changes to the operation of the AOC. The Goodyear Tire & Rubber Company (Goodyear) would continue to use the AOC at Carson as the home base for the new blimp. The new blimp, consistent with current uses, would be utilized for advertising purposes, to provide aerial television coverage of sporting and other events, and to provide blimp rides to the public on an invitation-only basis. The total number of flights, the number of take-offs and landings, and the hours that the new blimp would be tethered at the AOC are expected to be relatively minor. Consistent with existing operations, blimp maintenance and refueling would continue to occur at the AOC. While similar uses and operations are expected at the AOC, Goodyear anticipates some specific differences of flights and usage may occur with the new blimp as there are 14 seats in the gondola of the new blimp, which is an increase of seven seats over the existing gondola.

Construction activities are anticipated to occur over a five-month period, between April and August 2017.

- V. **Environmental Determination:** The attached Initial Study was prepared to assess the potential effects of the proposed project on the environment and the potential significance of those

effects. Based on the Initial Study, the proposed project would have less than significant or no impacts in the following areas:

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|--------------------------------------|---------------------------------|
| ■ Aesthetics | ■ Mineral Resources |
| ■ Agriculture and Forestry Resources | ■ Noise |
| ■ Air Quality | ■ Population and Housing |
| ■ Cultural Resources | ■ Public Services |
| ■ Greenhouse Gas Emissions | ■ Recreation |
| ■ Hydrology and Water Quality | ■ Transportation/Traffic |
| ■ Land Use and Planning | ■ Utilities and Service Systems |

The Initial Study indicates that the proposed project would have potentially significant impacts in the areas of:

- Biological Resources
- Geology and Soils
- Hazards and Hazardous Materials

Each identified impact can be mitigated to avoid the impact or reduce it to a less than significant level. If the proposed project is approved, the following mitigation measures would be implemented:

Biological Resources

The following mitigation measure would reduce impacts to biological resources to a less-than-significant level:

- Bio-1:** 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 three days prior to any ground disturbing activities to ensure that no nesting birds will be disturbed during construction.
- i. 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 3-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.
 - ii. If special status avian species are identified during the pre-construction survey, 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 CFG Code 3503, it is 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 CFG Code 3503.5 which makes it unlawful to take, possess, or destroy their nest or eggs.

- iii. A consultation with CDFW and/or USFWS (dependent on the species) shall be required prior to the removal of any raptor nest on the project site, if a raptor nest is determined to be located on site during the pre-construction clearance survey.

Geology and Soils

The following mitigation measure would reduce impacts to geology and soils to a less-than-significant level:

Geo-1: Prior to the issuance of grading permits, the applicant shall retain a qualified geotechnical engineer to prepare a geotechnical report to inform project design as relates to 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 geotechnical report. 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 on-site 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.

Hazards and Hazardous Materials

The following mitigation measures would reduce impacts to hazards and hazardous materials to a less-than-significant level:

Haz-1: Prior to construction the City of Carson shall require the construction contractor to prepare and implement (as needed during construction) a soil and water management plan, which specifies the method for handling and disposal of contaminated soil and groundwater. 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.

- i. Procedures shall be implemented if unknown subsurface conditions or contamination are encountered, such as previously unreported tanks, wells, waste or contaminated soils.
- ii. Procedures shall be implemented for containment, handling and disposal of water generated during construction such as dewatering (if needed), runoff from dust control, and 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.
- iii. Procedures shall be implemented to ensure that imported soils brought on site do not contain hazardous materials above regulatory thresholds.

Haz-2: The City of Carson 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. The HASP shall include the following information:

- i. 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.
- ii. 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.
- iii. The contractor shall have a site health and safety supervisor fully trained pursuant to hazardous materials regulations 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 the Department of Environmental Health, and retaining a qualified environmental firm to perform sampling, remediation, and/or disposal. Documentation that HASP measures have been implemented during construction shall be required.
- iv. Provision that submittal of the HASP to the City of Carson, or any review of the contractor's HASP by the City of Carson, 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.

VI. Summary of Revisions:

AB52: On February 2, 2017, the City of Carson hosted Mr. Andrew Salas (representative for the Gabrieleno Band of Mission Indians) and archaeologist Sandra Pentney (Atkins) to discuss the proposed project. Mr. Salas expressed concern regarding the project being located in a region known to contain cultural resources. He concluded that even though the project site is previously disturbed and has been covered with fill, the site could potentially contain cultural resources due to the fill being undocumented. Mr. Salas has requested tribal monitoring for ground disturbing activities associated with the project. The City of Carson has agreed to include tribal monitoring as a condition of approval; however, no new mitigation is required as the consultation did not result in the identification of any unforeseen significant impacts.

Per Section 15073.5 of the CEQA Guidelines, the City is required to recirculate a draft MND when the document is substantially revised after public notice of its availability. Under Section 15073.5(c), “recirculation is not required if (2) new project revisions are added in response to written or verbal comments on the project’s effects identified in the proposed negative declaration which are not new avoidable significant effects; and (3) measures or conditions of project approval are added after circulation of the negative declaration which are not required by CEQA, which do not create new significant environmental effects and are not necessary to mitigate an avoidable significant effect.” Changes to the draft MND were made in response to the Tribes request for monitoring. No new impact was raised by the Tribe; therefore the revision to perform monitoring during ground disturbing activities does not identify a new impact that was not disclosed in the draft MND and recirculation is not required. The scheduled public hearing for the project will satisfy the need to disclose MND changes to the draft document in a public forum, (Section 15074.1(b) of the CEQA Guidelines).

Mitigation Measure LU-1: It has been determined that the inclusion of Mitigation Measure LU-1 is not necessary to reduce impacts associated with a conflict with an existing land use plan, policy, or regulation. The Federal Aviation Administration currently restricts development above 50ft within a 1,300ft buffer from the mooring circle. As a result of the proposed project the buffer will decrease to 1,000ft from the mooring circle. Properties within the buffer are required to obtain FAA approval before any development occurs; therefore, the application of Mitigation Measure LU-1 is not required to reduce an impact below a level of significance. As discussed above, recirculation is not required if new project revisions do not result in new significant effects. The scheduled public hearing for the project will satisfy the need to disclose MND changes to the draft document in a public forum, (Section 15074.1(b) of the CEQA Guidelines).

- VII. Response to Comment:** During the public review period one comment letter was received by the City of Carson. The letter, from Caltrans, states that the agency does not anticipate project approval to result in a direct adverse impact to existing State facilities. The comment is noted.
- VIII. Revisions to Draft MND:** The following text changes have been made due to final planning efforts. Only substantive changes to the text or figures are detailed below. None of the changes result in a substantive change in the project description or raise important new issues regarding significant effects on the environment.

Item 1:

Section 1, Land Use has been removed from the list of areas of potentially significant impacts.

Item 2:

Section 1, Mitigation Measure LU-1 has been removed. See Section 6, Land Use and Planning Impact (b) for a discussion as to why the Mitigation Measure was removed.

Item 3:

Section 6, Cultural Resources Impact (a) discussion has been revised to include the following statement:

On February 2, 2017, the City conducted tribal consultation in accordance with AB52. The tribal consultation resulted in a request for tribal monitoring during ground disturbing activities associated with the project. The City has agreed to work with the tribes and will include tribal monitoring during ground disturbing activities as a condition of approval. On February 7, 2017, the Native American Heritage Commission responded to the draft IS/MND, and the letter is included as Appendix F.

Item 4:

Section 6, Land Use Impact (b) discussion has been revised to include the following statement:

In addition to the 50-foot height restriction within the project site, the FAA has imposed a flight safety restriction which limits building height to 50 feet within a 1,300-foot-radius from the outer limits of the mooring circle; any development within the safety restriction area requires FAA approval (Lockheed 1969). These restrictions have been in place since Goodyear began operations in 1968 (before the City of Carson was incorporated); however, the Zeppelin NT-101 requires a shorter distance to clear obstacles during takeoffs and landings. Implementation of the proposed project includes an FAA approved decrease in the safety zone from a 1,300-foot-radius to 1,000-foot-radius from the outer limits of the mooring circle (Zeppelin 2014), thus creating a positive impact on the surrounding properties. Figure 4 shows the location of the 1,000-foot-radius buffer area and the portions of the surrounding parcels that would be affected by the 50-foot height restriction. Properties within the buffer area must be evaluated by the FAA Obstruction Evaluation Group/Airport Airspace Analysis team's online tools (available here: <https://oecaa.faa.gov/oecaa/external/portal.jsp>). Therefore, operation of the proposed project would not conflict with any land use policy, plan, or regulation. *No impact* would occur.

Item 5:

The following reference is added to the Reference Section, and referred to in Section 6, Land Use:

Lockheed Martin (Lockheed). 1969. Pilot's Operating Handbook and FAA Approved Flight Manual – GZ-20A Airships (amended 1999). July 9, 1969.

Item 6:

The following reference is added to the Reference Section, and referred to in Section 6, Land Use:

Zeppelin – Neue Technologie (Zeppelin). 2014. Airship Ground Handling Manual – Section 2: Limitations. 2014.

Item 7:

Appendix F (Native American Heritage Commission Response) is included as an appendix.

IX. Conclusion: Based on the analysis in the Initial Study, and the mitigation measures identified therein (and listed above), the City of Carson finds that the Goodyear Airship Operations Center Improvements Project would not have a significant effect on the environment.



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3/6/2017
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