

CITY OF CARSON
Porsche Experience Driving Center
Findings of Fact

**Pursuant to Section 15093 of the State CEQA Guidelines and
Section 21081(b) of the Public Resources Code**

For the Following Actions:

- Certification of the Final Environmental Impact Report for the Porsche Experience Driving Center;
- 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).;
- 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 no more than 200,000 cubic yards of soil import; CUP No. 891-11;
- Zone Change Case No. 168-12, changing zone from Commercial General Design-Overlay Review/Organic Refuse Landfill (CG-D-ORL) and Manufacturing Light, Design Overlay Review/Organic Refuse Landfill (ML-D-ORL) to Commercial Regional Design Overlay Review/Organic Refuse Landfill.

SECTION 1 OVERVIEW

This document constitutes the Findings of Fact by the City of Carson ("City") with respect to certain actions (described below) certifying the Porsche Experience Driving Center EIR (State Clearinghouse Number 2012041075) ("Final EIR"). The Findings will be used by the City in connection with the approvals to permit the implementation of the Project.

The Project would provide a driver training facility in the City of Carson. The Project would be constructed on a 53-acre site, southeast of the 1-405 Freeway between Main Street and Del Amo Boulevard. The Project, if approved, would be undertaken beginning in the Winter 2102/Spring of 2013, with construction and occupancy prior to the Fall of 2013.

This Findings of Fact constitute the decision making findings of the City as required by the California Environmental Quality Act, Public Resources Code Section 21000, et seq, ("CEQA") and the State CEQA Guidelines, Title 14, California Code of Regulations, Section 15000, et seq, "CEQA Guidelines" in connection with the Certification of the EIR for the Project and the adoption of a Mitigation Monitoring and Reporting Plan (MMRP). The City of Carson is the lead agency pursuant to CEQA with respect to the Project.

This Findings of Fact provide the following:

- Specific findings with respect to each environmental impact of the Project;
- Identification of those areas of environmental concern to which no significant environmental impact is anticipated from the Project;
- Identification of the Mitigation Measures applicable to the Project;
- Determination by the City that the Final EIR analyzes the environmental impacts of the Project, and that no further environmental review is required pursuant to CEQA;
- Determination that the project will not result in any adverse effect, either individually or cumulatively, on wildlife (as defined by Section 711.2 of the Fish and Game Code) or on wildlife habitats and resources;
- Determination that there is no environmentally superior alternative that would achieve the goals of the Project.

Section 1 of these Findings provides introductory information including the following: an overview of the Project and Findings; a summary of the Project characteristics; a summary of procedures pertaining to the Draft EIR; an identification of comments and responses to the Draft EIR; an identification of the Final EIR contents; an identification of the conclusion in the Final EIR regarding significant impacts; and this section regarding the organization and format of these Findings. Section 2 provides an overview

of the Project Objectives and the Findings. Section 3 identifies the significant and unavoidable effects of the Project. All numbered references identifying specific mitigation measures relative to the Project refer to numbered mitigation measures found in the Draft EIR and within the MMRP, as presented in the Final EIR. Section 4 of these Findings identifies the potentially significant effects of the Project that are determined to be mitigated to a less-than-significant level. Section 5 identifies the Project's potential environmental effects relative to the Project that were determined not to be significant, and, therefore, no mitigation is required.

Project Characteristics

The Project would develop a driver training facility that 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 on a 53-acre site, which was formerly used as a landfill. One 65,000-square-foot building would be developed with two levels to include 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," and a client lounge. Approximately 411 parking spaces would be provided at the Project site.

A brief description of the driving course components are described below:

- *Handling Course A&B.* Designed to replicate a challenging country road, with varying chambers and blind covers. There are two handling courses that are planned. The primary course is 4,985 feet in length and the secondary course is 2,530 feet in length.
- *Ice Hill.* Simulating sheet ice road conditions with computer controlled water jets; this area allows drivers to explore general car control, as well as understanding the specific handling characteristics of a car. This track is approximately 350 feet long and its low friction hill is an eight percent grade. The track has 44,900 square feet of concrete paving with epoxy coating on low friction portions.
- *Fast Lane/Acceleration Lane.* This track is an approximately 3,500 feet long high speed lane, with an 18-foot wide track, and has a total area of 69,000 square foot of asphalt surface.
- *Kick Plate.* A moveable metal plate set flush with the road surface, designed to be triggered remotely as a car travels over it, thereby generating the effect of a loss of rear wheel traction. The kick plate is an approximately 280-foot long with its hydraulic kick plate device and the total kick plate area is 39,500 square feet.
- *Dynamic Area.* This track has an approximately 190 feet by 750 feet, and its total area is 135,145 square feet of asphalt surfaces that challenge a driver's more basic skills.

- *Low Friction Circle.* This track has an approximately 118 feet radius circle with a low friction surface. The track has a 53,240-square foot concrete paving with epoxy coating on low friction areas designed to replicate slippery road conditions.
- *Off Road Playground.* This area is designed to include steep hill climbs and descents, deep water and rough terrain. This track has approximately 36,900-square feet of an asphalt surface.

The project site is located on a former landfill. 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.

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) (CR-D-ORL) overlays.

Draft Environmental Impact Report

In compliance with CEQA Section 21080.4, a Notice of Preparation (NOP) was prepared by the City and distributed for public comment to the State Clearinghouse Office of Planning and Research, responsible agencies, and other interested parties on April 26, 2012.

The Project's Initial Study, provided to the Office of Planning and Research, responsible agencies and made available to the general public, identified those environmental topics for which the Project could have adverse environmental effects and concluded that an EIR would need to be prepared to document these effects. A copy of the NOP and Initial Study, and written responses to the NOP that were submitted to the City and are included in Appendix A of the Draft EIR.

In the Initial Study, the City determined that implementation of the Project may, either by itself or in conjunction with past, present, and reasonably foreseeable future development in the vicinity, have significant effects in the following areas:

- Aesthetics
- Air Quality
- Biological resources
- Cultural resources
- Geology and soils
- Greenhouse gas emissions

- Hazards and hazardous materials
- Hydrology and water quality
- Noise
- Public services
- Recreation
- Transportation and traffic
- Utilities and service systems

The City determined that the Project would not have the potential to cause significant impacts in the following areas: Agricultural Resources, Land Use, Mineral Resources, and Population and Housing. Therefore, these areas are not examined in the Draft EIR. The rationale for the finding that no significant impacts would occur for these areas is provided in the Project's Initial Study, included in Appendix A of the Draft EIR.

The Draft EIR was circulated for a 45-day review period which began on August 30, 2012 and ended on October 14, 2012. During the public review period, 5 comments letters on the Draft EIR were received. In addition, the Project and the Draft EIR were presented at a Planning Commission and Environmental Commission workshop that was held on September 17, 2012, during which the commissioners and the public had an opportunity to ask questions and comment on the Project and Draft EIR.

Written comments of the Draft EIR were received from the following:

Number Reference	Agency/Organization/Resident Name	Date of Comment
Agencies		
NAHC	Native American Heritage Commission	September 13, 2012
Caltrans	California Department of Transportation	October 1, 2012
LADPW	Los Angeles County Public Works	October 17, 2012*
DTSC	California Department of Toxic Substance Control	October 17, 2012*
Organizations		
MKLA	McKenna, Long and Aldridge	October 15, 2012

* Denotes comment letters received after the close of the public comment period

The City has reviewed the comments received and responses have been provided in the Final EIR. Other textual changes and references that have also been incorporated into the Final EIR.

The Final EIR

The Final EIR is composed of the following materials;

- Draft EIR and all Technical Appendices;

- The Notices of Preparation (NOP) and Initial Study (IS), included as Appendices A of the Draft EIR;
- Corrections and additions to the remaining portions of the Draft EIR that have been made pursuant to Public Comments and Draft EIR review;
- Comments received on the Draft EIR with responses to each of the comments made; and
- The Mitigation Monitoring and Reporting Program that reflects edits to the EIR, pursuant to Public Comments.

Conclusion of the Final EIR

The City has prepared a Final Environmental Impact Report (Final EIR) in accordance with the requirements of CEQA and the CEQA Guidelines. The environmental impacts that were evaluated in the EIR with respect to the Project are aesthetics, air quality, biological resources, cultural resources, geology and soils, greenhouse gas emissions, hazards and hazardous materials, hydrology and water quality, noise, public services, recreation, transportation and traffic, utilities and service systems. The Final EIR and the Findings of Fact adopted by the City address the potential significant physical impacts on the environment that would result due to the implementation of the Project.

The Final EIR provides a detailed assessment of the potentially significant impacts resulting from approval of the Project. Based on all the evidence in the record of the City's proceedings to consider the Project, including the Draft and Final EIR, the City finds that significant and unavoidable temporary impacts would occur to air quality during construction. Potentially significant but mitigable impacts would occur to aesthetics, air quality, biological resources, geology and soils, hazards and hazardous materials, hydrology and water quality, and noise. Less than significant impacts with no mitigation are required for cultural resources, greenhouse gas emissions, public services, and transportation and traffic.

SECTION 2 OVERVIEW OF FINDINGS AND PROJECT OBJECTIVES

Project Objectives

Section 15124(b) of the CEQA Guidelines states that the Project Description shall contain "a statement of the objectives sought by the Project." Section 15124(b) of the CEQA Guidelines further states that "the statement of objectives should include the underlying purpose of the project." In the case of the Project, the underlying purpose is to develop the project site with a driver training facility.

The Project's objectives are listed below:

- Provide for appropriate remediation and reuse of the former BKK landfill, as well as for reuse of the area formerly occupied by the previously demolished Don Dominguez apartment complex.
- Stimulate private sector investment in the Project site by implementing a Project that is fiscally sound and capable of financing the construction and maintenance of necessary infrastructure improvements.
- Provide a diversity of both short term and long term employment opportunities for local residents by approving a Project that will generate construction work opportunities and long-term jobs. The Applicant estimates that development of the Project would create 80 construction jobs. The Draft EIR estimates that the Project would generate between 50 and up to 75 jobs during Project operations.
- Provide for an economically stable use of the property that will provide local employment opportunities and sufficient municipal revenues to the City to pay for needed services and facilities.
- Enhance Carson as a visitor-serving destination of regional, national, and international significance.
- Provide a high-quality facility that serves both as a showcase for Porsche products and as an educational tool for experienced and inexperienced drivers alike.
- Develop a project that allows consolidation of former uses and an existing facility with a complementary use.

Findings

The City hereby certifies that it has reviewed and considered the Final EIR for the Project prior to considering its approval, that the EIR reflects the independent judgment of the City, and that the EIR has been prepared and completed in full compliance with CEQA and the CEQA Guidelines. The Final EIR includes the Draft EIR and all of its

Technical Appendices, and the October 2012 Final EIR. Having received, reviewed and considered the information in the record before it, including the Draft and Final EIR, which are herein incorporated by reference, the following Findings are hereby adopted by the City as required by CEQA (public Resources Code Sections 21081, 21081.5 and 21081.6), and the CEQA Guidelines (California Code of Regulations, Title 14, Sections 15091 through 15093), in conjunction with the approval of the Project, which is set forth below.

The City of Carson is the "lead agency" for the Project evaluated in the EIR. Based upon the substantial evidence in the record before it, the City finds that the Draft EIR and Final EIR were prepared in compliance with CEQA and the CEQA Guidelines. The City finds that it has independently reviewed and analyzed the Draft EIR and the Final EIR for the Project, that the Draft EIR that was circulated for public review reflected its independent judgment, and that the Final EIR reflects the independent judgment of the City.

Having reviewed and considered all of the information in the record before it, including the Draft EIR and Final EIR, which are incorporated herein by reference, the City makes the findings set forth below.

SECTION 3: EFFECTS DETERMINED TO BE SIGNIFICANT AND UNAVOIDABLE

The following impacts, which were identified as significant, would not be reduced to less than significant levels, even after mitigation.

Air Quality (Impact 3.2.2 and Impact 3.2.3)

Construction activities such as grading and vehicle trips would generate emissions in violation of air quality standards related to NO_x, and PM₁₀. Short term project construction impacts related to NO_x and PM₁₀ would remain significant and unavoidable after mitigation has been implemented. Additionally, the import of 200,000 cubic yards (c.y.) of soil together with project construction and remediation activities would contribute to the exceedance of thresholds related to NO_x and PM₁₀, resulting in significant direct and cumulative air quality impact, even after Mitigation Measures MM AQ-1 through MM AQ-3 has been implemented. Construction and remediation activities associated with the Project would result in a cumulatively considerable increase of non-attainment criteria pollutants. Short-term remediation and construction activities including grading and demolition would exceed thresholds related to NO_x and PM₁₀, resulting in a significant direct and cumulative air quality impact even after mitigation has been implemented.

MM AQ-1 requires the applicant to conform with SCAQMD Rule 403 for excessive fugitive dust emissions through regular watering or other dust prevention measures and MM AQ-1 also requires the applicant conform with SCAQMD Rule 402 which requires implementation of dust suppression techniques to prevent fugitive dust from creating a nuisance off-site. MM AQ-2 requires measures during construction and remediation activities to substantially reduce NO_x related emissions. MM AQ-3 requires the project to utilize epoxy coatings with a low (or zero) reactive organic gases (ROG) content to reduce ROG emissions resulting from application of epoxy coatings.

Findings for Air Quality Impacts

The City finds that the above-identified mitigation to the Project, which would substantially lessen the air quality impacts of the Project are hereby incorporated into the Project. The recommended mitigation measures in the EIR are adopted. However, no additional feasible mitigation measures are available to reduce the impact of the project's construction activities. While short-term construction-related air quality impacts could be reduced by staggering the remediation and construction schedule and eliminating the overlap between remediation activities and construction activities or by simply reducing daily activity levels and lengthening the site grading period, doing so would result in inefficient, costly activities, and would like cause impacts in other resource areas, such as traffic and noise impacts associated with a longer construction schedule. Because no feasible measures other than those already imposed on the project area available, air quality impacts would remain significant and unavoidable.

SECTION 4: POTENTIALLY SIGNIFICANT EFFECTS OF THE PROJECT THAT ARE DETERMINED TO BE MITIGATED TO A LESS-THAN-SIGNIFICANT LEVEL

The following impacts were identified as less than significant after mitigation.

Aesthetics (Impact 3.1.1 and Impact 3.1.4)

The Project would introduce new sources of light or glare, including lighting of buildings, parking areas and the driving course area. The EIR identifies Mitigation Measure MM AES-1 to reduce impacts associated with light and glare to less than significant levels. MM AES-1 requires reflective glass surfaces to be avoided or designed to avoid casting glare on the I-405 freeway or the driving training course. Also, all bare metallic surfaces will be painted or otherwise treated with flat finishes to reduce reflected glare.

Findings for Aesthetic Impacts

The City finds that the above-identified mitigation to the Project, which would substantially lessen light and glare impacts by requiring the avoidance of reflective surfaces or reduced glare cast are hereby incorporated into the Project. The recommended mitigation measures in the EIR are adopted. The measures will mitigate the Project's impacts to aesthetics to less than significant levels.

Biological Resources (Impact 3.3.3)

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 Migratory Bird Treaty Act (MBTA) and California Department of Fish and Game (CDFG) Code. Implementation of mitigation measure MM BIO-1 would ensure impacts to raptors and nesting birds are less than significant.

Findings for Biological Resources

The City finds that the above-identified mitigation to the Project, which would substantially lessen impacts to foraging birds and birds protected by the MBTA and CDFG Code by requiring nesting bird clearance surveys during nesting season and if birds are identified, a buffer around active nests will be put in place are hereby incorporated into the Project. The recommended mitigation measures in the EIR are adopted. The Mitigation Measures will mitigate the Project's impacts to biological resources to less than significant levels.

Geology and Soils (Impact 3.5.1, Impact 3.5.2, Impact 3.5.3 and Impact 3.5.4)

Construction and remediation 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 Mitigation Measure MM GEO-1 ensures structurally sound development would occur on the site because the project design would be

overseen by a qualified geotechnical engineer which would design the site to reduce impacts associated with geologic hazards. MM-GEO-1 requires the applicant to retain a qualified geotechnical engineer to design the project facilities to withstand probable seismically induced ground shaking at the site.

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 Mitigation Measures MM WQ-1 and WQ-2 would reduce impacts associated with soil erosion. MM WQ-1 requires the applicant to adhere to the provisions of the 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. MM WQ-2 requires the applicant to prepare and implement a SUSMP per the requirements of adopted Order 01-182, and the NPDES Permit for Municipal Stormwater and Urban Runoff Discharges within the County of Los Angeles.

The Project is proposed to be developed over an existing landfill in an area of high groundwater. As such, 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 lateral spreading, subsidence, liquefaction, or collapse of soils. Implementation of the MM GEO-1 ensures the Project would be designed in accordance with the recommendations of a qualified geotechnical engineer who will ensure through design specifications, soils on-site are structurally sound and impacts associated with lateral spreading, subsidence, liquefaction, or collapse of soils would be reduced to less than significant.

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 impacts on the Project site associated with expansive soils. Implementation of MM GEO-1 ensures the Project would be developed with a qualified geotechnical engineer who will ensure soils on-site are not expansive and impacts associated with expansive soils would be less than significant.

Findings for Geology and Soils

The City finds that the above-identified Mitigation Measure MM-GEO-1, would substantially lessen impacts associated with impacts to people and structures from seismic activities by requiring the applicant to retain a qualified geotechnical engineer to design the project facilities to withstand probable seismically induced ground shaking at the site by ensuring structurally sound development will occur on the site is hereby incorporated into the Project. The City finds that the above identified Mitigation Measures MM-WQ-1 and MM WQ-2 would substantially lessen impacts associated with the exposure of bare soils by adhering to the requirements of MM WQ-1 and MM WQ-2, which require the compliance with the NPDES Permit and SUSMP. The recommended mitigation measures in the EIR are adopted. The mitigation measures will mitigate the Project's impacts associated with seismic hazards, expansive soils, and bare soils are reduced to less than significant levels.

Hazards and Hazardous Materials (Impact 3.7.2b and 3.7.4)

Remediation and excavation activities could uncover unmarked groundwater wells and vapor wells on the Project site. The wells 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 would reduce impacts associated with these hazards. Implementing of Mitigation Measure MM HAZ-1 would reduce impacts to less than significant. MM HAZ-1 requires that the site owner and the project applicant to conduct a comprehensive well survey to locate, identify, and confirm all existing groundwater and vapor wells on the Project site. MM HAZ-1 requires that existing wells be clearly marked and protected prior to and during all ground-disturbing activities and any unnecessary wells be properly destroyed in accordance with regulatory requirements.

The Project is located on a hazardous material site and hazards that are encountered in excavated soil during project construction could result in a hazardous release into 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 are not taken. Contaminated soil could also require disposal as a hazardous waste. Implementation of Mitigation Measures MM HAZ-2, MM HAZ-3 and MM HAZ-4 would reduce impacts to less than significant. MM HAZ-2 requires 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).

Under the terms of the Voluntary Cleanup Agreement, all site investigation and remediation activities under the Remedial Action Plan (RAP) at the project site must be performed in accordance with a Health and Safety Plan (HASP) approved by DTSC. Impacts associated with site cleanup would be mitigated with the implementation of MM HAZ-2. MM HAZ-3 requires the construction contractor to prepare and implement a Soil and Water Management Plan, subject to review by the DTSC. MM HAZ-4 requires the Watson Land Company receive DTSC approval of the Draft RAP and acceptance of the Remedial Investigation Report prior to Project approval. In addition, the City will require Watson Land Company to perform post-construction sampling and prepare a post-remedy.

Findings for Hazards and Hazardous Materials

The City finds that the above-identified Mitigation Measure MM-HAZ-1 by requiring the site owner and the project applicant to conduct a comprehensive well survey to locate, identify, and confirm all existing groundwater and vapor wells on the Project site would substantially lessen impacts associated with the excavation of unmarked wells is hereby incorporated into the Project. The recommended measure in the EIR is adopted. The

mitigation measure will mitigate the Project's impacts from hazards are reduced to less than significant levels.

The City finds that the above-identified Mitigation Measure MM-HAZ-2, MM HAZ-3, and MM HAZ-4 would substantially lessen impacts associated with hazards that are encountered in excavated soil during Project construction could result in a release to the environment. MM HAZ-2 would lessen impacts associated with hazardous materials by requiring the development of a Health and Safety Plan. MM HAZ-3 would reduce impacts associated with hazardous conditions by requiring the construction contractor to prepare and implement a Soil and Water Management Plan. MM HAZ-4 requires the approval and implementation of a RAP, which will assist in the remediation of hazardous conditions at the site. The recommended mitigation measures in the EIR are adopted. The measures will reduce the Project's impacts to public of exposure to hazardous materials will be reduced to less than significant levels.

Hydrology and Water Quality(Impact 3.8.1, Impact 3.8.3, Impact 3.8.4, Impact 3.8.5)

Remediation and construction activities of the Project would include clearing, grubbing, grading, and stockpiling of materials. These activities would create temporary indirect impacts such as dust, potential fuel spills from construction equipment, and activities of equipment or personnel outside designated construction areas. Additionally, 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. Also, 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 Mitigation Measure MM WQ-1 and MM WQ-2 would further reduce impacts related to water quality standards or waste discharge requirements. MM WQ-1 requires the applicant to 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. MM WQ-2 requires the project applicant to prepare and implement a SUSMP per the requirements of adopted Order 01-182, the NPDES Permit for Municipal Stormwater and Urban Runoff Discharges within the County of Los Angeles. Impacts associated with violation of water quality standards would be reduced to less than significant.

Remediation and construction activities would alter drainage patterns on-site. In order to control the drainage pattern alterations during construction and operation, compliance with the Construction General Permit, and SUSMP, and implementation of BMPs would occur. Implementation of MM WQ-1 and MM WQ-2 would reduce impacts associated with the alteration of drainage patterns on-site.

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 to less than significant levels.

Findings for Hydrology and Water Quality

The City finds that the above-identified MM WQ-1 which requires the applicant to comply with the provisions of the NPDES thereby reducing impacts to water quality and MM WQ-2 would require compliance with the SUSMP which would substantially lessen impacts associated with violations of water quality standards, alterations of drainage patterns and increased pollutant loads into receiving waters. The recommended mitigation measures in the EIR are adopted. The measures will reduce the Project's impacts to water quality standards, drainage patterns and receiving waters and impacts will be reduced to less than significant levels.

Noise (Impact 3.9.1b, 3.9.1c, and 3.9.3)

Stationary noise on the project site would increase long-term noise levels at the Project site. Stationary noise sources associated with the project would include noise associated with amplified sounds and crowd noise, on-site truck deliveries, mechanical equipment, and the proposed parking lot. Noise impacts from these sources would be intermittent and occur primarily during daytime hours. Development of the Project would not generate long-term noise impacts with the implementation of Mitigation Measure MM NOI-1.

Use of the driving skills course would generate long-term noise levels at the Project site. Development of the Project would not generate long term noise impacts with the implementation of MM NOI-1.

Project operations would introduce specialty vehicles at the Project site would result in a substantial permanent increase in the existing ambient noise levels at the project site. Implementation of a noise management program under MM NOI-1 would reduce this increase in ambient noise levels. MM NOI-1 requires that prior to the issuance of a Certificate of Occupancy, the applicant 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.

Findings of Fact for Noise

The City finds that the above-identified Mitigation Measure NOI-1 would substantially lessen impacts associated with noise at the Project site. Because the mitigation measure will require demonstration that project operations meet the requirements of the City's Noise Ordinance, and provides for specific measures to be implemented should project-related noise levels exceed ordinance requirements, the Project's contribution to noise at the project site and impacts would be reduced to less than significant levels.

SECTION 5: PROJECT'S POTENTIAL ENVIRONMENTAL EFFECTS DETERMINED NOT TO BE SIGNIFICANT, NO MITIGATION IS REQUIRED

Aesthetics (Impact 3.1.2, Impact 3.1.3a, Impact 3.1.3b)

Removal of the golf course and construction of the Project, including a 65,000-square foot operations building would alter views across the site toward the Rancho Palos Verde Estate Bluffs and the San Gabriel Mountains. However, construction activities would be temporary and would not permanently block or affect scenic views. Also, development currently exists on the site and the introduction of a new use at the site would alter views across the site, but not significantly affect views of distant vistas.

The Project is not located near any scenic resources or within a scenic highway corridor. Because there are no scenic highways in the Project vicinity, Project implementation would not affect any scenic resources within a scenic highway corridor.

Project remediation and construction would result in temporary changes to the existing visual character of the site and its surroundings. The placement of construction equipment associated with construction activities such as demolition, grading, and site development would be temporary. Because construction activities are short-term the Project's construction would not substantially degrade the existing visual character or quality of the site and its surroundings.

By replacing the existing golf course with a driver training facility, the Project would change the existing visual character of the site and its surroundings. The driver skills would change the visual character of the site from an open golf course to a more urban character. Views of passive golfing activities onsite would be replaced by more active driving skills activities.

Although the Project would change the visual character of the site, the Project would not degrade the visual character of the site or surroundings due to the existing developed nature of the site.

Findings of Fact for Aesthetics

Based on the information presented in the Final EIR and the preceding discussion, the City finds that the Project would not impact a scenic highway or degrade the visual character of the Project site and would have less than significant impacts to the visual environment. No mitigation measures are necessary.

Air Quality (Impact 3.2.1 and Impact 3.2.5)

Construction and operation activities associated with the Project would not generate emissions that would conflict with or obstruct implementation of SCAQMD's SIP and AQMP. Implementation of the Project would not conflict with or obstruct implementation of SCAQMD's SIP and AQMP. Implementation of the Project would not potentially result in the exposure of sensitive receptors to substantial pollutant concentrations.

Development of the Project would not result exposure of sensitive receptors to substantial concentrations of criteria air pollutants and toxic air contaminant because there are no sensitive receptors close to the Project. Sensitive receptors would not be affected by substantial pollutant concentrations. Operation of the Project would not generate emissions that would potentially result in the exposure of sensitive receptors to substantial pollutant concentrations.

Implementation of the Project would not create odors affecting a substantial number of people. Construction activities associated with the Project may generate detectable odors from heavy-duty equipment exhaust. Construction-related odors would be short-term in nature and cease upon Project completion.

Findings of Fact for Air Quality

The City finds that the Project's air quality impacts would not conflict with or obstruct implementation of SCAQMD's SIP and AQMP because the project would not be inconsistent with the policies of the SIP or the policies of the AQMP. The City finds that the Project's air quality impacts would not result in the exposure of sensitive receptors to substantial pollutant emissions because the project's construction and operational emissions would not exceed the applicable SCAQMD thresholds. The Project would not generate detectable odors because the project would not include any uses identified by SCAQMD that generates odors. The project would have less than significant impacts to air quality associated with these impacts. No mitigation measures are necessary.

Biological Resources (Impact 3.3.1 and Impact 3.3.2)

Development of the Project would eliminate existing on-site vegetation and habitat. Construction activities such as grading would remove vegetation on site, however because the Project site does not provide suitable habitat for any species identified as candidate, sensitive, or special status in the area and is not within critical habitat for any listed species.

Development of the Project would result in the removal of existing vegetation from the Project site, including an area containing wetland and riparian habitat. Although there is a small erosional feature on the Project site there are no federal or state jurisdictional waters or wetlands in the boundaries of the Project site, development of the Project would have no impact on wetland and riparian habitats.

Findings of Fact for Biological Resources

Based on the information presented in the Final EIR and the preceding discussion, the City finds that the Project would not impact biological resources associated with species identified as candidate, sensitive, or special status in the area or wetland and riparian habitat and would have less than significant impacts to these biological resources.

Cultural Resources (Impact 3.4.1)

The Project would maintain the potentially historic “Mulligan Man.” Because the Project would maintain the potentially historic resource, “Mulligan Man,” on-site, and there are no other significant resources on the project site, implementation of the Project will not affect this potentially historic resource.

Findings of Fact for Cultural Resources

The City finds that the Project would not impact potentially historic cultural resources and would have less than significant impacts to potentially historic cultural resource.

Greenhouse Gases (Impact 3.6.1 and Impact 3.6.2)

Implementation of the Project would generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment. Remediation activities would generate approximately 919.95 MTCO₂eq/yr. Remediation involves construction activities, remediation GHG emissions have been amortized, and would result in 30.67 MTCO₂eq/yr, which would be added to the total operational GHG emissions. Implementation of remediation would decrease greenhouse gas emissions currently released from the Project site. Project construction emissions would result in 48.49 MTCO₂eq/yr, which would be added to the total operational GHG emissions. Unmitigated Project operational emissions include 2,487.37 MTCO₂eq/yr, discounting for the existing operations of 1,888.08 MTCO₂eq/yr, net Project emissions total 599.29 MTCO₂eq/yr, which is below the draft SCAQMD 1,400 MTCO₂eq/yr threshold.

Because the Project is reducing greenhouse gas emissions currently being emitted from the Project site, implementation of the Project would not conflict with greenhouse gas reduction plans. Implementation of the Project would reduce greenhouse gas emissions related to the existing Project site.

Findings of Facts for Greenhouse Gases

The City finds the because the Project is reducing greenhouse gas emissions currently being emitted from the Project site, implementation of the Project would not conflict with greenhouse gas reduction plans. Implementation of the Project would reduce greenhouse gas emissions related to the existing Project site and would reduce current greenhouse gas emissions associated with the Project site.

Hazards and Hazardous Materials (Impact 3.7.1 and Impact 3.7.2b)

Implementation of the Project would potentially create for significant hazards to the public or the environment through the routine transport, use, or disposal of hazardous materials. Construction activities would be temporary and involve fuels, lubricants, paints, and solvents. Storage and use of hazardous materials at the Project site could result in the accidental release of small quantities of hazardous materials, which would result in exposure to construction workers and/or degrade soil, groundwater, and surface water at Project site. Development of the Project would create hazards to the public or the environment through the routine transport, use, or disposal of hazardous materials. Storage and use of hazardous materials at the Project site could result in the

accidental release of small quantities of hazardous materials. The Project would involve the storage and use of hazardous materials including an existing gasoline above-ground storage tank, containers of leaded fuel and high octane race fuel. Small quantities of hazardous materials associated with vehicle servicing, such as motor oil, solvents and paints also would presumably be stored at the equipment building. Compliance with laws and regulations would reduce impacts associated with hazards.

Hazardous building materials would not be released through implementation of the Project that would create upset and/or cause accidental release conditions. The existing building and structures on the Project site may contain asbestos, lead-based paint, or PCBs demolition of which could cause the release of hazardous building materials. Compliance with laws and regulations will reduce impacts associated with these hazards.

Findings of Fact for Hazardous Materials

Based on the information presented in the Final EIR and the preceding discussion, the City finds that the Project's construction and operation would not create significant hazards to the public or the environment through the routine transport, use, or disposal of hazardous materials. Nor would the Project create upset and or cause hazardous conditions and would have less than significant impacts associated with hazardous materials transport or create hazardous conditions.

Hydrology and Water Quality (Impact 3.8.2)

The Project site is not located within or adjacent to a groundwater recharge area. Additionally, implementation of the Project would utilize less water for landscaping purposes than existing conditions, and would utilize recycled water rather than potable water. As such, the Project would not deplete or interfere with groundwater resources. Construction activities would not deplete or interfere with groundwater resources, as implementation of the RAP would protect groundwater resources through the development of the cap. Implementation of the Project would not interfere with groundwater recharge.

Findings of Fact for Hydrology and Water Quality

Based on the information presented in the Final EIR and the preceding discussion, the City finds that the Project would not interfere with groundwater recharge, the Project site is not located within or adjacent to a groundwater recharge area and significant impacts associated with groundwater recharge would not occur.

Noise (Impact 3.9.1a, Impact 3.9.1c, Impact 3.9.2, and Impact 3.9.4)

Remediation and construction activities associated with the Project would require the use of heavy-duty equipment at the Project site that would generate short-term groundborne vibration. Groundborne vibration would be generated primarily during demolition, site preparation, and grading activities onsite and by off-site haul-truck

travel, however the activities are temporary and short-term and would not impact nearby sensitive receptors.

Remediation and construction activities associated with the Project would increase short-term noise levels in the Project vicinity. Remediation and construction activities would be short-term and involves demolition, site preparation, and fine grading operations. Construction activities would result in periodic increases to the ambient noise environment and could affect sensitive receptors near the site, however the activities are temporary and short-term and would not impact nearby sensitive receptors.

Findings of Fact for Noise

Based on the information presented in the Final EIR and the preceding discussion, the City finds that the Project would only increase noise and vibration in the Project area for short-term and temporary construction activities and significant impacts associated with remediation and construction noise would be less than significant.

Public Services (Impact 3.10.1a and 3.10.1b)

Construction and implementation of the Project would result in calls for fire protection and emergency medical services. The Project would not create a need for additional staffing or facilities in order to adequately service the Project and the surrounding community. The payment of fair share fees and adherence to conditions of approvals would ensure adequate emergency services.

Construction and implementation of the Project would result in additional calls for law enforcement services but would not require construction of new police facilities. The Project would not create a need for additional staffing or facilities in order to adequately service the Project and the surrounding community. Adherence to conditions of approvals would ensure adequate law enforcement services.

Findings of Fact for Public Services

Based on the information presented in the Final EIR and the preceding discussion, the City finds that the Project would not have impacts associated with emergency services or law enforcement services and significant impacts associated with public services would be less than significant.

Recreation (Impact 3.11.1)

Implementation of the Project does not include the development of residential land uses that would increase the use of existing neighborhood and/or regional parks or other recreational facilities that would cause the facility to be deteriorated. However, the Project would result in removal of the privately operated Dominguez Golf Course and driving range. The Project would remove the existing golf course and driving range with a driver trainer facility and related amenities. No impact to recreational facilities would occur because several other golf courses are within the general Project area and the

Project would not cause physical deterioration of neighborhood or regional recreational facilities.

Findings of Fact for Recreation

Based on the information presented in the Final EIR and the preceding discussion, the City finds that the Project would not have impacts associated with recreational opportunities within the City and significant impacts associated with recreation would be less than significant.

Traffic and Transportation (Impact 3.12.1a, Impact 3.12.1b, Impact 3.12.1c, Impact 3.12.2, and Impact 3.12.3)

Remediation activities associated with the Project would result in the addition of vehicle trips to the existing traffic volumes in the Project site vicinity. The trip generation associated with the remediation work is not included in Project construction or operation. The trip generation associated with the remediation phase at the Project site would require trips for construction worker staffing needs, equipment needs. These trip volumes would not exceed the City or County's performance criteria for affected roadways.

The trip generation associated with the construction at the Project site would require trips for planned construction worker staffing needs, equipment needs, and the amount of soil import that is expected. With the addition of Project construction-generated trips, the study intersection of Hamilton Boulevard and Del Amo Boulevard would continue to operate at a deficient LOS (LOS E or worse) during both A.M. and P.M. This would not exceed the City's performance criteria.

Operation of the Project would result in the addition of vehicle trips to the existing traffic volumes in the Project site vicinity but would not substantially reduce the level of service of any roadway segment or intersections. The operation of the Project will generate traffic from the Project site; however, operational vehicle trips would not exceed established LOS thresholds of significance. Implementation of the Project would reduce current traffic volumes to the site.

Operation of the Project would result in the addition of vehicle trips to the existing Caltrans freeway mainline segments in the Project site vicinity. The increase of operational vehicle trips would not exceed established trip thresholds. Implementation of the Project would reduce current volumes to the Project site.

The amount of peak hour vehicle trips introduced by the Project at the nearest CMP-monitored intersections and freeways would be minimal and would not conflict with the applicable CMP. Vehicle trips would be generated by the Project; however they would be minimal and would not require a CMP study or freeway analysis.

The Project would provide adequate access ways to the Project site for visitors and delivery trucks and would not increase traffic hazards. The Project site would create and utilize access points similar to the existing access locations and provide adequate

access ways to the Project site for visitors and delivery trucks and would not increase traffic hazards.

Findings of Fact for Transportation and Traffic

Based on the information presented in the Final EIR and the preceding discussion, the City finds that the Project would not have impacts associated with transportation and traffic and significant impacts associated with transportation and traffic would not occur.