

Draft Initial Study and Mitigated Negative Declaration

Department of Motor Vehicles

Delano Field Office Replacement Project

PREPARED FOR:



ON BEHALF OF LEAD AGENCY:



March 2019

DRAFT

Initial Study and Mitigated Negative Declaration

Department of Motor Vehicles Delano Field Office Replacement Project

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ACRONYMS AND ABBREVIATIONS

Acronym/Abbreviation	Definition
ADA	Americans with Disabilities Act
ADT	average daily traffic
CAAQS	California Ambient Air Quality Standards
CAPCOA	California Air Pollution Control Officers Association
CARB	California Air Resources Board
CBC	California Building Code
CDFW	California Department of Fish and Wildlife
CEQA	California Environmental Quality Act
CH ₄	methane
CHP	California Highway Patrol
CHRIS	California Historical Resources Information System
CNEL	Community Noise Equivalent Level
CO	carbon monoxide
CO ₂	carbon dioxide
CRC	Community Retail Commercial
CRHR	California Register of Historical Resources
CRLR	Cultural Resources Letter Report
DMV	Department of Motor Vehicles
DPD	Delano Police Department
EIR	Environmental Impact Report
FEMA	Federal Emergency Management Agency
FHWA	Federal Highway Administration
FMMP	Farmland Mapping and Monitoring Program
GHG	greenhouse gas
GPCD	gallons per capita per day
HCM	Highway Capacity Manual
HFC	hydrofluorocarbons
HVAC	heating, ventilation, and air conditioning
IPaC	Information, Planning, and Conservation System
IS	Initial Study
ITE	Institute of Transportation Engineers
KCFD	Kern County Fire Department
LACM	Natural History Museum of Los Angeles County
LEED	Leadership in Energy and Environmental Design
LOS	level of service
MLD	most likely descendant
MM	mitigation measures
MND	Mitigated Negative Declaration
MRZ	Mineral Resources Zone
N ₂ O	nitrous oxide

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Acronym/Abbreviation	Definition
NAAQS	National Ambient Air Quality Standards
NAHC	Native American Heritage Commission
NF ₃	nitrogen trifluoride
NO ₂	nitrogen dioxide
NSLU	noise-sensitive land uses
O ₃	ozone
OSHA	Occupational Safety and Health Administration
PA	public address
PFC	perfluorocarbon
PM ₁₀	particulate matter with an aerodynamic diameter less than or equal to 10 microns
PM _{2.5}	particulate matter with an aerodynamic diameter less than or equal to 2.5 microns
PPE	personal protective equipment
PPV	peak particle velocity
RCNM	Roadway Construction Noise Model
REC	recognized environmental condition
ROG	reactive organic gas
RPZ	Runway Protection Zone
RTP	Regional Transportation Plan
SCS	Sustainable Communities Strategy
SF ₆	sulfur hexafluoride
SJVAB	San Joaquin Valley Air Basin
SJVAPCD	San Joaquin Valley Air Pollution Control District
SLF	Sacred Lands File
SO ₂	sulfur dioxide
SR-	State Route
SSJVIC	Southern San Joaquin Valley Information Center
ST	short-term
SWPPP	stormwater pollution prevention plan
TAC	toxic air contaminant
USFWS	U.S. Fish and Wildlife Service
VOC	volatile organic compounds
ZNE	zero net energy

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1 INTRODUCTION

1.1 Introduction and Regulatory Guidance

The Department of Motor Vehicles (DMV), with assistance from the California Department of General Services, has prepared this Initial Study (IS)/Mitigated Negative Declaration (MND) to provide the public, responsible agencies, and trustee agencies with information about the potential environmental effects of construction and operation of the proposed DMV Delano Field Office Replacement Project (proposed project). This IS/MND has been prepared in accordance with the California Environmental Quality Act (CEQA), California Public Resources Code Section 21000 et seq., and the CEQA Guidelines, Title 14 California Code of Regulations Section 15000 et seq.

Pursuant to CEQA (California PRC, Section 21000 et seq.), the lead agency must prepare an IS for discretionary projects such as the proposed project to determine whether the proposed project may have a significant adverse effect on the environment. The IS uses the significance criteria outlined in Appendix G of the CEQA Guidelines (14 CCR 15000 et seq.). Article 6, Section 15070, Decision to Prepare a Negative Declaration or Mitigated Negative Declaration, of the CEQA Guidelines states the following:

A public agency shall prepare or have prepared a proposed negative declaration or mitigated negative declaration for a project subject to CEQA when:

- a) The initial study shows that there is no substantial evidence, in light of the whole record before the agency, that the project may have a significant effect on the environment, or
- b) The initial study identifies potentially significant effects, but:
 - 1) Revisions in the project plans or proposals made by, or agreed to by, the applicant before a proposed mitigated negative declaration and initial study are released for public review would avoid the effects or mitigate the effects to a point where clearly no significant effects would occur, and
 - 2) There is no substantial evidence, in light of the whole record before the agency, that the project as revised may have a significant effect on the environment (14 CCR 15070).

Based on the analysis in the IS, it has been determined that project-related environmental impacts would not result in significant impacts to aesthetics, agriculture and forestry resources, geology/soils, greenhouse gas emissions, hazards and hazardous materials, hydrology and water quality, land use and planning, mineral resources, noise, population and housing, public services,

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recreation, transportation and traffic, and utilities and service systems. Impacts to air quality, biological resources, cultural resources, and tribal cultural resources would be reduced to a less-than-significant level with the incorporation of feasible mitigation measures. Therefore, adoption of an MND will satisfy the requirements of CEQA.

1.2 Lead Agency and Project Proponent

The lead agency is the public agency that has the primary responsibility for approving a project. CEQA Guidelines Section 15051(b)(1) states that, “the lead agency will normally be the agency with general governmental powers, such as a city or county, rather than an agency with a single or limited purpose.” The lead agency and project proponent for the proposed project is the DMV.

1.3 Purpose of This Document

The California Department of General Services has been tasked with directing the preparation of an IS/MND in compliance with CEQA on behalf of the DMV for the proposed project. The purpose of this document is to present to reviewing agencies and the public the environmental consequences of implementing the proposed project. The IS/MND is available for a 30-day public review period from March 5, 2019, to April 4, 2019.

Written comments should be addressed to:

Patricia Kelly, Environmental Project Manager
Department of General Services, RESD, PMDB
c/o Dudek
605 Third Street
Encinitas, California 92024

The email address for electronic comments is: DelanoDMV@dudek.com (in subject line please include: “**Delano DMV MND Comments**”).

Location of Documents Available for Public Review. The IS/MND may be viewed online at <http://www.dgs.ca.gov/resd/Programs/EnvironmentalServicesSection/DelanoDMVReplacement>. In addition, copies of the IS/MND and appendices on CD are available for review at the locations listed in Table 1-1.

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Table 1-1
Environmental Document Repositories

Site	Address
Delano Branch Library	925 10th Avenue, Delano, California 93215
California Department of General Services, RESD Environmental Services Station	707 Third Street, Suite 401, West Sacramento, California 95605

Notes: RESD = Real Estate Services Division

After comments are received from the public and reviewing agencies, the state will consider those comments and may (1) adopt the MND and mitigation monitoring program and approve the proposed project, (2) undertake additional environmental studies, or (3) abandon the project.

1.4 Document Organization

This IS/MND is organized to provide an analysis of the potentially significant environmental impacts and mitigation measures for the proposed project. In order to describe the direct and indirect impacts, as well as mitigation measures for the proposed project, this IS/MND is organized as follows:

Chapter 1, Introduction, serves as a foreword to the IS/MND, introducing the applicable environmental review procedures, intended uses of the IS/MND, format of the IS/MND, and summary of conclusions of the environmental analysis.

Chapter 2, Project Description, provides a thorough description of the proposed project components and required permits and approvals.

Chapter 3, Initial Study Checklist, provides a description of the existing environmental setting and an analysis of the potentially significant environmental impacts identified for the proposed project, as well as proposed mitigation measures to reduce or avoid any potentially significant impacts.

Chapter 4, List of Preparers, lists members of the IS/MND team that contributed to the preparation of this document, as well as their primary IS/MND responsibility and qualifications.

Chapter 5, References Cited, lists references used in preparation of the IS/MND.

Appendices include various information and technical studies prepared for the proposed project, as listed in the table of contents.

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1.5 Summary of Findings

Chapter 3 of this document contains the analysis and discussion of potential environmental impacts of the proposed project.

Based on the issues evaluated in Chapter 3, it was determined that the proposed project would have no impact or impacts that are less than significant on the following issue areas:

- Aesthetics
- Agricultural and Forestry Resources
- Geology and Soils
- Greenhouse Gas Emissions
- Hazards and Hazardous Materials
- Hydrology and Water Quality
- Land Use
- Mineral Resources
- Noise
- Population and Housing
- Public Services
- Recreation
- Transportation and Traffic
- Utilities and Service Systems

Implementation of the proposed project would be less than significant with implementation of mitigation measures in the following areas:

- Air Quality
- Biological Resources
- Cultural Resources
- Tribal Cultural Resources
- Mandatory Findings of Significance

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2 PROJECT DESCRIPTION

2.1 Background and Need for Project

The California Department of Motor Vehicles (DMV) has determined that the existing DMV Delano field office is 62 years old and is not sized appropriately to accommodate the existing staffing and service demand levels needed at this location. For this reason, DMV is proposing to construct a larger facility to accommodate DMV staff and improve customer services. The existing DMV facility, located at 631 Jefferson Street, is currently leased space. Once the new facility is operational, the current lease will be terminated. In concert with providing a more efficient and effective space to carry out the services necessary at this DMV field office, the new building will be designed to increase energy efficiency. Furthermore, in consideration of the governor's initiatives for green buildings and sustainable development, the facility would exemplify how sustainability and energy efficiency goals can be integrated into facility building design and operations. To that extent, DMV will seek to achieve Leadership in Energy and Environmental Design (LEED) Silver, or better, certification and achieve zero net energy (ZNE) performance.

2.2 Project Location

The approximately 3-acre project site is located east of Dover Parkway between Diaz Avenue and Woollomes Avenue in the southern portion of the City of Delano, California (Figure 2-1, Location Map), approximately 0.1 miles west of State Route (SR-) 99. The site is identified as the southwest corner of Assessor's Parcel Number 521-030-06-00-5 and is located approximately 1 mile south of downtown Delano in an area of encroaching residential and commercial development. The site is located within a larger, roughly triangular-shaped property bordered by Dover Parkway on the west, SR-99 on the east, Woollomes Avenue on the south, and Diaz Avenue on the north.

The existing project site is undeveloped and was formerly used as agricultural land since at least 1937 until the mid-2000s. The project site is relatively flat and is undeveloped, with no buildings, structures, or utilities present. The site primarily consists of loose soil and dry grass cuttings. There are no trees located on the property. The portion of Dover Parkway adjacent to the western boundary of the site is also undeveloped, with no curbs, gutters, sidewalks, street lighting, or fire hydrants along the roadway.

Parcels surrounding the project site are largely undeveloped to the east, west, and south, with the exception of a Home Depot and Chevron service station approximately 0.25 miles to the southeast of the project site, adjacent to Woollomes Avenue and SR-99. SR-99 is approximately 0.1 miles directly east of the site. Grading for future residential development was performed in 2005 for the parcel located approximately 0.1 miles west of the project site across Dover Parkway, although

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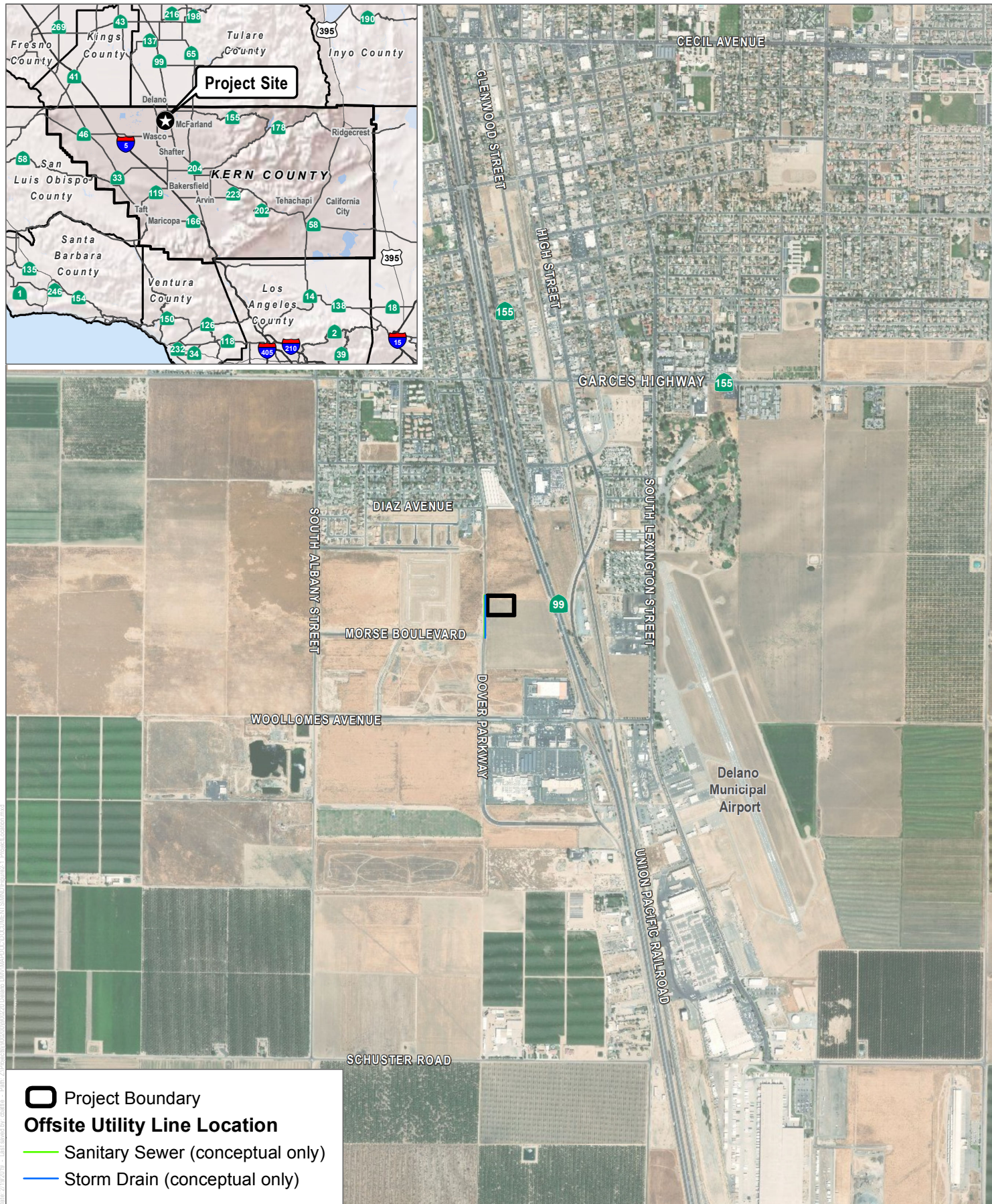
homes have not yet been constructed. The land immediately west of the project site across Dover Parkway is a fallow orchard. The area is planned to support office, cinema, and retail buildings. Residential areas containing single-family homes are located approximately 0.2 miles northwest of the project site above Del Sol Parkway. Commercial uses are dispersed among undeveloped parcels surrounding the project site, including a self-storage facility to the north, a dialysis center to the northwest, a Chevrolet dealership to the northeast, and a tractor sales store to the southeast. Dover Parkway, located immediately to the west of the site, is not a heavily trafficked street and contains one lane in each direction.

Nearby parks include Martin Luther King Jr. Park, located approximately 0.5 miles northwest of the site; Delano Heritage Park, located approximately 0.6 miles northeast of the site; and Memorial Park, located approximately 0.5 miles northeast of the site. The Valley Vista Elementary School is located immediately north of Martin Luther King Jr. Park, approximately 0.55 miles northwest of the site. In addition, two other schools, the Nueva Vista Language Academy and the Sequoia Christian Academy are located approximately 0.6 miles northwest and approximately 0.8 miles northeast of the site, respectively. The Delano Municipal Airport is located approximately 1 mile southeast of the site across SR-99 and South Lexington Street.

The City of Delano General Plan designates the project site as Commercial (City of Delano 2011a), and the site is zoned Community Retail Commercial (City of Delano 2011b).

2.3 Project Characteristics and Design

The proposed project would consist of construction of a new approximately 11,000-gross-square-foot, single-story DMV field office with attached carport and associated on-site circulation and landscaping improvements. The building would be a maximum of 35 feet high above finish floor elevation as measured above the top of roof at its highest point. The roofline on the north side of the building would be approximately 12 feet tall with an approximately 8-foot metal screen wall used to screen the building's mechanical units. In addition, the roof would include 11, 14-inch tubular skylights. The exterior of the building would primarily be made of concrete masonry (1-foot by 2-foot ceramic panel and metal wall finish) and glass windows. The entry area and outdoor seating area on the west side of the building would include overhangs for shading.



SOURCE: Bing Maps 2018; Kern County 2010

FIGURE 2-1

Project Location

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As proposed, the new building would include nine service counters (“production terminals”), a Start Here terminal, a consultation workstation, large public service area, a testing area, a camera station, staff workrooms and open work areas, staff multipurpose rooms, and public and staff restrooms. A manager’s office, employee and program support rooms, building support rooms, and storage rooms would also be included in the building. The new field office would accommodate the existing daily staff (12) and would serve up to 350 customers on opening day, the same number of customers it is currently serving. The DMV estimates that by 2030, the new facility would serve up to 400 customers per day. The number of transaction windows would include nine windows (three more than the existing DMV), a “Start Here” terminal, and a consultation workstation. No new staff are anticipated due to DMV self-service capabilities being expanded.

The field office’s main entrance would be located on the building’s south façade. The project would construct parking lots surrounding the proposed building, with 65 parking spaces designated for customers, including three Americans with Disabilities Act (ADA)-compliant accessible parking spaces. Customer parking lots would be located to the west and south of the proposed building. A portion of customer parking spaces and motorcycle parking area in the southern area of the project site would be covered with a solar panel parking canopy. A parking lot for staff would be located to the east and north of the building, which would contain 17 parking spaces, including one ADA-compliant accessible parking space. The project site would also be equipped with two electric vehicle charging stations. The staff entrance would be located on the east side of the building. Parking areas would be landscaped with easily maintained drought-tolerant plants and boulders. The entrance area would include a covered waiting area with a seat wall. In addition, the front area would include outdoor benches for customers to wait. The footprint of the new field office building and the layout of parking spaces is depicted on Figure 2-2, Site Plan and On-Site Circulation. The solar panels would be located on the covered parking canopy on the southern side of the site. They would be on fixed racks, angled to the south to improve solar output, and would have an anti-reflective coating. The first solar canopy over the parking spaces would be up to 183 feet by 32 feet, and the second over the motorcycle parking area would be up to 38 feet by 26 feet. The solar canopies would be up to 14 feet tall at the highest point. The output would be approximately 100 kilowatts direct current.

The project site would be accessible from two driveways along Dover Parkway: one in the northern portion and one in the southern portion of the site. The eastern portion of the project site would accommodate a vehicle staging area with a carport and test lanes. A 7-foot-high ornamental wrought-iron fence with a painted finish would be installed along the site perimeter with motorized rolling gates at the site driveways on the west front of the property.

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The project also includes site work and installation of utilities (water, sewer, and power), walkways, curbs and gutters, signage, landscaping and irrigation, trash enclosures, site drainage, site lighting, surface parking, and fencing. Three small, shallow landscaped stormwater filtration areas are planned to be constructed within the parking lot located along the north, south, and east edge of the site. Utilities, while available, are not all directly adjacent to the site. Storm drainage and sewer require trenching approximately 650 feet to connect to a 30-inch storm sewer and a 12-inch sanitary sewer, respectively. Communication lines and natural gas lines would require trenching approximately 600 feet to connect to existing utility connections. There is an existing water line in the street right-of-way adjacent to the site, which DMV would tie into. The proposed project would also require the addition of one lane to the west of the centerline of Dover Parkway and one lane to east of the current pavement on Dover Parkway, as well as curb, gutter and sidewalk along the western boundary of the project site.

The proposed project would install five 30-foot tall light poles surrounding the northern, eastern, and western portions of the site. Additionally, proposed lighting would include 8-foot light strips under the proposed solar canopies, 14 wall-mounted lights on the proposed building, and one signage light near the public entry to the proposed building.

The new field office building would be designed to achieve LEED Silver certification and would target ZNE consumption. ZNE indicates that the total amount of the energy used by the building on an annual basis would be less than the amount of renewable energy generated on site.

Core operating hours of the new field office would be 8:00 a.m. to 5:00 p.m., Monday through Friday; however, extended office hours, including, but not limited to Saturdays, may be required to meet demand for specific programs such as the REAL ID Act. Employees could enter and leave the facility outside the core operating hours (typically between 7:30 a.m. to 7:00 p.m.).

2.4 Project Construction

Construction of the proposed project would take approximately 15 months to complete and is anticipated to begin in January 2021. The construction phases, approximate duration of each phase, and equipment estimates are outlined in Table 2-1. During the various phases of construction, equipment, including an excavator, front-end loader, backhoe, scraper, bulldozer, compactor, Gradall excavator, medium crane, compressor, scissor lift, and boom lift, would be used on site. During peak construction, approximately 110 one-way vehicle trips per day for construction crews and equipment/material deliveries would occur. Access to and from the construction site would occur along Dover Parkway. No pile driving, blasting, or other such concussive events are anticipated to be needed during construction. The new field office building is scheduled to open to the public in Spring 2022.

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**Table 2-1
Construction Phase, Duration, and Equipment Estimates**

Construction Phase	Duration (Days)	Equipment		
		Equipment Type	Quantity	Usage Hours
Earthwork and Site Preparation	60	Dozer	1	305
		Loader	1	444
		Water Truck	1	444
		Compactor	1	444
		Transfer Truck	4	1,632
Trenching (on-site utilities)	140	Excavator	1	478
		Loader	1	622
		Water Truck	1	622
		Transfer Truck	4	832
		Sheepfoot Attachment	1	478
		Reel trailer	1	80
		Pull Rig	1	80
		Concrete Truck	27	38
Trenching (off-site utilities)	60	Excavator	1	469
		Loader	1	613
		Water Truck	1	613
		Transfer Truck	4	792
		Sheepfoot Attachment	1	469
Building Construction	320	Cranes	1	2,240
		Forklifts	3	7,680
		Generator Sets	1	2,560
		Tractors/Loaders/Backhoes	3	6,720
		Welders	1	2,560
Paving	40	Cement and Mortar Mixers	2	480
		Pavers	1	320
		Paving Equipment	2	480
		Rollers	2	480
		Tractors/Loaders/Backhoes	1	320
Architectural Coating	40	Air Compressors	1	240

Construction would be performed by a qualified contractor. During the earthwork phase of construction on the project site, 100 cubic yards of cut and 3,607 cubic yards of fill are estimated to be required, which would result in approximately 3,507 cubic yards of imported material onto the project site. In addition, on- and off-site infrastructure improvements would occur for installation of sewer, stormwater, natural gas, underground electric, and communication lines. Trenching activities are

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estimated to require 3,100 cubic yards of cut and 2,518 cubic yards of backfill for on-site infrastructure improvements; and 2,939 cubic yards of cut and 2,556 cubic yards of backfill for off-site infrastructure improvements along Dover Parkway. The majority of cut material would be reused as backfill, with approximately 965 cubic yards of soil export required.

Plans and specifications would incorporate stipulations regarding standard State of California requirements and construction practices, including for grading, safety measures, vehicle operation and maintenance, excavation stability, erosion control, drainage alteration, groundwater disposal, traffic circulation, public safety, dust control, and noise generation. Table 2-2 provides a summary of standard construction practices that would be implemented throughout construction.

**Table 2-2
Summary of Standard Construction Procedures/Practices**

Issue	Standard Construction Procedure
Air Quality	<ul style="list-style-type: none"> • Water trucks and/or sprinkler systems shall be used during construction (including clearing, grading, earth moving, excavating, and transporting cut/fill materials) to prevent dust from leaving the site. Standard construction practices that would be employed to reduce fugitive dust emissions include watering of the active sites three times per day depending on weather conditions. • Any haul vehicle leaving the project site shall be covered to prevent dust/particulate fly-off. • Haul vehicles equipped with bed liners shall be used as much as possible. • Low-emitting coatings must be used and shall be applied via an electrostatic spray gun to reduce paint overspray.
Water Quality and Hydrology	<ul style="list-style-type: none"> • The contractor would prepare a Stormwater Pollution Prevention Plan that conforms to the California Storm Water Quality Association's Stormwater Pollution Prevention Plan template and includes appropriate best management practices related to the specific project. The following list includes examples of treatment control best management practices to employ during construction (these features shall appear as notes on final design plans): <ul style="list-style-type: none"> ○ Silt fences installed along limits of work and/or the project construction site ○ Stockpile containment (e.g., visqueen, fiber rolls, gravel bags) ○ Hillside stabilization structures (e.g., fiber matrix on slopes and construction access stabilization mechanisms) ○ Street sweeping ○ Tire washes for equipment ○ Runoff control devices (e.g., drainage swales, gravel bag barriers/chevrons, velocity check dams) during the rainy season
Noise	<ul style="list-style-type: none"> • All construction activities shall typically be limited to the hours between 7:00 a.m. and 7:00 p.m. and 8:00 a.m. and 5:00 p.m. on Saturdays. However, when needed or necessary, limited construction activities may occur on Sundays or during nighttime hours. • Once installed, the PA system sound levels shall be tested by a qualified acoustic professional to confirm that the system is calibrated to produce less than 70 dBA at the nearest property boundary. The acoustic professional shall prepare a memo indicating compliance with this requirement for the Department of General Services compliance-monitoring file. This requirement shall be incorporated into the construction contract.

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**Table 2-2
Summary of Standard Construction Procedures/Practices**

Issue	Standard Construction Procedure
Transportation and Traffic	<ul style="list-style-type: none">• In accordance with the California Vehicle Code, the project planning team shall prepare a traffic control plan for use during construction. The traffic control plan shall include provisions for construction times and control plans for allowance of cyclists, pedestrians, and bus access. The plan shall also outline provisions for emergency vehicle movement at all times.

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2.5 Required Permits and Approvals

DMV is the lead agency for the proposed project with assistance from the California Department of General Services – Real Estate Services Division. This Mitigated Negative Declaration (MND) may be used by responsible agencies and trustee agencies¹ that may have some approval authority over the proposed project (i.e., to issue a permit). DMV would obtain all permits and approvals, as required by law. A list of permits or other forms of approval required of the proposed project is provided in Table 2-3.

**Table 2-3
Permits or Other Actions Required**

Agency	Jurisdiction	Permit Regulatory Requirement/Approval
<i>State</i>		
DMV	MND and project approval documents	Certification of the MND and adoption of the Mitigation Monitoring and Reporting Plan
Regional Water Quality Control Board, Region 5 (Central Valley)	Porter-Cologne Water Quality Control Act; California Water Code Division 7, Water Quality	Stormwater Construction General Permit National Pollution Discharge Elimination System Permit
Division of the State Architect	ADA	Accessibility Compliance Approval
State Fire Marshal	Fire and life safety plan approval	Facility Fire and Life Safety Program
<i>Local</i>		
City of Delano	Encroachment permits for roadway and backbone infrastructure improvements	Road and utility easement encroachment permits. Approved service applications for power, water and sewer.
Kern County Fire Department	Fire and site access review	Facility Fire and Life Safety Program
SCE	SCE applicable regulations	Electrical service connection approval

Notes: DMV = Department of Motor Vehicles; MND = mitigated negative declaration; ADA = Americans with Disabilities Act; SCE = Southern California Edison.

Under the doctrine of sovereign immunity, DMV is not subject to local land use regulation:

When the state engages in such sovereign activities as the construction and maintenance of its buildings (and leasing of the building is no different), it is not subject to local regulations unless the Constitution says it is or the Legislature has consented to such regulations (*Hall v. City of Taft*, supra, 47 Cal.2d 177, 183; *County of Los Angeles v. City of Los Angeles*, supra, 212 Cal.App.2d 160, 165).

¹ Responsible agencies are state and local public agencies, other than the lead agency, that have some authority to carry out or approve a project or that are required to approve a portion of the project for which a lead agency is preparing or has prepared an MND. Trustee agency means a state agency having jurisdiction by law over natural resources affected by a project, which are held in trust for the people of the State of California.

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In the interest of describing the local land use context of the proposed project, relevant City of Delano policies, laws, and regulations are provided in Section 3.10, Land Use. In addition, it is the state's policy to work with the local land use agencies and to avoid planning and land use conflicts when possible.

**Department of Motor Vehicles
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3 INITIAL STUDY CHECKLIST

1. Project title:

Department of Motor Vehicles Delano Field Office Replacement Project

2. Lead agency name and address:

Department of Motor Vehicles
2415 First Avenue, MS A156
Sacramento, California 95818
Sarah Redeen, Project Manager

3. Contact person and phone number:

Patricia Kelly, Senior Environmental Planner (Department of General Services)
916.376.1609

4. Project location:

The project site (APN 521-030-06-00-5) is located east of Dover Parkway between Diaz Avenue and Woollomes Avenue in the southern portion of the City of Delano, California (Figure 2-1).

5. Project sponsor's name and address:

Same as lead agency

6. General plan designation:

Commercial (City of Delano General Plan)

7. Zoning:

Community Retail Commercial (CRC)

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- 8. Description of project. (Describe the whole action involved, including but not limited to later phases of the project, and any secondary, support, or off-site features necessary for its implementation. Attach additional sheets if necessary):**

Please refer to Section 2, Project Description.

- 9. Surrounding land uses and setting (Briefly describe the project's surroundings):**

Please refer to Section 2, Project Description.

- 10. Other public agencies whose approval is required (e.g., permits, financing approval, or participation agreement):**

Please refer to Section 2, Project Description.

- 11. Have California Native American tribes traditionally and culturally affiliated with the project area requested consultation pursuant to Public Resources Code section 21080.3.1? If so, has consultation begun?**

Neither the Department of General Services or Department of Motor Vehicles have been contacted by California Native American tribes traditionally and culturally affiliated with the project area to request consultation pursuant to Public Resources Code Section 21080.3.1. However, as further detailed in Section 3.17 of this Initial Study/Mitigated Negative Declaration, the Department of General Services and Department of Motor Vehicles have notified all area tribes listed by the Native American Heritage Commission in their general response letter in order to solicit information regarding cultural resources. Letters were sent via certified mail on August 27, 2018.

Note: Conducting consultation early in the CEQA process allows tribal governments, lead agencies, and project proponents to discuss the level of environmental review, identify and address potential adverse impacts to tribal cultural resources, and reduce the potential for delay and conflict in the environmental review process. (See Public Resources Code section 21083.3.2.) Information may also be available from the California Native American Heritage Commission's Sacred Lands File per Public Resources Code section 5097.96 and the California Historical Resources Information System administered by the California Office of Historic Preservation. Please also note that Public Resources Code section 21082.3(c) contains provisions specific to confidentiality.

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ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a “Potentially Significant Impact,” as indicated by the checklist on the following pages.

- | | | |
|-------------------------------------------------------------|-------------------------------------------------------------|--------------------------------------------------------|
| <input type="checkbox"/> Aesthetics | <input type="checkbox"/> Agriculture and Forestry Resources | <input type="checkbox"/> Air Quality |
| <input type="checkbox"/> Biological Resources | <input type="checkbox"/> Cultural Resources | <input type="checkbox"/> Geology and Soils |
| <input type="checkbox"/> Greenhouse Gas Emissions | <input type="checkbox"/> Hazards and Hazardous Materials | <input type="checkbox"/> Hydrology and Water Quality |
| <input type="checkbox"/> Land Use and Planning | <input type="checkbox"/> Mineral Resources | <input type="checkbox"/> Noise |
| <input type="checkbox"/> Population and Housing | <input type="checkbox"/> Public Services | <input type="checkbox"/> Recreation |
| <input type="checkbox"/> Transportation and Traffic | <input type="checkbox"/> Tribal Cultural Resources | <input type="checkbox"/> Utilities and Service Systems |
| <input type="checkbox"/> Mandatory Findings of Significance | <input checked="" type="checkbox"/> None with Mitigation | |

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MITIGATION MEASURES: Table 3-1 lists mitigation measures (MM) that are recommended to reduce project-related impacts to less than significant.

**Table 3-1
Mitigated Negative Declaration Mitigation Measures**

AIR QUALITY	
MM-AQ-1	Between June 1 and November 30, when Valley Fever rates of infection are the highest, additional dust suppression measures (such as additional water or the application of additional soil stabilizer) will be implemented prior to and immediately following ground disturbing activities if wind speeds exceed 15 mph or temperatures exceed 95°F for 3 consecutive days. The additional dust suppression will continue until winds are 10 mph or lower and outdoor air temperatures are below 90°F for at least 2 consecutive days. The additional dust suppression measures will be incorporated into the Dust Control Plan.
MM-AQ-2	<p>Prior to any project grading activity, the primary project construction contractor will prepare and implement a worker training program that describes potential health hazards associated with Valley Fever, common symptoms, proper safety procedures to minimize health hazards, and notification procedures if suspected work-related symptoms are identified during construction. The worker training program will identify safety measures to be implemented by construction contractors during construction. Safety measures will include the following:</p> <ul style="list-style-type: none"> • Provide HEPA-filtered air-conditioned enclosed cabs on heavy equipment. Train workers on proper use of cabs, such as turning on air conditioning prior to using the equipment. • Provide communication methods, such as two-way radios, for use by workers in enclosed cabs. • Provide personal protective equipment (PPE), such as half-mask and/or full-mask respirators equipped with particulate filtration, to workers active in dusty work areas. • Provide separate, clean eating areas with hand-washing facilities for construction workers. • Clean equipment, vehicles, and other items before they are moved off site to other work locations. • Provide training for construction workers so they can recognize the symptoms of Valley Fever and promptly report suspected symptoms of work-related Valley Fever to a supervisor. • Direct workers that exhibit Valley Fever symptoms to immediately seek a medical evaluation. <p>Prior to initiating any grading, the construction contractor will provide the Department of General Services program manager, as the Department of Motor Vehicles authorized assignee for project construction, with copies of all educational training material.</p>
BIOLOGICAL RESOURCES	
MM-BIO-1	<p>San Joaquin Kit Fox. The Department of Motor Vehicles (DMV), or an authorized assignee, shall have a qualified biologist conduct a pre-construction survey for San Joaquin kit fox no less than 14 days and no more than 30 days prior to any construction related activities. Surveys will be conducted on the project site and within a 200-foot buffer zone within areas where legal access is available in order to evaluate and ascertain if kit fox is using the project site. If an active kit fox den is observed within the work area or 200-foot buffer zone, the California Department of Fish and Wildlife (CDFW) and U.S. Fish and Wildlife Service (USFWS) shall be contacted prior to disturbance within 200 feet of the den to determine the best course of action. If no kit fox activity is detected, work shall continue as planned, and a brief memo shall be submitted to the CDFW and USFWS after the completion of the pre-construction survey.</p> <p>While San Joaquin kit foxes are not anticipated to access the site during construction, DMV, or an authorized assignee, shall implement precautionary measures following the <i>Standardized Recommendations for Protection of the San Joaquin Kit Fox Prior to or During Ground Disturbance</i> developed by the USFWS (2011) as follows:</p> <ol style="list-style-type: none"> 1. Project-related vehicles shall observe a 20 mph speed limit in all project areas, except on county roads and state and federal highways; this is particularly important at night, when kit foxes are most active. Nighttime construction shall be minimized. Off-road traffic outside of designated project areas shall be prohibited. 2. Kit foxes are attracted to den-like structures such as pipes and may enter stored pipe, becoming trapped or injured. If a San Joaquin kit fox is discovered inside a pipe, that section of pipe shall not be moved

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**Table 3-1
Mitigated Negative Declaration Mitigation Measures**

	<p>until the USFWS has been consulted. If necessary, and under the direct supervision of the biologist, the pipe may be moved once to remove it from the path of construction activity, until the fox has escaped.</p> <ol style="list-style-type: none"> 3. All food-related trash items such as wrappers, cans, bottles, and food scraps shall be disposed of in closed containers and removed regularly from a construction or project site. 4. Use of rodenticides and herbicides in project areas shall be restricted as follows. All uses of such compounds shall observe label and other restrictions mandated by the U.S. Environmental Protection Agency, California Department of Food and Agriculture, and other state and federal legislation, as well as additional project-related restrictions deemed necessary by the USFWS. If rodent control must be conducted, zinc phosphide shall be used because of proven lower risk to kit fox. 5. Escape ramps shall be provided for all open trenches or ditches deeper than 2 feet to allow animals to escape. 6. Any contractor or employee who inadvertently kills or injures a San Joaquin kit fox shall immediately report the incident to their representative. The representative shall contact the USFWS and CDFW immediately in the case of a dead, injured, or entrapped kit fox. <p>The USFWS and CDFW shall be notified in writing within 3 working days of the accidental death or injury to a San Joaquin kit fox during project related activities. Notification must include the date, time, and location of the incident, or of the finding of a dead or injured animal, and any other pertinent information.</p>
MM-BIO-2	<p>Burrowing Owl. The Department of Motor Vehicles (DMV), or an authorized assignee, shall retain a qualified biologist to conduct burrowing owl surveys on the site and 300-foot buffer where legal access is available, prior to construction or site preparation activities. The survey shall be conducted no more than 30 days prior to commencement of construction activities. Occupied burrows that would be in danger of collapse should not be disturbed during the nesting season (February 1 through August 31) unless a qualified biologist approved by the California Department of Fish and Wildlife (CDFW) verifies through non-invasive methods that either: (1) the birds have not begun egg laying and incubation or (2) that juveniles from the occupied burrows are foraging independently and are capable of independent survival. If burrowing owls are observed using burrows during the surveys, owls shall be excluded from all active burrows (that are in danger of collapse) through the use of exclusion devices placed in occupied burrows in accordance with CDFW protocols (CDFW 2012).</p> <p>In such case, exclusion devices shall not be placed until the young have fledged and are no longer dependent upon the burrow, as determined by a qualified biologist. Specifically, exclusion devices, utilizing one-way doors, shall be installed in the entrance of all active burrows. The devices shall be left in the burrows for at least 48 hours to ensure that all owls have been excluded from the burrows. Each of the burrows shall then be excavated by hand and refilled to prevent reoccupation. Exclusion shall continue until the owls have been successfully excluded from the site, as determined by a qualified biologist.</p>
MM-BIO-3	<p>Nesting Birds. Within 30 days of initial ground disturbance activities associated with construction or grading that would occur during the nesting/breeding season of native bird species potentially nesting on the site (typically, February through September in the project region), the Department of Motor Vehicles (DMV), or an authorized assignee, shall have weekly surveys conducted by a qualified biologist (experienced with the nesting behavior of bird species of the region). The intent of the surveys is to determine if active nests of bird species protected by the Migratory Bird Treaty Act and/or the California Fish and Game Code are present in the construction zone or within 300 feet (500 feet for raptors) of the construction zone. The surveys shall be timed such that the last survey is concluded no more than 1 week prior to initiation of clearance/construction work. If ground disturbance activities are delayed, then additional pre-construction surveys will be conducted such that no more than one week will have elapsed between the last survey and the commencement of ground disturbance activities.</p> <p>If active nests are found, clearing and construction within 300 feet of the nest (500 feet for raptors), or at a distance deemed sufficient by the qualified biologist, shall be postponed or halted until the nest is vacated, juveniles have fledged, and there is no evidence of a second attempt at nesting. Limits of construction to avoid an active nest shall be established in the field with flagging, fencing, or other appropriate barrier, and construction personnel shall be instructed on the sensitivity of nest areas. The biologist shall serve as a construction monitor during those periods when construction activities will occur near active nest areas to</p>

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**Table 3-1
Mitigated Negative Declaration Mitigation Measures**

	ensure that no inadvertent impacts on these nests will occur. The results of the survey in the form of a memo, and any avoidance measures taken, shall be submitted to the client within 30 days of completion of the pre-construction surveys and/or construction monitoring to document compliance with applicable state and federal laws pertaining to the protection of native birds.
CULTURAL RESOURCES	
MM-CUL-1	In the event that archaeological resources (sites, features, or artifacts) are exposed during construction activities for the proposed project, all earth-disturbing work occurring in the vicinity (generally within 100 feet of the find) shall immediately stop, and a qualified professional archaeologist, meeting the Secretary of Interior's Professional Qualification Standards, shall be notified regarding the discovery. The archaeologist shall evaluate the significance of the find and determine whether or not additional study is warranted. If the discovery proves significant under California Environmental Quality Act (14 CCR 15064.5(f); PRC Section 21082) or Section 106 of the National Historic Preservation Act (36 CFR 60.4), additional work such as preparation of an archaeological treatment plan, testing, or data recovery may be warranted.
MM-CUL-2	Prior to beginning trenching activities, a workers education for unanticipated fossil discoveries shall be conducted. In the event that paleontological resources (e.g., fossils) are exposed during trenching activities, all earth-disturbing work occurring in the vicinity (generally within 50 feet of the find during trenching activities) shall immediately stop, and a qualified professional paleontologist, meeting the Society of Vertebrate Paleontology (2010) guidelines, shall be notified regarding the discovery. The paleontologist shall evaluate the significance of the find and determine whether or not additional study is warranted. If the discovery proves significant, additional work such as paleontological resources salvage and reporting may be warranted.
MM-CUL-3	In accordance with Section 7050.5 of the California Health and Safety Code, if potential human remains are found, earth-disturbing work in the vicinity (generally 100 feet is sufficient) should immediately halt, and the county coroner shall be notified of the discovery. The coroner will provide a determination within 48 hours of notification. No further excavation or disturbance of the identified material, or any area reasonably suspected to overlie additional remains, shall occur until a determination has been made. If the county coroner determines that the remains are, or are believed to be, Native American, they shall notify the Native American Heritage Commission (NAHC) within 24 hours. In accordance with California Public Resources Code Section 5097.98, the NAHC must immediately notify those persons believed to be the most likely descendant (MLD) from the deceased Native American. The MLD may, with the permission of the owner of the land, or his or her authorized representative, inspect the site of the discovery of the Native American human remains and may recommend to the owner or the person responsible for the excavation work, the means for treatment or disposition, with appropriate dignity, of the human remains and any associated grave goods. The MLDs shall complete their inspection and make recommendations or preferences for treatment within 48 hours of being granted access to the site.
TRIBAL CULTURAL RESOURCES	
MM-TCR-1	If potential archaeological resources, tribal cultural resources, or human remains are discovered by Native American representatives or monitors from interested Native American tribes, qualified cultural resources specialists, or other project personnel during construction activities, then work will cease in the immediate vicinity of the find (based on the apparent distribution of cultural resources), whether or not a Native American monitor from an interested Native American tribe is present. A qualified cultural resources specialist and Native American representatives and monitors from culturally affiliated Native American tribes will assess the significance of the find and make recommendations for further evaluation and treatment as necessary. These recommendations will be documented in the project record. For any recommendations made by interested Native American tribes that are not implemented, a justification for why the recommendation was not followed will be provided in the project record. Such consultation shall be consistent with the requirements of California Public Resources Code Sections 21084.3(a) and (b), and California Environmental Quality Act Guidelines Section 15370 and shall include consideration of requiring compensation for the impact by replacing or providing substitute resources or environments. If human remains are found, then the procedures outlined in MM-CUL-3 (see Section 3.5.2, Impact Analysis) will be implemented.

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DETERMINATION: (To be completed by the Lead Agency)

On the basis of this initial evaluation:

- ☐ I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
- ☒ I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
- ☐ I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
- ☐ I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect (1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and (2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
- ☐ I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier ENVIRONMENTAL IMPACT REPORT or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier ENVIRONMENTAL IMPACT REPORT or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.



Signature
Robert Crocket, Deputy Director
Administrative Services Division
Department of Motor Vehicles

2/27/19

Date

Department of Motor Vehicles Delano Field Office Replacement Project

EVALUATION OF ENVIRONMENTAL IMPACTS:

1. A brief explanation is required for all answers except “No Impact” answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A “No Impact” answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A “No Impact” answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).
2. All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.
3. Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. “Potentially Significant Impact” is appropriate if there is substantial evidence that an effect may be significant. If there are one or more “Potentially Significant Impact” entries when the determination is made, an Environmental Impact Report (EIR) is required.
4. “Negative Declaration: Less Than Significant With Mitigation Incorporated” applies where the incorporation of mitigation measures has reduced an effect from “Potentially Significant Impact” to a “Less Than Significant Impact.” The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level (mitigation measures from “Earlier Analyses,” as described in (5) below, may be cross-referenced).
5. Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration. Section 15063(c)(3)(D). In this case, a brief discussion should identify the following:
 - a. Earlier Analysis Used. Identify and state where they are available for review.
 - b. Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.
 - c. Mitigation Measures. For effects that are “Less than Significant with Mitigation Measures Incorporated,” describe the mitigation measures which were incorporated

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or refined from the earlier document and the extent to which they address site-specific conditions for the project.

6. Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.
7. Supporting Information Sources: A source list should be attached, and other sources used or individuals contacted should be cited in the discussion.
8. This is only a suggested form, and lead agencies are free to use different formats; however, lead agencies should normally address the questions from this checklist that are relevant to a project's environmental effects in whatever format is selected.
9. The explanation of each issue should identify:
 - a. The significance criteria or threshold, if any, used to evaluate each question; and
 - b. The mitigation measure identified, if any, to reduce the impact to less than significance.

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3.1 Aesthetics

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
I. AESTHETICS – Would the project:				
a) Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Substantially damage scenic resources including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

3.1.1 Environmental Setting

A photographic inventory of the site and surrounding area was conducted by Dudek on July 31, 2018. Atmospheric conditions were clear and the local temperature was approximately 100°F. Photographs were taken of the project area from several locations to support the characterization of the existing environmental setting as it relates to the project site and surrounding area. Photographs were taken between 12:45 p.m. and 4:45 p.m. using an Apple iPhone 6s. Figures 3.1-1 and 3.1-2 consist of images of the project site and uses in the surrounding area.

In addition to photographs of the site and surrounding area, information utilized to evaluate the potential aesthetic impacts of the proposed project includes aerial maps of existing land uses and development, the project description, and project-specific design data (e.g., a site plan, building elevations, and interior and exterior perspectives).

Project Site

The project site is in the southern portion of the City of Delano (City) and is situated approximately 1 mile south of the downtown area. Located in the southwest corner of Assessor's Parcel Number 521-030-06-00-5, the site is located immediately east of Dover Parkway between Diaz Avenue and Woollomes Avenue and approximately 600 feet west of State Route (SR-) 99 (Chapter 2, Project Description, Figure 2-1, Location Map).

The approximately 3-acre vacant project site is situated within a larger, approximately 48-acre undeveloped and flat property that is primarily covered with low and seasonally dry grasses. There is no other vegetation or trees located on the site. Likewise, there are no buildings, structures, or utilities

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currently on the site. While the site is unfenced, the southern boundary of the site borders simple wood post and rail fencing that surrounds the property to the immediate south. Figure 3.1-1 includes images that look across the project site and to adjacent vacant lands to the south, west, and north.

Surrounding Area

As shown on Figure 3.1-1, lands immediately surrounding the project site are flat, vacant, and covered with dry grasses. Commercial, industrial, and residential developments are located over 0.20 miles away in the surrounding area. Inactive and active agricultural lands are also prevalent in the area. As previously stated, SR-99 (a four-lane divided state highway) is located approximately 600 feet east of the project site. Dover Parkway, an undivided two-lane road, is located immediately to the west of the project site. Further details regarding surrounding land uses are provided below.

North: Vacant land is located immediately north of the project site (Figure 3.1-1). Beyond the vacant land a single-story storage facility, comprised of multiple long buildings featuring off-white corrugated metal walls and forest-green doors and trim, is located approximately 0.25 miles north of the project site (the facility is visible in the bottom two images on Figure 3.1-1). The south façade of the east-west oriented building of the facility faces the project site, and the off-white structure is visible from the site. Wood utility poles parallel the southern boundary of the storage facility and continue to the east across SR-99.

A single-family residential development is buffered from the storage facility by Dover Parkway. Bordered by Dover Parkway on the east and Diaz Avenue on the south, the neighborhood is comprised of one- and two-story tract homes on small, landscaped lots. Diaz Avenue is lined on the north by tall and broad street trees. Views to the project site from Diaz Avenue and existing residences north of the street are not available due to the presence of intervening residential development located to the south of the street. Additional development located south of Diaz Avenue includes a utility pump station on a small, 0.25-acre fenced lot; a medical office building; and a single-story preschool. The approximately 20-foot-tall, 10,000 square-foot medical office building displays a rectangular form; straight rooflines; and a tan, concrete panel and stone accent exterior. The grey, single-story preschool building shares a parking lot with the medical office building. In addition to the building, the preschool property consists of a fenced outdoor play area. Figure 3.1-2 includes an existing image looking west from Diaz Avenue towards street trees, residences, fencing lining the pump station and the medical office building. The nearby self-storage facility is located in the center of the view.

South: Vacant land is located to the immediate south of the project site and extends approximately 0.40 miles south towards an existing home improvement warehouse store (i.e., Home Depot).

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Woollomes Avenue is located approximately 0.35 miles south of the project site, and commercial development, including retail and other commercial development in the Delano Marketplace, is located to the north and south of the road. The Delano Marketplace shopping center located south of the Home Depot, across Woollomes Avenue, features a variety of retail businesses, fast food restaurants, a Walmart, and a large surface parking lot. The single-story retail buildings of the Delano Marketplace range from approximately 15 feet to 30 feet tall, and the stucco building exteriors are typically painted in earth tones. The approximately 30-foot-high and 450-foot-long Home Depot warehouse building and accompanying large surface parking lot occupy an approximately 10-acre lot that is bordered by Woollomes Avenue to the south and SR-99 to the east. The development is visible in photographs included on Figure 3.1-2. Land to the west of the Home Depot are vacant and display similar visual quality as the project site. A view from vacant parcel west of the Home Depot to the Delano Marketplace is included on Figure 3.1-2.

West: The site is abutted by a two-lane, striped, and undivided road (Dover Parkway) on the west. No curbs, gutters, sidewalks, street lighting, or fire hydrants are installed along the roadway. An overhead electrical distribution line supported by narrow and thin wood poles parallel the road. Lands to the immediate west of Dover Parkway are undeveloped; however, new single-family residential development is under construction approximately 530 feet west of the road. In addition, single-family residential development is located west of Dover Parkway, north of Del Sol Parkway, and approximately 700 feet to the northwest of the project site. Lastly, the nearest commercial development is located west of Dover Parkway and approximately 585 feet southwest of the project site. The development consists of the blocky, approximately 45-foot-tall tan and brown Maya Cinemas 12-movie-theater complex and associated surface parking lots. The movie theater is open and is the first constructed component of a proposed 42-acre master planned mixed use development (“The Vineyard at Delano Marketplace”) that would occupy lands to the west of Dover Parkway, east of South Albany Street, and north of Woollomes Avenue (YK America Retail Center 2018).

East: As illustrated on Figure 3.1-1, vacant land is located immediately east of the project site. SR-99 is located further east and runs north–south with three lanes in each direction. Chain link fencing separates the vacant land from SR-99. East of SR-99, Glenwood Street, High Street, and the Southern Pacific railroad tracks also run north–south but are difficult to discern as viewed from Dover Parkway and the project site (Figure 3.1-1). Two lightly colored and single-story buildings are visible beyond the state route, and the surrounding landscape is marked by mature trees and electrical transmission line infrastructure (Figure 3.1-1).

The Delano Mobil Manor mobile home development is located east of the railroad tracks and west of South Lexington Street. Located approximately 0.25 miles east of the project site, the development borders City government offices and a California Department of Transportation maintenance station to the south. City and state buildings in this area are single-story, generally

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tan or brown in color, and include high bay aluminum frame and concrete masonry unit structures. Lastly, the Delano Municipal Airport is located east of South Lexington Street and features a relatively small collection of simple buildings and hangars.

Scenic Vistas

While some areas within the City are provided wide views of surrounding agriculture and rural land uses, and on clear days, the landforms of the Sierra Nevada range may be visible from SR-99 and local roads, there are no designated scenic vistas in the project area. Particularly scenic features are not visible from the project site or roads in the immediate surrounding area.

Scenic Highways

There are no officially designated scenic highways in Kern County (Caltrans 2018). The nearest eligible state scenic highway, SR-41 from SR-46 near Cholame to SR-33 in northwestern Kern County is located more than 48 miles from the project site.

Light and Glare

The project site has no existing sources of light or glare. As previously stated, the site is vacant, and no buildings or structures are located on site. There are no existing streetlights along Dover Parkway near the project site. Existing sources of light and glare operating in the project area is typical of residential and commercial areas. For example, interior and exterior building lights emanate from residential and commercial uses and streetlights on Woollomes Avenue and along residential roads to the northwest of the project site contribute to existing lighting and glare conditions. Sign lighting and parking lot lighting off Woollomes Avenue are also sources of light and glare.



SOURCE: Dudek 2018

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FIGURE 3.1-1
Existing Conditions

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3.1.2 Impact Analysis

a) Would the project have a substantial adverse effect on a scenic vista?

No Impact. According to the City's General Plan, there are no designated scenic corridors or vistas within City limits. However, the General Plan identifies natural and built-environment visual resources in the City, including available views of distant mountains and hills to the east. An existing easterly view across the project site from Dover Parkway is included on Figure 3.1-1. As shown in the figure, the existing view beyond the project site does not extend to distant terrain of the Sierra Nevada range. Hills and mountains are also not present to the west of the project site and within City limits. Therefore, the construction and operation of the 11,000 gross-square-foot, single-story (as tall as 35 feet high above finish floor elevation) field office building and other proposed vertical elements, including five 30-foot light poles and low drought tolerant landscaping on the site would not obscure or otherwise interrupt existing views from a designated scenic corridor or scenic vista. **No impacts** to scenic vista would occur.

Mitigation Measure: No mitigation is required.

b) Would the project substantially damage scenic resources including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?

No Impact. There are no officially designated state scenic highways in Kern County. There are no officially designated scenic highways in Kern County (Caltrans 2018). The nearest eligible state scenic highway, SR-41 from SR-46 near Cholame to SR-33 in northwestern Kern County, is located more than 48 miles from the project site. The project site is not visible from a state designated or eligible scenic highway, and there are no designated or eligible state scenic highways visible from the project site. As such, **no impacts** to scenic resources within a state scenic highway would occur.

Mitigation Measure: No mitigation is required.

c) Would the project substantially degrade the existing visual character or quality of the site and its surroundings?

The project site currently consists of vacant land covered with low grasses. The site is visible from surrounding roadways and land uses, including SR-99 to the east; Woollomes Avenue and commercial land uses to the south; and Dover Parkway and residential land uses to the west and northwest. As proposed, the project would construct a new approximately 11,000-gross-square-foot, single-story Department of Motor Vehicles

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(DMV) field office with an attached carport and associated on-site circulation and landscaping improvements. Figure 2-2 illustrates the site plan and on-site circulation for the approximately 3-acre property; and Figure 3.1-3, Proposed Building Elevations, details the north, south, east, and west elevations of the field office building. The figure also identifies proposed building materials and accent features.

As shown on Figure 3.1-3, the exterior of the building would primarily consist of concrete masonry units accented by metal finishes, screens, gutters and downspouts; ceramic paneling; and glass windows. The building would include an assortment of lines and angles, and the incorporation of multiple building materials would enhance visual interest. The entry area and outdoor seating area on the west side of the building would include overhangs for shading. A metal screen would be installed to shield roof-mounted mechanical equipment from view of ground level receptors. Concrete walks would surround the proposed building, and graveled landscaped areas featuring drought tolerant shrubs and trees and occasionally, large boulders of varying size, would be installed in the site interior and along the site boundaries (Figure 2-2). Lastly, a 25-space parking area on the southern half of the property would be provided and would be covered with a structural steel canopy topped with solar panels.

Black and white exterior perspectives of the proposed field office building and site are provided on Figure 3.1-4, Proposed Building Exterior Perspectives, and illustrate character of project structures and landscaping.

Construction

Construction activities would introduce workers and heavy equipment to the area. During the 14-month construction period, site preparation and building activities would introduce new lines, forms, color, and textures to the normally quiet site.. The primary viewer group provided views to project construction would be motorists on SR-99 and Dover Parkway. While impacts to private residential views are not generally considered under the California Environmental Quality Act, the views provided to the nearest residents would be similar to those available to passing motorists on Dover Parkway. Project construction would be visible to local viewer groups and would alter the existing character of the undeveloped site. However, construction workers and equipment would be present for a limited timeframe (i.e., 14 months), and construction effects to the existing visual quality of the undeveloped site would be temporary. As such, impacts to the existing character and quality of the site and surroundings during construction would be **less than significant**.

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Operations

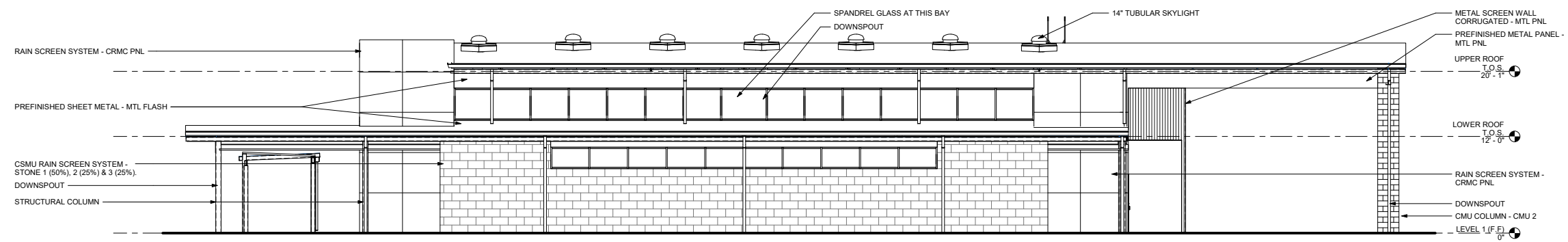
As proposed, the DMV Delano field office building would present an organized appearance consistent with that of DMV facilities across the state, and building and site signage would quickly convey to the public the intent and functionality of the structure. Visible DMV signage would be affixed to the west façade of the structure and would convey the DMV's presence to the public. The project would display a cohesive, modern aesthetic that would be punctuated by a variety of building materials, non-continuous façades, horizontal and diagonal lines, and a context-sensitive landscape scheme. Building design would incorporate windows on the east, north, and south façades and tubular skylights that would lighten interior spaces and enhance daylighting opportunities. The height and mass of the new single-story structure would be comparable to that of residential and commercial development in the area (Figures 3.1-1 and 3.1-2). Construction of a modern, low-profile structure that incorporates a variety of building materials (Figures 3.1-3 and 3.1-4) would enhance visual interest when compared to currently vacant site. Further, the existing generally low visual interest associated with the vacant, grass covered site would be enhanced through the introduction of a modern, low-profile structure and drought-tolerant landscaping that would create visible contrast with the vacant, horizontal terrain to the north and south. Development of the site would also be consistent with active construction and growth occurring in the immediate area.

Because of the generally low visual quality displayed by existing features on the site and because the new DMV field office building would be of a similar mass and scale as existing development in the immediate area, the project would not substantially degrade the existing visual character or quality of the site and its surroundings. Further, the project landscaping plan would help to soften the appearance of the new field office building as viewed from off-site vantage points. Therefore, with the proposed building design and with implementation of the project landscape plan, impacts would be **less than significant**.

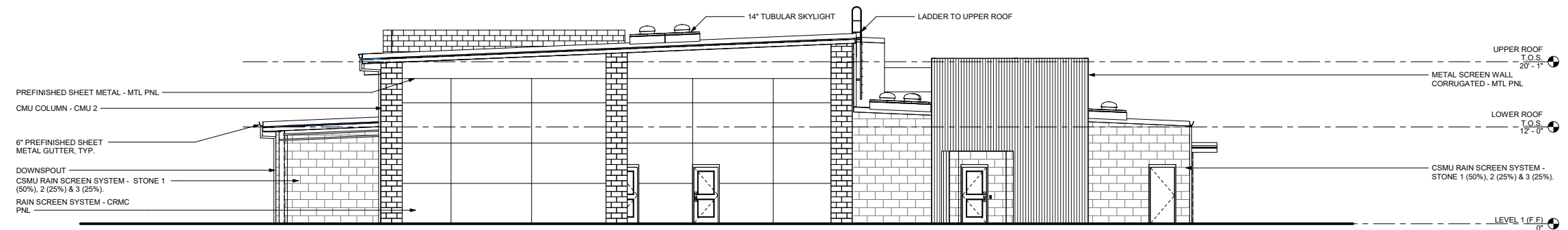
Mitigation Measure: No mitigation is required.

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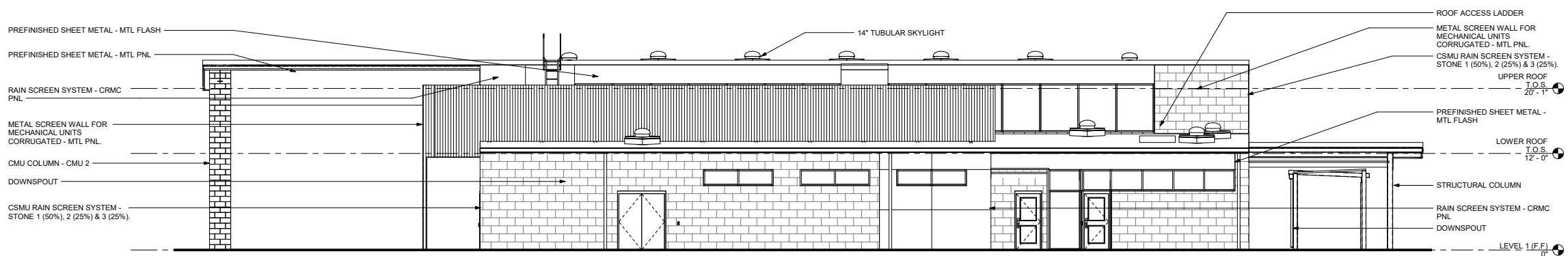
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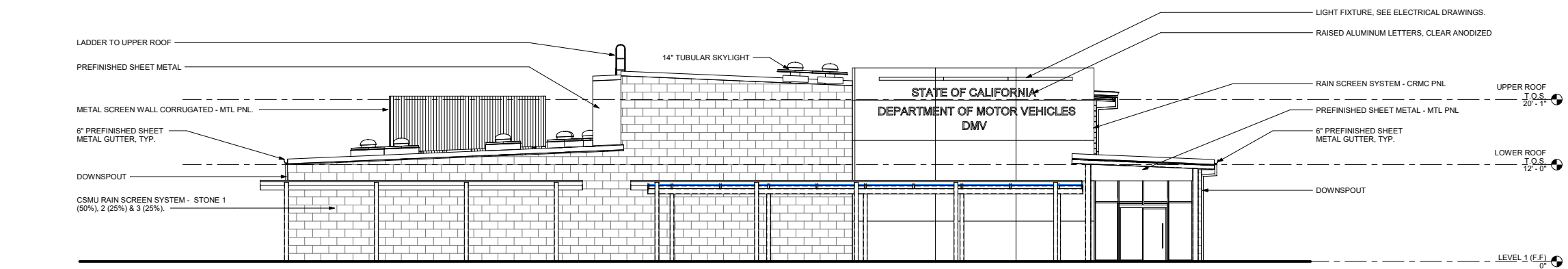
1 South
3/16" = 1'-0"



2 East
3/16" = 1'-0"



3 North
3/16" = 1'-0"



4 West
3/16" = 1'-0"

SOURCE: Nacht&Lewis 2019

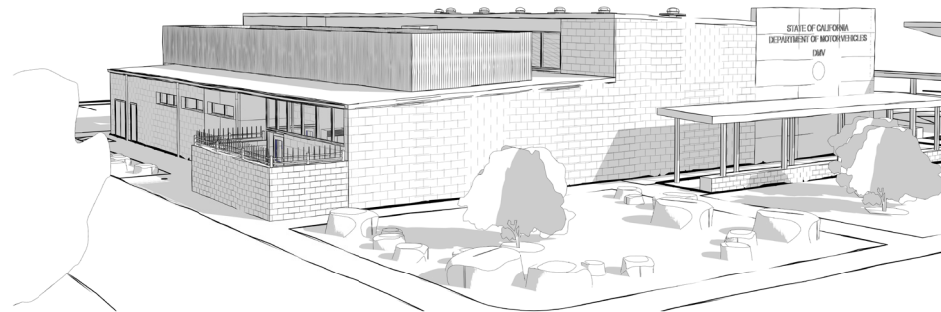
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1 EXTERIOR VIEW 1
EASTWARD VIEW TOWARD BUILDING ENTRY



2 EXTERIOR VIEW 2
NORTHWEST VIEW TOWARD DRIVE TEST /CARPORT AREA AND SOUTH SIDE OF BUILDING



3 EXTERIOR VIEW 3
SOUTHEAST VIEW TOWARD NORTH SIDE AND FRONT OF BUILDING

SOURCE: Nacht&Lewis 2018

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- d) *Would the project create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?*

Light

Construction

Construction of the project would normally occur Monday through Saturday from approximately between 7:30 a.m. and 4:30 p.m. Because construction activities would typically occur during daylight hours, nighttime lighting on the project site would not typically be required during the 14-month construction phase. However, temporary lighting may be brought to the project site and operate if after-hours or weekend work is determined to be necessary for specific activities. After-hours or weekend work would not be typical during the construction phase, and during sporadic use, mobile lighting sources would be fully shielded and directed downward to minimize skyglow and light trespass onto adjacent properties. Further, mobile lighting would be focused on the area of active construction such that the entirety of the 3-acre project site would not be illuminated. Because use of nighttime lighting during construction would be irregular, and mobile lighting sources would be fully shielded and directed downward, construction lighting would not adversely affect nighttime views in the area or create substantial glare. Therefore, impacts associated with the sporadic use of mobile lighting during construction would be **less than significant**.

Operation

The project would include the installation of nighttime lighting sources on the currently vacant 3-acre site. As shown on Figure 3.1-5, Proposed Site Lighting Plan, sources of lighting installed on the project site would include pole-mounted lights, parking canopy suspended lights, signage lighting, and wall-mounted lighting on the field office exterior. Five pole-mounted lights would be distributed throughout the site, and canopy lighting would be concentrated within a parking lot south of the field office building. While the project site is surrounded by vacant lands and project lighting would not be cast onto residential properties in the surrounding area, project lighting would be designed to minimize light trespass and opportunities for skyglow. Lighting would be of the minimum intensity required to ensure consistency with California Green Building Standards Code for illumination and would be fully shielded and directed downward. Further, cutoff for site lighting would be specified in construction drawings, and notes would be added to building plans regarding consistency with the City of Delano light trespass threshold established in Section 20.10.140 of the Municipal Code. The proposed lighting plan does not include blinking, flashing, or oscillating light sources. With implementation of the previously outlined design

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considerations, operational lighting would not adversely affect nighttime views in the area, and impacts would be **less than significant**.

Glare

As proposed, the field office would incorporate a variety of building materials. As depicted on Figure 3.1-3, building materials would include concrete masonry units, prefinished sheet metal, metal screens, ceramic panels, and glass windows. Metal and glass elements are capable of generating glare during certain hours of the day. However, metal elements proposed above upper windows on the building exterior and associated with the roof-mounted mechanical screen (and gutters and downspouts) would be finished with a satin, champagne-bronze color that would somewhat diminish the reflectivity of the material. In addition, metal would be a small element of the overall field office building design and along with glass windows would have a relatively low potential to generate substantial glare during daytime hours. In addition, new landscaping would be installed on site and would partial screen lower portions of building facades from off-site viewing locations, including SR-99 and Dover Parkway (Figure 3.1-4). Therefore, metal and glass building materials and finishes would not create a new source of substantial light or glare that would adversely affect daytime views in the area, and impacts would be less than significant.

Solar panels would also be installed atop two canopies that would cover parking spaces located south of the field office building (see Figure 3.1-5 for location of proposed canopies). The solar panels would comprise potential sources of glare on the project site. Glint (a momentary flash of light) and glare (a more continuous source of excessive brightness relative to the ambient lighting) can occur from solar energy components, including some photo voltaic panels. Non-tracking panels would ostensibly be installed on a slightly tilted racks oriented to the southern sky to maximum exposure to daylight. While panels are designed to minimize reflected light for efficient, the panels would be finished with a standard low-reflective coating.

The Delano Municipal Airport is located approximately 1 mile east of the project site. As indicated in the City's Airport Master Plan, the Runway Protection Zone (RPZ) is an area at ground level that extends out from the runway and is specifically designed to provide an unobstructed pathway for aircraft and enhance the protection of people and property on the ground. Land uses specifically prohibited from the RPZ are residences and places of public assembly. Fuel storage facilities and any structure that is a hazard to air navigation or which might create glare or misleading lights also should not be located in the RPZ. As depicted in Figure 5-3 of the Airport Master Plan, the project site is not located within the RPZ (City of Delano 2011c).

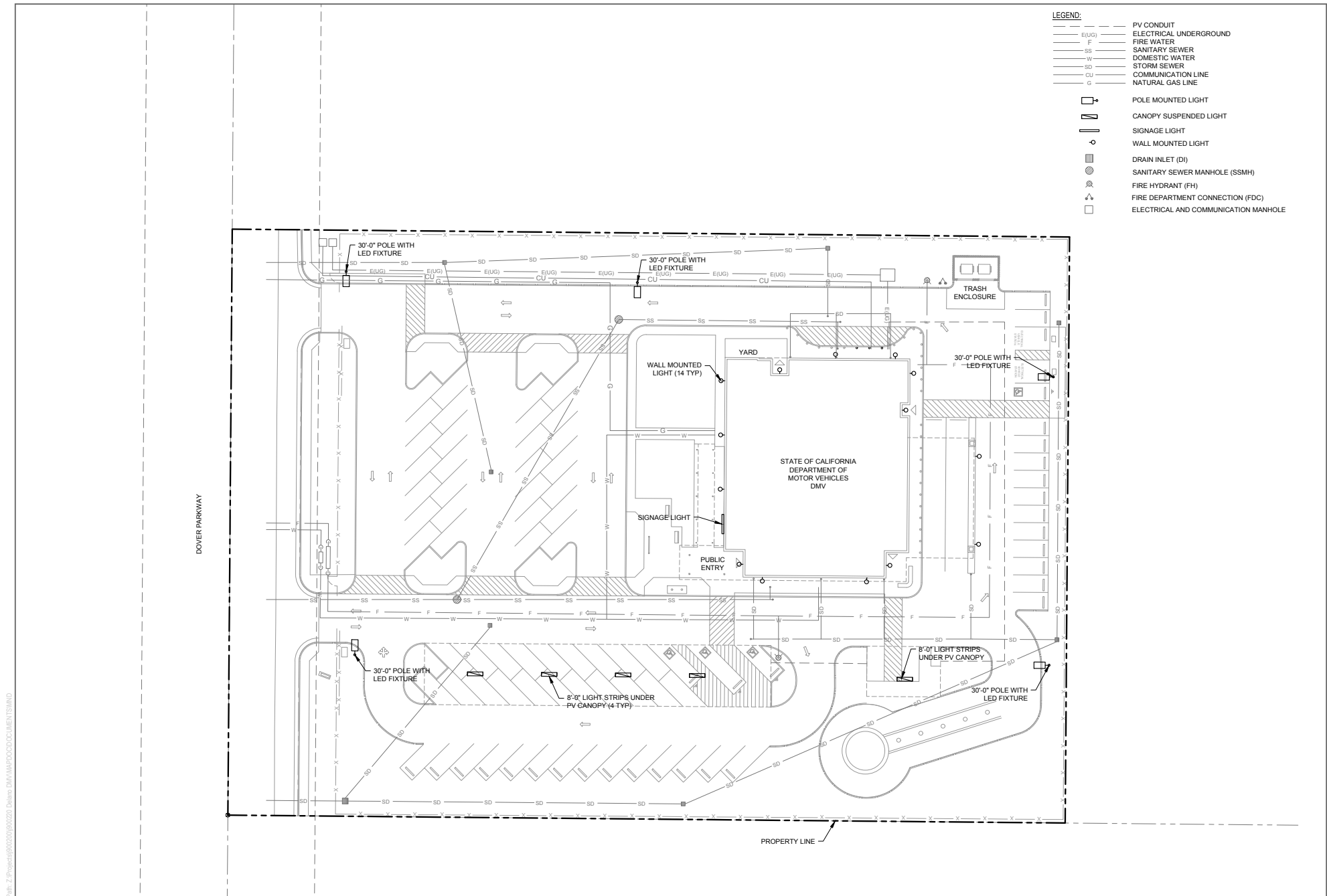
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Due to the angle of the solar panels, the application of low-reflective coatings, and the lack of sensitive land uses to the south of the project site, operation of solar panels atop the parking canopies would not result in substantial glare that would be received by off-site receptors. Therefore, glare impacts would be **less than significant**.

Mitigation Measure: No mitigation is required.

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SOURCE: Nacht&Lewis 2018

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FIGURE 3.1-5

Conceptual Lighting Plan

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3.2 Agriculture and Forestry Resources

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
II. AGRICULTURE AND FORESTRY RESOURCES – In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:				
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Result in the loss of forest land or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

3.2.1 Environmental Setting

The approximately 3-acre project site is relatively flat and is undeveloped with no buildings, structures, or utilities present. The site was formerly used as agricultural land since at least 1937 until the mid-2000s. The vacant site primarily consists of loose soil and dry grass cuttings. There are no trees located on the property. According to the California Department of Conservation Farmland Mapping and Monitoring Program (FMMP), the project site is designated as Grazing Land (DOC 2017).

The project site is located in an area of encroaching residential and commercial development. Parcels surrounding the project site are largely undeveloped to the east, west, and south, with the

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exception of a Home Depot and Chevron service station approximately 0.25 miles to the southeast of the project site, adjacent to Woollomes Avenue and State Route 99. In 2005, the parcel located to the west of the project site across Dover Parkway was graded for future residential development, which is currently under construction. In addition, a cinema was constructed southwest of the project site along Morse Boulevard. Construction of residential, office, and retail buildings is proposed in the area southwest of the project site. The FMMP designates lands immediately surrounding the project site as Grazing Land (DOC 2017). Lands further east of the project site across State Route 99 and lands south of the project site near the Home Depot are designated as Urban and Built-Up Land by the FMMP (DOC 2017).

The City of Delano General Plan designates the project site as Commercial, and the site is zoned Community Retail Commercial. The General Plan does not include any agricultural designations near the project site.

3.2.2 Impact Analysis

- a) *Would the project convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?*

The FMMP designates the project site as Grazing Land (DOC 2017). Although Grazing Land is considered agricultural land under Public Resources Code Section 21060, it is not considered Prime, Unique, or Farmland of Statewide Importance. The project site is currently vacant and has not been used for agricultural purposes since the mid-2000s. The site does not support grazing. Therefore, the project would not convert any Important Farmland to non-agricultural use. **No impact** would occur.

Mitigation Measure: No mitigation is required.

- b) *Would the project conflict with existing zoning for agricultural use, or a Williamson Act contract?*

The project site is not associated with a Williamson Act contract, and is zoned Community Retail Commercial. The project site and surroundings are not zoned for agricultural uses. Therefore, the project would not conflict with existing zoning for agricultural use or a Williamson Act contract, and **no impact** would occur.

Mitigation Measure: No mitigation is required.

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- c) *Would the project conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?*

The project site is not located on or adjacent to land zoned for forest land or timberland, including timberland zoned Timberland Production. The vacant site is zoned Community Retail Commercial and contains no trees. The site primarily consists of loose soil and dry grass cuttings. Therefore, **no impact** would occur.

Mitigation Measure: No mitigation is required.

- d) *Would the project result in the loss of forest land or conversion of forest land to non-forest use?*

The project site is not located on or in the vicinity of land zoned for forest land; therefore, **no impacts** related to loss or conversion of forest lands would occur.

Mitigation Measure: No mitigation is required.

- e) *Would the project involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?*

The project site is not located on Important Farmland designated by the FMMP and is not zoned for agricultural uses. The site is primarily surrounded by vacant parcels that are slated for development. The proposed project would be consistent with the project's zoning for Community Retail Commercial uses and would not result in other changes in the existing environment which would result in the conversion of Farmland or forest land to non-agricultural use. **No impact** would occur.

Mitigation Measure: No mitigation is required.

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3.3 Air Quality

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
III. AIR QUALITY – Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:				
a) Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Create objectionable odors affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

3.3.1 Environmental Setting

The project area is located within Kern County and within the San Joaquin Valley Air Basin (SJVAB). The area within the SJVAB is within the jurisdiction of the San Joaquin Valley Air Pollution Control District (SJVAPCD).

Proposed construction and operational activities for the project were analyzed to determine whether those activities would result in emissions of criteria air pollutants that may cause exceedances of the National Ambient Air Quality Standards (NAAQS) or California Ambient Air Quality Standards (CAAQS), or contribute to existing nonattainment of ambient air quality standards. Criteria air pollutants include ozone (O₃), nitrogen dioxide (NO₂), carbon monoxide (CO), sulfur dioxide (SO₂), particulate matter with an aerodynamic diameter less than or equal to 10 microns (PM₁₀), particulate matter with an aerodynamic diameter less than or equal to 2.5 microns (PM_{2.5}), and lead (Pb). Pollutants that are evaluated herein include volatile organic compounds (VOCs) and oxides of nitrogen (NO_x), which are important because they are precursors to O₃, as well as CO, sulfur oxides (SO_x), PM₁₀, and PM_{2.5}.

The Environmental Protection Agency has designated the SJVAB as a nonattainment area for the federal 8-hour O₃ standard, and the California Air Resources Board (CARB) has designated

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the SJVAB as a nonattainment area for the state 1-hour and 8-hour O₃ standards. The SJVAB has been designated as a nonattainment area for the state 24-hour and annual PM₁₀ standards, nonattainment area for the federal 24-hour and annual PM_{2.5} standards, and nonattainment area for the state annual PM_{2.5} standard. The SJVAB is designated as unclassified or attainment for the other criteria air pollutants.

Further, the project site is located in Kern County, which is a county where Valley Fever, caused by the fungus *Coccidioides immitis*, is considered endemic. Rates of Valley Fever are relatively high in Kern County. The Kern County Public Health Services Department, reported 2,926 cases of Valley Fever in 2017, the highest ever recorded. This fungus lives in the top 2–12 inches of soil; therefore, during soil disturbance, the fungal spores can be released into the air. The spores are too small to be seen by the naked eye, and there is no reliable way to test the soils for spores (CDPH 2013).

Appendix G of the CEQA Guidelines states that significance criteria established by the applicable air district may be relied upon to determine whether a project would have a significant impact on air quality. The SJVAPCD *Guidance for Assessing and Mitigating Air Quality Impacts* has established emissions-based thresholds of significance for criteria pollutants (SJVAPCD 2015). The SJVAPCD has established significance thresholds for construction emissions and operational permitted and non-permitted equipment and activities, and it recommends evaluating impact significance for these categories separately. These thresholds of significance are based on a calendar-year basis, although construction emissions are assessed on a rolling 12-month period. The SJVAPCD mass annual construction and operational thresholds are as follows: 10 tons per year for VOC, 10 tons per year day for NO_x, 100 tons per year for CO, 27 tons per year for SO_x, 15 tons per year for PM₁₀, and 15 tons per year for PM_{2.5}.

3.3.2 Impact Analysis

a) *Would the project conflict with or obstruct implementation of the applicable air quality plan?*

A project is non-conforming with an air quality plan if it conflicts with or delays implementation of any applicable attainment or maintenance plan. A project is conforming if it complies with all applicable SJVAPCD rules and regulations, complies with all proposed control measures that are not yet adopted from the applicable plan(s), and is consistent with the growth forecasts in the applicable plan(s) (or is directly included in the applicable plan). Zoning changes, specific plans, general plan amendments and similar land use plan changes which do not increase dwelling unit density, do not increase vehicle trips, and do not increase vehicle miles traveled are also deemed to comply with the applicable air quality plan (SJVAPCD 2015).

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The project would comply with applicable SJVAPCD rules and regulations such as Regulation VIII, Fugitive PM₁₀ Prohibitions, and Regulation IX, Mobile and Indirect Sources. The City of Delano General Plan designates the project site as Commercial (City of Delano 2011a), and the site is zoned Community Retail Commercial (City of Delano 2011b). The City's Municipal Code permits public administration buildings within the Community Retail Commercial zone. The project would not conflict with existing land uses or result in population growth. As shown in Tables 3.3-1 and 3.3-2, the project would not exceed the SJVAPCD significance thresholds during construction or operation.

In summary, because the project would not conflict with existing zoning and would not exceed the SJVAPCD significance thresholds during construction or operation, the project would not conflict with or obstruct implementation of the applicable air quality plan and would result in a **less-than-significant impact**.

Mitigation Measure: No mitigation is required.

- b) *Would the project violate any air quality standard or contribute substantially to an existing or projected air quality violation?*

Construction Emissions

For purposes of estimating project emissions and based on information provided by Department of Motor Vehicles (DMV) and California Emissions Estimator Model (CalEEMod) default values, it is assumed that construction of the new DMV facility would commence in January of 2021 and would last approximately 15 months, ending in March 2022. The analysis contained herein is based on the following assumptions (duration of phases is approximate):

- Earthwork and Site Preparation – 11 weeks (January–March 2021)
- Trenching (off-site utilities) – 11 weeks (January–March 2021)
- Building Construction – 60 weeks (January 2021–March 2022)
- Trenching (on-site utilities) – 28 weeks (March 2021–October 2021)
- Paving – 8 weeks (January 2022–March 2022)
- Architectural Coating – 8 weeks (January 2022–March 2022)

The construction equipment mix used for the air emissions modeling of the proposed project is shown in Table 2-1 of Chapter 2, Project Description, and is based on input from the DMV project planning team. For this analysis, it was generally assumed that heavy

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construction equipment would operate at the site for approximately up to 8 hours a day, 5 days a week, during project construction, although equipment could operate fewer hours depending on the construction activity and is noted as such.

Construction of the project would result in the temporary addition of pollutants to the local airshed caused by on-site sources (i.e., off-road construction equipment, soil disturbance, and reactive organic gas (ROG) off-gassing) and off-site sources (i.e., on-road haul trucks, vendor trucks, and worker vehicle trips). Construction emissions can vary substantially from day to day, depending on the level of activity, the specific type of operation, and, for dust, the prevailing weather conditions. Therefore, such emission levels can only be approximately estimated with a corresponding uncertainty in precise ambient air quality impacts.

Construction emissions were calculated for the construction period associated with each phase and reported as the annual emissions reported as the highest rolling 12 months estimated during construction. Construction schedule assumptions, including phase type, duration, and sequencing, were based on information provided by the DMV and are intended to represent a reasonable scenario based on the best information available.

Implementation of the project would generate air pollutant emissions from entrained dust, off-road equipment, vehicle emissions, and architectural coatings. Entrained dust results from the exposure of earth surfaces to wind from the direct disturbance and movement of soil, resulting in PM₁₀ and PM_{2.5} emissions. The project would comply with SJVAPCD Rule 8021 to control dust emissions generated during the grading activities, which would be required as a condition of approval. Standard construction practices that would be employed to reduce fugitive dust emissions include watering of the active sites to maintain acceptable levels of dust generation. Internal combustion engines used by construction equipment, vendor trucks (i.e., delivery trucks), and worker vehicles would result in emissions of ROG_s, NO_x, CO, PM₁₀, and PM_{2.5}.

Table 3.3-1 presents the estimated maximum annual construction emissions generated during construction of the project. Details of the emission calculations are provided in Appendix 3.3-1. The project would also comply with SJVAPCD Rule 9510, Indirect Source Review, which requires development projects to reduce exhaust emissions from construction equipment by 20% for NO_x and 45% for PM₁₀ compared to the statewide average. This is reflected as well in Table 3.3-1. The reductions taken in Table 3.3-1 are compared to the statewide average fleet, which is calculated using the Sacramento Metropolitan Air Quality Management District's Construction Mitigation Tool. A copy of the completed tool for the project is included in Appendix 3.3-1.

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**Table 3.3-1
Estimated Construction Criteria Air Pollutant Emissions**

Month/Year	ROG	NO _x	CO	SO _x	PM ₁₀	PM _{2.5}
	Tons per month					
January 2021	0.04	0.45	0.32	0.00	0.05	0.03
February 2021	0.04	0.45	0.32	0.00	0.05	0.03
March 2021	0.05	0.49	0.34	0.00	0.05	0.03
April 2021	0.03	0.28	0.24	0.00	0.02	0.01
May 2021	0.03	0.28	0.24	0.00	0.02	0.01
June 2021	0.03	0.28	0.24	0.00	0.02	0.01
July 2021	0.03	0.28	0.24	0.00	0.02	0.01
August 2021	0.03	0.28	0.24	0.00	0.02	0.01
September 2021	0.03	0.28	0.24	0.00	0.02	0.01
October 2021	0.03	0.28	0.24	0.00	0.02	0.01
November 2021	0.02	0.21	0.20	0.00	0.02	0.01
December 2021	0.02	0.21	0.20	0.00	0.02	0.01
January 2022	0.06	0.20	0.24	0.00	0.01	0.01
February 2022	0.06	0.20	0.24	0.00	0.01	0.01
March 2022	0.06	0.20	0.24	0.00	0.01	0.01
Maximum Rolling 12-Month Total Emissions	0.43	3.78	3.04	0.01	0.34	0.22
<i>SJVAPCD Threshold</i>	<i>10</i>	<i>10</i>	<i>100</i>	<i>27</i>	<i>15</i>	<i>15</i>
Threshold Exceeded?	No	No	No	No	No	No
Total Annual Emissions with ISR Compliance¹	NA	1.80	NA	NA	0.14	NA
Threshold Exceeded?	No	No	No	No	No	No

Notes: ROG = reactive organic gases; NO_x = oxides of nitrogen; CO = carbon monoxide; SO_x = sulfur oxides; PM₁₀ = coarse particulate matter; PM_{2.5} = fine particulate matter; SJVAPCD = San Joaquin Valley Air Pollution Control District; ISR = Indirect Source Review.

¹ This row reflects minimum required emissions reductions in NO_x and PM₁₀ to comply with Rule 9510. See Appendix 3.3-1 for complete results.

The maximum rolling 12-month emissions of ROG, NO_x, CO, SO_x, PM₁₀, and PM_{2.5} emissions would occur as a result of off-road equipment operation and on-road vendor and haul trucks. As shown in Table 3.3-1, maximum rolling 12-month construction emissions would not exceed the SJVAPCD annual significance thresholds for ROG, NO_x, CO, SO_x, PM₁₀, or PM_{2.5} during construction. Similarly, when complying with the SJVAPCD Rule 9510 for ISR, the project would not exceed the significance thresholds. Therefore, construction emissions for the project would be less than significant.

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Standard construction practices that would be employed to reduce fugitive dust emissions include the following:

- Develop a dust control plan to outline how the project will comply with Rule 8021 and minimize fugitive dust during construction
- Minimize and cleanup trackout onto paved roads
- Cover haul trucks
- Rapid cleanup of project-related trackout or spills on paved roads
- Minimize grading and soil movement when winds exceed 30 mph
- Implement a speed limit of 15 mph during all construction phases for vehicles traveling on un-paved roads

Operational Emissions

Emissions from the operational phase of the project were estimated using the CalEEMod version 2016.3.2 and include area, energy, and mobile source emissions. The following paragraphs describe these sources in detail.

Area Sources

CalEEMod was used to estimate operational emissions from area sources, including emissions from consumer product use, architectural coatings, and landscape maintenance equipment. Emissions associated with natural gas usage in space heating and water heating are calculated in the building energy use module of CalEEMod, as described in the following text.

Consumer products are chemically formulated products used by household and institutional consumers, including detergents; cleaning compounds; polishes; floor finishes; cosmetics; personal care products; home, lawn, and garden products; disinfectants; sanitizers; aerosol paints; and automotive specialty products. Other paint products, furniture coatings, or architectural coatings are not considered consumer products (CAPCOA 2017). Consumer product VOC emissions were estimated in CalEEMod based on the floor area of buildings and default factor of pounds of VOC per building square foot per day. The CalEEMod default values for consumer products were assumed.

VOC off-gassing emissions result from evaporation of solvents contained in surface coatings, such as in paints and primers used during building maintenance. CalEEMod calculates the VOC evaporative emissions from the application of surface coatings based

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on the VOC emission factor, the building square footage, the assumed fraction of surface area, and the reapplication rate. The VOC emissions factor is based on the VOC content of the surface coatings, and SJVAPCD's Rule 4601 (Architectural Coatings) governs the VOC content for interior and exterior coatings. This rule requires manufacturers, distributors, and end users of architectural and industrial maintenance coatings to reduce VOC emissions from the use of these coatings, primarily by placing limits on the VOC content of various coating categories. The default CalEEMod assumptions were used for architectural coatings. Consistent with CalEEMod defaults, it is assumed that the surface area for painting equals 2.7 times the floor square footage, with 75% assumed for interior coating and 25% assumed for exterior surface coating (CAPCOA 2017). CalEEMod defaults were assumed for the application of architectural coatings during operation.

Landscape maintenance includes fuel combustion emissions from equipment such as lawn mowers, rototillers, shredders/grinders, blowers, trimmers, chainsaws, and hedge trimmers. The emissions associated with landscape equipment use are estimated based on CalEEMod default values for emission factors (grams per square foot of building space per day) and number of summer days (when landscape maintenance would generally be performed) and winter days. Based on CalEEMod defaults for Kern County, the average annual number of summer days is estimated at 180 days (CAPCOA 2017).

Energy Sources

As represented in CalEEMod, energy sources include emissions associated with building electricity and natural gas usage. Electricity use would contribute indirectly to criteria air pollutant emissions; however, the emissions from electricity use are only quantified for greenhouse gasses in CalEEMod, since criteria pollutant emissions occur at the site of the power plant, which is typically off site. The CalEEMod default assumptions were used for estimating energy use.

Mobile Sources

Following the completion of construction activities, the project would generate criteria pollutant emissions from mobile sources (vehicular traffic) as a result of the customers and employees of the project. The maximum daily trip rates, taken from the Traffic Impact Analysis for the project, were 824 one-way trips per day. These were assumed 6 days per week, with no operation on Sunday. The estimated trip lengths and trip modes were based on CalEEMod defaults. CalEEMod was used to estimate emissions from proposed vehicular sources (refer to Appendix 3.3-1). CalEEMod default data, including temperature, trip characteristics, variable start information, emissions factors, and trip

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distances, were conservatively used for the model inputs. Project-related traffic was assumed to include a mixture of vehicles in accordance with the associated use, as modeled within CalEEMod, which is based on the CARB EMFAC2014 model. Emission factors representing the vehicle mix and emissions for 2022 were used to estimate emissions associated with vehicular sources.

Table 3.3-2 presents the maximum daily mobile source emissions associated with operation (year 2022) of the project. The values shown are the maximum daily emissions results from the operation of the project. Details of the emission calculations are provided in Appendix 3.3-1.

**Table 3.3-2
Estimated Maximum Annual Operational Criteria Air Pollutant Emissions**

Year	ROG	NO _x	CO	SO _x	PM ₁₀	PM _{2.5}
	Tons per Year					
Area	0.06	0.00	0.00	0.00	0.00	0.00
Energy	0.00	0.01	0.01	0.00	0.00	0.00
Mobile	0.21	2.28	1.86	0.01	0.51	0.14
Total Annual Emissions	0.27	2.29	1.86	0.01	0.52	0.14
<i>SJVAPCD Threshold</i>	10	10	100	27	15	15
Threshold Exceeded?	No	No	No	No	No	No

Notes: ROG = reactive organic gases; NO_x = oxides of nitrogen; CO = carbon monoxide; SO_x = sulfur oxides; PM₁₀ = coarse particulate matter; PM_{2.5} = fine particulate matter; SJVAPCD = San Joaquin Valley Air Pollution Control District. See Appendix 3.3-1 for complete results.

As shown in Table 3.3-2, the combined daily area, energy, and mobile source emissions would not exceed the SJVAPCD operational thresholds for ROG, NO_x, CO, SO_x, PM₁₀, and PM_{2.5}. Impacts associated with project-generated operational criteria air pollutant emissions would be **less than significant**.

Mitigation Measure: No mitigation is required.

- c) *Would the project result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?*

For purposes of this air quality analysis and consistent with SJVAPCD guidance documents, actions that exceed criteria pollutant NAAQS (i.e., primary standards designed to safeguard the health of people considered to be sensitive receptors while outdoors and

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secondary standards designed to safeguard human welfare) or the Environmental Protection Agency's Prevention of Significant Deterioration Significant Impact Levels would result in significant impacts. Additionally, actions that violate CAAQS developed by CARB are considered significant.

Determination of whether project emissions would violate any ambient air quality standard is largely a function of air quality dispersion modeling. The SJVAPCD recommends that an ambient air quality analysis be performed when emissions of any criteria pollutant would equal or exceed any applicable threshold of significance for criteria pollutants or 100 pounds per day of any criteria pollutant. If the impacts resulting from a project's emissions would not exceed the CAAQS and NAAQS at the project's property boundaries, the project would not violate any air quality standard or contribute substantially to an existing or projected air quality violation (SJVAPCD 2015). As shown in Appendix 3.3-1, the project did not exceed 100 pounds per day on site during construction; therefore, the project does not require an air quality dispersion modeling assessment.

Air pollution is largely a cumulative impact. The nonattainment status of regional pollutants is a result of past and present development, and the SJVAPCD develops and implements plans for future attainment of ambient air quality standards. Based on these considerations, project-level thresholds of significance for criteria pollutants are relevant in the determination of whether a project's individual emissions would have a cumulatively significant impact on air quality. As previously described, the project would have a less-than-significant impact for construction and operation.

The SJVAB is a nonattainment area for O₃, PM₁₀, and PM_{2.5} under the NAAQS and/or CAAQS. The poor air quality in the SJVAB is the result of cumulative emissions from motor vehicles, off-road equipment, commercial and industrial facilities, and other emission sources. Projects that emit these pollutants or their precursors (i.e., ROG and NO_x for O₃) potentially contribute to poor air quality. Annual construction emissions associated with the project would not exceed the SJVAPCD significance thresholds for criteria pollutants. Accordingly, the project would result in a less-than-significant increase in emissions of nonattainment pollutants. The project would not generate a long-term increase in operational emissions, as shown in Table 3.3-2. Furthermore, the project would not conflict with the SJVAPCD Ozone Attainment Plans, or the PM₁₀ or PM_{2.5} Attainment Plan, which address the cumulative emissions in the SJVAB and account for emissions associated with construction activity in the SJVAB.

As shown in Tables 3.3-1 and 3.3-2, the project would not exceed the SJVAPCD significance thresholds. Based on these considerations, the project would not result in

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a cumulatively considerable increase in emissions of nonattainment pollutants. Impacts would be **less than significant**.

Mitigation Measure: No mitigation is required.

d) *Would the project expose sensitive receptors to substantial pollutant concentrations?*

Air quality varies as a direct function of the amount of pollutants emitted into the atmosphere, the size and topography of the air basin, and the prevailing meteorological conditions. Air quality problems arise when the rate of pollutant emissions exceeds the rate of dispersion. Reduced visibility, eye irritation, and adverse health impacts upon those persons termed “sensitive receptors” are the most serious hazards of existing air quality conditions in the area. Some land uses are considered more sensitive to changes in air quality than others, depending on the population groups and the activities involved. People most likely to be affected by air pollution, as identified by CARB, include children, the elderly, athletes, and people with cardiovascular and chronic respiratory diseases; however, for the purposes of this analysis, residents are also considered sensitive receptors. As such, sensitive receptors include residences, schools, playgrounds, child-care centers, athletic facilities, long-term health-care facilities, rehabilitation centers, convalescent centers, and retirement homes. The closest off-site sensitive receptors to the project are existing residential land uses located approximately 1,210 feet north of the project site boundary. As discussed, the project would comply with SJVAPCD Rule 8021, which requires applicants to develop, prepare, submit, obtain approval of, and implement a dust control plan.

Valley Fever Exposure

As discussed in Section 3.3.1, the project site is located in an area where there is a high risk of Valley Fever, a fungal-borne disease. The disease is caused by inhalation of dust containing the *Coccidioides immitis*, a fungal spore. Most people who are exposed have no or very mild systems; however, in a small percentage of the population, it can generate more serious systems of meningitis, pneumonia, or chronic fatigue. Construction workers have increased risk of exposure, since this job results in the disturbance of soils where fungal spores are found. Valley Fever infection rates are highest in California from June to November, and the illness is endemic in Kern County. Therefore, a risk of Valley Fever infection exists for construction personnel working on the project in the peak summer and fall months. Valley Fever risk from construction-related dust from the project will be partially mitigated by implementation of an SJVAPCD–approved dust control plan. However, implementation of Mitigation Measure (MM-) AQ-1 and MM-AQ-2 would

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further reduce the risk of Valley Fever infection. Therefore, with implementation of MM-AQ-1 and MM-AQ-2, impacts to construction workers and nearby sensitive receptors, would **less than significant with mitigation**.

Health Impacts of Toxic Air Contaminants

A substance is considered toxic if it has the potential to cause adverse health effects in humans, including increasing the risk of cancer upon exposure, or acute (immediate) and/or chronic (cumulative) non-cancer health effects. A toxic substance released into the air is considered a toxic air contaminant (TAC). Adverse health effects associated with exposure to TACs may include carcinogenic (i.e., cancer-causing) and non-carcinogenic effects. Examples include certain aromatic and chlorinated hydrocarbons, certain metals, and asbestos. TACs are generated by a number of sources, including stationary sources such as dry cleaners, gas stations, combustion sources, and laboratories; mobile sources such as automobiles; and area sources such as landfills. Non-carcinogenic effects typically affect one or more target organ systems and may be experienced on either short-term (acute) or long-term (chronic) exposure to a given TAC.

TACs are identified by federal and state agencies based on a review of available scientific evidence. In the State of California, TACs are identified through a two-step process that was established in 1983 under the Toxic Air Contaminant Identification and Control Act. This two-step process of risk identification and risk management and reduction was designed to protect residents from the health effects of toxic substances in the air. In addition, the California Air Toxics “Hot Spots” Information and Assessment Act, Assembly Bill 2588, was enacted by the legislature in 1987 to address public concern over the release of TACs into the atmosphere.

Project construction would result in emissions of diesel particulate from heavy construction equipment and trucks accessing the site. Diesel particulate is characterized as a TAC by the State of California. The Office of Environmental Health Hazard Assessment has identified carcinogenic and chronic non-carcinogenic effects from long-term exposure but has not identified health effects due to short-term exposure to diesel exhaust. According to the Office of Environmental Health Hazard Assessment, health risk assessments, which determine the exposure of sensitive receptors to toxic emissions, should be based on a 30-year exposure period for the maximally exposed individual resident; however, such assessments should be limited to the period/duration of activities associated with the project. Thus, the duration of the proposed construction activities would only constitute a small percentage of the total 30-year exposure period. Due to this relatively short period of exposure (15 months), distance to the closest sensitive receptors, and minimal particulate

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emissions on site, TACs generated by the project would not result in concentrations causing significant health risks. Overall, the project would not result in substantial TAC exposure to sensitive receptors in the vicinity of the proposed project, and impacts would be less than significant.

Additionally, the health risk public-notification thresholds adopted by the SJVAPCD Board is 20 excess cancer cases in a million for cancer risk and a hazard index of more than one (1.0) for non-cancer risk. The hazard index of more than 1.0 means that predicted levels of a toxic pollutant are greater than the reference exposure level, which is considered the level below which adverse health effects are not expected. Examples of projects that emit toxic pollutants include oil and gas processing, gasoline dispensing, dry cleaning, electronic and parts manufacturing, medical equipment sterilization, freeways, and rail yards (SJVAPCD 2015). The project would not emit TACs, and toxic contaminants are not anticipated to be present at the project site; as such, a formal health risk assessment will not be required for the project. Accordingly, the project is not anticipated to result in emissions that would exceed the SJVAPCD Board-adopted health risk notification thresholds.

Health Impacts of Carbon Monoxide

As described previously, exposure to high concentrations of CO can result in dizziness, fatigue, chest pain, headaches, and impairment of central nervous system functions. Mobile-source impacts, including those related to CO, occur essentially on two scales of motion. Regionally, project-related construction travel would add to regional trip generation and increase the vehicle miles traveled within the local airshed and the SJVAB. Locally, construction traffic would be added to the roadway system in the vicinity of the project site. Although the SJVAB is currently an attainment area for CO, there is a potential for the formation of microscale CO “hotspots” to occur immediately around points of congested traffic. Hotspots can form if such traffic occurs during periods of poor atmospheric ventilation, is composed of a large number of vehicles cold-started and operating at pollution-inefficient speeds, and/or is operating on roadways crowded with non-project traffic. Because of continued improvement in vehicular emissions at a rate faster than the rate of vehicle growth and/or congestion, the potential for CO hotspots in the SJVAB is steadily decreasing.

The SJVAPCD *Guidance for Assessing and Mitigating Air Quality Impacts* states that a quantitative CO hotspots analysis be performed if either of the following two conditions exist: (1) a traffic study for the project indicates that the level of service (LOS) on one or more streets or at one or more intersections in the project vicinity will be reduced to LOS E or F, or (2) a traffic study indicates that the project will substantially worsen an already existing LOS F on one or more streets or at more or more intersections in the project

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vicinity (SJVAPCD 2015). The Traffic Impact Study (Arch Beach Consulting 2015) for the Vineyard at Delano and Delano West Pavilion Projects evaluated the traffic impact from operation of the buildout of the project site. The study showed several intersections in both the near-term and horizon scenarios that did results in LOS E or worse, thus failing the screening criteria. The Final Environmental Impact Report for the Vineyard at Delano and Delano West Pavilion Projects conducted a quantitative CO hotspots analysis and was certified by the City Council on December 21, 2015 (Michael Baker International 2015). Table 4.3-10 of the Final Environmental Impact Report showed that the studies intersections did not exceed any ambient air quality standard, and no CO hotspot would result. The Traffic Impact Study estimated the buildout of the project site to include 2,467 average daily trips (ADT); whereas, the DMV would generate 824 ADT. Therefore, because this DMV project has a lower ADT than that which was evaluated in the Final Vineyard Environmental Impact Report and the quantitative CO hotspot analysis from the higher ADT showed no formation of a CO hotspot, the DMV project would not result in the formation of a CO hotspot.

As such, impacts to sensitive receptors with regard to potential CO hotspots resulting from the project's contribution to cumulative traffic-related air quality impacts would **be less than significant**.

Health Impacts of Other Criteria Air Pollutants

Construction of the project would not exceed the SJVAPCD threshold for ROG. Specific ROG may be TACs; however, ROG are not expected to present risk of health impacts even if the specific ROG associated with project construction aren't entirely known. Some ROG would be associated with motor vehicles and construction equipment, whereas others are associated with architectural coatings, the emissions of which would not result in the exceedances of the SJVAPCD's threshold as shown in Table 3.3-1. Generally, the ROG in architectural coatings are of relatively low toxicity. Additionally, SJVAPCD Rule 4601 restricts the ROG content of coatings for both construction and operational applications.

Operation of the project would not result in emissions that exceed the SJVAPCD's emission thresholds for any criteria air pollutants, including ROG, NO_x, CO, SO_x, PM₁₀, or PM_{2.5}. Regarding ROG, some ROG would be associated with motor vehicles and construction equipment, while others are associated with architectural coatings, the emissions of which would not result in the exceedances of the SJVAPCD's thresholds as shown in Table 3.3-2. Generally, the ROG in architectural coatings are of relatively low toxicity.

In addition, ROG and NO_x are precursors to O₃, for which the SJVAB is designated as nonattainment with respect to the NAAQS and CAAQS (the Environmental Protection

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Agency has designated the SJVAB as a nonattainment area for the federal 8-hour O₃ standard, and CARB has designated the SJVAB as a nonattainment area for the state 1-hour and 8-hour O₃ standards). The health effects associated with O₃ are generally associated with reduced lung function. The contribution of ROG_s and NO_x to regional ambient O₃ concentrations is the result of complex photochemistry. The increases in O₃ concentrations in the SJVAB due to O₃ precursor emissions tend to be found downwind from the source location to allow time for the photochemical reactions to occur. However, the potential for exacerbating excessive O₃ concentrations would also depend on the time of year that the ROG emissions would occur because exceedances of the O₃ ambient air quality standards tend to occur between April and October, when solar radiation is highest.

The holistic effect of a single project's emissions of O₃ precursors is speculative due to the lack of quantitative methods to assess this impact. Nonetheless, the ROG and NO_x emissions associated with project construction could minimally contribute to regional O₃ concentrations and the associated health impacts. O₃ health impacts are associated with respiratory irritation, which may be experienced by nearby receptors during the periods of heaviest use of off-road construction equipment. The project would not exceed the SJVAPCD threshold for O₃ precursor NO_x during construction thus there would be a less than significant impact during construction. In addition, the long-term operational emissions would not exceed any significance thresholds for O₃ precursors.

Construction and operation of the project would not exceed thresholds for PM₁₀ or PM_{2.5} and would not contribute to exceedances of the NAAQS and CAAQS for particulate matter. The project would also not result in substantial DPM emissions during construction and operation and therefore, would not result in significant health effects related to DPM exposure. Because the project would not exceed thresholds for PM₁₀ or PM_{2.5} during construction and operation, health impacts would be less than significant.

Regarding NO₂, according to the construction emissions analysis, construction of the project would not contribute to exceedances of the NAAQS and CAAQS for NO₂ during construction. Emissions from construction of the project would be short-term in duration, and the long-term operational emissions would not exceed any significance thresholds. NO₂ and NO_x health impacts are associated with respiratory irritation, which may be experienced by nearby receptors during the periods of heaviest use of off-road construction equipment. Therefore, the construction- and operation-related health impacts for NO₂ would be considered **less than significant**.

Mitigation Measures: The following mitigation is provided to reduce the impacts to construction workers and nearby sensitive receptors.

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MM-AQ-1 Between June 1 and November 30, when Valley Fever rates of infection are the highest, additional dust suppression measures (such as additional water or the application of additional soil stabilizer) will be implemented prior to and immediately following ground disturbing activities if wind speeds exceed 15 mph or temperatures exceed 95°F for 3 consecutive days. The additional dust suppression will continue until winds are 10 mph or lower and outdoor air temperatures are below 90°F for at least 2 consecutive days. The additional dust suppression measures will be incorporated into the Dust Control Plan.

MM-AQ-2 Prior to any project grading activity, the primary project construction contractor will prepare and implement a worker training program that describes potential health hazards associated with Valley Fever, common symptoms, proper safety procedures to minimize health hazards, and notification procedures if suspected work-related symptoms are identified during construction. The worker training program will identify safety measures to be implemented by construction contractors during construction. Safety measures will include the following:

- Provide HEPA-filtered air-conditioned enclosed cabs on heavy equipment. Train workers on proper use of cabs, such as turning on air conditioning prior to using the equipment.
- Provide communication methods, such as two-way radios, for use by workers in enclosed cabs.
- Provide personal protective equipment (PPE), such as half-mask and/or full-mask respirators equipped with particulate filtration, to workers active in dusty work areas.
- Provide separate, clean eating areas with hand-washing facilities for construction workers.
- Clean equipment, vehicles, and other items before they are moved off site to other work locations.
- Provide training for construction workers so they can recognize the symptoms of Valley Fever and promptly report suspected symptoms of work-related Valley Fever to a supervisor.
- Direct workers that exhibit Valley Fever symptoms to immediately seek a medical evaluation.

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Prior to initiating any grading, the construction contractor will provide the Department of General Services program manager, as the Department of Motor Vehicles authorized assignee for project construction, with copies of all educational training material.

e) *Would the project create objectionable odors affecting a substantial number of people?*

Odors are a form of air pollution that is most obvious to the general public and can present problems for both the source and surrounding community. Although offensive, odors seldom cause physical harm, but they can be annoying and cause concern. Odors would be potentially generated from vehicles and equipment exhaust emissions during construction of the project. Odors produced during construction would be attributable to concentrations of unburned hydrocarbons from tailpipes of construction equipment. Such odors are temporary and generally occur at low levels that would not result in nuisance. In regards to long-term operations, the project would result in similar odors to construction from motor vehicles but would not result in any sources of substantial odors. Therefore, impacts associated with odors would be considered **less than significant**.

Mitigation Measure: No mitigation is required.

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3.4 Biological Resources

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
IV. BIOLOGICAL RESOURCES – Would the project:				
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?		<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

3.4.1 Environmental Setting

The project site lies in the lower Sonoran life zone of the San Joaquin Valley. The San Joaquin Valley is characterized by relatively low rainfall, averaging less than 10 inches per year, mostly between January and March. Average temperatures are relatively high, and total evaporation exceeds total precipitation. Summers are mostly cloudless, hot, and dry, with daytime temperatures frequently above 100°F. Winters are generally cool and foggy, but occasionally freezing temperatures occur.

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The Kern County General Plan (County of Kern 2009) describes the region as “the southern San Joaquin Valley below an elevation of 1,000 feet above mean sea level (msl)” within Kern County.

Historically, the entire project site was used for agricultural production and is currently partially disked and non-native grassland. No native vegetative communities currently occur on site. It is likely the area prior to agricultural use consisted of valley needlegrass grassland, valley sacaton grassland, and non-native grassland vegetation communities (City of Delano 2005).

Survey Methods

Prior to the field visit, the California Natural Diversity Database (CDFW 2018) was queried for records of rare plants and special-status wildlife in the vicinity of the site. Rare plants are those listed, proposed for listing, or candidates for listing as threatened or endangered under the federal Endangered Species Act or the California Endangered Species Act or included in the California Native Plant Society’s Inventory of Rare or Endangered Plants. In addition, a list of potentially occurring listed species was generated from a review of the U.S. Fish and Wildlife Service’s (USFWS’s) IPaC Trust Resources Report (USFWS 2018) list of federal and threatened species. Special-status wildlife species are those listed, proposed for listing, or candidates for listing as threatened or endangered under California Endangered Species Act or federal Endangered Species Act, those considered California Species of Concern or Fully Protected Species by California Department of Fish and Game, and those protected by City and County policies. Findings related to rare plants and special-status wildlife were later cross-referenced against habitat conditions, elevation, and soil types to determine the potential for occurrence.

Dudek conducted a field survey on August 6, 2018. Weather conditions during the site visit consisted of temperatures ranging from 74°F to 79°F, winds ranging from 2 to 4 mph. Visibility was good due to cloud cover at 0% cover. The site visit focused on plant composition and conducting habitat assessments for special-status wildlife. The entire project site was evaluated for the presence, absence, or likelihood of occurrence. During the survey, the biologist collected information on plants and wildlife observed on the project site. Wildlife species were detected by sight, calls, tracks, scat, or other signs. The potential for special-status plant and wildlife species to occur was determined according to known habitat preferences of regional wildlife species and knowledge of their relative distributions in the area. Focused surveys for plants or wildlife were not performed during the site visit. Special-status parameters for wildlife included connectivity to documented and potentially occurring habitat, hydrology, access to site, foraging and/or nesting habitat, the site’s operational activities and the life history needs of each species.

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The biological survey consisted of walking transects approximately 30 meters apart within the project area. Areas outside the project, and not open to public access, were visually scanned using binoculars from the project edge.

Results

As previously referenced, two biotic habitats occur on the site. Approximately 90%, or 2.7 acres, of the southern portion of the site appeared to have been disked with essentially no vegetation present. The remaining, northern 10% appeared to have been disked recently; however, this section appears to have been left fallow and currently functions as non-native grassland.

Because of the current condition of the project area (i.e., disked or used for agricultural production in the past), relatively few plant species were recorded to occur. The north portion of the site was dominated by mouse barley (*Hordeum murinum*). Several roadside weedy plant species were recorded along the east shoulder of Dover Parkway. Roadside weeds included mouse barley, Russian thistle (*Salsola tragus*), redstem stork's bill (*Erodium cicutarium*), and black mustard (*Brassica nigra*). A total of five wildlife species, California ground squirrel (*Spermophilus* (*Otospermophilus*) *beecheyi*), common side-blotched lizard (*Uta stansburiana*), black-tailed jackrabbit (*Lepus californicus*), house finch (*Haemorhous mexicanus*), and mourning dove (*Zenaida macroura*) were either directly observed or detected based on vocal cues or observation of sign (e.g., scat, burrows). Seven California ground squirrel burrows were observed on the project site along with several burrows and colonies within the project buffer to the north approximately 30 feet from the project area. California ground squirrel burrows were also observed west of Dover Parkway approximately 100 feet from the project area.

Appendix 3.4-1 provides a list of all plant and wildlife species observed during the site visit.

Special-Status Species

No special-status plant or animal species were observed on the project site during the field survey.

A California Natural Diversity Database query resulted in 13 wildlife species with potential to occur within the Delano West, Delano East, Pond, and McFarland U.S. Geological Survey 7.5-minute quadrangles. Of these 13 species, only two species have the potential to occur on the project site, San Joaquin kit fox (*Vulpes macrotis mutica*) and burrowing owl (*Athene cunicularia*). Appendix 3.4-2 provides a list of all species from the database query and their potential to occur based on habitat suitability of the project site.

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Environmental Thresholds

Biological resources thresholds determine whether a project may substantially affect a rare or endangered species of animal or plant or habitat to the species, interfere substantially with the movement of any resident or migratory fish or wildlife species, or substantially diminish the habitat for fish, wildlife, or plants. These thresholds provide for the evaluation of plant and animal species listed in state and federal publications as well as in professional journals which identify the rarity, endangerment, vigor, and general distribution of the endangered species. City General Plan environmentally sensitive habitat designations are also utilized for project impact evaluation. Finally, information from wildlife biologists or botanists may be used to determine the value and significance of biological resources not currently listed in publications and journals.

3.4.2 Impact Analysis

- a) *Would the project have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?*

The project site is located in an area that is largely either developed or currently being developed. However, the project site itself was historically used for agricultural production for many years, from approximately the mid-1930s to the mid-2000s. The site is nearly devoid of vegetation, and where vegetation occurs, it has been significantly altered from conversion to agricultural use. No undisturbed native habitat exists on the site; therefore, no sensitive plants or plant communities occur, and no impacts are expected to special-status plant species from project implementation.

Because the project site is now disked, and was under continuous agricultural production for many years, the project site provides limited opportunities for special-status animal species to utilize the property. However, one mammalian and one avian special-status species may be occasional residents in the area and occasionally pass through the project site, such as when prey species are present or while traveling to other foraging habitats. San Joaquin kit fox and burrowing owl have the potential to use the site for foraging and, to a lesser extent, denning, and nesting birds have the potential to occur the project site.

San Joaquin Kit Fox. The project site provides limited denning opportunities for special-status animals, due to the high disturbance level of the project site. No sign (e.g., tracks, scat, dens, prey remains) of San Joaquin kit fox presence was observed during the field survey. Also, the California Natural Diversity Database does not indicate San Joaquin kit fox is

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present on the project site (CNDDDB 2018). Seven small mammal burrows associated with California ground squirrel were observed during the field survey. In addition, several California ground squirrel burrows and burrow complexes were observed in adjacent areas. Although California ground squirrel burrows on the project site may be modified and used by San Joaquin kit fox, and while it is not possible to conclude that a kit fox would never visit the site, the species is unlikely to occur there on a regular basis. However, in the unlikely event that an individual kit fox could move onto the site temporarily prior to construction, project activities could result in injury or mortality to kit fox. Because of the rarity of this species, which is federally listed as endangered and state listed as threatened, the potential loss of a San Joaquin kit fox would be a potentially significant impact absent mitigation. Implementation of Mitigation Measure (MM-) BIO-1 would result in avoidance of impacts to San Joaquin kit fox. With implementation of MM-BIO-1, impacts to San Joaquin kit fox would be less than significant (**less than significant with mitigation**).

Burrowing Owl. Burrowing owls in the western United States do not dig their own burrows (Zarn 1974). Instead, the burrowing owls take over the burrows dug by other animals, such as ground squirrel and American badger (*Taxidea taxus*) (Zarn 1974). Burrowing owls in California are closely associated with California ground squirrels, whose burrows they modify and occupy for shelter, roosting, and nesting. In addition, burrowing owl are able to adapt to some human-altered landscapes. Some areas where owls are found include, but are not limited to, dry open grassland, agricultural fields, irrigation ditches, fallow agricultural fields, and open fields prepared for development. No burrowing owls or their sign (i.e., white wash, pellets, prey remains, feathers) were observed during the survey. However, burrowing owls could occupy ground squirrel burrows on the site and surrounding areas for nesting, over-wintering, or year-round residence. In addition, the on-site disked field provides marginally suitable foraging habitat. In the unlikely event that a burrowing owl moves onto the site prior to construction, project activities could result in harm or injury to burrowing owl, which would constitute a potentially significant impact. Implementation of MM-BIO-2 would ensure avoidance of impacts to burrowing owls; therefore, impacts to burrowing owls would be **less than significant with mitigation**.

Nesting Birds. As the project site is surrounded primarily by agricultural and urban development, potential for direct impacts to ground nesting birds on the site during construction could occur. In addition, a few mature trees are found along State Route 99 east of the project site. Common raptors in the area, such as red-tailed hawk (*Buteo jamaicensis*), are known to use roadside trees for nesting; therefore, indirect impacts through excessive dust or noise to nesting raptors within 500 feet of the project site during construction could occur. Native migratory bird species protected by the federal Migratory

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Bird Treaty Act and Section 3503.5 of the California Fish and Game Code, which specifically protects raptors, are possible during construction activities. Temporary direct and indirect impacts to native nesting birds within and adjacent to the project site could occur due to construction-related activities. MM-BIO-3 requires conducting a nesting bird survey prior to construction, and implementing measures to avoid impacts to nesting birds protected under Migratory Bird Treaty Act and the California Fish and Game Code. With the implementation of MM-BIO-3, impacts on nesting bird species would be **less than significant with mitigation**.

Mitigation Measures:

MM-BIO-1 San Joaquin Kit Fox. The Department of Motor Vehicles (DMV), or an authorized assignee, shall have a qualified biologist conduct a pre-construction survey for San Joaquin kit fox no less than 14 days and no more than 30 days prior to any construction related activities. Surveys will be conducted on the project site and within a 200-foot buffer zone within areas where legal access is available in order to evaluate and ascertain if kit fox is using the project site. If an active kit fox den is observed within the work area or 200-foot buffer zone, the California Department of Fish and Wildlife (CDFW) and U.S. Fish and Wildlife Service (USFWS) shall be contacted prior to disturbance within 200 feet of the den to determine the best course of action. If no kit fox activity is detected, work shall continue as planned, and a brief memo shall be submitted to the CDFW and USFWS after the completion of the pre-construction survey.

While San Joaquin kit foxes are not anticipated to access the site during construction, DMV, or an authorized assignee, shall implement precautionary measures following the *Standardized Recommendations for Protection of the San Joaquin Kit Fox Prior to or During Ground Disturbance* developed by the USFWS (2011) as follows:

1. Project-related vehicles shall observe a 20 mph speed limit in all project areas, except on county roads and state and federal highways; this is particularly important at night, when kit foxes are most active. Nighttime construction shall be minimized. Off-road traffic outside of designated project areas shall be prohibited.

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2. Kit foxes are attracted to den-like structures such as pipes and may enter stored pipe, becoming trapped or injured. If a San Joaquin kit fox is discovered inside a pipe, that section of pipe shall not be moved until the USFWS has been consulted. If necessary, and under the direct supervision of the biologist, the pipe may be moved once to remove it from the path of construction activity, until the fox has escaped.
3. All food-related trash items such as wrappers, cans, bottles, and food scraps shall be disposed of in closed containers and removed regularly from a construction or project site.
4. Use of rodenticides and herbicides in project areas shall be restricted as follows. All uses of such compounds shall observe label and other restrictions mandated by the U.S. Environmental Protection Agency, California Department of Food and Agriculture, and other state and federal legislation, as well as additional project-related restrictions deemed necessary by the USFWS. If rodent control must be conducted, zinc phosphide shall be used because of proven lower risk to kit fox.
5. Escape ramps shall be provided for all open trenches or ditches deeper than 2 feet to allow animals to escape.
6. Any contractor or employee who inadvertently kills or injures a San Joaquin kit fox shall immediately report the incident to their representative. The representative shall contact the USFWS and CDFW immediately in the case of a dead, injured, or entrapped kit fox.
7. The USFWS and CDFW shall be notified in writing within 3 working days of the accidental death or injury to a San Joaquin kit fox during project related activities. Notification must include the date, time, and location of the incident, or of the finding of a dead or injured animal, and any other pertinent information.

MM-BIO-2

Burrowing Owl. The Department of Motor Vehicles (DMV), or an authorized assignee, shall retain a qualified biologist to conduct burrowing owl surveys on the site and 300-foot buffer where legal access is available, prior to construction or site preparation activities. The survey shall be conducted no more than 30 days prior to commencement of construction activities. Occupied burrows that would be in danger of collapse should not be disturbed during the nesting season (February 1 through August 31) unless a qualified biologist approved by the California Department of Fish

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and Wildlife (CDFW) verifies through non-invasive methods that either: (1) the birds have not begun egg laying and incubation or (2) that juveniles from the occupied burrows are foraging independently and are capable of independent survival. If burrowing owls are observed using burrows during the surveys, owls shall be excluded from all active burrows (that are in danger of collapse) through the use of exclusion devices placed in occupied burrows in accordance with CDFW protocols (CDFW 2012).

In such case, exclusion devices shall not be placed until the young have fledged and are no longer dependent upon the burrow, as determined by a qualified biologist. Specifically, exclusion devices, utilizing one-way doors, shall be installed in the entrance of all active burrows. The devices shall be left in the burrows for at least 48 hours to ensure that all owls have been excluded from the burrows. Each of the burrows shall then be excavated by hand and refilled to prevent reoccupation. Exclusion shall continue until the owls have been successfully excluded from the site, as determined by a qualified biologist.

MM-BIO-3 Nesting Birds. Within 30 days of initial ground disturbance activities associated with construction or grading that would occur during the nesting/breeding season of native bird species potentially nesting on the site (typically, February through September in the project region), the Department of Motor Vehicles (DMV), or an authorized assignee, shall have weekly surveys conducted by a qualified biologist (experienced with the nesting behavior of bird species of the region). The intent of the surveys is to determine if active nests of bird species protected by the Migratory Bird Treaty Act and/or the California Fish and Game Code are present in the construction zone or within 300 feet (500 feet for raptors) of the construction zone. The surveys shall be timed such that the last survey is concluded no more than 1 week prior to initiation of clearance/construction work. If ground disturbance activities are delayed, then additional pre-construction surveys will be conducted such that no more than one week will have elapsed between the last survey and the commencement of ground disturbance activities.

If active nests are found, clearing and construction within 300 feet of the nest (500 feet for raptors), or at a distance deemed sufficient by the qualified biologist, shall be postponed or halted until the nest is vacated, juveniles have fledged, and there is no evidence of a second attempt at nesting. Limits

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of construction to avoid an active nest shall be established in the field with flagging, fencing, or other appropriate barrier, and construction personnel shall be instructed on the sensitivity of nest areas. The biologist shall serve as a construction monitor during those periods when construction activities will occur near active nest areas to ensure that no inadvertent impacts on these nests will occur. The results of the survey in the form of a memo, and any avoidance measures taken, shall be submitted to the client within 30 days of completion of the pre-construction surveys and/or construction monitoring to document compliance with applicable state and federal laws pertaining to the protection of native birds.

- b) *Would the project have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?*

No natural stream or river crosses the project site. Review of the Delano East 7.5-minute U.S. Geological Survey quadrangle suggested no historical occurrence of any river or stream on the project site. In addition, a review of the California Natural Diversity Database yielded no occurrences of sensitive natural communities on or within the vicinity of the project site. Therefore, **no impact** would occur.

Mitigation Measure: No mitigation is required.

- c) *Would the project have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?*

A formal wetland delineation was not completed for this project; however, the National Wetlands Inventory Map for the Delano East 7.5-minute U.S. Geological Survey quadrangle was reviewed for wetland resources. The National Wetlands Inventory search resulted in no wetland areas on the project site. Also, no potential wetlands were observed during the survey of the project site, which was all former agricultural land. Therefore, **no impact** would occur.

Mitigation Measure: No mitigation is required.

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- d) *Would the project interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?*

The project site is currently a disked agricultural field. Although some wildlife species may on occasion pass through, it is unlikely that any portion of the project site serves as an important linkage between extant wildlife habitats. That surrounding biotic habitats are agricultural land and urban development further supports the conclusion that these areas are not important for terrestrial wildlife movement. As the proposed project is likely not considered an integral part of a regional wildlife corridor based on location and urban development surrounding the project area, project implementation would not interfere substantially with the local movement of any wildlife species, few mammalian and avian special-status species may be residents in the area and could potentially and occasionally pass through the project site when prey species may be present or while traveling to other foraging habitats. However, based on the current conditions of the site and immediate surroundings, project implementations would be considered a **less-than-significant impact**.

Mitigation Measure: No mitigation is required.

- e) *Would the project conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?*

As currently proposed, the project would not conflict with any local policies or ordinances protecting biological resources with implementation of MM-BIO-1, MM-BIO-2, and MM-BIO-3, the proposed project will not conflict with any adopted local plan such as the *City of Delano General Plan* (City of Delano 2005) as they relate to resources found on the Project site. Thus, no conflicts with local policies or ordinances are anticipated. Therefore, **no impact** would occur.

Mitigation Measure: No mitigation is required.

- f) *Would the project conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?*

There are no adopted habitat conservation plans, natural community conservation plans, or other approved local, regional, or state habitat conservation plans that cover the project area. Therefore, the project does not conflict with any provisions from an adopted local, regional, or state habitat conservation plan, and **no impact** would occur.

Mitigation Measure: No mitigation is required.

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3.5 Cultural Resources

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
V. CULTURAL RESOURCES – Would the project:				
a) Cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>		<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Disturb any human remains, including those interred outside of dedicated cemeteries?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

3.5.1 Environmental Setting

A Cultural Resources Letter Report was prepared for the proposed project to assess the project site for existing cultural resources. The cultural resources study completed for the Cultural Resources Letter Report included a Southern San Joaquin Valley Information Center (SSJVIC) records search, Native American Heritage Commission (NAHC) Sacred Lands File (SLF) search, tribal outreach, and an intensive pedestrian survey. Information used in this section is derived from the Cultural Resources Letter Report for the Department of Motor Vehicles Delano Field Office Replacement Project (Appendix 3.5-1) and the Paleontological Records Search (Appendix 3.5-2) conducted for the project site.

Records Search

A California Historical Resources Information System records search was completed for the project site and 1-mile radius at the SSJVIC at California State University Bakersfield on July 30, 2018. This search included a review of their collection of mapped prehistoric, historical, and built-environment resources; Department of Parks and Recreation Site Records; technical reports; historical maps; and local inventories. Additional consulted sources included the NRHP, California Inventory of Historical Resources/California Register of Historical Resources (CRHR) and listed California Office of Historic Preservation Archaeological Determinations of Eligibility, California Points of Historical Interest, and California Historical Landmarks. The SSJVIC records indicate that 16 previous cultural resources technical investigations have been conducted, and nine archaeological

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and built environment resources have been previously identified within 1 mile of the project site. Of these, none are located on the project site (Appendix 3.5-1).

NAHC and Tribal Correspondence

A search of the NAHC SLF for the project area was requested on July 25, 2018. The NAHC results, received August 9, 2018, failed to indicate the presence of Native American cultural resources within the project area or within 1 mile of the project area. Letters were sent to NAHC-listed Native American tribal representatives on August 28, 2018, requesting input regarding the proposed project and potential cultural resources. No responses to these outreach efforts have been received to date. Any subsequent tribal outreach responses will be forwarded to the lead agency.

Intensive Pedestrian Survey

An intensive pedestrian survey of the project site was conducted on July 30, 2018, using standard archaeological procedures and techniques that meet the Secretary of Interior's Standards and Guidelines for cultural resources inventory. The entirety of the project area has been subject to substantial disturbances related to agricultural use. No archaeological resources were identified within the project area during the field survey.

Paleontological Resources Background and Records Search

The project area is located in northern Kern County, in the City of Delano, California. It is situated on undeveloped former agricultural land in an area of low topographic relief. In this portion of the Central Valley, surface-mapped sedimentary deposits include unnamed Quaternary (Holocene age, less than approximately 11,700 years old) alluvial fan deposits and unnamed Quaternary (Pleistocene age, approximately 2.58 million to 11,700 years old) non-marine, which presumably underlie the younger alluvial deposits at depth and crop out at the surface east of the State Route 99 (Smith 1964; Cohen et al. 2013). The Quaternary alluvium consists of clay, silt, sand, and gravel derived from higher elevations surrounding the Great Valley according to published mapping by Smith (1964). The surficial, Holocene age alluvial fan deposits mapped within the project area have low paleontological resource sensitivity due to their young age. However, the older, Pleistocene, or "Ice-age" deposits potentially at depth in this area have produced scientifically significant fossils and has high paleontological resource sensitivity (SVP 2010).

Fossil localities in the area surrounding the project site have encountered paleontological resources within Quaternary alluvium. These deposits are derived fluvially (i.e., by streams), emanating from the higher elevations surrounding the Great Valley, and have produced important vertebrate fossils elsewhere in Kern County (McLeod 2018; Appendix 3.5-2). According to the geotechnical report for the project area, surficial deposits consist of light brown to brown, loose to medium density,

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clayey sand, with silty sand encountered in Borings D1 and D4 at depths greater than 13 and 14 feet below the ground surface, respectively (Appendix 3.6-1).

According to the records search results letter provided by the Natural History Museum of Los Angeles County (LACM) on December 6, 2018, no fossils are documented within the a 1-mile radius of the project area (McLeod 2018). However, a fossil specimen of horse (*Equus*) was recovered from locality LACM 1156 at a depth of 45 feet below the ground surface, east of Radnor and north of Delano (McLeod 2018). Two additional localities, LACM 6701, located between Fountain Springs and the White River east-northeast of the project area, and LACM 4087, due east of Terra Bella and northeast of the project area, both produced fossil specimens of mammoth (*Mammuthus*) (McLeod 2018).

3.5.2 Impact Analysis

a) *Would the project cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5?*

A historical resource is defined by Public Resources Code Section 21084.1 and California Environmental Quality Act Guidelines Section 15064.5 as any resource listed or determined to be eligible for listing in the NRHP as well as some California State Landmarks and Points of Historical Interest. In addition, historical resources are evaluated against the CRHR criteria prior to making a finding as to the project's impacts on historical resources. Generally, resources must be at least 50 years old to be considered for listing in the CRHR as a historical resource. The project site is currently undeveloped, with no buildings, structures, or utilities present. The California Historical Resources Information System records search, archival and building development research, and pedestrian survey completed for the project site did not identify any historical resources within the project boundaries. Therefore, **no impact** to historical resources would occur.

Mitigation Measure: No mitigation is required.

b) *Would the project cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?*

The project site is currently undeveloped and has historically been used for agricultural purposes. Observation of the present conditions within the proposed project indicates that all areas have been subject to a substantial degree of past disturbances related to agricultural activities. No newly identified archaeological resources were recorded during the pedestrian survey of the project site. Further, a SSJVIC records search did not identify

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the presence of cultural resources within the proposed project area. An NAHC SLF search and subsequent information outreach with NAHC-listed tribal representatives also failed to indicate the presence cultural resources. The project, as currently designed, appears to have a low potential for encountering intact cultural deposits during ground disturbing activities, and would have no impact to known cultural resources. However, the potential still exists to encounter previously undiscovered significant archaeological resources during project construction activities. To ensure that impacts to cultural resources remain less than significant, should any such resources be encountered during project grading and construction, the project would be required to implement Mitigation Measure (MM-) CUL-1. With implementation of MM-CUL-1, impacts to archaeological resources would be **less than significant with mitigation**.

Mitigation Measure:

MM-CUL-1 In the event that archaeological resources (sites, features, or artifacts) are exposed during construction activities for the proposed project, all earth-disturbing work occurring in the vicinity (generally within 100 feet of the find) shall immediately stop, and a qualified professional archaeologist, meeting the Secretary of Interior's Professional Qualification Standards, shall be notified regarding the discovery. The archaeologist shall evaluate the significance of the find and determine whether or not additional study is warranted. If the discovery proves significant under California Environmental Quality Act (14 CCR 15064.5(f); PRC Section 21082) or Section 106 of the National Historic Preservation Act (36 CFR 60.4), additional work such as preparation of an archaeological treatment plan, testing, or data recovery may be warranted.

c) *Would the project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?*

Excavation on the project site is proposed to be less than 5 feet in depth, resulting in approximately 100 cubic yards of cut. Further, the project site has been heavily disturbed by agricultural activities since at least 1937 until the mid-2000s. Due to past site disturbance as a result of agricultural uses and the relatively shallow ground disturbance proposed, the planned excavation activity is not anticipated to impact geological units with paleontological resource sensitivity (e.g., Pleistocene non-marine deposits) on the project site. However, trenching for the utility interconnections off site along Dover Parkway could require trenching up to 12 feet. Excavation activities that would encounter previously undisturbed Pleistocene age deposits would have the potential to impact the paleontological resources

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preserved therein. Therefore, if trenching activities extend into undisturbed, Pleistocene-age deposits, a qualified paleontologist would be retained to implement a paleontological mitigation monitoring plan (MM-CUL-2). To ensure that impacts to paleontological resources and unique geologic features remain less than significant, should any such resources be encountered during trenching activities, the project would be required to implement MM-CUL-2. With implementation of MM-CUL-2, impacts to paleontological resources and unique geologic features would be **less than significant with mitigation**.

Mitigation Measure:

MM-CUL-2 Prior to beginning trenching activities, a workers education for unanticipated fossil discoveries shall be conducted. In the event that paleontological resources (e.g., fossils) are exposed during trenching activities, all earth-disturbing work occurring in the vicinity (generally within 50 feet of the find during trenching activities) shall immediately stop, and a qualified professional paleontologist, meeting the Society of Vertebrate Paleontology (2010) guidelines, shall be notified regarding the discovery. The paleontologist shall evaluate the significance of the find and determine whether or not additional study is warranted. If the discovery proves significant, additional work such as paleontological resources salvage and reporting may be warranted.

*d) **Would the project disturb any human remains, including those interred outside of dedicated cemeteries?***

No known human remains or burial sites were discovered through the SSJIV records search, pedestrian survey of the project site, or NAHC SLF search and subsequent tribal outreach. However, the potential to encounter human remains during project construction still exists. Per Section 7050.5 of the California Health and Safety Code, if human remains are discovered during project construction, no further work shall occur in the immediate vicinity of the discovered remains until the County Coroner has made the necessary findings as to the origin of the remains. Furthermore, pursuant to California Public Resources Code Section 5097.98(b), remains shall be left in place and free from disturbance until recommendations for treatment have been made. As such, MM-CUL-3 has been incorporated into the project to ensure that potential impacts are **less than significant with mitigation** by providing standard procedures in the event that human remains are encountered during project construction.

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Mitigation Measure:

MM-CUL-3 In accordance with Section 7050.5 of the California Health and Safety Code, if potential human remains are found, earth-disturbing work in the vicinity (generally 100 feet is sufficient) should immediately halt, and the county coroner shall be notified of the discovery. The coroner will provide a determination within 48 hours of notification. No further excavation or disturbance of the identified material, or any area reasonably suspected to overlie additional remains, shall occur until a determination has been made. If the county coroner determines that the remains are, or are believed to be, Native American, they shall notify the Native American Heritage Commission (NAHC) within 24 hours. In accordance with California Public Resources Code Section 5097.98, the NAHC must immediately notify those persons believed to be the most likely descendant (MLD) from the deceased Native American. The MLD may, with the permission of the owner of the land, or his or her authorized representative, inspect the site of the discovery of the Native American human remains and may recommend to the owner or the person responsible for the excavation work, the means for treatment or disposition, with appropriate dignity, of the human remains and any associated grave goods. The MLDs shall complete their inspection and make recommendations or preferences for treatment within 48 hours of being granted access to the site.

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3.6 Geology and Soils

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
VI. GEOLOGY AND SOILS – Would the project:				
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ii) Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii) Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iv) Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

3.6.1 Environmental Setting

The project site is located within the southern portion of the Great Valley Physiographic Province, with the Sierra Nevada to the east and the Coast Ranges to the west. The Great Valley Province is a large alluvial plain divided by the Sacramento–San Joaquin River Delta into the Sacramento Valley to the north and the San Joaquin Valley to the south. The project site is located within the southern San Joaquin Valley, near the western edge of the Sierra Nevada foothills. Geologic features near the project site include the Antelope Plain and Kettleman Hills

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to the west and Greenhorn Mountains to the east. The project site is relatively flat with elevations ranging from 304 to 307 feet above mean sea level.

Wallace-Kuhl & Associates prepared a Geotechnical Engineering Report for the project site in January 2018 to investigate the existing site, soil, and groundwater conditions and provide geotechnical engineering conclusions and recommendations for the proposed project (Appendix 3.6-1). The report was based on a site reconnaissance, review of historic U.S. Geological Survey topographic maps, historical aerial photographs, available groundwater information, subsurface exploration, soil sampling and laboratory testing, and engineering analyses. The study found that the near surface soils of the project site consists of approximately 16.5 feet of loose to medium-density, clayey sand. Groundwater is expected to be present at approximately 225 feet below the existing ground surface. The report also determined that the potential for liquefaction/lateral spreading and soil expansion on the project site is low. One soil type underlies the project site: Wasco sandy loam, which has a high infiltration rate of approximately 2 inches per hour. Because of this, on-site soils can become saturated during the wet season (Appendix 3.6-1).

3.6.2 Impact Analysis

- a) *Would the project expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:*
- i) *Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.*

According to the City of Delano's (City's) General Plan, Kern County is a highly seismically active area with several major faults traversing the county. These faults include the San Andreas Fault, Garlock Fault, Sierra Nevada Fault, White Wolf Fault, Kern Canyon Fault, and Breckenridge Fault. However, the majority of these fault lines are located in eastern and southwestern Kern County, far from the City. The closest Holocene-active (past 11,700 years) fault to the project site is the Pond Poso Fault, located approximately 6 miles southwest of the City. Seismic activity associated with the Pond Poso Fault Line has predominantly been to the southwest of the fault and not within the Delano area. Therefore, the General Plan determined that this fault does not represent a serious threat to development within the City and concluded that fault rupture potential and ground shaking potential are low (City of Delano 2005).

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The project site would not be located within or near an Alquist-Priolo Fault Zone (CGS 2018); therefore, impacts related to rupture of a known earthquake fault would not occur. Furthermore, the proposed project would be designed and constructed to meet the California Building Code (CBC) seismic standards and recommendations set forth in the Geotechnical Engineering Report prepared for the project, to reduce potential damage due to seismically induced ground shaking (Appendix 3.6-1). Compliance with the CBC and implementation of recommendations included in the Geotechnical Engineering Report prepared for the proposed project would help to offset potential risks to structures and people associated with a major earthquake event. In addition, construction and operation of the project would not exacerbate the potential for earthquakes to occur. With compliance with these requirements and recommendations, impacts would be **less than significant**.

Mitigation Measure: No mitigation is required.

ii) Strong seismic ground shaking?

Refer to previous response (i). With compliance with these requirements and recommendations, impacts would be **less than significant**.

Mitigation Measure: No mitigation is required.

iii) Seismic-related ground failure, including liquefaction?

As previously discussed, the project site is located in an area that is seismically active with numerous known active faults traversing the region. Ground failure and liquefaction can potentially occur during an earthquake-induced ground-shaking event and can be a main cause of structure damage. Liquefaction occurs when ground shaking causes wet granular soils to change from a solid state to a liquid state, resulting in the collapse of buildings. Buildings (and building occupants) are at risk when the ground begins to liquefy and can no longer support structures. Lateral spreading is a form of ground failure (i.e., cracks, fissures, and localized subsidence) that occurs in association with liquefaction in areas of unsupported slopes.

According to the City's General Plan and state geologic hazard maps, liquefaction/lateral spreading potential is low within the Delano area (City of Delano 2005; CGS 2018). No reported liquefaction events have occurred within the City (City of Delano 2005). In addition, the Geotechnical

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Engineering Report prepared for the proposed project determined that, based on the subsurface exploration and geologic, seismic, groundwater, and soil conditions of the project site, the potential for liquefaction is very low (Appendix 3.6-1). In addition, construction and operation of the project would not exacerbate the potential for seismically induced ground failure.

As previously discussed, the project is required to comply with the CBC, which outlines specific design, engineering, and development standards for structures proposed in areas with unstable soils. Compliance with the current regulations and the recommendations included in the Geotechnical Engineering Report prepared for the proposed project would ensure that all structures are designed and built to current standards to minimize impacts associated with seismic-related ground failure, including liquefaction. Therefore, impacts would be **less than significant**.

Mitigation Measure: No mitigation is required.

iv) Landslides?

Areas at risk from landslides include locations on or close to steep hills and steep road cuts or excavations, or areas where existing landslides have previously occurred. Based on the absence of significant slopes on or within the vicinity of the subject site, the potential for slope failure that could affect the project site is considered negligible. The flat nature of the project site and the distance between the project site and the surrounding hillsides would reduce the risk of landslide hazards. Further, the project is required to comply with the CBC, which outlines specific design, engineering, and development standards for structures proposed in areas with unstable soils. Compliance with current regulations would ensure that all structures are designed and built to current standards to minimize impacts associated with seismic-related ground failure, including landslides. In addition, construction and operation of the project would not exacerbate the potential for landslides to occur. Therefore, impacts would be **less than significant**.

Mitigation Measure: No mitigation is required.

b) Would the project result in substantial soil erosion or the loss of topsoil?

Construction activities associated with the proposed project, including excavation and grading, would temporarily expose underlying soils, thereby increasing the potential to cause soil erosion or the loss of topsoil. Because the proposed project would

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involve construction on an area greater than 1 acre, it would require compliance with the General Construction Activity National Pollutant Discharge Elimination System Permit (Order No. 2009-0009-DWQ, as amended by Order No. 2010-0014-DWQ, National Pollutant Discharge Elimination System No. CAS000002), which requires the demolition/construction contractor to prepare and comply with a stormwater pollution prevention plan (SWPPP). The SWPPP must include erosion control measures such as covering exposed soil stockpiles, protecting the perimeter of the construction site with sediment barriers, and protecting storm drain inlets. Upon completion of construction, structures, roadways, and landscaping or revegetated areas would cover any soils exposed during construction, thus minimizing the potential for erosion-induced siltation of waterways. With implementation of erosion control measures stipulated in project-specific SWPPP, impacts concerning substantial soil erosion or the loss of topsoil would be **less than significant**.

Mitigation Measure: No mitigation is required.

- c) *Would the project be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?*

The Geotechnical Engineering Report prepared for the proposed project determined that, based on laboratory testing, near-surface soils on the project site have a low expansion potential. However, the Geotechnical Engineering Report recommends removal, thorough moisture conditioning, and recompaction of the upper soils to provide uniform support for the proposed building and associated improvements. This recommendation is a standard design feature associated with new construction. The report concludes that properly placed and compacted engineered fills would be suitable for the proposed project (Appendix 3.6-1). The proposed project would be required to comply with the CBC regarding grading and construction, as well as recommendations set forth in the Geotechnical Engineering Report prepared for the proposed project. In addition, see previous response (a) with respect to possible on- or off-site landslides, lateral spreading, subsidence, or liquefaction. With adherence to standard CBC policies and geotechnical recommendations, impacts would be **less than significant**.

Mitigation Measure: No mitigation is required.

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- d) *Would the project be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?*

Please refer to previous response (c). Impacts would be **less than significant**.

Mitigation Measure: No mitigation is required.

- e) *Would the project have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?*

No septic systems or alternative wastewater disposal systems would be used on the project site. Therefore, **no impact** would occur.

Mitigation Measure: No mitigation is required.

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3.7 Greenhouse Gas Emissions

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
VII. GREENHOUSE GAS EMISSIONS – Would the project:				
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

3.7.1 Environmental Setting

Climate change refers to any significant change in measures of climate, such as temperature, precipitation, or wind patterns, lasting for an extended period of time (i.e., decades or longer). The Earth's temperature depends on the balance between energy entering and leaving the planet's system, and many factors (natural and human) can cause changes in Earth's energy balance. The greenhouse effect is the trapping and build-up of heat in the atmosphere (troposphere) near the Earth's surface. The greenhouse effect is a natural process that contributes to regulating the Earth's temperature, and it creates a livable environment on Earth. Human activities that emit additional greenhouse gases (GHGs) to the atmosphere increase the amount of infrared radiation that gets absorbed before escaping into space, thus enhancing the greenhouse effect and causing the Earth's surface temperature to rise. Global climate change is a cumulative impact; a project contributes to this impact through its incremental contribution combined with the cumulative increase of all other sources of GHGs. Thus, GHG impacts are recognized exclusively as cumulative impacts (CAPCOA 2008).

A GHG is any gas that absorbs infrared radiation in the atmosphere; in other words, GHGs trap heat in the atmosphere. As defined in California Health and Safety Code Section 38505(g) for purposes of administering many of the state's primary GHG emissions reduction programs, GHGs include carbon dioxide (CO₂), methane (CH₄), nitrous oxide (N₂O), hydrofluorocarbons (HFCs), perfluorocarbons (PFCs), sulfur hexafluoride (SF₆), and nitrogen trifluoride (NF₃) (see also 14 CCR 15364.5). The three GHGs evaluated in this section are CO₂, CH₄, and N₂O.

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Gases in the atmosphere can contribute to climate change both directly and indirectly.¹ The Intergovernmental Panel on Climate Change developed the global warming potential concept to compare the ability of each GHG to trap heat in the atmosphere relative to another gas. The reference gas used is CO₂; therefore, global warming potential-weighted emissions are measured in metric tons of CO₂ equivalent (MT CO₂e). Consistent with the California Emissions Estimator Model (CalEEMod) Version 2016.3.2 (CAPCOA 2017), this GHG emissions analysis assumed the global warming potential for CH₄ is 25 (emissions of 1 MT of CH₄ are equivalent to emissions of 25 MT of CO₂), and the global warming potential for N₂O is 298, based on the Intergovernmental Panel on Climate Change Fourth Assessment Report (IPCC 2007).

The Department of Motor Vehicles (DMV) does not have its own thresholds for GHG emissions. For this reason, the DMV has looked to the local jurisdictions, the City of Delano, County of Kern, and San Joaquin Valley Air Pollution Control District, for guidance on GHG thresholds. That said, as a state entity, the DMV is not subject to local government planning documents or regulations. Nonetheless, local plans and policies can often serve as a good reference to provide a sense of the environmental planning setting in the project area. For this reason, impacts from the project's GHG emissions would be considered less than significant if the project is found to emit less than 900 MT CO₂e per year of GHG emissions.

The analysis for compliance with regulatory programs only applies to the individual area addressed by the regulatory program. If the proposed project is determined to have GHG emissions less than 900 MT CO₂e per year, then the project's cumulative contribution of GHG emissions would be considered less than significant. Conversely, if the proposed project is determined to exceed the 900 MT CO₂e per year threshold, then the project's cumulative contribution of GHG emissions would be considered significant, and feasible mitigation measures would be required.

A numerical bright-line value for DMV projects does not yet exist. Moreover, no bright-line threshold has been formally adopted by an air district or other lead agencies for use in the Kern County region. The California Air Pollution Control Officers Association (CAPCOA) recommended an interim 900 MT CO₂e screening level as a theoretical approach to identify projects that require further analysis and potential mitigation (CAPCOA 2008). The 900 MT CO₂e per year screening threshold was developed by CAPCOA based on data collection on various development applications submitted among four diverse cities, including the Cities of Los Angeles, Pleasanton, Dublin, and Livermore. Following the review of numerous pending

¹ Direct effects occur when the gas itself absorbs radiation. Indirect radiative forcing occurs when chemical transformations of the substance produce other GHGs, when a gas influences the atmospheric lifetimes of other gases, and/or when a gas affects atmospheric processes that alter the radiative balance of the Earth (e.g., affect cloud formation or albedo) (EPA 2017).

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applications within these four cities, an analysis was conducted to determine the threshold that would capture 90% or more of applications that would be required to conduct a full GHG analysis and implement GHG emission reduction measures as part of final project design. Following CAPCOA's analysis of development applications in various cities, it was determined that the threshold of 900 MT CO₂e per year would achieve the objective of 90% capture and ensure that new development projects would keep the State of California on track to meet the emissions reductions goals of Assembly Bill 32. This 900 MT CO₂e screening level threshold is considered appropriate for small maritime projects or other land use types, but was not devised to include emissions associated with the larger goods movement (e.g., oceangoing vessels, freight rail) projects or larger industrial processes that are typically associated with marine terminals. Consequently, the interim screening level recommended by CAPCOA would be appropriate for the proposed project. The 900 MT CO₂e threshold is applied to evaluate whether the project would generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment.

Section 15183.5 of the California Environmental Quality Act (CEQA) Guidelines specifies that the project's CEQA analysis "must identify those requirements specified in the plan that apply to the project, and, if those requirements are not otherwise binding and enforceable, incorporate those requirements as mitigation measures applicable to the project." As previously stated, the DMV, as a state entity, is not subject to local government planning documents or regulations; therefore the local GHG reduction plans would not apply to this project. However, a discussion of local GHG reduction plans is provided in the impact analysis section for informational purposes only.

3.7.2 Impact Analysis

- a) *Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?*

GHG emissions related to construction and operation of the proposed project are outlined as follows.

Construction Emissions

Emissions from construction of the project were estimated using the CalEEMod as discussed in Section 3.3, Air Quality. The combustion of fuels from construction equipment, worker vehicle trips, vendor trips, and hauling trips all generate GHG emissions. Table 3.7-1 shows the estimated annual GHG construction emissions associated with the proposed project, as well as the annualized construction emissions

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over a 30-year proposed project life. Complete details of the emissions calculations are provided as part of Appendix 3.3-1.

Table 3.7-1
Estimated Annual Construction Greenhouse Gas Emissions

Year	CO ₂	CH ₄	N ₂ O	CO ₂ e
	<i>Metric Tons per Year</i>			
2021	621.07	0.12	0.00	624.14
2022	129.78	0.03	0.00	130.43
Total				754.57
Annualized emissions over 30 years				25.15

Source: CalEEMod Version 2016.3.2. See Appendix 3.3-1 for complete results.

Notes: CO₂ = carbon dioxide; CH₄ = methane; N₂O = nitrous oxide; CO₂e = carbon dioxide equivalent.

As shown in Table 3.7-1, the estimated total GHG emissions during construction would be approximately 755 MT CO₂e over the construction period. Estimated project-generated construction emissions annualized over 30 years would be approximately 25 MT CO₂e per year. As with project-generated construction air pollutant emissions, GHG emissions generated during construction of the proposed project would be short term in nature, lasting only for the duration of the construction period, and would not represent a long-term source of GHG emissions. As there is no construction GHG threshold, the amortized construction emissions will be added to the operational emissions and evaluated therein.

Operational Emissions

CalEEMod Version 2016.3.2 was used to estimate potential project-generated operational GHG emissions from area sources (landscape maintenance), energy sources (natural gas and electricity), mobile sources, solid waste, and water supply and wastewater treatment. Emissions from each category are discussed in the following text with respect to the project. For additional details, see the Operational Emissions discussion in Section 3.3 for operational emission calculation methodology and assumptions, specifically for area, energy (natural gas), and mobile sources. Operational year 2022 was assumed consistent with project buildout.

Energy Sources

As represented in CalEEMod, energy sources include GHG emissions associated with building electricity and natural gas usage (non-hearth). Electricity use would contribute indirectly to GHGs, since GHG emissions occur at the site of the power plant, which is typically off site. Emissions were calculated by multiplying the energy use by the

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utility's carbon intensity (pounds of GHGs per megawatt-hour for electricity or 1,000 British thermal units for natural gas) for CO₂ and other GHGs. Annual natural gas (non-hearth) and electricity emissions were estimated in CalEEMod using the emissions factors for Southern California Edison, which would be the energy source provider for the proposed project. For the operational year 2022, the emission factors for Southern California Edison were adjusted to reflect compliance with the renewables portfolio standards. The renewables content for 2020 is 33% for utilities and was assumed for the projects buildout year. The renewables portfolio standards calculation is included in Appendix 3.3-1.

CalEEMod default values for energy consumption for each land use were applied for the project analysis. The DMV was assumed to a government office building land use within CalEEMod. The energy use from commercial land uses is calculated in CalEEMod based on the California Commercial End-Use Survey database to develop energy intensity values (electricity and natural gas usage per square foot per year) for non-residential buildings. Energy use in buildings (both natural gas and electricity) is divided by the program into end use categories subject to Title 24 requirements (end uses associated with the building envelope such as the heating, ventilation, and air conditioning (HVAC) system; water heating system; and integrated lighting) and those not subject to Title 24 requirements (such as appliances, electronics, and miscellaneous "plug-in" uses).

Title 24 of the California Code of Regulations serves to enhance and regulate California's building standards. The most recent amendments to Title 24, Part 6, referred to as the 2016 standards, became effective on January 1, 2017. The previous amendments were referred to as the 2013 standards. CalEEMod 2016.3.2 includes compliance with the 2016 Title 24 standards. The project will be in compliance with the 2016 Title 24 standard.

The project would incorporate solar photovoltaic panels on site. A portion of customer parking spaces and motorcycle parking area in the southern area of the project site would be covered with a parking canopy. The solar panels would be located on the covered parking canopy on the southern side of the site. They would be on fixed racks, angled to the south to improve solar output, and would have an anti-reflective coating. The first solar canopy over the parking spaces would be up to 183 feet by 32 feet, and the second over the motorcycle parking area would be up to 38 feet by 26 feet. The solar canopies would be up to 14 feet tall at the highest point. The output would be approximately 100 kilowatts of direct current. The estimate energy production of the system was analyzed using the NREL PVWatts solar calculator (included in Appendix 3.3-1).

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Solid Waste

The project would generate solid waste and would, therefore, result in CO₂e emissions associated with landfill off-gassing. Solid waste generation was derived from the CalEEMod default rates for a general office building. Emission estimates associated with solid waste were estimated using CalEEMod. A solid waste diversion rate of 75% was assumed in accordance with Assembly Bill 939.

Water Supply and Wastewater

Water supplied to the project requires the use of electricity. Accordingly, the supply, conveyance, treatment, and distribution of water would indirectly result in GHG emissions through use of electricity. Annual water use for the project and GHG emissions associated with the electricity used for water supply were calculated based upon default water use estimates for a general office building, as estimated by CalEEMod. The project would include low-flow fixtures. Estimated annual operation emissions of the proposed project are shown in Table 3.7-2.

Table 3.7-2
Estimated Annual Operational Greenhouse Gas Emissions (2022)

Emissions Source	CO ₂	CH ₄	N ₂ O	CO ₂ e
	<i>Metric Tons per Year</i>			
Area	0.00	0.00	0.00	0.00
Energy ^a	-6.54	0.00	0.00	-6.56
Mobile	832.54	0.07	0.00	834.25
Solid Waste	0.52	0.03	0.00	1.29
Water and Wastewater	2.51	0.05	0.00	4.01
Total				833.00
Amortized Construction Emissions				25.15
Total with Construction Emissions				858.15

Notes:

CO₂ = carbon dioxide; CH₄ = methane; N₂O = nitrous oxide; CO₂e = carbon dioxide equivalent.

^a Energy emissions include the on-site 100-kilowatt solar photo voltaic system.

Numbers may not add exactly due to rounding.

See Appendix A for complete results.

As shown in Table 3.7-2, the project would result in a total of 833 MT CO₂e per year during operation. When including the amortized construction emissions, the total project operational emissions would be 858 MT CO₂e per year. The zero net energy features of the project help to reduce the GHG emissions. The solar photo voltaic arrays on site would generate more power than the estimated demand, which resulted in negative

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energy GHG. As such, the project would not exceed the operational threshold of 900 MT CO₂e per year as recommended by CAPCOA. Therefore, the project's GHG emissions would be **less than significant**.

Mitigation Measure: No mitigation is required.

b) *Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?*

The proposed project is under the purview of DMV, and only state regulations apply to the proposed project. However, for informational purposes, the following outlines areas that the project is consistent with local GHG reduction plans.

Under the San Joaquin Valley Air Pollution Control District's CEQA thresholds for GHG, a project would not have a significant GHG impact if it is consistent with an applicable plan to reduce GHG emissions, and a CEQA-compliant analysis was completed for the GHG reduction plan. The Kern Council of Government's (KCOG's) Regional Transportation Plan (RTP)/Sustainable Communities Strategy (SCS) is an applicable plan adopted for the purpose of reducing GHGs from the land use and transportation sectors in Kern County and was adopted after completion of a Program Environmental Impact Report. A project could result in a significant impact due to a conflict with an applicable plan, policy, or regulation if it would be inconsistent with the adopted KCOG RTP/SCS. Therefore, the project could have a potential conflict with the RTP/SCS if it were to be found inconsistent based on a qualitative assessment of the project's consistency with KCOG's SCS policies.

Senate Bill 375 requires KCOG to demonstrate in its SCS that it will reduce car and light truck GHG emissions 5% per capita by 2020, and 10% by 2035. The KCOG SCS has projected to exceed the goal by committing to a 14.1% reduction by 2020 and 16.6% reduction by 2035. The GHG emission goals in the KCOG RTP/SCS are based on demographic data trends and projections that include household, employment, and total population statistics. The KCOG RTP/SCS projects that the total employment in Kern County will be 318,000 in 2014 and 433,000 in 2035, or 5,476 additional jobs per year in that timeframe (KCOG 2018). The project is anticipated to have up to 12 full-time equivalent personnel in 2022. Further, this is a replacement project, and no new staff would be added on opening day. Therefore, as there would be no new staff, and the jobs estimated by the project would be well within the annual growth projection for the KCOG 2018 RTP/SCS, the project would be consistent with the RTP/SCS and would not conflict with an applicable plan. Impacts would be **less than significant**.

Mitigation Measure: No mitigation is required.

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3.8 Hazards and Hazardous Materials

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
VIII. HAZARDS AND HAZARDOUS MATERIALS – Would the project:				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Be located on a site that is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

3.8.1 Environmental Setting

Avocet Environmental Inc. prepared a Phase I Environmental Site Assessment and limited Phase II investigation for the project site in November 2017 (Appendix 3.8-1). The Phase I Environmental Site Assessment included a review of relevant background information, aerial photographs, topographic maps, environmental records, a pedestrian survey of the project site

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and vicinity, database search, and interview with the owner of the property. Furthermore, based on the historical agricultural use of the site, a limited Phase II investigation was conducted to determine whether and to what extent near-surface soils have been contaminated by past agricultural use. The limited Phase II investigation included the analysis of four discrete near-surface soil samples from the site for organophosphorus pesticides, organochlorine herbicides, and arsenic. The report found that the project site does not possess any recognized environmental conditions (RECs), controlled RECs, historical RECs, and vapor intrusion/encroachment conditions. Furthermore, the project site is not located within an oil or gas field and is not listed in a database for hazardous materials sites. In addition, properties in the immediate vicinity of the project site are not listed in any database for hazardous materials sites. The limited Phase II investigation of the project site found that residual pesticides/herbicides are not at levels that would constitute a concern (Appendix 3.8-1).

3.8.2 Impact Analysis

a) ***Would the project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?***

During grading and construction activities, a variety of hazardous substances and wastes would be used on the project site, including fuels for machinery and vehicles, cleaning solvents, paints, and storage containers. Provisions to properly manage hazardous substances and wastes during grading and construction are typically included in construction specifications and will be a requirement of the state's construction contracting process. Once construction has been completed, the proposed project's operational uses would not create a public hazard through transport, use, or disposal of hazardous materials. Adhering to applicable local, state, and federal standards associated with hazardous materials would ensure that these impacts would be **less than significant**.

Mitigation Measure: No mitigation is required.

b) ***Would the project create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?***

As described previously, the project site historically supported agricultural uses. For this reason, a limited Phase II investigation was performed to determine impacts from past pesticide/herbicide use on site soils. The four near-surface soil samples from the project site indicated that concentrations of residual pesticides and herbicides and arsenic levels would not be of concern for construction and operation of the proposed project (Appendix 3.8-1).

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Construction at the project site would involve the temporary use of hazardous and/or flammable materials, including diesel fuel, gasoline, and other oils and lubricants. The use, storage, transport, and disposal of these materials would comply with all existing local, state, and federal regulations, as previously described. Therefore, impacts would be **less than significant**.

Mitigation Measure: No mitigation is required.

- c) *Would the project emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?*

The nearest schools to the project site are the Valley Vista School and the Nueva Vista Language Academy, located approximately 0.6 miles northwest of the site. The Sequoia Christian Academy is located approximately 0.8 miles northeast of the site. Construction at the project site would involve the temporary use of hazardous and/or flammable materials, including diesel fuel, gasoline, and other oils and lubricants. The use, storage, transport, and disposal of these materials would comply with all existing local, state, and federal regulations, as previously described. Once constructed, no uses are proposed that would create a public hazard through transport, use, or disposal of hazardous materials. Therefore, impacts would be **less than significant**.

Mitigation Measure: No mitigation is required.

- d) *Would the project be located on a site that is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?*

A search of federal, state, and local databases regarding hazardous material releases and site cleanup lists was conducted for the project site. This search determined that the project site and adjoining properties are not listed in any list of hazardous materials sites or in any relevant environmental records as a hazardous materials site. Nearby sites, which could impact the project site, are listed on regulatory agency databases related to hazardous materials/wastes. However, due to distance, site and contaminant characteristics, and active remediation and regulatory oversight, it is unlikely these nearby sites have impacted the project site (Appendix 3.8-1). As the project site is not included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5, and surrounding sites are unlikely to impact the project site, the project would not create a significant hazard

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to the public or the environment. Therefore, impacts to the public or environment due to hazardous conditions on site would be **less than significant**.

Mitigation Measure: No mitigation is required.

- e) *For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?*

The airport closest to the project site is the Delano Municipal Airport, which is located approximately 1 mile southeast of the site across State Route 99 and South Lexington Street. The Delano Municipal Airport contains a 5,651-foot runway and light aviation services, including military, air charter, and air ambulance uses. The airport does not have scheduled airline services (City of Delano 2018).

The Kern County (County) Airport Land Use Compatibility Plan was adopted in November 2012 to provide guidance for development and to ensure noise and safety hazards are reduced on and near airports within the County. The proposed project would be located within Compatibility Zone C of the Delano Municipal Airport's airport influence area, as specified in the County Airport Land Use Compatibility Plan. This area is defined as having a common air traffic pattern and is described as an area of limited risk. Land uses within Zone C are permitted to have a maximum density of 150 people per acre. In addition, the project would not be located in an area where height limitations are required (Kern County 2012). The proposed project would not introduce any flight hazards such as glare, distracting lights, sources of dust, steam, or smoke, electrical interference or bird attractants. Because the proposed project would not introduce a land use that would create a safety hazard within the Delano Municipal Airport's airport influence area and would not support more than 150 people per acre, or over 450 people for the 3-acre project site, it would not result in safety hazards for people residing or working in the project area. **No impact** would occur.

Mitigation Measure: No mitigation is required.

- f) *For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?*

The project site is not located in the vicinity of a private airstrip. Therefore, **no impact** would occur due to safety hazards for people residing or working in the project area.

Mitigation Measure: No mitigation is required.

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- g) *Would the project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?*

Although the City of Delano (City) has not adopted an emergency response plan, the City is covered by the County Emergency Operations Plan. The County is responsible for coordinating emergency services between the County and cities and special districts located within the County during an emergency event. The County Emergency Operations Plan outlines measures for better coordination and planning among these jurisdictions (Kern County Fire Department 2018). The proposed project would not require permanent closure of any streets and would not interfere with emergency access to the project site or surrounding area. Construction of the proposed Department of Motor Vehicles (DMV) field office building and associated improvements would not physically interfere with any emergency response plan or evacuation plans. During construction, street lanes adjacent to the project may be temporarily closed for street frontage/driveway improvements. These temporary lane closures would require encroachment permits from the City, which would contain traffic control plans that would require notification of construction plans to local utility and emergency service providers. Therefore, the impact would be **less than significant**.

Mitigation Measure: No mitigation is required.

- h) *Would the project expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?*

The project site is served by the Kern County Fire Department (see Section 3.14, Public Services). Due to the project site's location within a predominantly undeveloped area with agricultural lands, wildland fires have the potential to occur within the project area. Dry crops have the potential to ignite and cause wildfire. However, to mitigate the potential for wildfires in agricultural areas, the Public Resources Code Clearance Law of 1963 requires that the area around structures be cleared of flammable vegetation. Furthermore, the City has established a Weed Abatement Program to remove dry vegetation that can act as fire fuels in vacant City lots (City of Delano 2005).

As part of the standard development practices, the state fire marshal reviews and approves project plans. The new construction would be required to conform to standards of the state fire marshal, who during their review of the site plans, would ensure that the new DMV facility complies with California Building Standards Code, Chapters 7 and 7A, and the California Fire Code (24 CCR Part 9). Buildings would be

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required to install fire prevention devices, such as fire alarms and sprinklers, to improve emergency-related problems for the proposed development. Because the project would be required to conform to standards of state fire marshal, the proposed project would not expose people or structures to a significant risk associated with wildland fires. Therefore, the impact would be **less than significant**.

Mitigation Measure: No mitigation is required.

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3.9 Hydrology and Water Quality

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
IX. HYDROLOGY AND WATER QUALITY – Would the project:				
a) Violate any water quality standards or waste discharge requirements?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Otherwise substantially degrade water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
j) Inundation by seiche, tsunami, or mudflow?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

3.9.1 Environmental Setting

The project site overlies the Central Valley Groundwater Basin and the Kern County Subbasin. Major surface water features within this groundwater basin include the Kings, Kaweah, Tule, and

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Kern Rivers. Other drainage features include irrigation canals and reservoirs. Nearby water features include the Friant-Kern Canal and Lake Woollomes, located approximately 4 miles east of the site (Appendix 3.8-1). No naturally occurring water bodies are located on or in the vicinity of the project site.

Groundwater underneath the project site is located at a depth of 120 feet below the ground surface. Groundwater in the region generally flows to the west and southwest but has been documented to have a temporally variable flow direction due to groundwater extraction and recharge. The City of Delano (City) relies on groundwater for agricultural production and municipal water supply, and several groundwater wells are located within the vicinity of the project site (Appendix 3.8-1).

The project site is relatively flat with on-site elevations ranging from 304 to 307 feet above mean sea level. The site is underlain by one soil type: Wasco sandy loam (NRCS 2017). There are currently no stormwater collection facilities at the project site. The nearest connection to stormwater drainage is a newly constructed main located at the intersection of Dover Parkway and Morris Road.

According to the Federal Emergency Management Agency (FEMA) Map No. 06029C0225E, dated September 26, 2008, the site is located in Zone X, which encompasses areas of minimal flood hazard (FEMA 2008). The City of Delano General Plan indicates flooding issues occur in certain areas of the City, including areas to the east of the Southern Pacific Railroad, which is located approximately 0.2 miles east of the project site. As noted in the City of Delano General Plan Safety Element, the Rag Gulch flood hazard area flows to the west from the Friant-Kern Canal and causes shallow sheet flooding across the Delano Municipal Airport during high flow periods (City of Delano 2005).

3.9.2 Impact Analysis

a) Would the project violate any water quality standards or waste discharge requirements?

Project construction would require earth-disturbing activities, including grading, soil over-excavation, and temporary stockpiling of soil prior to backfilling, which could expose disturbed areas to rainfall and stormwater runoff. In addition, accidental/incidental spills of construction-related contaminants (e.g., fuels and oils) could occur during grading and construction, thereby degrading water quality. Because the proposed project would exceed 1 acre in size, it would require compliance with the General Construction Activity National Pollutant Discharge Elimination System Permit (Order No. 2009-0009-DWQ, as amended by Order No. 2010-0014-DWQ, National Pollutant Discharge Elimination System No.

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CAS000002), which requires the construction contractor to prepare and comply with a stormwater pollution prevention plan (SWPPP). As summarized in Table 2-2, Summary of Standard Construction Procedures/Practices, of Chapter 2, Project Description, the SWPPP would include erosion control measures such as covering exposed soil stockpiles, protecting the perimeter of the construction site with sediment barriers, and protecting storm drain inlets. The SWPPP must also include water quality protection measures with respect to incidental spills of petroleum products and hazardous materials, including secondary containment of fluid containers, storing fluid containers indoors during rain events, placing drip pans under equipment when not in use, and designating specific areas for equipment fueling and maintenance with surrounding spill containment booms. With implementation of erosion and spill control measures stipulated in a project-specific SWPPP, impacts related to project grading and construction would be **less than significant**.

During site operations, the increase in impervious surface cover associated with the proposed project would result in a change in surface runoff conditions. Incidental spills of oil and grease from vehicles in the parking lot could adversely impact surface water quality. However, as part of the project, stormwater would be treated on site in three small, shallow landscaped stormwater filtration areas that would be constructed within the parking lot along the north, south, and east edge of the site building prior to discharge to the City's stormwater drainage system, which drains into a regional retention basin. As a result, operational-related water quality impacts would be **less than significant**.

Mitigation Measure: No mitigation is required.

- b) *Would the project substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (i.e., the production rate of pre-existing nearby wells would drop to a level that would not support existing land uses or planned uses for which permits have been granted)?*

The project does not include any uses that would require groundwater, and the project site is not considered a significant recharge area. In addition, construction of project features would not result in a substantial increase in staff or customers within the City because the proposed DMV field office would replace the existing DMV facility at 631 Jefferson Street and accommodate the same number of staff and customers. Therefore, the proposed project would not increase overall water demand in the City. The project would not increase groundwater use nor would it substantially interfere with groundwater recharge. Although the footprint of the building and parking area would locally prevent stormwater infiltration, this would be offset by construction of three small, shallow

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landscaped stormwater filtration areas located within the parking lot along the north, south, and east edge of the site. On-site soils are permeable and conducive to stormwater infiltration. Therefore, impacts related to groundwater supplies and groundwater recharge would be **less than significant**.

Mitigation Measure: No mitigation is required.

- c) *Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?*

The project site is relatively flat to gently sloping, and project grading and construction would not substantially alter the existing drainage pattern of the site or area. There are no streams or rivers located on or near the project site. As previously stated in responses (a) and (f), project construction would involve some earth-disturbing activities that could expose on-site soils to short-term erosion and surface water runoff. However, implementation of the project-specific SWPPP would reduce short-term erosion and siltation from the project site during construction activities, such that impacts would be **less than significant**.

Mitigation Measure: No mitigation is required.

- d) *Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?*

As described in response (c), the project site is relatively flat to gently sloping and project grading and construction would not substantially alter the existing drainage pattern of the site or area. There are no streams or rivers located on or near the project site. Construction of the proposed building and parking areas would result in an increase in impervious surfaces, which could potentially increase the rate or amount of surface runoff. However, increased runoff would be partially offset by construction of three small, shallow landscaped stormwater filtration areas located within the parking lot along the north, south, and east edge of the site. On-site soils are permeable and conducive to stormwater infiltration, thus reducing stormwater runoff. Off-site stormwater runoff would flow to a 30-inch storm sewer, via trenching and underground installation of a 650-foot storm drain designed to accommodate anticipated off-site flow rates and volumes. As a result, on- or off-site flooding impacts would be **less than significant**.

Mitigation Measure: No mitigation is required.

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- e) *Would the project create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?*

Incidental spills of oil and grease from vehicles in the parking lot could adversely impact surface water quality. Stormwater from the project site would drain into the City's stormwater drainage system. As no storm drainage connection is currently available at the project site, approximately 650 feet of new storm sewer line would be designed and constructed from the connection located at the intersection of Dover Parkway and Morris Road to the northern boundary of the project site. The closest existing storm sewer line is a 30-inch diameter high density polyethylene sewer main that was constructed with capacity for full buildout of all adjacent developments. Therefore, capacity issues with development of the proposed project are not expected. Furthermore, as part of the project, stormwater would be treated on site in three small, shallow landscaped stormwater filtration areas that would be constructed within the parking lot along the north, south, and east edge of the site prior to discharge to the City's stormwater drainage system.

As stormwater retention and stormwater quality protection measures would be implemented during project operation, the project would not create or contribute runoff water that would exceed the capacity of the City's stormwater drainage systems or provide substantial additional sources of polluted runoff from the project site. Therefore, the project impacts related to existing storm drain capacity and stormwater quality would be **less than significant**.

Mitigation Measure: No mitigation is required.

- f) *Would the project otherwise substantially degrade water quality?*

Refer to response (a). With implementation of erosion and spill control measures stipulated in a project-specific SWPPP, and construction of three on-site filtration areas within the parking lot, water quality impacts would be **less than significant**.

Mitigation Measure: No mitigation is required.

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- g) *Would the project place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?*

According to the FEMA Map No. 06029C0225E, dated September 26, 2008, the project site is located in Zone X, which encompasses areas of minimal flood hazard (FEMA 2008). The proposed project does not include housing. Because the project does not include any housing or future residents that could be impacted by flooding, **no impact** would occur.

Mitigation Measure: No mitigation is required.

- h) *Would the project place within a 100-year flood hazard area structures which would impede or redirect flood flows?*

As previously described, the proposed project is located in an area of minimal flood hazard. Therefore, the project would not place structures within a 100-year flood hazard area that would impede or redirect flood flows, and **no impact** would occur.

Mitigation Measure: No mitigation is required.

- i) *Would the project expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?*

As described previously, the project site is located in an area of minimal flood hazard. Therefore, the project would not expose people or structures to significant loss related to flooding, and **no impact** would occur.

Mitigation Measure: No mitigation is required.

- j) *Inundation by seiche, tsunami, or mudflow?*

The project site is physically removed from any large body of water and is not subject to inundation by seiche, tsunami, or mudflow. The project would have **no impact** related to these water-related hazards.

Mitigation Measure: No mitigation is required.

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3.10 Land Use and Planning

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
X. LAND USE AND PLANNING – Would the project:				
a) Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

3.10.1 Environmental Setting

The project site currently consists of undeveloped land, with no buildings, structures, or utilities present. The project site is located in an area of encroaching residential and commercial development, and parcels surrounding the project site are largely undeveloped to the east, west, and south with the exception of a Home Depot and Chevron service station approximately 0.25 miles to the southeast of the project site, adjacent to Woollomes Avenue and State Route 99. Grading for residential development was performed in 2005 for the parcel located to the west of the project site across Dover Parkway, which are currently under construction (2018). The area is also proposed to be constructed with office, cinema, and retail buildings. Residential areas containing single-family homes are located approximately 0.2 miles northwest of the project site above Del Sol Parkway. Commercial uses are dispersed among undeveloped parcels surrounding the project site, including a self-storage facility to the north, a dialysis center to the northwest, a Chevrolet dealership to the northeast, and a tractor sales store to the southeast.

The City of Delano (City) General Plan designates the project site as Commercial (City of Delano 2011a), and the site is zoned Community Retail Commercial (City of Delano 2011b). Parcels immediately surrounding the project site are designated as Commercial.

3.10.2 Impact Analysis

a) *Would the project physically divide an established community?*

Division of an established community can occur when projects consist of a railroad, freeway, airport, stadium, or similar physical divide. Construction of a new Department of Motor Vehicles (DMV) field office in an area surrounded primarily by vacant land

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would not pose a risk of dividing an established community. The project site would be located in the southwest corner of an existing undeveloped parcel located approximately 1 mile south of downtown Delano. The new field office would be concentrated on the eastern portion of the site, and the site would feature a surface parking lot and limited drought-tolerant landscaping. The project site does not currently connect to other neighborhoods or commercial/retail/job center community features. A perimeter fence would be erected, and the gates that allow ingress/egress into the DMV parking lot would be open during normal business hours (8:00 a.m. to 5:00 p.m., typically Monday through Friday). Because the public would be allowed use of the site and property during regular business hours, the erection of the perimeter fence would not represent a divisive element that would divide an established community. The project site does not currently connect to other neighborhoods or commercial/retail/job center community features. Therefore, as the project or a component of the project would not substantially divide the community, impacts would be **less than significant**.

Mitigation Measure: No mitigation is required.

- b) *Would the project conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?*

As proposed, the project would be responsive to a number of state plans and policies. For example, construction of the new DMV Delano field office and construction of a new zero net energy (ZNE) state building would respond to the ZNE goals established in the California Energy Efficiency Strategic Plan (CPUC 2011). More specifically, a new ZNE state building would assist the state in ensuring that 50% of new major renovations of state buildings will be ZNE by 2025. In addition, the new field office has been designed and would be constructed in accordance with applicable state codes, including the 2016 California Building Code, Plumbing Code, Mechanical Code, Fire Code, Electrical Code, Energy Code, and California Green Building Standards. The project would also comply with the Occupational Safety and Health Administration (OSHA) Occupational Safety and Health Standards and OSHA Safety and Health Regulations for Construction. Further, project grading plans have been developed by a qualified engineer certified by the State of California and implemented during construction, and construction Best Management Practices would ensure compliance with all requirements of the State Permit: California Regional Water Quality Control Board, San Diego Region, Order No. 2001-01 NPDES No. CASO10875. Architectural and landscape plans have been developed by qualified (and registered) architects and landscape architects who have been certified by the State of California.

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Development activities on state-owned land are exempt from local laws, regulations, and policies that may be in place to avoid or mitigate environmental effects. However, for disclosure purposes and to provide a sense of how the project fits within the existing community, the project has been analyzed in the context of City planning documents and guidelines.

City of Delano General Plan

Land Use Element

The 3-acre project site is designated Commercial on the City's General Plan Land Use Map. Surrounding parcels are also designated Commercial. Neither the current use of the site nor the proposed field office would constitute a residential land use, and the project would not entail the construction of any residential dwelling units.

The overall purpose of the Land Use Element is to provide guidance for development within the City according to specific development policies that reflect the values of the community. Section 2.8, General Plan, Zoning Consistency, and Plan Administration, of the General Plan contains the following policies that are relevant to the development of the project site (City of Delano 2005):

- **Policy LU-A.1:** New development shall be consistent with the adopted land use map and policies of the General Plan.
- **Policy LU-A.2:** All development shall conform to the land use density and intensity standards depicted in the General Plan
- **Policy LU-A.6:** Lands outside of the existing urban area that are designated for urban use may be developed if adequate infrastructure (water, sewer, etc.) is available, and the proposed uses will not be incompatible or detrimental to surrounding land uses.
- **Policy LU-A.8:** Exterior area lighting for non-residential land uses shall be shielded to prevent line of sight visibility of the light source from abutting property planned for residential uses, or other sensitive uses.

Section 2.10, Commercial Land Use, of the General Plan contains the following policies that are relevant to the development of the project site (City of Delano 2005):

- **Objective LU-A:** Ensure the provision of adequate commercial shopping opportunities and office space locations to meet anticipated needs.

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- **Policy LU-A.1:** Establish the following commercial land use designations:
 - a. **Commercial.** The Commercial land use designation provides for the development of neighborhood commercial uses within 5-10 acre clusters to serve the everyday convenience goods and personal service needs of a defined neighborhood. The service radius of a neighborhood commercial use is generally 1/2 mile. The Commercial land use designation also provide for the development of 10-acre or larger cluster of commercial establishments serving needs similar to the neighborhood commercial centers, but serving larger areas. These community commercial areas are intended to be clustered along State Route 99 and along arterial roadways within the community. The community commercial center generally serves a market area as large as ten miles, depending upon its specific uses. Such facilities should be located along State Route 99, with center providing supermarkets within in each residential quadrant of the community to minimize cross-town traffic. The Commercial land use designation also provides for mixed use activity in the downtown area and within Block H between the downtown and State Route 99. It is intended to provide for a wide range of uses and to promote feasibility in the reuse of downtown buildings. Mixed use development, including residential development may be permitted within the downtown area and Block H, subject to approval of a specific plan by the City Council. The maximum allowable development intensity shall be a floor area ratio of 1.0 within the downtown and Block H area, 0.50 in other portions of the City.
- **Policy LU-A.5:** Professional office land uses are encouraged within commercially designated areas, including new offices within unified centers, redevelopment of existing sites to office use, and the conversion of older homes to offices along major streets. Where homes are converted to offices, such conversion should be a logical extension of existing or planned office/commercial uses, and the lot should be of adequate size to accommodate parking in the rear of the structure or outside of the front yard landscape setback. Zoning standards for conversion of existing residential structures should be developed.
- **Policy LU-A.6:** Commercial and office site planning shall be compatible with the surrounding neighborhood, signage, and landscaping.

Additionally, Section 2.12, Public and Institutional Land Use, of the General Plan contains the following policies that are relevant to the location of the project site near the Delano Municipal Airport (City of Delano 2005):

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- **Objective LU-C:** Ensure that land uses in the vicinity of the airport are compatible with airport operations
- **Policy LU-C.1:** Land use intensity and use shall be in accordance with City of Delano Airport compatibility criteria indicated on Table 2-2 (General Plan, Land Use Element) for the zones indicated on Figure 3-5 (General Plan, Circulation Element).

As proposed, the project would not adversely affect General Plan policies. The new field office would not displace an existing use, and it would continue to provide necessary government services to Delano residents (e.g., DMV services would move from the leased facility on 631 Jefferson Street). DMV intends to construct a modern, energy efficient field office facility, on a currently vacant site that is designated for Commercial Use. Therefore, operations on site would not conflict with the General Plan.

Community Design Element

The Community Design Element of the City's General Plan provides an urban design framework to enhance and preserve the community's image and perceived quality of life. The Community Design Element contains goals and policies applicable to building design, architecture, landscape, and lighting. Section 6.5, Gateways/Streetscape Design, of the General Plan contains the following policies that are relevant to the development of the project site (City of Delano 2005):

- **Policy CD-A.2:** The undergrounding of utilities along the City's main corridors is a priority. In developing areas, new development projects shall place all new utility lines underground. The City will also explore a range of options for undergrounding utilities in existing developed areas.

Section 6.7, Commercial and Industrial Development, of the General Plan contains the following policies that are relevant to the development of the project site (City of Delano 2005):

- **Policy CD-A.6:** The height and scale of new development should be compatible with that of surrounding buildings where a desirable pattern or character has been established. New development should provide a transition from the height of adjacent structures to the maximum height of new development.
- **Policy CD-A.15:** Buildings, landscaping, parking and other development features should be arranged in a manner that is compatible with the size, scale and appearance of nearby development.

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- **Policy CD-A.21:** Site planning should emphasize a strong relationship to the adjoining street(s) and encourage pedestrian circulation and access. Pedestrian access shall be separate from vehicular access, where feasible.
- **Policy CD-A.22:** Site plans shall provide safe and well-defined pedestrian connections from buildings to parking areas, from buildings to the adjoining street(s), and among buildings on the same site. Pedestrian connections between commercial development and surrounding residential neighborhoods should also be provided.

City of Delano Municipal Code

Chapter 20.6, Employment Districts, of the City's Municipal Code, specifies that the chief purpose of the Community Retail Commercial zoning designation is to ensure that lands within the City are provided for light industrial, research and development, warehouse and distribution office based firms and attaches appropriate regulations to lands within this zone. The City's Municipal Code permits public administration buildings within the Community Retail Commercial zone.

Summary

As described in Section 2.5, Required Permits and Approvals, of this report, the state (and DMV specifically) is not subject to local land use regulations under the doctrine of sovereign immunity. As such, the City does not have jurisdiction over development on the project site, and local General Plan and zoning designations applied to the site in local plans are not applicable. Therefore, neither the City's General Plan Land Use Map or zoning ordinance constitute applicable land use plans for purposes of the proposed project. As local plans and policies are not applicable to the project (the City of Delano does not have land use jurisdiction over development on the 3.0-acre site), **no impact** would occur.

Mitigation Measure: No mitigation is required.

c) ***Would the project conflict with any applicable habitat conservation plan or natural community conservation plan?***

The project site is not listed as an area intended for conservation in a habitat conservation plan or natural community conservation plan. Therefore, no conflict with an applicable habitat conservation plan or natural community conservation plan would occur (see also Section 3.4, Biological Resources, Response f). Therefore, **no impact** would occur.

Mitigation Measure: No mitigation is required.

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3.11 Mineral Resources

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XI. MINERAL RESOURCES – Would the project:				
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

3.11.1 Environmental Setting

The project site is located in the southern portion of the Great Valley Province and is underlain by one soil type: Wasco sandy loam (NRCS 2017). The California Department of Conservation provides maps that classify lands according to the significance of mineral resource deposits within the area. The Department of Conservation designates the project site within Mineral Resources Zone (MRZ) 3 (DOC 2009). MRZ-3 describes areas containing known and/or inferred occurrences of mineral resources with undetermined quality, quantity, or significance.

3.11.2 Impact Analysis

- a) *Would the project result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?*

The project site was historically used for agricultural production and is currently undeveloped and does not serve as a mineral resource recovery site. As previously described, the project site is located within MRZ-3, an area containing known and/or inferred occurrences of mineral resources with unknown quality, quantity, or significance (DOC 2009). Further, the City of Delano General Plan Open Space and Conservation Element (City of Delano 2005) indicates that there are no significant mineral resources or mining operations in Delano, or its sphere of influence. As the project site does not contain known mineral resources and is not used as a mineral resource recovery site, the proposed project would not impede extraction or result in the loss of availability of a known mineral resource. **No impact** would occur.

Mitigation Measure: No mitigation is required.

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- b) Would the project result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?*

See impact discussion (a). **No impact** would occur regarding the loss of availability of a locally important mineral resource recovery site.

Mitigation Measure: No mitigation is required.

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3.12 Noise

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XII. NOISE – Would the project result in:				
a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

3.12.1 Environmental Setting

Fundamentals of Noise

Vibrations, traveling as waves through air from a source, exert a force perceived by the human ear as sound. Sound pressure level (referred to as sound level) is measured on a logarithmic scale in decibels (dB) that represent the fluctuation of air pressure above and below atmospheric pressure. Frequency, or pitch, is a physical characteristic of sound and is expressed in units of cycles per second or hertz. The normal frequency range of hearing for most people extends from approximately 20 to 20,000 hertz. The human ear is more sensitive to middle and high frequencies, especially when the noise levels are quieter. As noise levels get louder, the human ear starts to hear the frequency spectrum more evenly. To accommodate for this phenomenon, a weighting system to evaluate how loud a noise level is to a human was developed. The frequency weighting called

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“A” weighting is typically used for quieter noise levels which de-emphasizes the low frequency components of the sound in a manner similar to the response of a human ear. This A-weighted sound level is called the “noise level” and is referenced in units of dBA. Hourly average noise levels are usually expressed as dBA L_{eq} or the equivalent noise level over that period of time. Therefore, all absolute sound levels discussed in this section are A-weighted.

A doubling of sound energy (e.g., doubling the volume of traffic on a road) results in a 3-dB increase in sound. It is generally accepted that the average healthy ear can barely perceive a noise level change of 3 dB (Caltrans 2013) in an outdoor environment. A change of 5 dB is usually readily perceptible, and a change of 10 dB is perceived as twice or half as loud. A doubling of sound energy results in a 3-dB increase in sound, which means that a doubling of sound energy (e.g., doubling the average daily number of traffic trips on a road) would result in a barely perceptible change in sound level.

Ambient environmental noise levels can be characterized by several different descriptors. Energy equivalent level (L_{eq}) describes the average or mean noise level over a specified period of time. L_{eq} provides a useful measure of the impact of fluctuating noise levels on sensitive receptors and is the most common noise metric. Other descriptors of longer-term noise incorporate a weighting system that accounts for human’s susceptibility to noise irritations at night. Community Noise Equivalent Level (CNEL) is a measure of cumulative noise exposure over a 24-hour period, with a 5 dB penalty added to the hourly L_{eq} of evening hours (7:00 p.m. to 10:00 p.m.) and a 10 dB penalty added to the hourly L_{eq} of night hours (10:00 p.m. to 7:00 a.m.). Since CNEL is a 24-hour average noise level, an area could have sporadic loud noise levels above 65 dBA, which average lower over the 24-hour period. The day-night level (L_{dn}) is a similar metric addressing long-term noise over a 24-hour period with the same 10-dB penalty during nighttime, but without the penalty during the evening hours.

The sound produced by mechanical equipment is sometimes reported as sound power. The sound power level (L_w) of a noise source is the rate at which sound energy is emitted from the source per unit time. Sound power levels are independent of the environment or distance from a source unlike the sound pressure level, which is reduced as distance from the source increases. Similar to the light-intensity produced by a light bulb, sound power is the rate at which sound energy is emitted.

Regulatory Framework

State

The State of California requires each local government entity to implement a noise element as part of its general plan. California Administrative Code, Title 4, presents guidelines for evaluating the

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compatibility of various land uses as a function of community noise exposure. Guidance from California Department of Transportation (Caltrans) was used in this analysis for permanent substantial noise increase thresholds with 3 dB being considered a barely perceivable change (Caltrans 2013). A change of 5 dB is usually readily perceptible, and a change of 10 dB is perceived as twice or half as loud.

Also, groundborne vibration information related to construction activities has been collected by Caltrans (2013) and indicates that transient vibrations (e.g., construction activity) with a peak particle velocity (PPV) of approximately 0.035 inches per second may be characterized as barely perceptible, and vibration levels of 0.24 inches per second may be characterized as distinctly perceptible. The threshold of 0.24 inches per second (distinctly perceptible) is used for this project as the significance threshold for the exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels.

Local Regulations

Local plans and policies can often serve as a good reference to provide a sense of the planning setting in the project area. For this reason, this section references several City of Delano (City) documents.

General Plan Noise Element

The Noise Element of the City's General Plan (City of Delano 2005) establishes specific policies to ensure an acceptable noise environment for each land use. Applicable policies include the following:

Policy 1 Table 3.12-1, State of California Land Use Compatibility Guidelines, depicts the ranges of noise exposure from transportation noise sources, which are considered acceptable, conditionally acceptable, or conditionally unacceptable for the development of different land uses. Table 3.12-1 shall be used to determine whether mitigation is needed for development of land uses near major transportation noise sources.

- a) In areas where the noise environment is acceptable, new development may be permitted without requiring noise mitigation.
- b) For areas where the noise environment is conditionally acceptable, new development will be required to define the site's precise noise environment, and if needed incorporate appropriate mitigation into the design of the project to reduce noise exposure to the levels specified by the Noise Element.
- c) For areas where the noise environment is conditionally acceptable, it may not be feasible for new development to provide appropriate mitigation to achieve

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compliance with applicable noise standards. In such cases, other, more noise tolerant land uses would be more appropriate for the site and its noise environment.

Policy 2 New development of noise-sensitive land uses shall not be permitted in areas exposed to existing or projected future levels of noise from transportation noise sources which exceed the noise levels specified in Table 3.12-1, State of California Land Use Compatibility Guidelines for the given land use, unless appropriate mitigation is provided.

Policy 3 Noise created by new transportation noise sources, including roadway improvement projects, shall be mitigated where feasible so as not to exceed the noise levels specified in Table 3.12-1, State of California Land Use Compatibility Guidelines.

Policies 4 and 5 do not apply to the project.

Policy 6 The preferred method of noise control is thoughtful site design. Secondly, noise control should be achieved through the use of noise barriers. Site and building design guidelines may include:

- a) Commercial and industrial structures shall be designed so that noisy equipment is located far as possible from noise-sensitive land uses, and/or is shielded by structures.
- b) Loading and unloading activities for commercial uses that are located near noise-sensitive uses should be conducted in an enclosed loading dock with a positive seal between the loading dock and trucks, and should be screened by a noise barrier and dense landscaping.

Policy 7 Prior to approval of the proposed development in a noise impacted area, or the development of an industrial, commercial or other noise generating land use in or near an area containing existing or planned noise-sensitive land uses, an acoustical analysis may be required if:

- a) The existing or projected future noise exposure at the exterior of the buildings, which will contain noise sensitive uses, or within proposed outdoor activity areas (patios, decks, backyards, pool areas, recreation areas, etc.) may exceed 65 dBA L_{dn} (or CNEL).
- b) Interior residential noise levels resulting from offsite noise may exceed 45 dBA.

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**Table 3.12-1
State of California Land Use Compatibility Guideline**

Land Use	Community Noise Exposure (L _{dn} or CNEL, dBA)			
	Normally Acceptable ¹	Conditionally Acceptable ²	Normally Unacceptable ³	Clearly Unacceptable ⁴
Residential-Low Density Single Family, Duplex, Mobile Home	<60	55–70	70–75	75+
Residential-Multiple Family	<65	60–70	70–75	75+
Transient Lodging Motel, Hotel	<65	60–70	70–80	80+
School, Library, Church, Hospital, Nursing Home	<70	60–70	70–80	80+
Auditorium, Concert Hall, Amphitheater		<70	65+	
Playground, Neighborhood Park	<70		67.5–75	72.5+
Golf Courses, Stable, Water Recreation, Cemetery	<75		70–80	80+
Office Building, Business Commercial and Professional	<70	67.5–77.5	75+	
Industrial, Manufacturing, Utilities, Agriculture	<75	70–80	75+	

Source: OPR 2003.

Notes: L_{dn} = day-night level; CNEL = Community Noise Equivalent Level; dBA = A-weighted decibel.

- ¹ Specified land use is satisfactory, based upon the assumption that any buildings involved are of normal conventional construction, without any special noise insulation requirements.
- ² New construction or development should be undertaken only after a detailed analysis of the noise reduction requirements is made and needed noise insulation features included in the design. Conventional construction, but with closed windows and fresh air supply systems or air conditioning will normally suffice.
- ³ New construction or development should generally be discouraged. If new construction or development does proceed, a detailed analysis of the noise reduction requirements must be made and needed noise insulation features included in the design. Outdoor areas must be shielded.
- ⁴ New construction or development should generally not be undertaken.

City of Delano Municipal Code and Zoning Ordinance

Chapter 9.36.220 of the City Municipal Code lists exclusions. It states that the ordinance shall not apply to activities of the federal, state, or local government.

Section 9.36.110 states that it is unlawful for construction to occur within 300 feet of a residential zone and produce noise levels that exceed those ambient noise levels listed in Municipal Code Section 9.36.040 (Table 3.12-2), unless a permit has been obtained from the building division. The project is not located within 300 feet of a residential zone, and all appropriate permits would be obtained for the project.

The City Municipal Code Section 9.36.040 states:

- A) Where the ambient base noise level is less than designated in this section, the ambient noise level in this section shall govern.*

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**Table 3.12-2
Delano Ambient Noise Levels from Section 9.36.040 of the Municipal Code**

Zone	Ambient Noise Level (L _{eq} dBA)	
	10:00 p.m. to 7:00 a.m.	7:00 a.m. to 10:00 p.m.
Residential	50	55
Commercial	55	60
Manufacturing	60	65
Heavy Industry, Airport District	65	77

Notes: L_{eq} = energy equivalent level; dBA = A-weighted decibel.

B) Any noise at a level which exceeds the ambient or the ambient base level as set forth in this section, whichever is greater, by more than five dB when measured at the adjacent property line shall constitute sufficient proof of a violation.

The Zoning Ordinance includes additional provisions related to the control of noise. Chapter 20.12.120 establishes maximum allowable noise exposure levels for stationary sources associated with commercial and industrial land uses. In accordance with the City's Zoning Ordinance, all commercial and industrial uses shall be operated so that no loudspeakers, bells, gongs, buzzers, or other noise attention or attracting devices exceeds 70 dBA in nonresidential areas or 55 dBA in residential areas at any onetime beyond the boundaries of the property. This ordinance is interpreted as limiting the noise exposure from these noise attention or attracting devices to 55 dBA at residential property lines. The City Development Code Section 20.10.180 states that noise hazard provisions shall be applied to those areas where the project CNEL is 65 dBA or greater. As stated in Section 2.5 of this report, the City's noise policies (General Plan) and regulations (Municipal Code) serve as points of references that the proposed project will seek to observe during construction and operation of the proposed project. Further, the project is exempt from this regulation based on Chapter 9.36.220 of the City Municipal Code.

Existing Noise Conditions

Ambient Noise Measurements

Noise measurements were conducted in and around the project site on July 31, 2018, to characterize the local noise environment. The sound level measurement program consisted of short-term (ST) measurements of 5 or 15 minutes in length. Short-term noise measurements were conducted at four locations in the project vicinity. The measurements were conducted with a Rion NL-62 sound level meter placed on a tripod with the microphone positioned approximately 5 feet above the ground. This is a Type 1 precision sound level meter. Manual traffic counts of the traffic on adjacent roadways were collected for three of the measurement

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locations during the noise measurements. ST2 was located approximately equal distance between State Route (SR-) 99 and Dover Parkway. At this location, the measurement captures general site ambient noise levels, not traffic noise levels from a specific road. Thus, no traffic counts were conducted with the ST2 noise measurement.

Figure 3.12-1 depicts the measurement locations. Table 3.12-3 presents the results of the short-term noise measurements. The existing measured noise levels ranged from 51 to 74 dBA L_{eq} .

**Table 3.12-3
Short-Term Sound Level Measurements**

Measurement	Date/Time	Observed Noise Sources	L_{eq}^1 (dBA)	Total Vehicles
ST1 On-Site Road	07/31/2018 1:15 p.m.–1:30 p.m.	Traffic, distant industrial, construction noise; backup alarms, 15 feet from the edge of pavement	59	49
ST2 Eastern Edge of Property	07/31/2018 1:35 p.m.–1:50 p.m.	Traffic, construction; backup alarms	51	N/A
ST3 SR-99	07/31/2018 2:12 p.m.–12:00 a.m.	Traffic, 25 feet from the edge of pavement	74	329
ST4 Woollomes Avenue South	07/31/2018 2:52 p.m.–2:57 p.m.	Traffic, birds, distant conversations, yelling, distant traffic, 30 feet from the edge of pavement	59	25

Notes: L_{eq} = energy equivalent level; dBA = A-weighted decibels; ST = short term; N/A = not applicable; SR-; State Route. Temperature: 97°F, clear sky, 8 mph light wind.

¹ Equivalent Continuous Sound Level (Time-Average Sound Level).

The short-term measurement results varied depending on the nearby traffic. Traffic on the area roadways plays an important part in the ambient noise levels in the project vicinity. The highest measured noise level was 74 dBA L_{eq} at ST3, the measurement location closest to SR-99. ST2, located near the center of the project site, had the lowest measured sound level at 51 dB L_{eq} .

The following noise-sensitive receptors are located in the vicinity of the site:

- Single-family residences approximately 1,300 feet to the north and northwest of the project site
- One single-family residence approximately 950 feet to the northwest of the project site
- Residential buildings 480 feet west of the project site (under construction during site visit)

To evaluate existing and future noise levels from traffic, the Federal Highway Administration (FHWA) Traffic Noise Model (Version 2.5) was used. The model was first calibrated, and then traffic counts were made during the noise measurements. To calibrate the noise model, the same traffic volume and vehicle composition ratios counted during the noise measurements were used along with the observed vehicle speed (which may differ from the posted speed limit for the

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roadway). Using vehicle counts and observed speeds, the modeled noise values were within 1 dB of the measured noise levels, which confirms the accuracy of the inputs used in the noise model. Trip generation data and resulting roadway traffic volumes for each of the major roadways within the project area for the existing, proposed project, and build out scenarios were derived from various sources (ITE 2017; DOT 2017; Arch Beach Consulting 2015; Caltrans 2003). The representative modeled receivers are also shown on Figure 3.12-1.

Receivers representing the nearby noise-sensitive land uses in the project vicinity were included in the model, in addition to the measurement locations selected for model calibration. The receiver locations were placed approximately 5 feet above the ground level to model the average ear height of receivers.

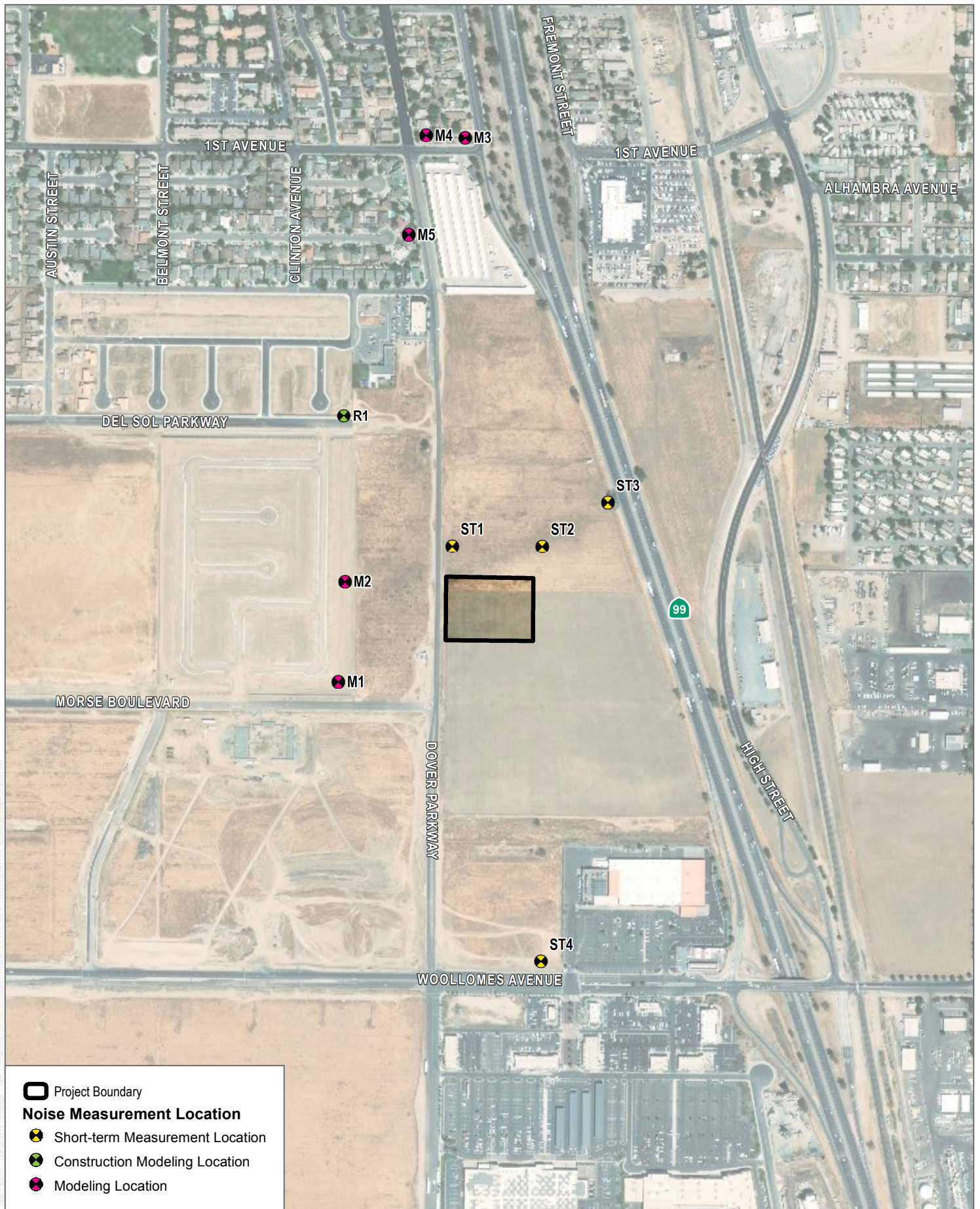
Modeled receivers M1 and M2 represent residential land uses west of the project across Dover Parkway. These residences are setback from Dover Parkway. A commercial zone is expected to be developed between the residences and Dover Parkway. Morse Boulevard will provide the entrance to the residential zone. These residential buildings are currently under construction and are expected to be completed and occupied by the time construction would begin for the project. Receiver M3 is a residence that exists at the corner of 1st Avenue and Ellington Street. This residence represents a worst case for existing traffic noise exposure from SR-99, which is across Ellington Street from this residential location. Similarly, receiver M4 is a residence located at 1st Avenue and Dover Parkway. M5 is an existing residence along Dover Parkway closer to the site than 1st Avenue.

Table 3.12-4 shows the resulting modeled sound levels for the receiver locations given the provided traffic data.

**Table 3.12-4
Existing Traffic Noise Modeling Results (dBA CNEL)**

Receiver Location	Modeled Existing CNEL from Traffic (dBA)
M1	48
M2	49
M3	65
M4	62
M5	59

Notes: dBA = A-weighted decibel; CNEL = Community Noise Equivalent Level.



SOURCE: Bing Maps 2018; Kern County 2010

FIGURE 3.12-1

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Based on Table 3.12-1, State of California Land Use Compatibility Guidelines, all modeled receivers are currently within the normally acceptable or conditionally acceptable range for exterior noise exposure from traffic noise.

3.12.2 Impact Analysis

- a) *Would the project result in exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?*

The proposed project would generate short-term noise during construction, and long-term noise during operation. Operational noise from the proposed project would be produced by new mechanical equipment and parking lot activities. Noise due to traffic on the local roadways would increase based on project related trips added to the roadway network.

Construction Noise

Construction of the proposed project would generate noise that could expose nearby receptors to elevated noise levels that may disrupt communication and routine activities. The magnitude of the impact would depend on the type of construction activity, equipment, duration of the construction, distance between the noise source and receiver, and intervening structures.

Equipment that would be in operation during construction would include rubber-tired dozers, backhoes, excavators, and compressors. None of the equipment would produce high levels of impact-type noise (as would be generated by pile driving, for example). Typically, construction equipment operates in alternating cycles of full power and low power, producing average noise levels less than the maximum noise level. The average sound level of construction activity also depends on the amount of time that the equipment operates and the intensity of the construction activities during that time.

The typical noise levels for various pieces of construction equipment at a distance of 50 feet are presented in Table 3.12-5. For example, the measured maximum sound level from a backhoe is 78 dBA at a distance of 50 feet.

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**Table 3.12-5
Construction Equipment Noise Levels**

Equipment Description	Acoustical Use Factor (%)	Measured L_{max} at 50 feet (dBA, slow)
Backhoe	40	78
Compactor (ground)	20	83
Compressor (air)	40	78
Crane	16	81
Dozer	40	82
Dump Truck	40	76
Excavator	40	81
Flat Bed Truck	40	74
Front End Loader	40	79
Generator	50	81
Grader (spec)	40	85
Man Lift	20	75
Pavement Scarifier	20	90
Paver	50	77
Pickup Truck	40	75
Pneumatic Tools	50	85
Roller	20	80
Tractor (spec)	40	84
Warning Horn	5	83
Welder / Torch	40	74

Source: FTA 2006.

Notes: L_{max} = maximum sound level recorded during the measurement interval; dBA = A-weighted decibel.

The FHWA Roadway Construction Noise Model (RCNM) (FHWA 2008) was used to estimate construction noise levels at the nearest noise-sensitive land uses. Although the model was developed by the FHWA, the RCNM is often used for non-roadway projects, because the same types of construction equipment used for roadway projects are also used for other project types. Input variables for the RCNM consist of the receiver/land use types, the equipment type and number of each (e.g., two graders, a loader, a tractor), the duty cycle for each piece of equipment (e.g., percentage of time the equipment is in operation versus idle, over the workday), and the distances between the construction activity and the noise-sensitive receivers. No topographical or structural shielding was assumed in the construction noise modeling. This is a worst-case scenario, in that intervening topography and existing or future buildings could be located between the construction activity and closest receptors, thereby reducing the noise level at the receivers. The RCNM has default duty-cycle values for the various pieces of equipment, which were derived from an extensive study of typical construction activity patterns. Those default duty-cycle values

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were used for this noise analysis. Table 3.12-6 provides a summary of the assumed construction equipment used for the different phases of construction.

**Table 3.12-6
Construction Phase, Duration, and Equipment Estimates**

Construction Phase	Equipment Type	Quantity
Earthwork and Site Preparation	Dozer	1
	Loader	1
	Water Truck	1
	Compactor	1
	Transfer Truck	4
Trenching (on-site utilities)	Excavator	1
	Loader	1
	Water Truck	1
	Transfer Truck	4
	Sheepfoot Attachment	1
	Reel Trailer	1
	Pull Rig	1
	Concrete Truck	27
Trenching (off-site utilities)	Excavator	1
	Loader	1
	Water Truck	1
	Transfer Truck	4
	Sheepfoot Attachment	1
Building Construction	Cranes	1
	Forklifts	3
	Generator Sets	1
	Tractors/Loaders/Backhoes	3
	Welders	1
Paving	Cement and Mortar Mixers	2
	Pavers	1
	Paving Equipment	2
	Rollers	2
	Tractors/Loaders/Backhoes	1
Architectural Coating	Air Compressors	1

Using the FHWA RCNM construction noise model and construction information (types and number of construction equipment by phase), the estimated noise levels from construction were calculated for a representative range of distances, as presented in Table 3.12-7. The nearest receivers to the west are single family residences that are currently under

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construction. These residences are expected to be occupied when DMV construction efforts would begin. These receivers are located about 480 feet from the project boundary (M1 and M2). This analysis of construction noise at these receivers is intended to represent a worst case when construction operations are occurring near the site boundary. To the northwest, approximately 950 feet away from the project site residential buildings exist (R1). Finally, a distance to typical receivers is analyzed. Typical receiver distances extend from the center of the project site to the center of the nearest cluster of noise sensitive receivers. These receivers are in the vicinity of M5. M5 represents the typical distance from construction activities to noise sensitive receivers of approximately 1,300 feet.

The RCNM inputs and outputs are provided in Appendix 3.12-1.

**Table 3.12-7
Construction Noise Model Results Summary**

Construction Phase	Leq (dBA)		
	<i>Nearest Receivers to the West (M1 and M2) 480 feet</i>	<i>Nearest Northwest Receiver (R1) 950 feet</i>	<i>Typical Receiver (Vicinity of M5) 1,300 feet</i>
Earthwork and Site Preparation	63	57	54
Trenching (on-site utilities)	69	63	61
Trenching (off-site utilities)	65	59	57
Building Construction	65	59	56
Paving	68	62	59
Architectural Coating	54	48	45

Notes: Leq = equivalent continuous sound level; dBA = A-weighted decibels.

As presented in Table 3.12-7, the highest noise levels (69 dBA) are predicted to occur during the on-site utility trenching construction phase for the nearest noise-sensitive land use. For the typical source-receiver distance (existing residences to northwest), the highest noise levels are expected during the same construction phase, when noise levels would be approximately 61 dBA Leq.

The nearest noise sensitive receivers would be located 480 feet from the project. This distance exceeds the 300-foot distance specified in the City Zoning Ordinance. Additionally, state government activities are exempt from the Municipal Code. Therefore, this would be considered a less-than-significant impact.

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Operational Noise

Project-related operational noise would be similar to and consistent with existing uses within the project vicinity and would therefore not be distinct from the ambient noise environment created by surrounding commercial uses.

Traffic Noise Impact Analysis

Existing exterior noise sources in the project area include traffic on roadways serving existing residential, commercial, and business developments in the area. Traffic-related noise was modeled for off-site locations.

Project-generated traffic would have the potential to affect off-site existing noise-sensitive land uses (NSLU). The roadway segments with the most project-related traffic trips and with adjacent existing NSLU were identified and modeled in the Traffic Noise Model. Table 3.12-8 summarizes the traffic-related noise levels at the representative off-site NSLUs for existing, existing plus project, buildout, and buildout plus project traffic scenarios.

Table 3.12-8
Existing and Cumulative Off-Site Traffic Noise (dBA CNEL)

Modeled Receiver	Land Use/Adjacent Roadway	Existing	Existing plus Project	Increase / Decrease from Project	Buildout	Buildout plus Project	Increase/ Decrease from Project
M1	Residential/Morse Boulevard	48	48	0	53	54	1
M2	Residential/Dover Parkway	49	49	0	50	51	1
M3	Residential/Ellington Street and SR-99	65	65	0	66	66	0
M4	Residential/1st Avenue	62	62	0	62	65	3
M5	Residential/Dover Parkway	59	60	1	59	62	1

Source: Appendix 3.12-2.

Notes: dBA = A-weighted decibel; CNEL = Community Noise Equivalent Level; SR = State Route.

All modeled project related increases are 3 dB or less, which is a barely perceptible change to the average person. All modeled receivers have traffic noise levels of 65 dBA CNEL or less under the existing plus project scenario. Additionally, under the buildout scenarios, all receivers except M3 would have traffic noise levels at or below 65 dBA CNEL.

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Location M3 has existing and existing plus project traffic noise levels of 65 dBA CNEL. At the same location, the buildout and buildout plus project modeled noise levels are 66 dBA CNEL. The existing to future traffic noise increase goes from within the 65 dBA CNEL threshold to above the 65 dBA CNEL threshold stated in Section 20.10.180 of the City Development Code. However, since the same traffic noise level increase would be present in the buildout traffic scenario without the project, this traffic noise increase of 1 dB (increasing from 65 dBA CNEL in the existing scenario to 66 dBA CNEL in the buildout scenario) is not due to the project. Additionally, because the increases in traffic noise with the project would produce less than a barely perceivable change (less than 1 dB), the project traffic noise impact at this location would be less than significant. Thus, traffic noise impacts due to the project would be **less than significant**.

Parking Lot and Vehicle Inspection Area Noise

The DMV will have a parking lot on the west side of the building and a vehicle drive test lane on the east side of the building. Noise from the vehicle drive test lane area is expected to be similar to typical parking lot noise. Noise sources from parking lots include car alarms, door slams, radios, and tire squeals. A noise assessment for the Historic Town Center in the City of San Juan Capistrano provides typical noise levels for different parking lot events. This source indicates that car door slams and engine start-ups usually are 60 to 70 dBA at 50 feet, car alarm noise is between 65 and 70 dBA at 50 feet, and car pass-bys range from 55 to 70 dBA at 50 feet (Mestre Greve Associates 2011). These sources are generally short-term and intermittent. Noise levels from these typical parking lot noise sources would be less than 52 dBA at NSLUs over 400 feet away. Thus, parking lot and vehicle inspection noise would be **less than significant**.

Mechanical System/Heating, Ventilation, and Air Conditioning Noise

Rooftop mechanical equipment noise was modelled as a set of point sources located on the rooftop. The input sound power data was based on the mechanical equipment data provided by DMV. Data for the equipment showed the equipment with the highest noise generation levels would have a sound power level of 93 dBA L_w . Other pieces of mechanical equipment expected for the project are expected to have lower sound power levels. The mechanical details provided show two remote terminal units planned on the roof. At 50 feet from these units, the expected sound pressure level would be 64 dBA L_{eq} . The closest NSLUs are located over 400 feet away from where the units would be placed on the roof. At 400 feet, the sound pressure level of the heating, ventilation, and air conditioning units would be reduced to 46 dBA L_{eq} . This expected mechanical equipment noise level would be below the Zoning Ordinance limit of 55 dBA for residential areas. Furthermore, the

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Municipal Code exempts state activities and functions, and therefore, impacts from mechanical equipment noise is **less than significant**.

Public Address System Noise

An outdoor public address (PA) system would be installed at the facility to notify customers waiting in the parking lot areas of appointments. Speakers would be installed on the exterior of the new DMV field office building, and the PA system would announce appointments on a regular basis during normal hours of operation. The intent of the PA system is to offer outdoor waiting areas for customers who are waiting for appointments and to avoid queueing of vehicles under the carport.

As noted in Section 2.5 of this report, State property is not subject to local rules, regulations, ordinances or plans, such as a noise ordinance. Given there are no regulations governing the proposed installation and use of a public address (PA) system as part of the DMV facility, noise associated with the PA system would result in a **less than significant impact** upon vicinity land uses. However, to avoid annoyance at nearby properties, at the time of installation the PA system should be tested and adjusted so as to produce a sound level of not greater than 70 dBA at the nearest property boundary to the DMV facility, which is zoned nonresidential. Residential areas are adequate distances away such that noise from the PA system operation would be expected to be below 55 dBA, if the system is calibrated to produce less than 70 dBA at the nearest property boundary. Table 2-2, Summary of Standard Construction Procedures/Practices, indicates that upon installation of the PA system, a qualified acoustic professional shall test and confirm that the 70 dBA calibration is achieved, and a memo to the Department of General Services compliance-monitoring file shall be provided.

Mitigation Measure: No mitigation is required.

b) *Would the project result in exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?*

Vibration during construction would be a temporary phenomenon. Groundborne vibration information related to construction activities has been collected by Caltrans (2013). Information from Caltrans indicates that transient vibrations (such as construction activity) with a PPV of approximately 0.035 inches per second may be characterized as barely perceptible, and vibration levels of 0.24 inches per second may be characterized as distinctly perceptible. The threshold of 0.24 inches per second (distinctly perceptible) is used for this project as the significance threshold. The heavier pieces of construction equipment (e.g., bulldozers) would have PPVs of approximately

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0.089 inches per second or less at a distance of 25 feet (FTA 2006). Pile driving or blasting will not be used for construction of the proposed project. Groundborne vibration is typically attenuated over short distances. Existing residential uses are located over 400 feet from the nearest construction area. Vibration levels at the sensitive receptors would be below the threshold of perceptibility of 0.035 inches per second PPV. Short-term construction related vibration impacts would therefore be **less than significant**.

Groundborne vibration would not be associated with the proposed project operations following construction activities; therefore, impacts associated with operations would be **less than significant**.

Mitigation Measure: No mitigation is required.

- c) *Would the project result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?*

See discussion under response (a). The operation of the proposed project would not create an increase of 3 dBA or more in ambient noise levels at sensitive receptor locations. Accordingly, noise impacts during operations would be **less than significant**.

Mitigation Measure: No mitigation is required.

- d) *Would the project result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?*

See discussion under response (a). The temporary increase in noise levels due to construction are exempt because state government activities are exempt as stated in the Municipal Code. Accordingly, noise impacts due to construction would be **less than significant**.

Mitigation Measure: No mitigation is required.

- e) *Would the project be located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?*

The project site is located approximately 1 mile to the east of Delano Municipal Airport and is outside of the 60 dBA CNEL noise contour for the airport (County of Kern 2012). As such, the project would not expose people visiting or working in the project area to excessive noise levels. Noise impacts associated with airport noise would be **less than significant**.

Mitigation Measure: No mitigation is required.

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- f) Would the project be within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?*

There are no private airstrips in the vicinity of the project site (Airnav.com 2018). Therefore, there would be **no impact** related to private airstrip noise exposure.

Mitigation Measure: No mitigation is required.

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3.13 Population and Housing

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XIII. POPULATION AND HOUSING – Would the project:				
a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

3.13.1 Environmental Setting

According to the Department of Finance, the City of Delano's (City's) population was approximately 53,138 in 2017, and there were approximately 11,690 households within the City in 2016 (DOF 2016, 2018). The City's General Plan estimates that the City's population will grow to be 112,750 and include 27,436 households in 2020 (City of Delano 2005).

The project site is undeveloped, with no buildings, structures, or utilities present. The site primarily consists of loose soil and dry grass cuttings. The portion of Dover Parkway immediately adjacent to the western boundary of the site is also undeveloped, with no curbs, gutters, sidewalks, street lighting, or fire hydrants along the roadway.

3.13.2 Impact Analysis

- a) *Would the project induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?*

The proposed project would construct a new Department of Motor Vehicles (DMV) field office on the undeveloped project site, which would replace the existing DMV facility at 631 Jefferson Street, approximately 0.8 miles north of the project site. A primary purpose of the replacement project is to provide a more efficient and effective space to carry out DMV services and to provide an energy-efficient building. It is expected that by 2030 that the number of customers served would increase by approximately 50 people (from 350 to 400).

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No new staff are anticipated due to DMV self service capabilities being expanded. Although the project site does not currently contain a connection to utilities, the project would tie into existing City utility connections along Dover Parkway. The City's General Plan designates the site for commercial use, therefore, customer serving uses and the proposed project utility improvements to the site are anticipated in the City's growth projections. The project would not extend utilities to areas other than the project site. Since the proposed project would serve the City's existing population, would not involve extension of utilities or services that would promote new development in the surrounding area, and no new staff would be added, the project would not directly or indirectly induce population growth. Therefore, impacts on population growth in the area would be **less than significant**.

Mitigation Measure: No mitigation is required.

b) *Would the project displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?*

There is no existing housing on the project site. Therefore, no housing would be displaced, and there would be **no impact** to existing housing.

Mitigation Measure: No mitigation is required.

c) *Would the project displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?*

The project site does not include any existing housing, buildings, or structures. No people would be displaced; therefore, there would be **no impact** necessitating the construction of replacement housing elsewhere.

Mitigation Measure: No mitigation is required.

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3.14 Public Services

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XIV. PUBLIC SERVICES				
a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the public services:				
Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	

3.14.1 Environmental Setting

The Kern County Fire Department (KCFD) provides fire suppression and prevention, emergency medical, and hazardous materials mitigation services in the project area. The KCFD serves over 8,000 square miles, including the Cities of Arvin, Delano, Maricopa, McFarland, Ridgecrest, Shafter, Taft, Tehachapi, and Wasco. The KCFD contains over 546 uniformed firefighters, 47 fire stations, 55 engines, 41 patrols, two helicopters, three aircraft rescue firefighting units, and one hazardous materials response team (KCFD 2015, 2018a). The closest fire stations to the project site are Station 37, located 1.2 miles northwest of the project site, and Station 34, located 1.3 miles northeast of the project site (KCFD 2018b). In 2015, the KCFD responded to 2,829 fire incidents, 26,202 medical aid calls, and 1,624 hazardous conditions calls (KCFD 2015).

Since the project site is owned and operated by the State of California, the California Highway Patrol (CHP) provides police services to the site. The Bakersfield Area Office, located at 9855 Compagnoni Street in the City of Bakersfield, serves the project site. The Bakersfield Area Office is within CHP's Central Division and serves State Route 99, State Route 58, and thousands of miles of surface streets within Kern County. The Bakersfield Area is served by 115 sworn employees, with 102 officers (CHP 2018). In addition, the Delano Police Department (DPD) is available to provide backup service if needed. The DPD consists of three divisions and one police station, located at 2330 High Street, approximately 2.3 miles north of the project site. The DPD Patrol Division is served by one commander, four sergeants, four police corporals, 20 patrol officers, and 15 reserve officer positions. The DPD provides services to reduce criminal activity, prevent crime, and apprehend offenders (DPD 2018).

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The Delano Public Schools District is the school district serving the project area (DPS 2018). The nearest schools include the Valley Vista School, approximately 0.6 miles northwest of the site, the Nueva Vista Language Academy, approximately 0.6 miles northwest of the site, and the Sequoia Christian Academy, approximately 0.8 miles northeast of the site.

3.14.2 Impact Analysis

- a) *Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the public services:*

Fire Protection?

The proposed project would be developed on what is currently a vacant lot, thereby adding a new structure in the City of Delano (City) that would need to be protected by KCFD, specifically, Fire Stations 34 and 37, located within the city. These fire stations currently provide fire service to the existing Department of Motor Vehicles (DMV) facility located at 631 Jefferson Street. Implementation of the proposed project would construct a new DMV facility on vacant land and would thereby increase the demand for fire protection services. However, no new or expanded fire protection services or facilities are anticipated to be constructed as a result of this project because the project site is designated Commercial in the City's General Plan, which would allow a similar or larger development on the property than the proposed DMV facility. Therefore, KCFD future facility planning includes buildout of the site with a similar or larger development. Furthermore, as part of the standard development practices, the State Fire Marshal reviews and approves project plans. The new construction would be required to conform to standards of State Fire Marshal, who during their review of the site plan, would ensure that the new DMV facility complies with California Building Standards Code, Chapters 7 and 7A, and the California Fire Code (24 CCR Part 9). Buildings would be required to install fire prevention devices, such as fire alarms and sprinklers, to improve emergency-related problems for the proposed development. In addition, KCFD would review the site plan prior to construction to familiarize themselves with fire protection devices and infrastructure of the proposed project. Further, the project would not impair emergency response vehicles or increase response times and would not substantially increase calls for service since a DMV facility already exists within the City limits. In addition, the proposed project would not generate population growth or add people to the area. Therefore, the project would not generate the

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need for additional fire services that would require new or physically altered facilities. Impacts to fire protection services would be **less than significant**.

Mitigation Measure: No mitigation is required.

Police Protection?

Implementation of the proposed project would construct a new DMV facility on vacant land, and would increase the demand for police protection services. As a state facility, police protection for the project site is primarily provided by the CHP. If needed, the DPD would provide assistance. The project would not substantially increase calls for service since a DMV facility already exists within the City limits. Further, the project site is designated Commercial in the City's General Plan, which would allow a similar or larger development on the property than the proposed DMV facility; therefore, future police protection facility planning includes buildout of the site with a similar or larger development. In addition, the proposed project would not generate population growth or add a new use or service to the DMV that may warrant expanded or altered police protection services. Therefore, the project would not generate the need for additional police services that would require new or physically altered facilities. Impacts to police services would be **less than significant**.

Mitigation Measure: No mitigation is required.

Schools?

The proposed project would consist of construction of an approximately 11,000-square-foot field office on the vacant project site. The project would serve the City's existing population and would not induce population growth. The proposed project would not generate new employees and, therefore, would not generate new residents or, subsequently, new students. Because the proposed project would not increase the number of students, implementation of the proposed project would not generate the need for additional schools. Therefore, the project would not increase demand for schools or necessitate construction of new school facilities. Impacts to schools would be **less than significant**.

Mitigation Measure: No mitigation is required.

Parks?

See Section 3.15, Recreation. As described in Section 3.15, **no impacts** to parks would occur.

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Other public facilities?

The proposed project would construct an approximately 11,000-square-foot field office on the vacant project site. The project would serve the City's existing population and would not induce population growth. Therefore, the project would not increase demand for other public facilities, and impacts would be **less than significant**.

Mitigation Measure: No mitigation is required.

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3.15 Recreation

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XV. RECREATION				
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

3.15.1 Environmental Setting

The City of Delano (City) Recreation Department manages and maintains parks and recreational facilities within the City. The City parks system consists of eight neighborhood parks comprising over 50 acres of parkland, a 28-acre soccer and football field complex, and a community center. The City also contains recreational opportunities such as walking paths, open play areas, sports fields, and skate parks (City of Delano 2016). The project site is located near Valley Vista Park, approximately 0.5 miles northwest of the site, Delano Heritage Park, approximately 0.5 miles northeast of the site, and Memorial Park, approximately 0.6 miles northeast of the site.

3.15.2 Impact Analysis

- a) *Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?*

The proposed project would construct a new approximately 11,000-square-foot Department of Motor Vehicles field office on an undeveloped site that does not contain any recreational facilities. The project would serve the City's existing population and would not induce population growth. Therefore, the project would not increase the use of existing recreational facilities or generate demand for additional or expanded recreational facilities. **No impact** would occur.

Mitigation Measure: No mitigation is required.

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- b) Does the project include recreational facilities or require the construction or expansion of recreational facilities, which might have an adverse physical effect on the environment?*

The project would not demolish existing recreational facilities and would not construct new or expand current recreational facilities. The proposed project would have **no impact** on recreational facilities.

Mitigation Measure: No mitigation is required.

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3.16 Transportation and Traffic

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XVI. TRANSPORTATION/TRAFFIC – Would the project:				
a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

3.16.1 Environmental Setting

The project is located east of Dover Parkway between Diaz Avenue and Woollomes Avenue in the southern portion of the City of Delano (City). The existing transportation setting was developed based on field review, data collection, and referencing the following City documents:

- Circulation Element of the City General Plan (adopted December 2005)
- Environmental Impact Report Grapevine Project, March 28, 2014, City of Delano
- Traffic Impact Study, Vineyard at Delano and Delano West Pavilion Projects, City of Delano, CA (Arch Beach Consulting 2015)

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Roadway Network

Regional access to the project is provided by State Route (SR-) 99, Garces Highway, and Woollomes Avenue. SR-99 is a six-lane north–south freeway that provides for regional movement and inter-regional access through the Central Valley. Garces Highway, designated as SR-155 from SR-99 east and an arterial street west of SR-99, is a two-lane undivided east–west facility. Woollomes Avenue, is an east–west arterial that provides access to the project via its interchange with SR-99. Access to the project would be via Dover Parkway, which bounds the project site on the west.

Dover Parkway is currently a two-lane collector roadway (undivided) with a posted speed limit of 25 mph. Parking is not allowed along Dover Parkway, and there are no bicycle lanes or sidewalks on either sides of the street. Dover Parkway is designated as a two-lane collector in the City General Plan Circulation Element (City of Delano 2005). It should be noted that there are existing overhead utility poles on the west side of Dover Parkway, across the street from the project.

Transit Network

The Delano Area Rapid Transit provides fixed route bus service on four routes and demand responsive public transportation (Dial-A-Ride) in the City and within the immediate Kern County area surrounding the City. Routes 1, 2, and 3 operate along Garces Highway, and the nearest bus stop for Route 2 is located along Garces Highway, approximately 0.75 miles from the project site. Delano Dial-A-Ride is a door-to-door service provided to seniors and persons with disabilities within the Delano Area Rapid Transit service area.

Kern Regional Transit provides bus service between Delano, McFarlan, Wasco, Shafter, and Bakersfield. Tulare County Area Transit provides bus service between Delano, Richgrove, Earlimart, and Tulare. Greyhound provides regional and national bus transportation with access to Fresno in the north, Bakersfield to the south, and beyond.

Delano is not currently served by passenger rail service (AMTRAK), as the closest station is in the City of Wasco. The mainline of Union Pacific Railroad runs parallel to SR-99. Seven railroad crossings are located within the City of Delano. The closest railroad crossing to the proposed project is located near SR-99 and Woollomes Avenue.

Existing Vehicle Operations

Field observations of the project site and surrounding transportation facilities were conducted in October 2018, and existing traffic conditions were documented. Average daily traffic (ADT) volumes were collected on four consecutive days between November 3 and November 6, 2018,

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to determine existing daily weekday and weekend traffic volumes adjacent to the project site along Dover Parkway. The average daily traffic along Dover Parkway was observed to be in the range of 3,148 to 3,577 ADT, with an average of approximately 3,400 ADT.

Per City's General Plan Circulation Element, the level of service (LOS) E capacity of a two-lane undivided roadway is 10,600 average daily vehicles (ADT) and LOS C capacity is 8,200 ADT. Based on comparison of existing ADT and daily roadway capacity, Dover Parkway currently operates at LOS A–B.

3.16.2 Impact Analysis

- a) Would the project conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?*

The project is located on a site zoned for commercial use that would potentially generate more trips than the proposed Department of Motor Vehicles (DMV) field office. If a commercial use would be developed on the site instead of the proposed DMV field office, the commercial project could generate up to 2,467 daily trips, 61 AM and 249 PM peak hour trips.

Project Trip Generation

The intent of the proposed project is to construct a larger facility to accommodate DMV staff and improve customer services, as the existing DMV facility is not sized appropriately to accommodate the existing staffing and service demand levels. The proposed DMV would accommodate the existing 12 employees and would serve up to 350 customers on opening day (year 2020) and up to 400 customers by buildout (year 2030).

Trip generation for the proposed project was calculated using the Institute of Transportation Engineers (ITE) Trip Generation Manual, 10th edition, Land Use: State Motor Vehicles Department, using employees as the independent variable. The ITE trip rates were utilized for estimating AM and PM peak hours trips for the proposed DMV field office; however, a daily trip rate is not available. Therefore, it was assumed that each customer and employee would make two trips (one inbound and one outbound) per day. Table 3.16-1 shows the estimated trip generation for the project for 400 customers and 12 employees.

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**Table 3.16-1
Project Trip Generation**

Land Use	Unit	Daily	AM Peak Hour			PM Peak Hour		
			In	Out	Total	In	Out	Total
Trip Rates ¹								
State Motor Vehicles Department (ITE 731)	per customer served	N/A ²	0.11	0.09	0.20	0.08	0.12	0.20
Trip Generation								
Delano DMV	400 customers served (and 12 employees)	824	45	35	80	31	49	80

Sources: ITE 2017.

Notes:

¹ Trip rates from the Institute of Transportation Engineers, Trip Generation, 10th Edition, 2017.

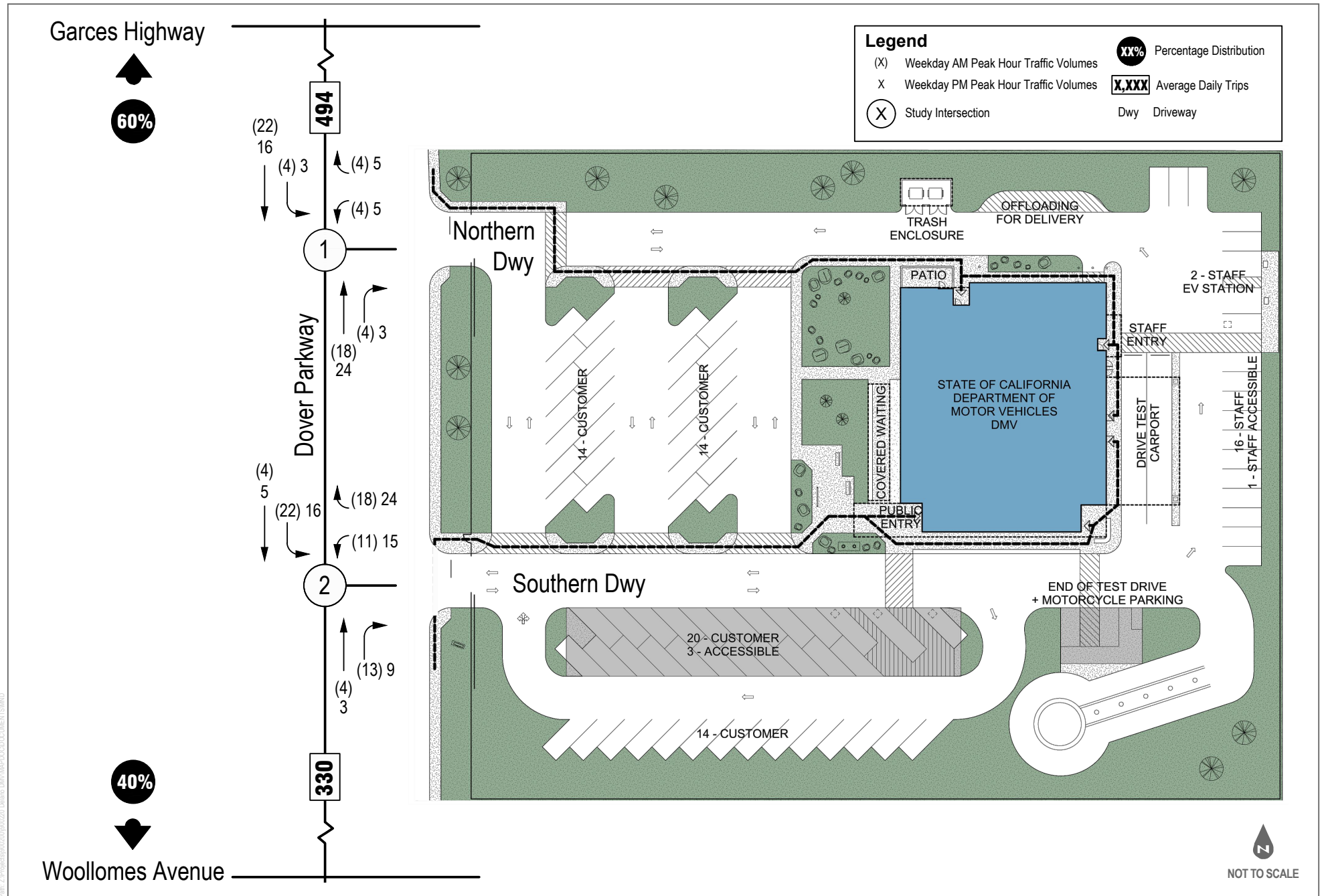
² ITE does not provide a daily trip rate for this land use type; therefore, two daily trips per customer and per employee were utilized to estimate the total daily trips.

As shown in Table 3.16-1, the proposed project would generate 824 daily trips, 80 AM peak hour trips and 80 PM peak hour trips.

Project Trip Distribution and Assignment

Figure 3.16-1 shows the project's site plan and location of the two project access driveways (northern and southern). It also illustrates the project trip distribution and assignment at the access driveways. Based on the analysis of customer transaction data provided by the DMV, the regional and local roadway network and logical pattern of traffic movement, it is estimated that 60% of the project traffic would travel north and 40% would travel south along Dover Parkway, and then would be distributed throughout their service area.

Project trips were assigned to the project access driveways by applying the project trip generation estimates to the trip distribution percentages, as shown on Figure 3.16.1, at both northern and southern driveways.



SOURCE: Nacht&Lewis 2018, Dudek 2018

FIGURE 3.16-1

Project Trip Distribution and Assignment

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Project Access Analysis

The proposed project's future year daily, AM and PM peak hour traffic volumes along Dover Parkway were estimated from the 2040 daily and peak hour forecast traffic volumes contained in the Traffic Impact Study prepared for the Vineyard at Delano and Delano West Pavilion Projects (Arch Beach Consulting 2015). Project access analysis was performed using Highway Capacity Manual (HCM) intersection analysis methodology to analyze the operation of unsignalized study intersections. The Synchro 10 software was used to determine the LOS for project access driveway. Synchro is consistent with the HCM 2010 methodology (Transportation Research Board 2010). Table 3.16-2 shows the LOS for unsignalized intersections under the HCM methodology (delay).

Table 3.16-2
Levels of Service for Intersections using Highway Capacity Manual Methodology

Level of Service	Unsignalized Intersections Control Delay (in seconds)
A	<10.0
B	>10.0 to <15.0
C	>15.0 to <25.0
D	>25.0 to <35.0
E	>35.0 to <50.0
F	>50.0

Source: HCM 2010.

Table 3.16-3 shows the results of the future plus project conditions LOS analysis. LOS worksheets are provided in Appendix 3.16-1. As shown in the table, the two project access driveways along Dover Parkway are forecast to operate at LOS B or better under future plus project conditions, during both peak hours.

Table 3.16-3
Project Access Level of Service Analysis

Project Access Intersection	Critical Movement	Future + Project			
		AM Peak Hour		PM Peak Hour	
		Delay ¹	LOS	Delay ¹	LOS
Dover Parkway/Northern Driveway	WBL	10.4	B	14.9	B
Dover Parkway/Southern Driveway	WBL	10.4	B	14.7	B

Source: Dudek 2018.

Notes: WBL = westbound left; LOS = level of service.

¹ Delay in seconds per vehicle

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As shown in Table 3.16.1, the proposed project would generate 824 daily trips, 80 AM peak hour trips and 80 PM peak hour trip. Since the project would generate less trips (1,643 ADT and 169 PM peak hour trips) than the use approved for the site and cause no significant changes to the surrounding roadways or intersections, the project would not conflict with any planned transportation improvements in the surrounding area. Furthermore, as shown in the Table 3.16-3, the two project access driveways along Dover Parkway are forecast to operate with satisfactory LOS, at LOS B, under buildout plus project conditions, during both peak hours. Therefore, the project would not conflict with any applicable plans, ordinance, or policy to any mode of transportation and components of the circulation system (i.e., intersections, streets, pedestrian, bicycle paths, and mass transit), and impacts would be **less than significant**.

Mitigation Measure: No mitigation is required.

- b) *Would the project conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?*

SR-99 is the only Kern County Congestion Management Program facility in the vicinity. There are no Congestion Management Program arterials in the study area. As previously noted, the proposed project would generate less trips than the commercial uses approved and designated for the site in the City's General Plan. The driveway analysis conducted for the two project driveways on Dover Parkway also shows that the proposed project would have satisfactory LOS (LOS B) at both project driveways in the future traffic conditions. Because the project does not increase traffic significantly, and there is no potential to impact an existing LOS standard or a travel demand measure, impacts to an applicable congestion management program would be **less than significant**.

Mitigation Measure: No mitigation is required.

- c) *Would the project result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?*

The nearest airport, Delano Municipal Airport, is located approximately 1 mile from the project site. As the proposed project is a DMV facility, it would not change existing air traffic patterns, nor would it cause any significant increase existing traffic levels.

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Therefore, there would be **no impact** to air traffic patterns that would result in a substantial safety risk.

Mitigation Measure: No mitigation is required.

d) *Would the project substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?*

The project proposes a new DMV facility with two project access driveways, approximately 160 feet apart. A 25-foot travel lane is provided on the site that provides access to two-way parking aisles. One-way parking aisles can be accessed via a 20-foot travel lane. With new circulation design of the proposed DMV facility, on-site parking would be designed to have adequate parking stalls with wider two-way parking aisles, and the new driving test procedures would minimize the need for on-site vehicle queues.

The two project access driveways along Dover Parkway are forecast to operate at LOS B or better under future plus project conditions, during both peak hours. Further, the project does not include any nonstandard design features that would increase hazards or an incompatible use with the surrounding land uses. Therefore, potential hazard impacts due to a design feature would be **less than significant**.

Mitigation Measure: No mitigation is required.

e) *Would the project result in inadequate emergency access?*

Based on project's peak hour trip generation (80 AM trips and 80 PM trips), the proposed project would distribute these trips to the two driveways, providing adequate access to/from the project site for DMV customers and emergency vehicles from Dover Parkway. In addition, the two project access driveways along Dover Parkway are forecast to operate at LOS B or better under future plus project conditions, during both peak hours. The project would not propose any restrictions to emergency vehicle sizes or access routes that could result in inadequate emergency access. Therefore, impacts due to inadequate emergency access would be **less than significant**.

Mitigation Measure: No mitigation is required.

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- f) *Would the project conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?*

Currently, there are no public transit, bicycle, or pedestrian facilities available along Dover Parkway adjacent to the proposed project. The project would construct frontage improvements along Dover Parkway and provide curb cuts and ramps per City's requirement on any new construction.

Refer to responses (a) and (b); the project would not conflict with any adopted policies, plans, or programs. Therefore, impacts to public transit, bicycle, or pedestrian facilities would be **less than significant**.

Mitigation Measure: No mitigation is required.

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3.17 Tribal Cultural Resources

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XVII. TRIBAL CULTURAL RESOURCES				
Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:				
a) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

3.17.1 Environmental Setting

Previously Recorded Archaeological Resources

A Cultural Resources Letter Report (CRLR) was prepared for the proposed project in September 2018 to assess the project site for existing cultural resources (Appendix 3.5-1). The CRLR included a California Historical Resources Information System (CHRIS) records search, which was conducted at the Southern San Joaquin Valley Information Center (SSJVIC) on July 30, 2018, to determine recorded cultural resources on the proposed project site and surrounding 1-mile radius. The records search involved a review of mapped prehistoric, historical, and built-environment resources; Department of Parks and Recreation Site Records; technical reports; historical maps; and local inventories. The SSJVIC records indicate that 16 previous cultural resource investigations have been conducted within the 1-mile search radius of the proposed project site. According to SSJVIC records, no cultural resources were identified on the project site (Appendix 3.5-1). However, the records search determined that there are nine previously recorded resources within 1 mile of the project site.

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Sacred Lands File Search

On July 25, 2018, a Sacred Lands File (SLF) search request for any sacred sites or other Native American cultural resources that may fall within the proposed project location or a surrounding 1-mile buffer and a request for the Native American contact list for the area was sent to the Native American Heritage Commission (NAHC). On August 9, 2018, the NAHC responded with results from the SLF search request. The SLF search found that no Native American cultural resources have been recorded within the project site. The NAHC results noted, however, that absence of specific site information in the SLF does not imply absence of Native American cultural resources on the site. The NAHC also provided contact information for parties who may be interested or may have information regarding tribal cultural resources in the project area.

On August 27, 2018, the Department of Motor Vehicles (DMV) sent letters via certified mail to the 13 Native American contacts provided by the NAHC to supply information regarding the project and request information or concerns regarding Native American cultural resources that could be affected by the project. The letters informed the individuals of the initiation of the environmental review process for the project, project location and details, results of the NAHC SLF search, and requested tribal information regarding cultural resources, tribal cultural resources, or places that may be impacted by the proposed project. No responses have been received to date.

Neither Department of General Services or Department of Motor Vehicles have been contacted by California Native American tribes traditionally and culturally affiliated with the project area to request consultation pursuant to Public Resources Code Section 21080.3.1. However, as previously specified, Department of General Services and Department of Motor Vehicles have notified all tribes listed by the NAHC in their general response letter to solicit information regarding cultural resources.

3.17.2 Impact Analysis

- a) *Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:*
 - i) *Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k)?*

As noted in Section 3.17.1, there are no known cultural resources, as defined in Public Resources Code Section 21074, on the project site or in its immediate

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vicinity. The project site has historically been used for agricultural uses and is currently undeveloped. The CHRIS records search conducted for the project area did not identify any previously recorded cultural resources on the project site.

Further, no tribes have responded with a request for consultation or with information regarding tribal cultural resources affiliated with the project site. As previously stated, the proposed project site has been previously disturbed, and no information regarding the presence of known tribal cultural resources has been provided from the contacted tribes or from cultural resource surveys or records. However, the potential for subsurface unknown tribal cultural resources to be encountered during project ground-disturbing activities still exists. As no known tribal cultural resources occur at the project site or would be affected by the proposed project, and implementation of Mitigation Measure (MM-) TCR-1 would reduce impacts to unknown tribal cultural resources during excavation activities, impacts would be less than significant (**less than significant with mitigation**).

Mitigation Measure:

MM-TCR-1 If potential archaeological resources, tribal cultural resources, or human remains are discovered by Native American representatives or monitors from interested Native American tribes, qualified cultural resources specialists, or other project personnel during construction activities, then work will cease in the immediate vicinity of the find (based on the apparent distribution of cultural resources), whether or not a Native American monitor from an interested Native American tribe is present. A qualified cultural resources specialist and Native American representatives and monitors from culturally affiliated Native American tribes will assess the significance of the find and make recommendations for further evaluation and treatment as necessary. These recommendations will be documented in the project record. For any recommendations made by interested Native American tribes that are not implemented, a justification for why the recommendation was not followed will be provided in the project record. Such consultation shall be consistent with the requirements of California Public Resources Code Sections 21084.3(a) and (b), and California Environmental Quality Act Guidelines Section 15370 and shall include consideration of requiring compensation for the impact by

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replacing or providing substitute resources or environments. If human remains are found, then the procedures outlined in MM-CUL-3 (see Section 3.5.2, Impact Analysis) will be implemented.

- ii) *A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe?*

As previously described, the CRLR concluded that the project site does not contain known historical or archaeological resources (Appendix 3.5-1). Therefore, no resource that is significant according to Public Resources Code Section 5024.1 was identified on the project site through archival research or visual historical inventory. Furthermore, the CHRIS records search for the project site found that there are no previously recorded cultural resources on the site. In addition, the SLF search conducted by the NAHC found that no cultural resources have been recorded within the project site. The NAHC results also noted, however, that absence of specific site information in the SLF does not imply absence of Native American cultural resources on the site. No California Native American tribes or individuals have identified specific known tribal cultural resources associated with the project area. With implementation of MM-TCR-1, impacts related to tribal cultural resources would be less than significant (**less than significant with mitigation**).

Mitigation Measure: Refer to MM-TCR-1, previously outlined.

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3.18 Utilities and Service Systems

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XVIII. UTILITIES AND SERVICE SYSTEMS – Would the project:				
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Result in a determination by the wastewater treatment provider, which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g) Comply with federal, state, and local statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

3.18.1 Environmental Setting

Water

The City of Delano (City) is the water purveyor that serves the project area. Water supplies within the City are sourced entirely from the City's groundwater aquifers. The City's water system consists of groundwater wells, a treatment facility, storage tanks, and distribution lines. The City contains 15 active wells, which have a pumping capacity rated at 15,400 gallons per minute. In total, the City's water well system supplied 8,800 acre-feet of water in 2015 (City of Delano 2017). Groundwater supply within the City is considered to be in overdraft condition and fluctuates based on water available for agricultural uses within the City. Water is conveyed through approximately 120 miles of 4–16-inch-diameter pipelines throughout the City (City of Delano 2017). Five storage reservoirs with a total capacity of 10.6 million gallons are located

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within the City's service area (City of Delano 2017). The City of Delano 2015 Urban Water Management Plan estimates that the water demand for the City in 2020 will be 8,855 acre-feet.

The projected water use target for 2020 is 179 gallons per capita per day (GPCD) (City of Delano 2017), which takes into account projected population growth. As the City's General Plan estimates the City's population to be 112,750 in 2020, this translates to a target of 20.2 million gallons per day (mgd) (City of Delano 2005).

The City's water system used 162 GPCD in 2015, which was below the 2015 interim target of 187 GPCD and 2020 target of 179 GPCD. With its available groundwater supply and with implementation of demand management measures, the City's water system is anticipated to continue to meet its 2020 target of 179 GPCD.

There are no existing water connections on the project site. The nearest water connection to the project site is located along Dover Parkway. A PVC pipeline was recently constructed within Dover Parkway to support adjacent developments. Furthermore, a 42-inch diameter Southern San Joaquin Municipal Utility District Irrigation line runs along Woollomes Avenue, south of the project site (DGS and DMV 2018).

Wastewater

The City provides wastewater services in the project area. Wastewater generated within the City is transmitted to the City's wastewater treatment plant located on Lytle Avenue between Garces Highway and Cecil Avenue, west of the City (City of Delano 2005). The City's wastewater treatment plant is permitted under Order No. 5-01-247 by the Central Valley Regional Water Quality Control Board and complies with all wastewater treatment requirements of the Central Valley Regional Water Quality Control Board (CVRWQCB 2000). Due to an expansion in 2011, the wastewater treatment plant currently has a capacity of 8.8 million gallons per day (mgd) (City of Delano 2011d). According to the City's General Plan, the City is projected to have a total wastewater treatment demand of 7.2 mgd in 2020 (City of Delano 2005).

The project site does not currently generate wastewater or support wastewater treatment or conveyance facilities. Wastewater connection to a newly constructed 12-inch diameter PVC sewer main is available at the intersection of Dover Parkway and Morris Road. To connect to this sewer main, approximately 650 feet of new sanitary sewer line would need to be designed and constructed from the northern boundary of the site to the sewer main. The newly constructed sewer main was built with capacity for full buildout of all adjacent developments (DGS and DMV 2018).

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Stormwater Drainage

Stormwater in the vicinity of the project site currently flows into the City's stormwater drainage system. The project site does not support any stormwater drainage facilities and does not have any connections to the City's stormwater drainage system. The nearest connection to stormwater drainage is a newly constructed main located at the intersection of Dover Parkway and Morris Road (DGS and DMV 2018).

Solid Waste

Solid waste collection is provided by the City. Solid waste within the City is disposed of at the Shafter-Wasco Recycling and Sanitary Landfill located at 17621 Scofield Road in Shafter, California, approximately 20 miles southwest of the City. The landfill has a maximum permitted throughput of 1,500 tons per day and a maximum permitted capacity of 21,895,179 cubic yards. As of June 2001, the facility had a remaining capacity of 7,901,339 cubic yards. The landfill also includes a composting facility that has an additional permitted throughput of 900 tons per month. The estimated closure date for the landfill is December 31, 2053. The landfill has obtained its most recent solid waste facility permit issued by California Department of Resources Recycling and Recovery on February 29, 2016 (CalRecycle 2018).

Energy, Electricity, and Natural Gas

Southern California Edison provides electricity to the City, and natural gas within the City is provided by the Southern California Gas Company (City of Delano 2005). No natural gas facilities or electricity is available at the project site. The closest connection to natural gas facilities is a newly constructed main that terminates approximately 30 feet north of the intersection of Dover Parkway and Morris Road. A 6-inch diameter natural gas main was recently constructed along Dover Parkway, and a 4-inch diameter main was installed along Morris Road. If natural gas is required for the proposed project, the 6-inch-diameter main would need to be extended approximately 600 feet north to the project site. Overhead power transmission is located along Dover Parkway south of the project boundary (DGS and DMV 2018).

3.18.2 Impact Analysis

- a) *Would the project exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?*

Wastewater generated at the site would be delivered to the City's wastewater treatment plant. As previously described, the newly constructed sewer main surrounding the project site was constructed with capacity for full-buildout of all adjacent developments, which

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includes the project site. Project wastewater generation is estimated to be approximately 0.01 mgd (or 9,733 gallons per day) (see Appendix 3.3.1; note that the California Emissions Estimator Model (CalEEMod) generates indoor and outdoor water use estimates; as a conservative estimate, the indoor water use estimate is used for wastewater generation). This is less than 1% of the wastewater treatment plant's capacity of 8.8 mgd and of the City's estimated total wastewater treatment demand for 2020 of 7.2 mgd. Further, as the project site is designated as Commercial in the City's General Plan, and the proposed Department of Motor Vehicles (DMV) facility would be a similar use as approved in the General Plan, the project would not generate unanticipated wastewater demand at the City's wastewater treatment plant. As such, wastewater generated by the proposed project would not substantially increase the existing wastewater flow of the City's wastewater system and would not impact the ability of the City's wastewater treatment plant to operate within its established wastewater treatment requirements, including the requirements of their National Pollutant Discharge Elimination System permits. Therefore, impacts related to wastewater treatment requirements would be **less than significant**.

Mitigation Measure: No mitigation is required.

- b) Would the project require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?*

The City provides water supply and wastewater treatment services in the project area (refer to response (a)). The proposed project is estimated to have an indoor water demand of 0.01 mgd (or 9,733 gallons per day) and an outdoor water demand of 0.019 mgd (or 9,467 gallons per day), with a total water demand of 0.02 mgd (or 19,200 gallons per day). This represents approximately 0.1% of the City's 2020 projected water use target of 20.2 mgd. Therefore, the proposed project would not generate substantial water demand that would require the construction of new water or wastewater treatment facilities or expansion of existing facilities. Impacts related to water or wastewater treatment facilities would be **less than significant**.

Mitigation Measure: No mitigation is required.

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- c) *Would the project require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?*

The project site currently consists of undeveloped land and does not support any storm drainage facilities. Stormwater is proposed to be treated on site in three small, shallow landscaped stormwater filtration areas that would be constructed within the parking lot along the north, south, and east edge of the project site prior to discharge to the City's stormwater drainage system. Stormwater from the project site would flow into a newly constructed sewer main located at the intersection of Dover Parkway and Morris Road. This pipeline was constructed with sufficient capacity for adjacent projects (DGS and DMV 2018). As the proposed project would not significantly change the volume of runoff from the project site, the project would not create or contribute stormwater runoff that would exacerbate any existing deficiencies in the City's storm drain system or provide substantial additional sources of polluted runoff. Therefore, impacts related to stormwater drainage facilities would be **less than significant**.

Mitigation Measure: No mitigation is required.

- d) *Would the project have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?*

As previously discussed in response (b), the City would provide potable water to the project site. The City's projected potable water use for 2020 is 8,855 acre-feet per year. The City's water system is anticipated to continue to meet its 2020 target of 179 GPCD, which takes into account projected population growth. The project site is an existing vacant site that is designated as Commercial in the City's General Plan and zoned for Community Retail Commercial. The development of the project site would fulfill a portion of the planned growth in the City's water system service area. Furthermore, as previously discussed in response (b), the proposed project's estimated water demand of approximately 0.02 mgd would be approximately 0.1% of the City's 2020 projected water use target of 20.2 mgd. Thus, the proposed project would not result in a substantial increase in water use. The proposed project would have sufficient water supplies available, and no new or expanded entitlements would be required. Impacts would be **less than significant**.

Mitigation Measure: No mitigation is required.

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- e) *Would the project result in a determination by the wastewater treatment provider, which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?*

As previously described in responses (a) and (b), wastewater generated at the site would be delivered to and treated at the City's wastewater treatment plant. The City's wastewater treatment plant has a treatment capacity of 8.8 mgd (City of Delano 2011d). It is expected that the City will be required to treat approximately 7.2 mgd by 2020 (City of Delano 2005). Therefore, the City's wastewater treatment plant is expected to have sufficient treatment capacity through 2020. The proposed project would replace the City's existing DMV field office onto a project site that is designated as Commercial in the City's General Plan. As previously described in response (a), wastewater generation from the proposed project is estimated to be less than 1% of the wastewater treatment plant's capacity of 8.8 mgd and of the City's estimated total wastewater treatment demand for 2020 of 7.2 mgd. As the proposed DMV facility would be similar to the General Plan designation for Commercial use and the DMV operates in the City already, the proposed DMV replacement project would not generate substantial additional wastewater demand that has not already been planned for in this area of Delano. As such, there would be a negligible change in the wastewater flow contributed by the proposed project to the City's wastewater treatment plant. The City has sufficient capacity to serve the project's wastewater demands in addition to its existing commitments. Furthermore, the sewer main located at the intersection of Dover Parkway and Morris Road has sufficient capacity to serve the project site and other adjacent developments (DGS and DMV 2018). Therefore, impacts to wastewater treatment capacity would be **less than significant**.

Mitigation Measure: No mitigation is required.

- f) *Would the project be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?*

The proposed project would replace the existing DMV field office building at 631 Jefferson Street and construct a new DMV field office building on the project site on Dover Parkway. Operation of the proposed project would not result in a substantial overall increase in solid waste generation because the proposed field office building would replace the existing DMV field office. Solid waste from the proposed project would be taken to the Shafter-Wasco Recycling and Sanitary Landfill, which has an estimated remaining capacity of 7,901,339 cubic yards. The Shafter-Wasco Recycling and Sanitary Landfill is expected to reach full capacity in December 2053. As

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implementation of the proposed project would only slightly increase the number customers (approximately 50 by 2030) and no new staff would be added, the amount of solid waste generated by the proposed project would be similar to the amount of solid waste currently generated by the existing DMV facility, and the Shafter-Wasco Landfill has sufficient permitted capacity to serve the project's solid waste disposal needs.

Compliance with the state's recycling regulations and policies would reduce the project's waste generation during construction and demolition. Therefore, solid waste impacts resulting from construction and operation of the project would be **less than significant**.

Mitigation Measure: No mitigation is required.

g) *Would the project comply with federal, state, and local statutes and regulations related to solid waste?*

The proposed project would comply with existing or future statutes and regulations, including waste diversion programs mandated by federal and state law. Further, as a state agency, DMV would implement applicable adopted DMV policies and regulations related to solid waste and recycling. The proposed project would not result in an excessive production of solid waste that would exceed the capacity of Shafter-Wasco Landfill, which is the existing landfill serving the project site. In addition, the Shafter-Wasco Landfill complies with its permit issued by California Department of Resources Recycling and Recovery and the City's Local Enforcement Agency (CalRecycle 2018). Therefore, the proposed project would result in a **less than significant** impact related to federal, state, and local statutes and regulations related to solid waste.

Mitigation Measure: No mitigation is required.

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3.19 Mandatory Findings of Significance

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XIX. MANDATORY FINDINGS OF SIGNIFICANCE				
a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

- a) *Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory?***

The project site is located in an area that is largely developed or currently being developed. However, the project site itself was historically used for agricultural production for many years, ceasing operation in the mid-2000s. The site is nearly devoid of vegetation, and where vegetation occurs, it has been significantly altered from conversion to agricultural use. No undisturbed native habitat exists on the site; therefore, no sensitive plants or plant communities occur, and no impacts are expected to special-status plant species from project implementation. However, some mammalian and avian special-status species may be resident in the area and occasionally pass through the project site, such as when prey species are present or while traveling to other foraging habitats. San Joaquin kit fox (*Vulpes macrotis mutica*) and burrowing owl (*Athene cunicularia*) have the potential to use the site for foraging and, to a lesser extent, denning. Through implementation of Mitigation Measure (MM-) BIO-

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1 and MM-BIO-2, impacts to the San Joaquin kit fox and burrowing owls would be **less than significant**. Additionally, nesting birds have the potential to occur the project site. Through implementation of MM-BIO-3, impacts to nesting birds **less than significant**.

The project site does not contain any structures, and no historical resources were identified within the project boundaries during the literature search or the pedestrian survey. According to the Cultural Resources Letter Report prepared for the project, there are no previously recorded cultural resources within the proposed project area, and no newly identified archaeological resources were recorded during the pedestrian survey. However, the potential still exists to encounter previously undiscovered significant archaeological resources during project construction activities. To ensure that impacts to cultural resources remain less than significant, should any such resources be encountered during project grading and construction, the project would be required to implement MM-CUL-1. With implementation of MM-CUL-1, impacts to archaeological resources would be less than significant. Therefore, impacts to biological resources and cultural resources would be **less than significant with mitigation**.

As no deep excavation would occur during construction on the proposed project site (less than 5 feet of excavation), the disturbed nature of the ground surface due to agricultural activities, and low sensitivity of mapped surficial Holocene age deposits, impacts to paleontological resources on the project site would be less than significant. However, the sewer and storm drain interconnections could require trenching up to 12 feet, which could encounter previously undisturbed Pleistocene-age deposits, which could impact the paleontological resources preserved therein. With implementation of MM-CUL-2, which requires a qualified paleontologist to evaluate the significance of unanticipated fossil discoveries, impacts to paleontological resources would be **less than significant with mitigation**.

- b) Does the project have impacts that are individually limited, but cumulatively considerable? (“Cumulatively considerable” means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?*

The proposed project would incrementally contribute to cumulative impacts in combination with other projects occurring within the City of Delano (City). Major projects that are planned, approved, or under construction in the City within the project area and/or vicinity of the project area are shown in Table 3.19-1. However, all reasonably foreseeable future development in the City would be subject to environmental review and regulations similar to the proposed project. Furthermore, all non-state owned development projects are guided by the policies identified in the City’s General Plan and by the regulations established in the Municipal Code.

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**Table 3.19-1
Cumulative Projects List**

Project Title	Project Location and Description
Vineyard Lifestyle Center	328,500-square-foot community shopping center located at the northwest corner of Woollomes Avenue and Dover Parkway. The proposed project would include a 12-screen theater; a lifestyle component to include retail shops and restaurants (sit-down and fast-food); mid-size retailers between 10,000 to 25,000 square feet and outparcels for fast food; and drive-through and sit-down restaurants.
Vineyards Apartments	432 multifamily low-rise apartment (one- and two-story) units in 36 separate apartment buildings, northwest corner of Albany and Woollomes
Omni Health Center	Approximately 22,000 square foot multispecialty community health center located on the southeast corner of Fremont and 10th Avenue
Tract 7339	172-lot single-family residential subdivision development with 2.14 neighborhood park located on the northeast corner of Morse Road and Albany Street
Delano West Pavilion, including ALDI Supermarket, small lot subdivision, multi-family housing	138 single family homes, 200 multifamily units, 256,570 square feet of commercial uses, located on the southwest corner of Woollomes and Albany. Within the project site, an ALDI supermarket is currently under construction.
Westlake Affordable Housing	75 affordable multifamily units, northwest corner of 1st Avenue and Austin Street
Business Center (Mohan/Bacerra)	Parcel maps 12266 and 12267 to allow to facilitate development of a professional business park located on the west side of Dover Avenue, between Del Sol Parkway and Morse Road
Wonderful Citrus Juice Plant	Approximately 31,000-square-foot juice plant facility to be constructed at the existing Wonderful Citrus Campus, directly west of the Citrus Packing Plant

As provided in the previous analysis for each resource area, the proposed project would not result in significant impacts to aesthetics, agriculture and forestry resources, geology/soils, greenhouse gas emissions, hazards and hazardous materials, hydrology and water quality, land use and planning, mineral resources, noise, population and housing, public services, recreation, transportation and traffic, and utilities and service systems.

Mitigation measures related to air quality (MM-AQ-1 and MM-AQ-2), biological resources (MM-BIO-1, MM-BIO-2, and MM-BIO-3), cultural and paleontological resources (MM-CUL-1, MM-CUL-2, and MM-CUL-3), and tribal cultural resources (MM-TCR-1) have been identified to reduce potentially significant impacts to less than significant. These identified mitigation measures, as well as compliance with applicable land use and environmental regulations would ensure that environmental effects associated with the proposed project do not combine with effects from reasonably foreseeable future development in the City to cause cumulatively considerable significant impacts. Cumulative impacts would, therefore, be **less than significant with mitigation**.

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- c) *Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?*

The preceding sections of this Initial Study/Mitigated Negative Declaration discuss the various types of impacts that could have adverse effects on human beings. During construction of the project, temporary adverse impacts to humans related to dust may occur. Potential impacts would be reduced through compliance with San Joaquin Valley Air Pollution Control District Rule 8021 and standard construction practices to reduce fugitive dust emissions. Further, with implementation of mitigation measures MM-AQ-1 and MM-AQ-2 impacts due to potential risk of Valley Fever to construction workers and nearby sensitive receptors would be less than significant. During project operation, the structure would be susceptible to wildland fires, but compliance with the California Fire Code and Public Resourced Code Clearance law of 1963 would ensure the project is designed and maintained to reduce risk of wildfire. This Initial Study concludes that potential adverse effects to humans are either less than significant or can be mitigated to less than significant with the implementation of measures presented herein and compliance with all existing local, state, and federal regulations. Therefore, the proposed project does not involve any activities, during construction or operation, which would cause significant adverse effects on human beings that could not readily be mitigated to less than significant. Direct and indirect adverse effects on human beings would be **less than significant with mitigation**.

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Notes: MND = mitigated negative declaration; DMV = Department of Motor Vehicles; QA = quality assurance; QC = quality control.

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