



# City of Bishop

# Grove Street Sidewalks Project

## Initial Study/Mitigated Negative Declaration

Draft

**January 2009**

**Prepared for:**

City of Bishop  
Department of Public Works  
377 West Line Street  
Bishop, California 93514

**Prepared by:**

RMT Inc.  
4 West Fourth Avenue, Suite 303  
San Mateo, California 94402

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# Mitigated Negative Declaration

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## Introduction

The City of Bishop Department of Public Works (City) has assessed the potential environmental impacts of proposed upgrades to curbs, gutters, and sidewalks along Grove Street and to sewer and water infrastructure along Grove Street and Hammond Street. Sidewalk improvements would wrap around onto intersecting streets including Home Street, Hobson Street, Schley Street, North Fowler Street, North Warren Street, Hammond Street, and Main Street (Highway 395). The project is located in the City of Bishop, Inyo County, California.

This Mitigated Negative Declaration (MND) has been prepared pursuant to the California Environmental Quality Act (CEQA) based on the assessment presented in the City of Bishop Grove Street Sidewalks Project Initial Study (attached).

## Project Overview

The City of Bishop is proposing to upgrade curbs, gutters, sidewalks, and water and sewer infrastructure along Grove Street and Hammond Street in Bishop, California. The purpose of and need for the proposed project is to address safety issues for students walking and biking to and from school along Grove Street and to improve utility infrastructure. Existing safety issues include hazards caused by sidewalk flooding, dangerous parking patterns, missing sidewalks, and poor sidewalk (surface) conditions. Water and sewer lines are aging and require upgrades to meet standard fire protection requirements, and to adequately supply the service area.

The City proposes to conduct the following improvements:

- Sidewalk, curb, and gutter improvements
  - Rehabilitate and/or construct new sidewalks, curbs, and gutters
  - Improve existing subsurface drainage system at Fowler and Main Streets
  - Add Americans with Disabilities Act (ADA)-compliant ramps to all sidewalks
- Water and sewer infrastructure upgrades, and pavement improvements along Grove Street and Hammond Street

## Environmental Determination

### Summary

An Initial Study (attached) was prepared to assess the potential effects of the proposed improvements on the environment in the project area. The analysis of potential environmental impacts from the proposed project is based on data gathered for this project and other related

projects. Additional data was obtained from personal communications and from the sources listed in Chapter 4 of the attached Initial Study.

Based on the analysis presented in the Initial Study, the proposed project and related actions would have less-than-significant or no impacts in the areas of:

- Aesthetics
- Air Quality
- Agricultural Resources
- Geology and Soils
- Hazards and Hazardous Materials
- Hydrology and Water Quality
- Land Use and Planning
- Mineral Resources
- Population and Housing
- Public Services
- Recreation
- Utilities and Service Systems

Potentially significant impacts could occur to the resources listed below. The project would have less than significant impacts with the mitigation defined in the Initial Study and this MND.

- Biological Resources
- Cultural Resources
- Noise
- Transportation and Traffic

### **Mitigation Measures**

Mitigation measures have been identified to reduce potentially significant impacts of the project. Implementation of identified mitigation measures would result in avoiding the impact or reducing it to a less than significant level. The mitigation measures are listed below.

### **Biological Resources**

**Biology-1:** Trees for removal shall be inspected by a qualified biologist within 30 days prior to tree removal. If roosting bats are identified, trees shall not be removed during the roosting period (roosting occurs June 1st through July 31st).

**Biology-2:** Trees for removal shall be inspected by a qualified biologist within 30 days prior to removal to ensure that there are no active nests in the trees. If an active raptor nest is located, a construction buffer, at a minimum of 200 feet from the drip line of the tree, shall be established until nesting activities have ended (nesting occurs March 1st through August 31st). No construction activity shall be allowed within the 200-foot buffer until the nesting raptors have left the nest, as verified by a qualified biologist. The tree(s) can be removed once the nesting season is over, as verified and approved by a qualified biologist.

## **Cultural Resources**

**Cultural-1:** If cultural resources are encountered during excavation or site preparation, such work shall be halted immediately in the area of discovery and the construction manager shall immediately notify the Public Works Director of the discovery. The Department of Public Works shall be required to retain the services of a qualified archaeologist for the purpose of evaluating, recording, protecting, or curating the discovery as appropriate. The archaeologist shall prepare a Cultural Resources Management Plan that outlines the findings and mitigation methods of curation and/or protection of the resources in accordance with state and federal regulations.

## **Noise**

**Noise-1:** All construction equipment powered by internal combustion engines shall be properly maintained and muffled such that no equipment generates unnecessary noise.

**Noise-2:** Construction shall be limited to the hours of 7 am to 7 pm. A primary contact for the Contractor shall be designated to be responsible for responding to any complaints about construction noise. The contact shall determine the cause of the noise complaint (e.g., starting too early, bad mufflers, etc.) and institute reasonable measures warranted to correct the problem immediately and in no case longer than two hours.

## **Transportation and Traffic**

**Traffic-1:** Signs shall be posted in the areas of construction to detour pedestrians around construction sites. Construction shall be scheduled during local school vacations, if feasible. However, if construction occurs when local schools are in session, a crossing guard shall be present between the hours of 7:00 and 8:00am and 3:30 and 4:30 pm when school children may be using the street. The crossing guard shall guide children to safe parts of the street or other streets. A flag/traffic control person would also be present if road segments are shut in order to direct traffic and allow access for local residents and emergency vehicles, as necessary.

**Contact Person**

David Grah  
Director of Public Works

Department of Public Works  
377 West Line Street  
Bishop, California 93514  
Tel: (760) 873-8458



\_\_\_\_\_  
Signature

**January 5, 2009**

\_\_\_\_\_  
Date

**Director of Public Works**

\_\_\_\_\_  
Title

# Initial Study

## Chapter 1: Introduction & Project Description

---

### 1.1 Introduction

#### 1.1.1 Purpose and Need

The City of Bishop is proposing to upgrade curbs, gutters, sidewalks, and water and sewer infrastructure along Grove Street and Hammond Street, in Bishop, California. The purpose of and need for the proposed project is to address safety issues for students walking and biking to and from school along Grove Street and to upgrade aging infrastructure. Existing safety issues include hazards caused by flooding at the intersections of pedestrian crossings and street shoulders, dangerous parking patterns, missing sidewalks, and poor sidewalk (surface) conditions.

The segment of Grove Street between Home Street and North Main Street is considered the most logical and safest route for students to use to travel to school, due to its location in relation to local schools and due to the presence of a traffic signal on Main Street at Grove Street. The current state of the sidewalks is poor, walking conditions are exacerbated by inadequate drainage. The proposed project is needed to improve and channelize drainage. Sidewalk segments that do not comply with Americans with Disabilities Act (ADA) accessibility standards need to be upgraded. Areas without a curb and inappropriate parking over sidewalks need to be improved to minimize hazards to small children. The overall condition and continuity of the sidewalks also needs to be improved in order to improve safety.

The City also proposes to install water, sewer, and some additional pavement improvements along Grove Street and Hammond Street. These improvements would be performed within City right-of-way. The work would ideally be performed concurrent with sidewalk improvement work, but may also occur in a second phase of work. The need for this work is to replace and upgrade the utility infrastructure system to ensure safe and reliable water and sewer service to the community.

#### 1.1.2 Project Location

The project area is located in the City of Bishop (Figure 1.1-1), California, on Grove Street between North Main Street (Highway 395) and Home Street (Figure 1.1-2). The sewer, water, and road pavement improvements would also occur in Grove Street as well as Hammond Street, between Pine and Elm Streets. A small portion of the project is located in Caltrans right-of-way along Main Street (Highway 395) and some sewer upgrades would also occur in Main Street. The City of Bishop is in Caltrans District 9. The project is located in Township 7 South, Range 33 East.

**Figure 1.1-1: Proposed Project Location**



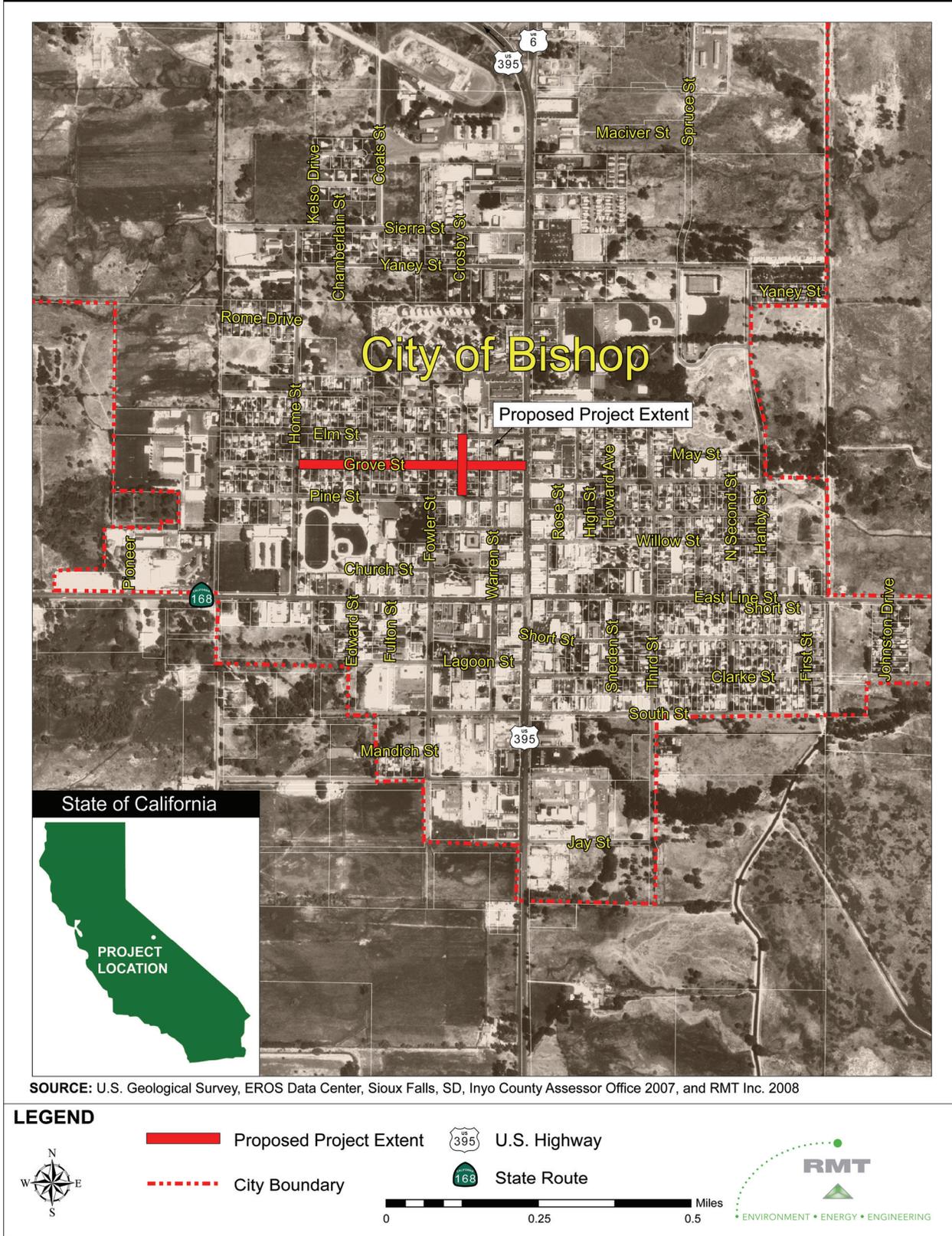
SOURCE: RMT Inc. 2008

**LEGEND**

-  Proposed Project Location
-  U.S. Highway
-  State Route



**Figure 1.1-2: Grove Street Improvements**



## **1.2 Project Description**

### **1.2.1 Overview of Improvements**

The City proposes to conduct the following improvements:

- Sidewalk, curb, and gutter improvements
  - Rehabilitate and/or construct new sidewalks, curbs, and gutters
  - Improve existing subsurface drainage system at Fowler and Main Streets
  - Add ADA-compliant ramps to all sidewalks
- Water and sewer infrastructure upgrades, and pavement improvements along Grove Street and Hammond Street

The associated work would include overhead utilities poles and “guy wire” relocation, removal and replacement of trees, relocation of street signage, removal of private fences (when necessary) and improvements to storm drains located at North Fowler Street and North Main Street intersections.

The City would remove surface infrastructure and install new curbs, gutters, and ADA-compliant sidewalks and pedestrian ramps as part of the improvements. This would improve pedestrian and bicyclist access. Areas where perpendicularly-parked cars must now back across sidewalks would be eliminated. Currently, driveways ambiguously cross sidewalks in several areas. The driveway widths across sidewalks would be well-defined once the project is built.

All proposed work would be within the city street right-of-way (or Caltrans right-of-way along Main Street (Highway 395)) and taking of private property would not be required. Table 1.2-1 summarizes project work. Sidewalk improvements would slightly wrap around for approximately 25 feet into the intersecting streets. Sewer, water, and road pavement improvements would occur entirely within the paved road right-of-way. Preliminary engineering plans for the proposed project are included in Appendix A.

### **1.2.2 Sidewalk, Curb, and Gutter Work along Grove Street**

#### **Description of Improvements**

Sidewalks currently exist in several areas; however, several sections of sidewalk are in poor or degraded condition. Other sections of sidewalk are in acceptable condition but do not meet ADA requirements. The City proposes to upgrade these sidewalks by removing the old, degraded sidewalks, and sidewalks that do not meet current ADA accessibility standards and replacing them with new sidewalks and adding additional features such as landscape strips. Sidewalks are also discontinuous in other areas. New sidewalk would be constructed in these areas to create a uniform, continuous, paved walkway. The City also proposes to improve drainage along the sidewalk and install ADA-compliant curb ramps.

<b>Table 1.2-1: Summary of Project Components</b>		
<b>Features</b>	<b>Removed</b>	<b>Added</b>
Sidewalk	21,000 square feet	20,000 square feet
Curb and Gutter	175 linear feet	3,500 linear feet
Curb	3,300 linear feet	N/A
Cross Gutter	680 square feet	1,500 square feet
Trees	11 trees	33 trees
Signs (relocated)	20 each	20 each
Utility Poles (relocated)	15	18
Fences	545 linear feet (10 addresses)	N/A
Pedestrian Ramps	20	20 each
Drainage Inlets	4 or 5 each	4 each
Oil/water separators	N/A	1 each
Plastic Pipe for drainage	N/A	120 linear feet
water pipes/valves	2,500 linear feet	3065 linear feet
Fire hydrants	N/A	5 each
Manholes	N/A	4
Sewer pipes	300 linear feet	600 linear feet

**SOURCE:** ESE 2008

Two different sections would be used for sidewalk rehabilitation and new sidewalk construction. Figure 1.2-1 shows the proposed cross section for sidewalk improvements along residential streets. Figure 1.2-2 shows the cross section in commercial areas. Commercial versus residential areas are described in section 1.5 and shown in Figure 1.5-1. The improvements would occur on both the north and south sides of Grove Street and would wrap around to intersecting streets for up to 25 feet. Sidewalk sections would be varied as necessary to address varied right-of-way widths. Figure 1.2-3 shows pictures of recent, similar improvements on nearby streets in Bishop.

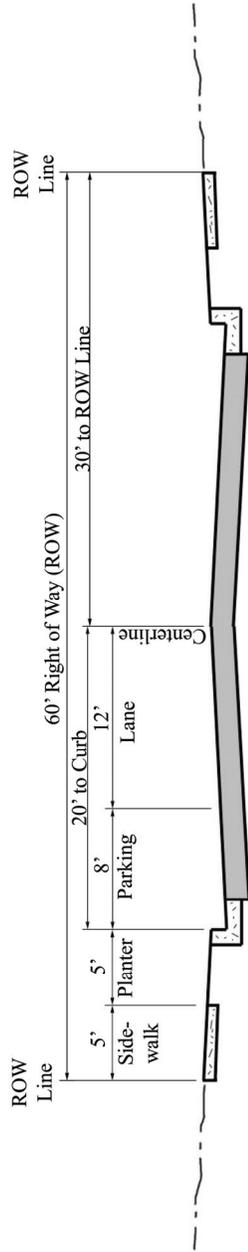
Funding restrictions may require some phasing of the proposed project.

## **Demolition Activities**

### ***Removal of Old Sidewalks and Curbs***

Old sidewalks and curbs would be removed to the depth of the existing base (ranging from one foot to three feet in depth) and to the existing width. Removal of the existing curb will necessitate the removal of approximately 2 feet of existing pavement adjacent to the existing curb. The removed concrete sidewalk, curb, and pavement would be broken using

**Figure 1.2-1: Cross Section of Proposed Sidewalk Improvements in Residential Areas**



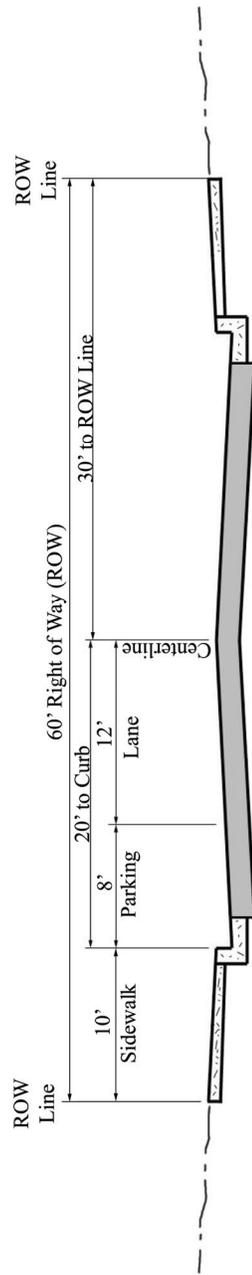
## City of Bishop Residential Street Section

**Notes:**

- \*Pavement is 4 inches asphalt concrete over 8 inches aggregate base
- \*Curb and gutter is Caltrans A2-6 over 6 inches aggregate base
- \*Sidewalk is 4 inches concrete over 4 inches aggregate base
- \*Sidewalk and curb are poured monolithically
- \*Driveways follow Caltrans standard plan A87A
- \*Residential driveways are over 4 inches aggregate base
- \*Commercial driveways are over 8 inches aggregate base
- \*Pavement and sidewalk cross slopes are 2%

**SOURCE:** City of Bishop 2008

**Figure 1.2-2: Cross Section of Proposed Sidewalk Improvements in Commercial Areas**



## City of Bishop Commercial Street Section

**Notes:**

- \*Pavement is 4 inches asphalt concrete over 8 inches aggregate base
- \*Curb and gutter is Caltrans A2-6 over 6 inches aggregate base
- \*Sidewalk is 4 inches concrete over 4 inches aggregate base
- \*Sidewalk and curb are poured monolithically
- \*Driveways follow Caltrans standard plan A87A
- \*Residential driveways are over 4 inches aggregate base
- \*Commercial driveways are over 8 inches aggregate base
- \*Pavement and sidewalk cross slope is 2%

**SOURCE:** City of Bishop 2008

**Figure 1.2-3: Pictures of Improved Sidewalks on Nearby Streets**



**SOURCE:** RMT 2008



jackhammers, loaders, backhoe or similar equipment. The waste pavement would be loaded into a dump truck or waste dumpster and transported to the local landfill. If a waste dumpster is used, it would be stored within the street.

### **Tree Removal**

Eleven large trees would require removal as they are located within the sidewalk right-of-way and/or are causing damage to the sidewalk and utilities under the sidewalks. The trees marked for removal are shown in Figure 1.2-4 and described in Table 1.2-1. The trees designated for removal would be cut down and the main root ball would be removed with a backhoe or similar equipment that would dig out the root ball.. The resulting hole would be filled in either with site material that would be removed from other parts of the project area, or imported from a commercial source or with material from a previously established nearby borrow site. The City of Bishop funds, operates, and maintains a permitted borrow site from which material can be provided.

<b>Table 1.2-1: Inventory of Trees to be Removed</b>				
<b>Address</b>	<b>Street</b>	<b>Tree</b>		
		<b>Type</b>	<b>Diameter at Breast Height in Feet</b>	<b>Note</b>
486	Grove	Elm	2	(1)
486	Grove	Cedar	2	(1)
486	Grove	Cedar	2.5	(1)
486	Fowler	Elm	2.5	(2)
486	Fowler	Elm	2.5	(2)
486	Fowler	Elm	3	(2)
324	Grove	Arizona Cypress	4.5	
462	Warren	Modesto Ash	1.5	
505	Grove	Elm	1.5	(1)
505	Grove	Elm	1.5	(1)
505	Grove	Elm	2.0	(1)
<b>Notes</b>				
(1) - Homeowner provided a letter requesting the City remove these trees (Appendix B).				
(2) - If trees are not removed with this project they will be removed as part of the Fowler Street Project				

**SOURCE:** ESE 2008

### ***Utility and Signage Relocation***

All utility poles and signs would be excavated and relocated. Utility poles are located on the north side of Grove Street. The poles are owned by LADWP. All poles along the street would need to be moved from 1 to 3 feet to the north (i.e., away from the road). The City has contacted LADWP regarding these plans. Utility relocation would result in localized power outages lasting up to 8 hours. This work would be coordinated with LADWP and local businesses.

### ***Parking Removal***

Parking at 262 Grove Street (6 spaces) and 462 Warren Street (8 spaces) is currently positioned perpendicular to the road, overtop of the sidewalk. This parking would be removed and parallel parking would be installed. Approximately 3 parallel on-street spaces and 4 parallel on-street spaces would be provided for 262 Grove Street and 462 Warren Street, respectively. A total of seven (7) parking spaces would be lost after the parking re-configuration.

### ***Fence Removal***

Several fences along Grove Street may need to be removed if they are not permitted to be located within the City's right-of-way. Relocation would be the responsibility of the property owner. Property owners would receive a letter requesting that fences be moved by a specified date. Fences, parking, utilities, and signs that require removal are shown in Figure 1.2-4.

## **Construction Activities**

### ***Installation of Sidewalk, Curb, and Gutter***

In areas where there are currently no sidewalks, preparation for installation of sidewalk would involve vegetation removal (landscape grasses, not native vegetation), clearing, and grubbing. Anywhere from 1 to 3 feet of soil would be removed during this process. Soil would be stockpiled at the staging areas and used to fill in tree removal areas, and/or landscape strip areas.

New and/or improved sidewalks would include a 4.5 foot landscape strip and 5 foot wide sidewalk in residential areas and a 10 foot wide sidewalk in commercial areas (as shown in Figures 1.2-1 and 1.2-2). All sidewalks would include a curbed edge and a two foot wide gutter. The sidewalks may be narrower depending on right-of-way width and existing permitted encroachments. Constructing the landscape strip would involve reusing excavation materials from the project to fill almost to finish grade, using topsoil to bring to finished grade, and installing irrigation systems

Figure 1.2-4: Features Requiring Removal



SOURCE: Google Earth Pro 2008, City of Bishop, and RMT Inc. 2008

**LEGEND**

- ✕ Trees to be removed
- Parking to be removed
- Fencing to be removed



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into the strip with connections that can be connected to individual property owner's water systems. The City of Bishop only requires that property owners maintain landscape strips in the public right-of-way. Property owners are not required to plant the landscape strips. No landscape strips are proposed for the section of the roadway near Main Street (Highway 395) or adjacent to commercial areas, including the Church located at 287 Grove Street.

Fill material as necessary, and aggregate base would be laid and concrete poured overtop to create the sidewalks, curbs, and gutters.

Sidewalk and curb installation along North Main Street (Highway 395) would follow the guidelines set in Caltran's Construction Manual, section 4-73.

### ***Installation of Trees and Landscaping***

New trees could be planted in the 4.5 foot landscape strips in the residential areas. The *City of Bishop Standards for Landscaping Within the Public Rights of Way* (Appendix C) requires that individual homeowners who wish to plant trees will have them provided by the City. The trees would be provided as part of the project, but would be planted and maintained by the homeowners who chose to plant the trees.

Box trees of 15-gallon size would be provided for replacement. Trees would be replaced at a ratio of 3:1. Eleven trees are expected to be removed. The trees would be made available at a local nursery. New trees would be selected from the City approved list of trees for landscaping, which includes the following species:

- *Pyrus calleryana* "Bradford" (flowering pear)
- *Prunus serrulata kwanzan* (flowering cherry)
- *Prunus cerasifera* "Thundercloud" (flowering plum)
- *Acer rubrum* (red maple)
- *Arbutus unedo* (strawberry tree)
- *Cercis Canadensis* (eastern redbud)
- *Robinia ambigua* "Idahoensis" (Idaho locust)
- *Pistacia chinensis* (Chinese pistache)

### ***Drainage Improvements***

The City would provide improvements to storm drains located at the intersections of Grove Street and North Fowler Street, and Grove Street and North Main Street. The drains are drop structures where water collects in the overall drainage system and is transported to Bishop Canal discharge point.

Drainage improvements would include installation or relocation of drop inlets. Four new drop inlets would be installed. Drainage systems will be improved by constructing and replacing inlets and adding oil/water separators as necessary.

**ADA-Compliant Features**

Safety features that would be added include ADA-compliant ramps. Most sidewalks do not currently have ADA-compliant access ramps. During installation of the sidewalk, ramps with appropriate width, cross slope, and detectable surface would be added, as shown in Figure 1.2-5.

**1.2.3 Sewer, Water, and Road Pavement Improvements**

Several improvements to the existing sewer and water infrastructure systems are also proposed. The work would occur within the existing roadway along Grove Street and Hammond Street as

**Figure 1.2-5: ADA Compliant Ramps**



SOURCE: RMT 2008



shown in Appendix A. Pavement would be removed to access the existing sewer and water lines. The waste pavement would be loaded into a dump truck or waste dumpster and transported to the local landfill. If a waste dumpster is used, it would be stored within the street. Efforts would be made to reduce the amount of waste brought to the landfill by crushing the removed concrete and asphalt, and reusing it where possible. No trees, electric utilities, signs, etc., would need to be removed for sewer, water, and road pavement improvements.

Improvements to the sewer and water infrastructure are summarized below.

### **Water Infrastructure Improvements**

1. Replace 2 inch galvanized water line from the existing 8 inch water line in Grove Street near its west end at the elementary schools to the existing 8 inch water line in Grove Street west of Home Street with 8 inch plastic.
2. Replace 4 inch cast iron pipe in Grove Street from 10 inch cast iron line in Home Street to the 8 inch water line in Grove Street near North Main Street with 8 inch plastic.
3. Replace existing "T" at the intersection of the west leg of Grove Street and Home Street with a 10 by 8 cross and either a 10 or 8 inch valve on each leg.
4. Include 8 inch "T" on Grove Street at intersection with Hobson Street including 8 inch valves on each leg.
5. Include 8 inch cross on Grove Street at intersection with North Fowler Street with 8 inch valves on each leg.
6. Connect new 8 inch pipes constructed on North Fowler Street with existing 6 inch pipes beyond limit of street construction north and south.
7. Connect to 14 inch ductile iron pipe on North Warren Street with a 14 by 8 inch cross and either a 14 or 8 inch valve on each leg as appropriate.
8. Connect to existing 8 inch ductile iron line stubbed onto Grove Street at North Main Street.
9. Construct new 8 inch plastic pipe on Hammond between West Pine and West Elm Streets.
10. Connect to new pipe on Hammond Street with 8 inch cross and an 8 inch valve on each leg.
11. Connect new 8 inch pipe on Hammond Street with existing 8 inch ductile iron pipe on West Elm Street with 8 inch "T" and three 8 inch valves.
12. Connect new 8 inch pipe on Hammond Street with existing 6 inch pipe on West Pine Street with 8 inch cross, three 8 inch valves and 8 by 6 inch reducers, and one plug on south leg.
13. Add new fire hydrants on Grove Street midblock between Home Street and the elementary schools, midblock between Home Street and Hobson Street, at the intersection with Schley, at the intersection with Hammond, and at the intersection of North Main Street.
14. Replace all service laterals within new water main construction with  $\frac{3}{4}$  inch plastic or other appropriate size including "corporation" valves.

15. Install water meter boxes with meter idlers and "curb stop" valves in landscape strip or in sidewalk on each water service.

### **Sewer Infrastructure Improvements**

1. Add new manhole between manholes at Hammond Street.
2. Add new "drop" manhole between immediately west of storm drain crossing on North Fowler Street. At manhole, drop sewer elevation to eliminate siphon under storm drain at Fowler.
3. Replace existing 6 inch clay sewer main from new manhole at Hammond to new manhole west of Fowler with 8 inch plastic. Provide a straight grade between these manholes to eliminate siphon under storm drain at Fowler.
4. Consider replacing existing 6 inch clay sewer main at North Warren Street and a install a new manhole at Hammond with 8 inch plastic.
5. Consider constructing new 8 inch sewer mains with manholes at upstream ends from new manhole at Hammond to nearest mid-block parcels.
6. Replace failed section of 6 inch clay sewer main about 14 feet west of manhole EP4 in North Main Street.
7. Spot-repair sewer mains where damage is visible through internal video inspection.
8. Replace steel, asbestos cement, Greenburg, and deteriorated sewer laterals with plastic within street or sewer construction area. (Laterals that require replacement to be determined by city forces).
9. Construct sewer cleanouts on new laterals at right of way line and connect to existing sewer laterals.
10. Rehabilitate all existing manholes to remain through epoxy lining or similar treatment.

Pavement work would include removing and replacing pavement that is in poor condition and the placement of a slurry seal or a thin overlay over the existing asphalt concrete.

#### **1.2.4 Construction Methods, Equipment, and Staging**

Equipment needed for sidewalk and utility infrastructure improvements would include a saw cutter, a small backhoe/excavator, a wacker for construction, and concrete trucks. The contractor would be responsible for locating the staging area. Best management practices for construction would be made a part of the City's contract with the contractor to assure that the staging operation minimizes impacts. The contractor can make arrangements with LADWP, which has property nearby the project site or a portion of the parking lot north of the City Hall could be made available. Staging along Grove Street would be a third option. Staging at Caltrans District facilities may also be an option. Staging would only occur in a disturbed, paved area.

All concrete and soils removed in the commercial area of Grove Street would also be tested for contaminants. If the soils are found to be contaminated with hydrocarbons, removed soils would be contained and disposed of at a proper facility that accepts hydrocarbon wastes such as Bishop-Sunland Landfill. The City would also require that project contractors prepare a Health and Safety Plan prior to project construction. The plan would identify methods and techniques to minimize the exposure of onsite workers and the public to potentially hazardous materials during the project. The plan would also require implementation of appropriate Best Management Practices and approved containment and spill-control practices (i.e., spill control plan) for construction and materials on-site. The plan would remain onsite along with spill clean-up kits at all times during construction and would be on file with Public Works.

Straw waddles (or functionally equivalent methods) would be placed around existing storm drains during construction in areas adjacent to the storm drains to minimize the potential for sediment to enter into storm drains. The waddles would be removed after construction is complete in the areas near the storm drains.

### **1.2.5 Notification**

The City would notify all residences along streets affected by the proposed project within 30 days of construction. The notification would provide the dates and times of construction, and include a hotline for noise complaints. The notification would also inform residences and businesses that roads may be temporarily closed during the construction period and street parking would be restricted. Affected residences and businesses would be notified of any planned power outages 30 days prior to the outage. Notification would be the responsibility of the utility provider (Los Angeles Department of Water and Power (LADWP)).

### **1.2.6 Project Schedule and Personnel**

The project would take approximately 45 working days to construct. The water and sewer line infrastructure improvements may occur at the same time as the sidewalk improvements, or may occur at a separate time, depending on funding. If the water and sewer project were to occur in a separate phase than the sidewalk improvements, the improvements would also take approximately 45 days to complete.

### **1.2.7 Permitting**

The project as proposed would require encroachment permits from Caltrans for the work in Highway 395 right-of-way. General construction permits from the Regional Water Quality Control Board may also be required. The project would have no direct impact on wetlands or other waterways. Notice would be given to merchants and the public of the hours of construction and the restrictions on parking.

Table 1.2-2 lists the permits and approvals necessary for carrying out the improvement project.

<b>Table 1.2-2: Permits and Approvals Necessary for the Proposed Actions</b>		
<b>Permit, Approval, or Exemption</b>	<b>Purpose</b>	<b>Regulating Agency</b>
<b>STATE</b>		
Encroachment Permit	Improvements to State Highway 395	Caltrans
Storm Water Pollution Prevention Plan; enrollment under General Construction National Pollution Discharge Elimination System permit	Grading and disturbance for sidewalk and drainage improvements	Regional Water Quality Control Board
<b>CITY</b>		
Project Approval	For authorization of the work	City of Bishop, Department of Public Works

### 1.3 Project Proponent

City of Bishop  
 David Grah, Director of Public Works  
 Department of Public Works  
 377 West Line Street  
 Bishop, California 93514  
 Phone: 760-873-8458

### 1.4 Intended Uses of this Document

The City of Bishop will use this Initial Study to identify any potential environmental constraints associated with the project and to solicit input regarding the project from agencies and the general public. This Initial Study will also be used in support of a Mitigated Negative Declaration when considering the approval of the project.

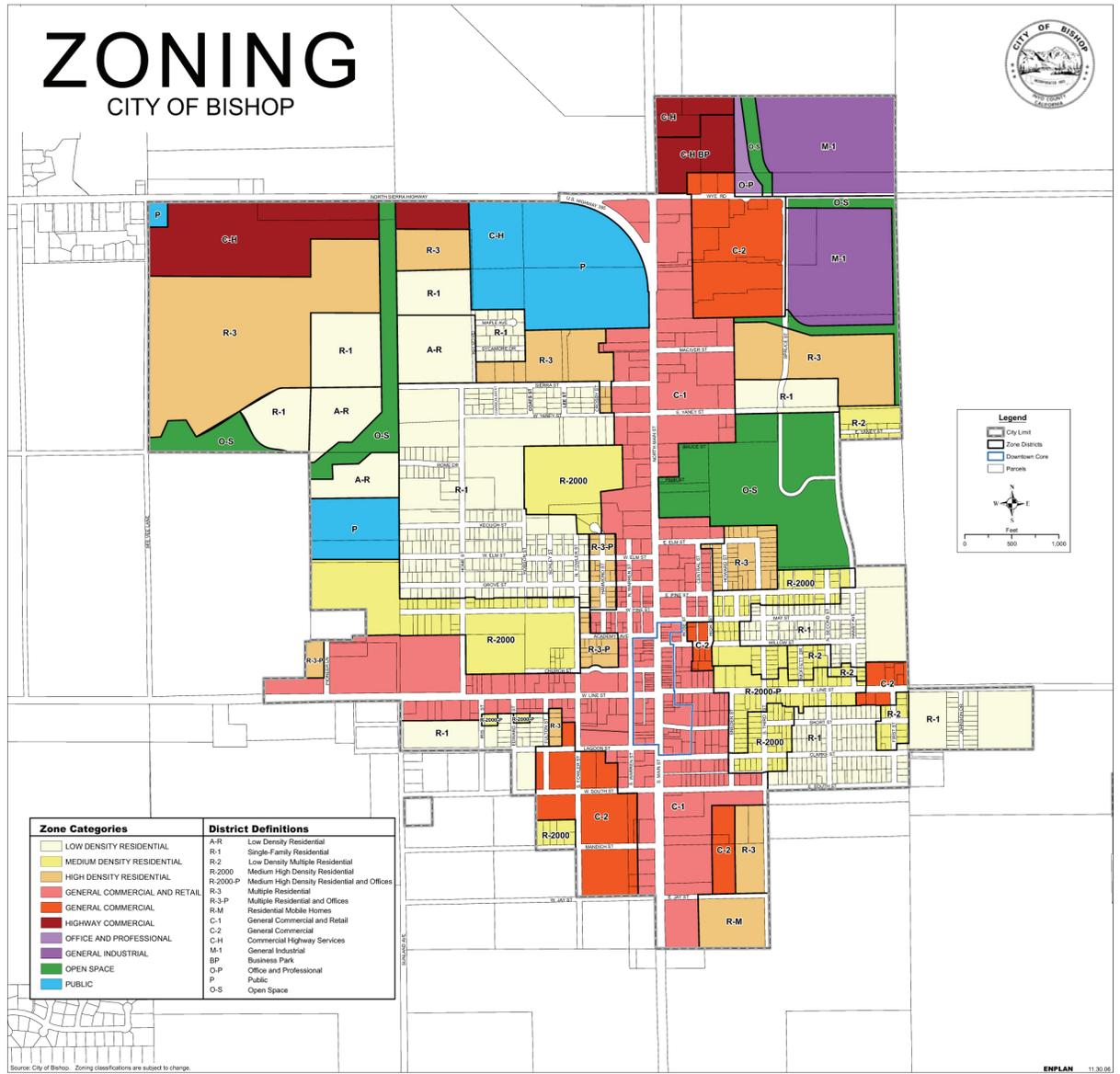
### 1.5 General Plan Designation

The proposed work is within the city street right-of-way, which is not zoned. Grove Street (from Home Street to Main Street), is surrounded by the following land uses:

- R-1: Single Family Residential
- R-3-P: Multiple Residential and Office
- C-1: General Commercial and Residential

Grove Street is recognized as a “Neighborhood Collector” street in the Bishop General Plan. Figure 1.5-1 shows the City of Bishop Zoning map.

Figure 1.5-1: City of Bishop Zoning Map



SOURCE: City of Bishop 2007



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# Chapter 2: Environmental Setting

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## 2.1 Setting Overview

The City of Bishop is located in Inyo County at the northern end of Owens Valley. The City covers an area of approximately 1.8 square miles, has a population of approximately 3,575 (United States Census 2000), and sits at an elevation of approximately 4,130 feet above mean sea level. The population is expected to remain relatively steady because it is largely prevented from growth due to the fact that the City is surrounded by a combination of public and Native American lands. The City of Bishop was incorporated in 1903 and the residential neighborhoods where this project is located were developed with single and multiple family structures in the early 1900's.

The proposed project is a sidewalk and sewer and water line improvement project along Grove Street and its intersecting streets. These are residential streets in the City of Bishop. The project area extends along Grove Street from Main Street (Highway 395) from the east to west and from Elm Street to Pine Street from north to South (Figure 1.1-1). Highway 395 is the main arterial in the City of Bishop.

## 2.2 Human Environment

### 2.2.1 Land Use

The proposed work is within city street right-of-way that is not zoned. The project area encompasses properties zoned R-1 (Single-Family Residential), R-3-P (Multiple Residential and Offices), and C-1 (General Commercial and Retail). Grove Street is identified as a "Neighborhood Collector" street in the Bishop General Plan (City of Bishop 1993).

### 2.2.2 Air Quality

The project site is located within the jurisdiction of the Great Basin Unified Air Pollution Control District (GBUAPCD). The largest stationary source of air pollution in Inyo County is wind-generated dust from the dry Owens Lake bed. The lake was historically shallow but has been left dry by previous and current diversion of water from the Owens Valley by LADWP. The wind erosion of the Owens Lake bed currently accounts for 99 percent of the emission inventories in Inyo County and is the single largest source of particulate matter 10 microns in diameter or smaller (PM<sub>10</sub>) in the nation (Inyo County 2001).

Owens Lake is located within Owens Valley, approximately 60 miles south of Bishop. Due to winds and climatic features, emissions at Owens Lake could affect PM concentrations near the project site. The project site has attainment status by federal PM<sub>10</sub> and non-attainment status by

state standards (Ono 2007). The GBUAPCD does not monitor air quality near Bishop (Kiddoo 2005). However, the Bishop Paiute Tribe monitors concentrations of PM<sub>10</sub> and PM 2.5 microns in diameter or smaller (PM<sub>2.5</sub>) at a station located outside of the City of Bishop's limits (50 TuSu Lane). High PM<sub>10</sub> measurements generally reflect dust events and high PM 2.5 measurements generally reflect smoke events.

At the state level, Inyo County has been designated as unclassified for ozone and PM<sub>2.5</sub>; attainment for carbon monoxide, hydrogen sulfide, lead, sulfates, sulfur dioxide, and nitrogen dioxide; and non-attainment for PM<sub>10</sub>.

Federal and California ambient air quality standards for criteria pollutants are summarized in Table 2.2-1.

<b>Table 2.2-1: Inyo County Federal and State Air Quality Attainment Status</b>					
<b>Pollutant</b>	<b>Average Time</b>	<b>Federal Standards</b>	<b>Federal Attainment Status</b>	<b>California Standards</b>	<b>State Attainment Status</b>
Ozone	1-Hr. 8-Hr.	0.12 ppm 0.08 ppm	Unclassified/ Attainment	0.09 ppm –	Unclassified
Carbon Monoxide	1-Hr. 8-Hr.	35.0 ppm 9.0 ppm	Unclassified/ Attainment	20.0 ppm 9.0 ppm	Attainment
Nitrogen Dioxide	Annual 1-Hr.	0.053 ppm –	Unclassified/ Attainment	– 0.25 ppm	Attainment
Sulfur Dioxide	Annual 24-Hr. 1-Hr.	0.03 ppm 0.14 ppm –	Unclassified/ Attainment	– 0.04 ppm 0.25 ppm	Attainment
PM <sub>10</sub>	Annual 24-Hr.	50 µg/m <sup>3</sup> 150 µg/m <sup>3</sup>	Attainment for areas north of Big Pine (including project site)	20 µg/m <sup>3</sup> 50 µg/m <sup>3</sup>	Non-Attainment
PM <sub>2.5</sub>	Annual 24-Hr.	15 µg/m <sup>3</sup> 65 µg/m <sup>3</sup>		12 µg/m <sup>3</sup> –	Unclassified
Lead	30-Day Monthly	– 1.5 µg/m <sup>3</sup>	NA	1.5 µg /m <sup>3</sup> –	Attainment
ppm = parts per million µg/m <sup>3</sup> = micrograms per cubic meter N/A = not available					

**SOURCE:** CARB 2008

### 2.2.3 Noise

There are a variety of noise sources in the City and immediate vicinity which can be divided into two categories: mobile sources and stationary sources. Mobile sources include automobiles, trucks, trains, airplanes, buses, motorcycles, and other vehicles. Fixed sources include power equipment, industrial plants, construction equipment and other activities such as rock concerts, auto racing and group recreational activities. There are three noise sources of particular concern in the City of Bishop (City of Bishop 1993):

- Streets and Highways
- The Eastern Sierra Regional Airport; and
- Noise emitted from non-residential use areas

The main sources of noise in the project area are noises generated along Highway 395 (Main Street) and airplane noise. Grove Street and its intersecting streets are mostly residential streets. The noise levels along most of Grove Street are therefore very low and typical of a residential, suburban environment.

Grove Street is not identified within the planning area of the Airport Comprehensive Land Use Plan (Inyo County 2002).

Noise standards for the project area include a maximum 45 dB interior and 60 db exterior in the residential areas and 65 dB in the commercial areas (City of Bishop 1993). The standard for noise generation related to construction for a single event is 86 dB. Noise sources are mainly produced from passing cars and standard residential noises.

### 2.2.4 Traffic and Transportation

Grove Street is considered a “Neighborhood Collector” street in the Circulation section of the City of Bishop General Plan. The street is also considered a safe route for student pedestrians and bicyclist (City of Bishop 2007b). The Grove Street project segment intersects with seven cross-streets. Two of the cross-streets are considered “Neighborhood Collector” streets as well (Home Street and Fowler Street), which intersect Grove Street at a two way stop. Four of the cross street are residential streets, and meet at a two way stop. The final intersecting street is Main Street, U.S. 395, a two-lane arterial that is signalized.

In 2008, the City counted pedestrians along Grove Street, and found that approximately 40 pedestrians currently use Grove Street before and after school.

Parallel street parking is permitted along the entire length of Grove Street. Unauthorized perpendicular parking occurs over the sidewalk for the businesses located at 262 Grove Street (6 spaces) and 462 Warren Street (8 spaces).

### **2.2.5 Hazards and Hazardous Materials**

Grove Street's main hazardous concern is pedestrian safety. Grove Street currently has safety issues for students walking and biking to and from school. Potential hazards and inconveniences include flooding at the intersections of pedestrian crossings and street shoulders, parking/pedestrian interference, missing sidewalks, muddy walkways, icy sidewalks, lack of ADA facilities for the disabled, and poor sidewalk pavement conditions.

The soils along Highway 395 have the potential to be contaminated with petroleum hydrocarbons.

An automotive service shop is located on the east end of Grove Street. This facility regularly handles materials that could be considered hazardous to the environment, if not disposed of properly. Hazardous materials include solvents, antifreeze, scrap metal, auto batteries and other parts, oils/oil filters, acids and alkalis. There is no on-site disposal at this location. Other commercial businesses on Grove Street include an Inn which would have the same common hazardous materials (cleaning products) that would be associated with most households.

There are no hazardous material sites or releases listed in the Toxic Release Inventory (DTSC 2008a) in the City of Bishop. A search of the Department of Toxic Substances Control (DTSC) EnviroStor website (DTSC 2008b) listed only one voluntary cleanup site that was completed on June 10, 1997.

### **2.2.6 Cultural Resources**

#### **Prehistoric Era**

Previous archaeological research indicates that prehistoric people inhabited eastern California for most of the Holocene era. The first occupation began somewhere around 11,000 before present (B.P.). Owens Valley is considered to have been the exclusive territory of Paiute groups until about 1800 (Davis-King 2003). Other groups of Native Americans ventured into and inhabited parts of the valley during the 19<sup>th</sup> and 20<sup>th</sup> centuries; however, all people in the valley spoke some form of Numic language (a subgroup of the Uto-Aztecan language family (Liljeblad and Fowler 1986)). Owens Valley groups resided at lowland village sites for much of the year (Bettinger 1978). The Bishop area was once one of the principal Paiute settlements.

#### **Historic Era**

The City of Bishop was incorporated in 1903 and became the commercial center of an agricultural economy which became more diversified as the area's water resource were developed and applied to the land. With the City of Los Angeles DWP purchase of Owens Valley ranches for water rights local agriculture declined and so did the population. The agricultural products and productivity of the fertile Owens Valley declined sharply once the water rights were transferred to the Los Angeles Basin and crop mix changed to dry land farming. Today, Bishop is one of the largest eastern Sierra's urban community with an economy

based on tourism, recreation and mining. Bishop is a gateway to the Eastern Sierra Nevada Mountains of California, and several National Parks including, Yosemite, Sequoia, Kings Canyon, and Death Valley.

Bishop contains several historic places and artifacts. These include the sites of Laws, Owensville, the site of the St. Francis Ranch, the former Cal-Electric power plant (SCE's Plant Six), and the silos and rows of trees which mark the site of former ranches and farms and served as wind breaks. The Watterson House (also known as the Darrah House or Carr House) located at 725 Home Street, was determined to be eligible for the National Register of Historic Places (City of Bishop 2005), although it has not been formally listed. . The Queen Anne residence was sold to and likely built for Lenora Darrah in 1899. The residence was later purchased by a prominent Inyo County banker and capitalist Mark Watterson in 1907. The City of Los Angeles bought the house in 1932 and became occupied by their employees (City of Bishop 2005).

The Grove Street area was developed in the twentieth century with a mix of homes from the first part of the century and the World War II era. The area is not currently designated as a historic district in the National Register of Historic Places; however, studies for eligibility have not been performed.

## **2.3 Physical Environment**

### **2.3.1 Geology**

#### **Topography**

The project area is in the Basin and Range geomorphic province. The province is characterized by elongated north-trending mountain ranges separated by relatively straight-sided sediment-filled valleys. The site lies in the Owens Valley at the base of an alluvial fan.

#### **Geology**

Owens Valley is underlain by valley fill, consisting of unconsolidated to moderately consolidated alluvial fan, transition-zone, glacial and talus, fluvial, and lacustrine deposits. Valley fill consists mostly of detritus eroded from the surrounding mountain bedrock, and also includes inter-layered recent volcanic flows and pyroclastic rocks (Hollett et al 1991).

#### **Soils**

#### ***Faulting and Seismicity***

The proposed project site is situated in the northern half of Owens Valley in the Owens Lake Basin. The basin is a seismically active region of eastern California. Several important faults exist in relative proximity to the project. The faults zones present are: Owens Valley, Independence, White Mountain, and Lone Pine Fault Zones. These are part of a major fault system collectively known as the Eastern California Shear Zone.

The proposed project site does not overlie any designated Alquist-Priolo (A-P) fault hazard zones (USGS 1999). No identified active or potentially active faults pass beneath any part of the proposed project. Two primary fault systems, Owens and the Independence Fault Zone, are present in the project vicinity. Portions of these fault zones are classified as fault rupture hazard zones under guidelines of the Alquist-Priolo (A-P) Earthquake Fault Zoning Program (Hart and Bryant 1999). Proposed project components do not cross these designated fault hazard zones.

### **2.3.2 Hydrology**

There are no waterways that intersect with Grove Street. The nearest waterway is the South Fork of Bishop Creek. Bishop Creek runs parallel about a quarter mile north of Grove Street. Bishop Creek is the largest tributary of the Owens River. The project area includes storm drains that flow to Bishop Canal, which in turn drains to the Owens River or the Big Pine Canal.

Grove Street is located in an area that the Federal Emergency Management Agency (FEMA) has mapped as "Zone C." Zone C is described as an area of minimal flooding. Areas in the designated 100-500 year flood zones (Zones A-B) are located along Bishop Creek which runs parallel to Grove Street about a half mile north of the project area (FEMA 2008).

### **2.3.3 Biology**

#### **General Habitat, Vegetation, and Wildlife**

The project area is entirely disturbed in nature and devoid of natural habitat. Vegetation consists of landscaped lawns and is populated with exotic and horticultural species of plants. Several trees are located along Grove Street. Primary species include elm, cedar, and ash. Vegetation provides little to no habitat for wildlife other than common rodents and species found in urbanized areas. Wildlife species that occur along Grove Street are generally common species such as lizards, rodents, lagomorphs (i.e., rabbits), and common birds. It does not provide a migration corridor for species such as elk or deer because it is an urbanized area.

#### **Special Status Species**

A search of the California Natural Diversity Database (CNDDDB) was performed for the Bishop 7.5 minute quadrangle. Eight plant species and eight wildlife species were identified as occurring within the quadrangle. Two animal species have potential for occurring at the project site, based on previous citations and/or habitat affinity. These species include the silver-haired bat and the spotted bat. Table 2.3-1 lists species identified in the CNDDDB, a discussion of habitat affinity, and potential to occur on-site.

**Table 2.3-1: Special Status Wildlife Species Found in the Bishop Quadrangle**

Name	Listing Status	Habitat Affinity	Potential to Occur on-site
<b>Plants</b>			
Hall's meadow hawkbeard <i>Crepis runcinata</i> <i>ssp. hallii</i>	Federal: None State: None CNPS: 2.1	Communities include creosote bush scrub, pinyon-juniper woodland, and wetland-riparian. The plant usually occurs in wetlands, but is occasionally found in non wetlands.	None There are no wetland-riparian areas in the project area. All areas are non-natural grounds.
Parish's popcorn-flower <i>Plagiobothrys parishii</i>	Federal: None State: None CNPS: 1B.1	Communities include joshua tree woodland and wetland-riparian. It almost always occurs under natural conditions in wetlands. The plant is found in elevations between 2,461 and 4,593 feet.	None There are no wetland-riparian areas in the project area. All areas are non-natural grounds.
Owens Valley checkerbloom <i>Sidalcea covillei</i>	Federal: None State: Endangered CNPS: 1B.1	Community includes sagebrush scrub. Habitat is meadows. The plant usually occurs in non wetlands, but occasionally found on wetlands.	None There are no meadows or wetlands in the project area. All areas are non-natural grounds.
frog's-bit buttercup <i>Ranunculus hydrocharoides</i>	Federal: None State: None CNPS: 2.1	Communities include freshwater wetlands and wetland-riparian. Habitat is freshwater-marsh The plant occurs almost always under natural conditions in wetlands.	None There are no freshwater-marsh or wetland-riparian areas in the project area. All areas are non-natural grounds.
western single-spiked sedge <i>Carex scirpoidea</i> <i>ssp. pseudoscirpoidea</i>	Federal: None State: None CNPS: 2.2	Communities include subalpine forest and alpine fell-fields. The plant usually occurs in non wetlands, but occasionally found on wetlands. The plant is found in elevations between 11,483 and 12,139 feet.	None Elevation of project area is below where plant is found. All areas are non-natural grounds.

<b>Table 2.3-1 (Continued): Special Status Wildlife Species Found in the Bishop Quadrangle</b>			
<b>Name</b>	<b>Listing Status</b>	<b>Habitat Affinity</b>	<b>Potential to Occur on-site</b>
<b>Plants</b>			
hot springs fimbristylis <i>Fimbristylis thermalis</i>	Federal: None State: None CNPS: 2.2	Communities include freshwater wetlands and wetland-riparian. Habitat is freshwater-marsh, springs, and meadows. The plant occurs almost always under natural conditions in wetlands.	None There are no freshwater-wetlands or wetland-riparian areas in the project area. All areas are non-natural grounds.
Inyo County star-tulip <i>Calochortus excavatus</i>	Federal: None State: None CNPS: 1B.1	Community includes shadscale scrub. Habitat is meadows. The plant usually occurs in non wetlands, but occasionally found on wetlands.	None There are no meadows in the project area. All areas are non-natural grounds.
Hillside wheat grass <i>Leymus salinus ssp. mojavensis</i>	Federal: None State: None CNPS: 2.3	Community includes pinyon-juniper Woodland. The plant is found in elevations between 4,429 and 6,561 feet.	None There are no meadows in the project area. All areas are non-natural grounds.
<b>Fish</b>			
Owens tui chub <i>Gila bicolor snyderi</i>	Federal: Endangered State: Endangered	Waterways	None There are no waterways in the project area.
Owens speckled dace <i>Rhinichthys osculus ssp. 2</i>	Federal: None State: Species of Concern	Waterways	None There are no waterways in the project area.
Owens sucker <i>Catostomus fumeiventris</i>	Federal: None State: Species of Concern	Waterways	None There are no waterways in the project area.
Owens pupfish <i>Cyprinodon radiosus</i>	Federal: Endangered State: Endangered	Waterways	None There are no waterways in the project area.
<b>Mammals</b>			
White tailed jackrabbit <i>Lepus townsendii</i>	Federal: None State: None Other: IUCN Least Concern	Preferred habitats are sagebrush, subalpine conifer, juniper, alpine dwarf-shrub, and perennial grassland	None The project area does not include habitat suitable for the

<b>Table 2.3-1 (Continued): Special Status Wildlife Species Found in the Bishop Quadrangle</b>			
<b>Name</b>	<b>Listing Status</b>	<b>Habitat Affinity</b>	<b>Potential to Occur on-site</b>
			jackrabbit.
Silver-haired bat <i>Lasionycteris noctivagans</i>	Federal: None State: None Other: Western Bat Working Group Medium Priority Species	The species is a yearlong resident of Bishop, and roosts in hollow trees, snags, buildings, rock crevices, caves, and under bark. The species is primarily a forest dweller, feeding over streams, ponds, and open brushy areas.	Low Occurrences of silver-haired bat are located near the project area, although the urbanized environment is not preferred habitat.
Spotted bat <i>Euderma maculatum</i>	Federal: None State: Species of Concern Other: Western Bat Working Group Medium Priority Species	This species has been found at a small number of localities, mostly in the foothills, mountains and desert regions of southern California.  Habitats occupied include arid deserts, grasslands and mixed conifer forests.	Medium Occurrences of spotted bat are located near the project area although the urbanized environment is not preferred habitat.
Townsend's big-eared bat <i>Corynorhinus townsendii</i>	Federal: None State: Species of Concern	The species is found year-round throughout California, minus subalpine and alpine habitats. It is most abundant in mesic habitats. The species roosts in caves, tunnels, mines, and buildings. Hibernation occurs in sites that are cold, but not below freezing.	None The project area does not include habitat suitable for the Townsend's big-eared bat.
<p>CNPS listing Codes:</p> <p>1B.1: Rare, threatened or endangered in California and elsewhere, with the majority endemic to California. Seriously threatened in California</p> <p>2.1: Rare, threatened or endangered in California but more common elsewhere. Seriously threatened in California.</p> <p>2.2: Rare, threatened or endangered in California but more common elsewhere. Fairly threatened in California</p> <p>2.3: Rare, threatened or endangered in California but more common elsewhere. Not very threatened in California</p> <p>IUCN (International Union for the Conservation of Nature) – World Conservation Union Special Survival Commission Ranking System</p>			

**SOURCE:** CNDDDB 2008

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# Chapter 3: Checklist

## 3.1 Aesthetics

### 3.1.1 Checklist:

Environmental Issues	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
<i>Would the project:</i>				
a) Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic building 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"/>

### 3.1.2 Discussion

#### A) *Less than Significant Impact*

The project site consists of an established residential neighborhood with older homes on the western portion of the project site and apartment buildings, and a small commercial and retail area on the eastern portion, near North Main Street. The landscaping of most properties is well established and includes large trees. Where not obscured by buildings or vegetation (such as trees), there are dramatic views of the surrounding tall Sierra Nevada and White mountains. The proposed project would not impact scenic vistas. Some temporary foreground views may be impacted during construction when equipment and open pavement is visible; however, these impacts would be temporary and less than significant. The project includes installation of landscaping strips. Trees may partially block views from homes; however, trees would be 15 gallon sized, would be planted by the homeowners at their own discretion, and would blend with the overall surroundings. Impacts on scenic vistas would be less than significant.

#### B) *No Impact*

Highway 395 is not a scenic highway in the City of Bishop (Caltrans 2008a). Several trees are located in the project area. The following impact addresses aesthetic impacts from removal of these trees.

*C) Less than Significant Impact*

The project would have temporary impacts on the scenic quality of the project area; however, the overall project would not substantially degrade the existing visual character or quality of the site and its surroundings.

Trees planted over the years in the city street right-of-way provide shade in some areas. The construction of the proposed improvements will cause the removal of 11 trees. All of the removed trees would be over 12 inches and up to 54 inches in diameter at breast height. The types of trees that would be removed include elm, Modesto ash, Arizona Hammond and cedar. The City does not have a tree ordinance; however, in recent similar sidewalk improvement projects that required tree removal, trees were replaced at a ratio of 3:1 (Grah, personal communication 2008).

The project as proposed includes replacement of 33 trees (a replacement ratio of 3 trees for every tree removed). There would be some potentially significant visual impact from the loss of very large trees; however, the overall improvements to the sidewalk and installation of landscaping strips would serve to improve the scenic quality of the area and reduce the significance of the visual impact. Impacts would be less than significant since the project includes replanting of trees at a 3:1 ratio. Trees would eventually grow back to their former sizes.

Sidewalk construction would conform to City of Bishop's standards for residential and commercial streets sections, as appropriate. All project construction will be within the City street right-of-way. Aesthetic impacts would be less than significant.

*D) Less than Significant Impact*

The proposed project does not include installation of new lighting that could produce glare. Tree removal would result in increase sunlight and reduced shade in some areas; however, the light would be natural. Increased natural sunlight would not have significant impacts on residents.

### 3.2 Agricultural Resources

#### 3.2.1 Checklist

Environmental Issues	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
<p><i>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.</i></p> <p><i>Would the project:</i></p>				
<p>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?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>c) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

#### 3.2.2 Discussion

*A-C) No Impact*

The project site is fully within developed city street right-of-ways. The project site does not contain farmland of any significance nor areas under a Williamson Act Contract to be preserved as farmland. The proposed project will have no impacts on agricultural resources.

### 3.3 Air Quality

#### 3.3.1 Checklist

Environmental Issues	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
<i>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.</i>				
<i>Would the project:</i>				
a) Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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"/>
f) <i>Increase the level of greenhouse gas emissions beyond that existing in the area before the project?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

#### 3.3.2 Discussion

##### A) No Impact

The project would not contribute to the generation of significant levels of any air contaminant and would thus not conflict with or obstruct the implementation of any of the plans of the GBUAPCD. None of the air quality plans actually apply to the Bishop area (GBUAPCD 2008).

##### B) Less than Significant Impact

The project is not expected to increase traffic-related emissions. Air quality impacts would be limited to the emissions from construction equipment involved in the construction of the proposed improvements. These impacts would last the approximately 45 days of construction of each phase. The short duration of the proposed work combined with existing

regulations regarding motor vehicle fuels and emissions would result in potential air quality impacts being well below any state or federal significance criteria.

Construction-related dust is the GBUAPCD's greatest concern, which is addressed in District Rules 400 and 401. Rule 400 prohibits discharge into the atmosphere of any air contaminant for a period of more than three minutes in any one hour that is (a) dark or darker in shade as that designated as No. 1 on the Ringelmann Chart, or (2) of such opacity as to obscure an observer's view to a degree equal to or greater than does smoke.

Rule 401 requires that a person take reasonable precaution to prevent visible particulate matter from being airborne, under normal wind conditions, beyond the property from which the emissions originate. With implementation of best management practices to ensure compliance with District Rule 400 and 401, the project would have a less than significant impact on air quality.

*C) Less than Significant Impact*

The project could generate some dust (including PM<sub>10</sub> - a criteria pollutant) from excavation of existing sidewalks and curbs and the pavement in the roadways for the water and sewer improvements. The District's Rule 401 requires that a person take reasonable precaution to prevent visible particulate matter from being airborne beyond the property from which the emissions originates under normal wind conditions in order to minimize potential cumulative effects from pollutants. Soils would be watered in accordance with District Rule 400 and 401, which would minimize PM<sub>10</sub> emissions and therefore reduce any potential significant or cumulative impacts to less than significant levels.

*D) Less than Significant Impact*

The project would not expose sensitive receptors to substantial pollutant concentrations. The project would result in temporary and relatively small amounts of air emissions during project construction associated with concrete demolition, tree removal, and placement of fill and aggregate, asphalt, slurry, and pouring of concrete. These pollutant concentrations would not be emitted at substantial levels.

*E) Less than Significant Impact*

Construction could generate odors from heavy diesel machinery and materials used for paving (i.e., asphalt and slurry). The generation of odors during the construction period would be temporary and would tend to be dispersed within a short distance from the active work area, and therefore, would be less than significant.

No odors would be generated after construction.

*F) Less than Significant Impact*

The sources of greenhouse gas (GHG) emissions for this project would include the combustion of diesel fuel used in construction equipment and the daily commute of construction workers.

Emissions of GHGs are predicted to occur only during construction of the project. Table 3.3-1 compares the GHG emissions for several types of projects. Emissions for the proposed project were not calculated; however, they would be most similar in terms of magnitude of order to the “installation of 3 miles of telecommunications lines.”

The generation of emissions would be short term (~6 weeks) and there would be no further emissions once the construction phase of this project is completed. Emissions from this project would have virtually no impact on the state’s goal to reduce emissions by 169 million metric tons by the year 2020. The proposed project’s cumulative impacts to global climate change due to the incremental contribution of GHGs would be less than significant.

A long-term goal of the Grove Street Sidewalks Project is to promote students to walk and bike to school. If the project is successful, it will reduce the number of vehicle trips and associated emissions from parents driving their children to and from school.

**Table 3.3-1: Comparison of GHG Emissions for Various Types of Projects**

Project Description	CO <sub>2</sub> -Equivalent	
	Construction Emissions (tons)	Operating Emissions (tons per year)
Typical household emissions <sup>1</sup>	NA	27.7
Installation of 3 miles of telecommunication lines <sup>2</sup>	494	0.0
1 lane-mile of road construction <sup>3</sup>	2,600	NA
30 MW geothermal power plant	NA	24,700
Univ. NH, Durham Campus, 2003	NA	71,100
Sunrise Powerlink Project <sup>4</sup>	147,000	NA
300 MW coal-fired power plant	NA	2,950,000

<sup>1</sup> Based on family of 4, two cars, natural gas heat, 550 mi/week total driving, 24 mpg.  
<sup>2</sup> Based on 8 weeks of construction, 5 days a week for 10 hours a day  
<sup>3</sup> Estimated 1,400 - 2,300 tons of CO<sub>2</sub> per lane-mile for construction only. Does not include increased traffic or road maintenance. CO<sub>2</sub>-equivalent estimate assumes same ratio of CH<sub>4</sub> and N<sub>2</sub>O to CO<sub>2</sub> as the current project.  
<sup>4</sup> Assumes same ratio of CH<sub>4</sub> and N<sub>2</sub>O to CO<sub>2</sub> as the current project to estimate total CO<sub>2</sub>-equivalent.

**SOURCES:** EPA 2008, Williams-Derry 2007, Bloomfield et al. 2003, PSC of Wisconsin 2008, UNH 2004, CPUC and BLM 2008, CARB 2008c

### 3.4 Biological Resources

#### 3.4.1 Checklist

Environmental Issues	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
<i>Would the project:</i>				
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 type="checkbox"/>	<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, and 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 wildlife nursery sites?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input 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"/>

#### 3.4.2 Discussion

##### *A) Less than Significant Impact with Mitigation*

Two special status wildlife species have a low potential for occurring in the project area. These species are the silver-haired bat (no state or federal listing) and the spotted bat, a CDFG species of concern. Both bat species are designated as medium priority species by the Western Bat Working Group (WBWG 2005). This designation indicates a level of concern that should warrant closer evaluation, more research, and conservation actions of both the species and possible threats (WBWG 2005).

These species could be located in trees and 11 trees would be removed as a result of the proposed project. Removal of the trees could have a significant impact on individual bats if the bats are roosting in the trees. Grove Street is not ideal habitat for these bats and so removal of 11 non-native trees in residential areas would not have a significant impact on bat habitat.

Mitigation measure Biology-1 would be implemented to ensure less than significant impacts to sensitive bat species as a result of the proposed project.

**Biology-1:** Trees for removal shall be inspected by a qualified biologist within 30 days prior to tree removal. If roosting bats are identified, trees shall not be removed during the roosting period (roosting occurs June 1st through July 31st).

*B) No Impact*

The project would be located entirely within existing road right-of-ways. There are no riparian or natural areas within the project area. Trees that would be removed are non-native horticultural species and vegetation impacted would be limited to lawn turf. No impacts to riparian habitat or sensitive natural species are expected.

*C) No Impact*

The project would not be located in or near any federal wetlands. The project would have no impacts on wetlands or waters of the United States as defined by Section 404 of the Clean Water Act.

*D) Less than Significant Impact with Mitigation*

The project would not interfere with the movement of any resident or migratory wildlife species. The project area is residential and the noise from vehicles and homes deters most wildlife (except species like raccoons and rodents).

The project does include the removal of 11 trees. The trees in the project area are all non-native horticultural species and are unlikely to provide nesting habitat for migratory birds. If migratory birds or nests were to occur in trees slated for removal, a violation of the Migratory Bird Treaty Act could occur and migratory birds could be significantly impacted. Mitigation measure Biology-2 requires that trees are inspected for nests prior to construction or tree removal. Construction noise may deter some wildlife species; however, there is abundant habitat nearby that could be utilized.

**Biology-2:** Trees for removal shall be inspected by a qualified biologist within 30 days prior to removal to ensure that there are no active nests in the trees. If an active raptor nest is located, a construction buffer, at a minimum of 200 feet from the drip line of the tree, shall be established until nesting activities have ended (nesting occurs March 1st through August 31st). No construction activity shall be allowed within the 200-foot

buffer until the nesting raptors have left the nest, as verified by a qualified biologist. The tree(s) can be removed once the nesting season is over, as verified and approved by a qualified biologist.

*E) No Impact*

The City does not have a tree protection ordinance. The project would be in compliance with all City Ordinances.

*F) No Impact*

The City of Bishop General Plan Area does not include habitat, natural community, or other conservation plans that apply to the proposed project. No conflicts are expected to occur.

### 3.5 Cultural Resources

#### 3.5.1 Checklist

Environmental Issues	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
<i>Would the project:</i>				
a) Cause a substantial adverse change in the significance of a historical resource as defined in §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 §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 type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

#### 3.5.2 Discussion

*A) No Impact*

There are 48 legal parcels along Grove Street between Home Street and Main Street. The street is mainly residential with commercial activities at the east end. The residences are set back from the road and most have existing sidewalks parallel to the street. Approximately ten properties along the route do not have adjacent sidewalks. The Grove Street area was developed in the twentieth century with a mix of homes from the first part of the century and the World War II era. Although not considered historically significant, some of the sidewalks in the project area date back to the 1910's as indicated by the stamps at the intersections. A few commercial parcels are located at the east end of the project, adjacent to Main Street (Highway 395).

The proposed project area and/or Area of Potential Effect for historic architectural (built environment) resources was designed in accordance with the Caltrans Standard Environmental Reference (SER) guidance for cultural resources, and the Programmatic Agreement (PA) between Caltrans, FHWA, ACHP, and California State Historic Preservation Officer (SHPO). This guidance was applied in accordance with Caltrans' policy for state only projects: "compliance with CEQA and PRC §5024 follows the same procedures for level of effort, identification, evaluation, assessment of effects and developing mitigation measures as for federal undertakings" (Caltrans 2008b).

The Area of Potential Effects was determined to be limited to the City right-of-way where construction would occur (JRP Historical Consulting 2008). Further justification is provided in Appendix D. There are no historic resources within the determined APE; therefore, the project would not have an impact on historic resources.

*B) Less than Significant with Mitigation*

All excavation would occur in previously disturbed areas. However, since the time when previous excavation of the area last occurred is unknown, there is a remote potential to unearth undiscovered cultural resources. Implementation of the following mitigation measure would result in a finding of less than significant impact to cultural resources.

**Cultural-1:** If cultural resources are encountered during excavation or site preparation, such work shall be halted immediately in the area of discovery and the construction manager shall immediately notify the City of Bishop Public Works Director of the discovery. The Department of Public Works shall be required to retain the services of a qualified archaeologist for the purpose of evaluating, recording, protecting, or curating the discovery as appropriate. The archaeologist shall prepare a Cultural Resources Management Plan that outlines the findings and mitigation methods of curation and/or protection of the resources in accordance with state and federal regulations.

*C) No Impact*

Unique paleontological or unique geologic features are not expected in the project area. The Owens Valley is underlain by a thick sequence of unconsolidated to moderately consolidated sedimentary materials. These sediments include alluvial fans, glacial and talus deposits, and fluvial environments. These environments do not usually contain intact fossils. Additionally, the area is residential and has been previously disturbed. The project would not impact paleontological resources.

*D) Less than Significant Impact*

No known burial sites are located within the project area. If human remains were unearthed, the Inyo County Coroner would be contacted and disposition of Native American remains would comply with CEQA Guidelines Section 15064.5(e) and 43 CFR 10, Native American Graves Protection and Repatriation Regulations.

### 3.5.3 Geology and Soils

#### 3.5.1 Checklist

Environmental Issues	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
<i>Would the project:</i>				
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 type="checkbox"/>	<input checked="" type="checkbox"/>
ii) Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iii) Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iv) Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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 type="checkbox"/>	<input checked="" 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 type="checkbox"/>	<input checked="" type="checkbox"/>
e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

#### 3.5.2 Discussion

##### A) No Impact

The Bishop Area is located in seismic Zone 4. The project area is not an Alquist-Priolo Special Studies Zone (Hollett et al. 1991). No special measures are required to address potential seismic activity in the area during construction or during use of the constructed product.

*B) Less than Significant Impact*

Project construction could cause sedimentation into storm drains that eventually drain to Bishop Canal. There are otherwise no waterways near the project site. Straw waddle would be placed around existing storm drains during construction in areas adjacent to the storm drains in order to minimize potential for sedimentation. Impacts would be less than significant.

*C) No Impact*

The project is not located on an unstable geologic unit. The underlying geology is alluvial sediments. The project would occur in a built area that likely is comprised of fill material. The project would not cause geologic instability and topography is level. On- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse would not occur as a result of the project.

*D) No Impact*

Natural Resources Conservation Service (NRCS) soil survey for soils within the project area indicate the soils consist of Dehy loam 0 to 2 percent slopes. These soils are not considered to be expansive and are suitable for the subgrade of roadways, sidewalks, and pipelines/ infrastructure (NRCS 2002).

**3.6 Hazards and Hazardous Materials**

**3.6.1 Checklist**

<b>Environmental Issues</b>	<b>Potentially Significant Impact</b>	<b>Less Than Significant With Mitigation</b>	<b>Less Than Significant Impact</b>	<b>No Impact</b>
<i>Would the project:</i>				
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 likely 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 within one-quarter mile of a facility that might reasonably be anticipated to emit hazardous emissions or handle hazardous or acutely hazardous materials, substances or waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Environmental Issues	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
<i>Would the project:</i>				
e) Be located on a site of a current or former hazardous waste disposal site or solid waste disposal site unless wastes have been removed from the former disposal site; or 2) that could release a hazardous substance as identified by the State Department of Health Services in a current list adopted pursuant to Section 25356 for removal or remedial action pursuant to Chapter 6.8 of Division 20 of the Health and Safety Code?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Be located on land that is, or can be made, sufficiently free of hazardous materials so as to be suitable for development and use as a school?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) 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"/>
h) 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"/>
i) 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"/>
j) 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"/>

### 3.6.2 Discussion

#### A) *Less than Significant Impact*

The use, storage, and handling of minor amounts of hazardous materials would be anticipated with refueling or equipment cleaning activities during project construction and the use of road paving materials, epoxies, and other materials to improve infrastructure. The amount of hazardous materials necessary for the project would not be enough to create a significant hazard from routine transport.

The project also involves work along Main Street (Highway 395). This road is a major regional arterial with considerable traffic. Any areas that are not covered by concrete in proximity to Main Street could contain high levels of hydrocarbon or lead contamination. The private parking lot in the southwest corner of Grove Street and Main Street has an active

clean up underway as a result of former use as a gas station. The bank at the northeast corner was also a former gas station and may have contamination under the soils. Exposure to contaminated soils could pose a hazard to children, pedestrians, and workers. Soils in the commercial area of Grove Street would also be tested for contaminants. If the soils are found to be contaminated, removed soils would be contained and disposed of at a proper facility that accepts hydrocarbon and lead wastes such as Bishop-Sunland Landfill. Impacts would be less than significant.

Once construction is complete, no hazardous materials would be associated with the proposed project.

*B) Less than Significant Impact*

The proposed improvements involve the transport and application of concrete. Construction equipment that utilizes gasoline, diesel, and other hazardous substances in small quantities would also be associated with the project. There is a potential for a significant impact to humans from exposure to construction materials containing hazardous materials or from potential hazardous material spills. The risk of exposure of people to construction-associated hazardous materials would be reduced to less than significant levels with the implementation of a Stormwater Pollution Prevention Plan (SWPPP). The City would also require project contractors to prepare a Health and Safety Plan prior to project construction. The plan would identify methods and techniques to minimize the exposure of onsite workers and the public to potentially hazardous materials during the project. The plan would require implementation of appropriate Best Management Practices and approved containment and spill-control practices (i.e., spill control plan) for construction and materials on-site. The plan would remain onsite along with spill clean-up kits at all times during construction. Impacts would be less than significant.

*C) Less than Significant*

The project is located less than a quarter mile from Pine Street Elementary School, Elm Street Elementary, Home Street Middle School, Bishop High School, and Seventh Day Adventist Elementary School. The project does involve the handling of hazardous materials used for construction. These materials would only be used during construction and would not pose a threat to children. The area of active construction would be marked (i.e., with warning cones) to prevent school children from being exposed to any heavy equipment and associated fuels or concrete. Sewer, water line, and road pavement improvements would occur at the same time as the sidewalk improvements or at a later time. Risk of exposure would be less than significant.

*D-E) No Impact*

The project site is not a hazardous materials site. The project is along an existing sidewalk and in existing residential roadways in a residential and commercial area. The project area

does not have known historic uses that would involve hazardous materials. There would be no impacts.

*F) No Impact*

The proposed project would provide better access for children walking and biking to school and would provide improvements to the sewer and water infrastructure that serves the residents in the area. The project is free of hazardous materials; however, it is within a residential neighborhood within a quarter mile of several schools and would therefore not be a good location for a school.

*G) No Impact*

The project site is located approximately 1 mile from the Eastern Sierra International Airport. The proposed project would include no new structures higher than any structure on the surrounding developed properties. The project would not present a safety hazard for people residing or working in the project area as a result of proximity to the airport.

*H) No Impact*

The project is not located in the vicinity of a private airstrip.

*I) Less than Significant*

Project related activities would not interfere with any emergency response plan or emergency evacuation plan. Should the construction require a segment of Grove Street to be blocked, a reasonably convenient alternative route would be identified. There are no hospitals, fire, police, or sheriff stations located along the project area. Unless an emergency would occur on along Grove Street or intersecting streets, these streets would not be used as a main route to respond to emergencies. Emergency response personnel may use alternative routes around Grove Street, such as Elm Street or West Pine Street, during construction to avoid encountering any traffic delays.

*J) Less Than Significant Impact*

The proposed project would be constructed within an urbanized area. The area is predominantly concrete and landscape vegetation. The risk of starting a wildfire is minimal. The project would involve relocation of utility poles and infrastructure, which could cause electrocution. The contractor would coordinate with LADWP to be sure that electricity is turned off as required when working with electrical infrastructure to avoid electrocution or electrical fire.

### 3.7 Hydrology and Water Quality

#### 3.7.1 Checklist

Environmental Issues	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
<i>Would the project:</i>				
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 type="checkbox"/>	<input checked="" type="checkbox"/>
c) Substantially alter the existing drainage pattern of 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 type="checkbox"/>	<input checked="" 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 type="checkbox"/>	<input checked="" 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"/>

### 3.7.2 Discussion

#### *A) Less than Significant Impact*

The project would not violate any water quality standards or waste discharge requirements. The project would not be constructed through waterways. The project could generate runoff or hazardous spills that could flow into existing storm drains, which eventually flow to Bishop Canal. Straw waddle would be placed around drains when working adjacent to drains. This would minimize the likelihood of sedimentation of the storm drain system. A plan would also be developed and implemented to minimize risk of hazardous material spills (such as diesel fuel spills). The potential for impacting water quality would be less than significant.

New water/oil separators would be installed as part of the proposed project, which would improve the quality of water flowing through the drainage system.

#### *B) No Impact*

The project would not directly affect groundwater resources in the project area because the project would not directly utilize groundwater. Water for construction activities would be provided by the City of Bishop water system; however, no new entitlements would be required to serve the proposed project. The existing area is currently paved and is residential. The project would not result in any significant increase in impervious surface. New sidewalk would be installed in areas where there wasn't previous sidewalk; however, the amount of new surface area would be too small to impact groundwater supplies and recharge. New water and sewer lines would increase conveyance capacity and improve fire flow on the street. The project would not require new sources of groundwater supply. *C-D) No Impact*

No natural drainages would be altered as a result of the proposed project. The project does not cross any natural streams or rivers.

#### *E) Less than Significant Impact*

The project may create a very small increase in runoff into the existing storm drain system. The proposed project would result in better drainage from the street and sidewalks. Grove Street is not changing in width. There is a small increase in impervious surface associated with the project (approximately 0.05 acres). This increase as well as the improved drainage features (i.e., gutters) would result in increased flow into the storm drainage system. Two existing storm drains accept runoff from Grove Street; one drain is located on Fowler Street and the other one is located on Main Street. These drains have never shown signs of being near capacity. Flooding risks would be minimized after the proposed improvements are completed on Grove Street and adjacent intersecting streets.

*F) Less than Significant Impact*

The project would not otherwise degrade water quality. The project includes the installation of water/oil separators in the storm drains, which would help improve the quality of water reaching Bishop Canal.

*G-H) No Impact*

The project area is not within a 100-year flood area (FEMA 2008). The project would not therefore place housing or structures within a 100-year flood zone.

*I) No Impact*

The project area is located in an inundation area of the Sabrina and South Lake Dams (City of Bishop 2002). The proposed project would not newly 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. The proposed project would also not influence or cause any flooding events.

*J) No Impacts*

The project does not lie in an area at risk of seiche, tsunami, or mudflow because it is not located in an area where these threats and hazards exist. There would be no impacts.

### 3.8 Land Use and Planning

#### 3.8.1 Checklist

Environmental Issues	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
<i>Would the project:</i>				
a) Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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 communities conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

### 3.8.2 Discussion

#### A) No Impact

The project would not physically divide a community. The project includes replacement and installation of sidewalks, curbs, gutters, and sewer and water infrastructure on a residential street. The project would have no impact.

#### B) No Impact

The proposed work is within city street right-of-way that is not zoned and is used for public uses and travel. Grove Street and its intersecting streets are surrounded by properties zoned R-1 (Single-Family Residential), R-3-P (Multiple Residential and Offices), and C-1 (General Commercial and Retail). Grove Street is identified as a “Neighborhood Collector” street in the Bishop General Plan. All proposed improvements are consistent with existing and proposed land use in the area. Landscaping in the public right-of-way would be implemented according to the City of Bishop Standards for Landscaping Within the Public Rights of Way (Appendix C). The improvements along Highway 395 (Main Street) would be in accordance with Caltran’s Construction Manual, section 4-73. This section ensures that the sidewalks, gutter and associated elements of the project site will be reviewed before the construction phase to ensure quality of gutter and sidewalk installations, aesthetics, and conformity with existing elements.

#### C) No Impact

The City of Bishop’s General Plan Area does not include habitat, natural community, or other conservation plans that apply to the proposed project area. No conflicts are expected to occur.

## 3.9 Mineral Resources

### 3.9.1 Checklist

Environmental Issues	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
<i>Would the project:</i>				
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"/>

### 3.9.2 Discussion

#### A-B) No Impact

No mineral resources are known to exist on the project site. The proposed project will have no negative impact on mineral resources. The project would require aggregate to manufacture the concrete for several elements of the project, but will not have an impact on aggregate resources because they would be purchased from a licensed source. The City may need to obtain fill material for some construction. Any borrow or disposal sites must comply with the Surface and Mining Reclamation Act of 1975. No impacts are expected.

### 3.10 Noise

#### 3.10.1 Checklist

Environmental Issues	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
<i>Would the project result in:</i>				
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 checked="" type="checkbox"/>	<input 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 type="checkbox"/>	<input checked="" 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 checked="" type="checkbox"/>	<input 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 type="checkbox"/>	<input checked="" 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"/>

#### 3.10.2 Discussion

##### A) Less than Significant with Mitigation

Noise generation from the proposed project would be related to construction activities. Construction noise would be variable, temporary, and short-term in nature (approximately 45 days). During construction, noise could be significant. Heavy trucks and machinery for

demolition, concrete pouring, waste disposal, etc., could generate a significant amount of noise. Equipment used for soil, asphalt, and concrete compaction would likely be the loudest machinery used.

The maximum outdoor noise level acceptable in residential neighborhoods is 55 decibels (dB) in the City of Bishop. The limit on noise related to construction for a single event is 86 dB (City of Bishop 1993). The following mitigation measures would be implemented reduce potentially significant noise impacts to less than significant levels.

**Noise-1:** All construction equipment powered by internal combustion engines shall be properly maintained and muffled such that no equipment generates unnecessary noise.

**Noise-2:** Construction shall be limited to the hours of 7am to 7 pm. A primary contact for the Contractor shall be designated to be responsible for responding to any complaints about construction noise. The contact shall determine the cause of the noise complaint (e.g. starting too early, bad mufflers, etc.) and institute reasonable measures warranted to correct the problem immediately and in no case longer than two hours.

*B) Less than Significant Impact*

Ground vibration could be generated during the demolition of the existing sidewalk and road pavement for the sewer and water improvements. A backhoe would be used for this process. The vibration from this equipment would not generate vibration that could impact houses or businesses. Similar infrastructure and sidewalk improvement projects have occurred on nearby streets in Bishop without causing vibration damage to any structures.

*C) No Impact*

Improvements would not generate a source of permanent noise after construction.

*D) Less than Significant Impact with Mitigation*

The purpose of the project is to provide safe walking and biking routes for school children, to provide ADA access between residential and commercial blocks of Bishop, and to improve the sewer and water infrastructure in Grove Street and Hammond Street.

Increased pedestrian use of sidewalks by children may result in period increases in noises made by children, particularly children in groups (e.g., laughing, shouting); however, these noises would not be considered significant.

Substantial temporary and variable increases of ambient noise level would be caused by construction activities. The major source of noise would be from the use of construction equipment such as jackhammers, loaders, and a backhoe. Mitigation measure Noise-1 and Noise-2 would reduce impacts of increases to ambient noise levels to local residences to less than significant levels.

*E-F) No Impact*

The project is located in a residential area; however, the Eastern Sierra Regional Airport is located approximately one mile to the east of the eastern portion of the project. Workers would not be exposed to air traffic noise that is any greater than current conditions or to which residents are already exposed.

### 3.11 Population and Housing

#### 3.11.1 Checklist

Environmental Issues	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
<i>Would the project:</i>				
a) Induce substantial population growth in an area, either directly (e.g., by proposing new homes and businesses) or indirectly (e.g., through extension of roads or other infrastructure)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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"/>

#### 3.11.2 Discussion

*A) No Impact*

The project would not induce growth either directly or indirectly. The proposed project would not require or encourage an increase in population or the construction of housing. It is anticipated the project would provide significant assets to the existing neighborhoods, the City and the community; however, no expanded infrastructure that could encourage growth is proposed. Sewer and water infrastructure upgrades would be intended to continue the existing service level but at a more efficient rate. The improvements would not result in growth but would more efficiently serve the existing user base.

*B-C) No Impact*

The project would not displace any housing or people. The project is located entirely within street right-of-way.

## 3.12 Public Services

### 3.12.1 Checklist

Environmental Issues	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
<i>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:</i>				
a) Fire Protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Police Protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

### 3.12.2 Discussion

#### *A-E) No Impact*

Existing fire, police, and other governmental services are sufficient to accommodate the service needs of this project. The project would not necessitate the expansion of the equipment, facilities, or manpower of responsible fire, police, health, and school services in order to maintain current service ratios and response times. The project also would not result in substantial adverse physical impacts associated with the provision of new or altered fire, police, health, or school facilities. There would be no need for new or physically altered governmental facilities. The proposed project would have no negative impact on public services, but would have a positive impact to some public services such as sidewalk, water and sewer lines.

## 3.13 Recreation

### 3.13.1 Checklist

Environmental Issues	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
<i>Would/Does the project:</i>				
a) 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"/>

Environmental Issues	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
<i>Would/Does the project:</i>				
b) 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"/>

### 3.13.2 Discussion

#### A-B) No Impact

The project area is not currently a designated recreational area. It is a residential area with some commercial uses located on the eastern side. The project area and sidewalks would not be used for formal recreation; however, the improvements may encourage more recreational walking by residents. The project does not include recreational facilities and would not impact nearby recreational facilities or require the expansion of nearby facilities. Increased pedestrian use of the sidewalks would have no impact on other recreational areas or resources or require construction of new recreational resources.

## 3.14 Transportation and Traffic

### 3.14.1 Checklist

Environmental Issues	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
<i>Would the project:</i>				
a) Cause an increase in traffic, which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Exceed, either individually or cumulatively, a level of service standard 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) Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Environmental Issues	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
<i>Would the project:</i>				
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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) Result in inadequate emergency access?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
f) Result in inadequate parking capacity?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

### 3.14.2 Discussion

#### A) *Less than Significant Impact*

Construction activities would require closing of streets in segments. Grove Street and its intersecting streets are local, residential roads. Streets would only be closed for a short period of time and in one-block segments such that residences or businesses could still be accessed through detour routes around the neighborhood. Highway 395 would need to be blocked for construction of the sewer work in the middle of the street; however, flag crew would direct traffic according to Caltrans' encroachment permit requirements. The project would have a less than significant impact on traffic load and the capacity of the street system. Any work in the roadways would be covered and restored after the construction. No impacts to the road capacity would occur after construction.

#### B) *Less than Significant Impact*

During the construction period there would be a very small increase in traffic on Grove Street and potentially on Highway 395. Caltrans' Annual Average Daily Truck Traffic Count for the intersection of Highway 395 and Route 168 is estimated at 15,950 per day (Caltrans 2007). The number of trucks that would travel to the site simultaneously would be limited to about five total (<0.03 percent). Level of service standards on Highway 395 would not change. Grove Street and its intersecting streets are residential streets and normally experiences low traffic volume. Impacts would be less than significant.

Construction would occur in segments for the sewer and water pipes. The contractor would provide traffic control during peak hours as directed by the City Public Works Department and Caltrans so peak hour traffic, freight deliveries, and other needed access would continue to occur during construction. Open pits and street sections would be covered at the close of construction each day so that the street would remain serviceable and passable. The Contractor would also be required to notify businesses and residents of dates when their section of the street or parking would be affected and would also be required to notify the

policy and emergency services as well as the local schools of construction closures, and alternative routes.

Post-construction traffic on Grove Street would likely decrease as a result of the proposed project. The purpose of the project is to provide a safer route for biking and walking to school. The project components listed above would be incorporated into the contract with the City of Bishop and would minimize traffic and safety issues as well as public inconvenience during the construction of the improvements.

*C) Less than Significant Impact*

The project would not conflict with plans for alternative transportation. The project would improve pedestrian and bicycle access, thus encouraging alternative transportation. Local, school and regional bus systems would be notified well in advance of any changes to street and traffic conditions. Any bus stops interfered with during construction would be relocated by the contractor in coordination with the affected bus system.

*D) Less than Significant with Mitigation*

Hazards for children walking to school may increase during construction. Sidewalk detours would be present to guide pedestrians around construction sites. Street crossing and walking in the road if the sidewalk is blocked would present a hazard to children. Approximately 40 children use Grove Street to walk to school. The following mitigation measure would be implemented to ensure the safety of children during construction.

**Traffic-1:** Signs shall be posted in the areas of construction to detour pedestrians around construction sites. Construction shall be scheduled during local school vacations, if feasible. However, if construction occurs when local schools are in session, a crossing guard shall be present between the hours of 7:00 and 8:00am and 3:30 and 4:30 pm when school children may be using the street. The crossing guard shall guide children to safe parts of the street or other streets. A flag/traffic control person would also be present if road segments are shut in order to direct traffic and allow access for local residents and emergency vehicles, as necessary.

*E) Less than Significant Impact with Mitigation*

The City would notify all residents and business if their driveways may be blocked during construction. Blockages would be coordinated with the landowners by the contractor as a condition within the City's construction contract. A flagger would be present if road segment closures are to occur per mitigation measure Traffic-1. The flagger would direct emergency vehicles around the construction site, as necessary. Impacts to emergency access would be less than significant.

*F) Less than Significant Impact*

Construction would cause temporary impacts to parking availability. Parallel parking along the street would be temporarily eliminated in segments during construction. This would not

cause a significant impact because there is considerable available parking along nearby streets. Street improvements would be constructed in segments such that only a block or two would be unavailable at any given time.

The project would result in the alteration of parking patterns for two businesses, located at 262 Grove Street (Bishop Sunrise Inn) and 462 Warren Street. Fourteen perpendicular parking spaces would be removed. Unauthorized parking overtop of the sidewalk occurs at these businesses, which presents a considerable hazard to small school children walking behind parked cars. Children walking behind perpendicularly parked cars are at risk of being injured by cars backing out of parking spaces. The project would remove the 14 spaces. Curb would be installed to prevent perpendicular parking. Approximately 3 on-street parallel parking spaces at 262 Grove Street and 4 on-street parallel parking spaces at 462 Warren Street would replace the perpendicular parking.

The City would work with the landowners to potentially create two additional on-site spaces for each location. The net parking loss would therefore be 3 spaces. This is not considered a significant impact since there is plenty of availability for parallel parking along Grove Street. There is also a City parking lot located at Academy Street, which is about 550 feet south of Grove Street. Impacts would be less than significant.

### 3.15 Utilities and Service Systems

#### 3.15.1 Checklist

Environmental Issues	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
<i>Would the project:</i>				
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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 type="checkbox"/>	<input checked="" 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"/>

Environmental Issues	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
<i>Would the project:</i>				
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 type="checkbox"/>	<input checked="" 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"/>
h) Impact electrical supplies and services	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

### 3.15.2 Discussion

#### *A-B, E) No Impact*

The project would not result in the generation of any wastewater. The project includes replacement of existing sewer lines. All replacements would be intended to continue the existing level of service and would not require additional capacity for wastewater treatment.

#### *C) No Impact*

The proposed project includes improving drainage. No new storm drain systems would be required. Only improvements to existing systems are included in the project. The project would cause a slight increase in impervious surface, which may generate slightly more runoff. The purpose of the project; however, is to improve drainage. The existing storm drain system has enough capacity to accommodate any flow increases from the improvements.

#### *D) Less than Significant Impact*

Existing city water supplies would be adequate to server the project during construction. Water would be provided by the City as needed for dust suppression. The project includes installation of irrigation system connectors for private property owners who can maintain the turf and trees planted in the landscape strips. Water supplies to individual homes are adequate to support the small amount of additional irrigation that may be needed to water the landscape strips. Five new fire hydrants would also be installed and connected to the existing water supply system. No new water supplies are required.

The project includes upgrades to existing water lines; however, the replacements would increase conveyance capacity on the streets but would not require additional water entitlements.

*F-G) Less than Significant Impact*

Solid waste, including demolition materials from the removal of existing structures would be transported to the Bishop-Sunland Landfill. Approximately 1,100 cubic yards of material would be removed during construction. The Bishop-Sunland Landfill does have the capacity to accept all estimated waste; however deposited loads would need to comply with the landfill’s daily tonnage limit. Smaller, multiple trips throughout the construction period may be required (Bishop-Sunland Landfill, personal communication 2008). Efforts would be made to reduce the amount of waste brought to the landfill by crushing the re moved concrete and asphalt, and reusing it, where available on the project or another projects. Soils and other demolished materials from the area near Highway 395 may be contaminated with hydrocarbons and lead. The material would be tested and sent to the appropriate disposal location.

*H) Less than Significant Impact*

The project would result in temporary power outages lasting up to 8 hours. The City would coordinate with LADWP to plan outages. All residents would be notified at least 30 days in advance of the planned outage times so as to minimize impacts to residents. Power outages are inconvenient; however, outages associated with the proposed project would be temporary and less than significant. Outages should not impact the local hospitals. The utility provider (LADWP) would be responsible for notification if a planned outage would impact a hospital.

**3.16 Mandatory Findings of Significance**

**3.16.1 Checklist**

Environmental Issues	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
<i>Does the project</i>				
a) 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 type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) 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 type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Environmental Issues	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
<i>Does the project</i>				
c) Have environmental effects, which will cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

### 3.16.2 Discussion

#### A) No Impact

The project would not substantially degrade the quality of the environment. The project area does not provide habitat for an abundance of fish or wildlife species or special status species. The project area of potential effect was defined to be just the sidewalks and roads. The project would include removal of some trees and relocation of features such as street signs, telephone poles and fences. None of these are significant examples of the major periods of California history.

#### B) No Impact

The project would have no impacts that would be considered cumulatively considerable because the project would be short term and have minimal impacts to the environment. Mitigation measures would minimize or eliminate all potentially significant impacts. Other projects may occur in Bishop; however, impacts would not be cumulatively considerable with the proposed project.

#### C) No Impact

The project would have beneficial impacts to the health and safety of children by providing safe walking routes to school. Increasing pedestrian usage is good for health, and the safety features would improve the experience of young children. The refurbished sewer, water lines, and fire hydrants would also be a public benefit. The project would have a positive overall effect on humans.

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# Chapter 5: List of Preparers

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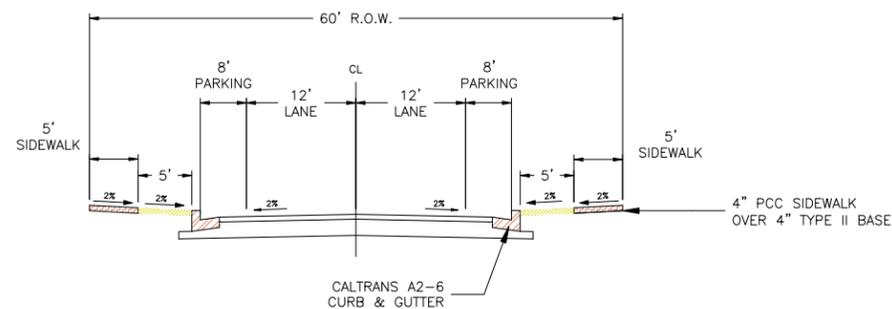
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*David Grah, Public Works Director*

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**APPENDIX A:**  
**City of Bishop's Street Right-of-Ways**

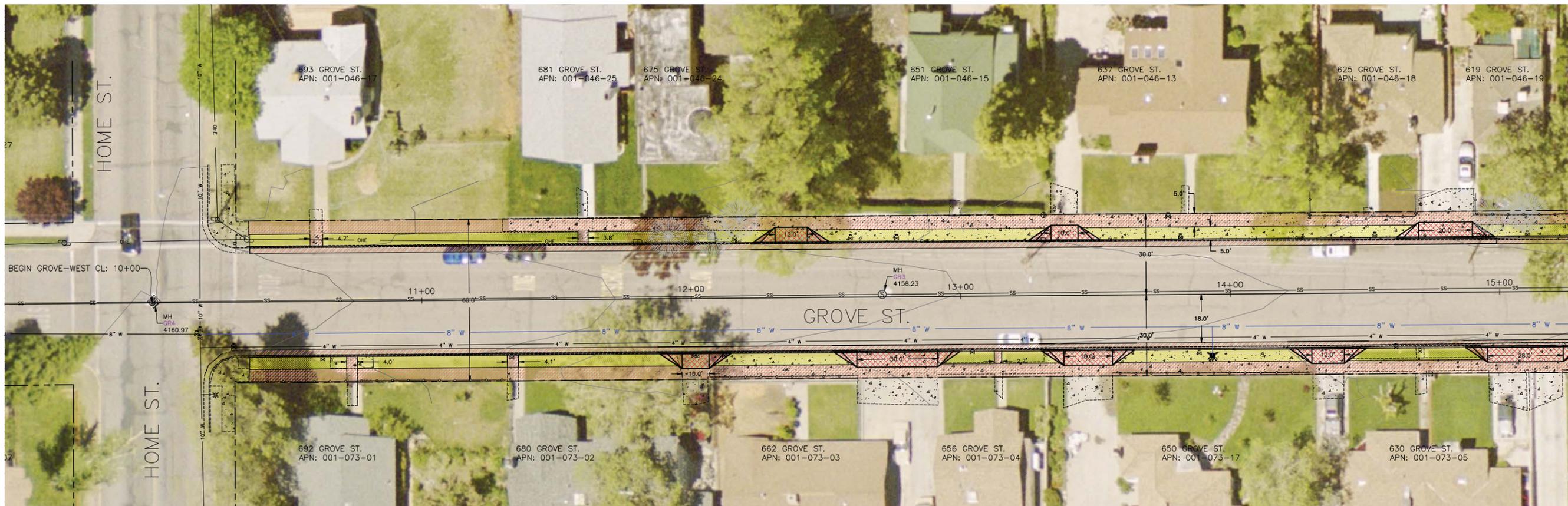
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RESIDENTIAL STREET SECTION  
HOME STREET – HOBSON STREET



- ### LEGEND:
- EXISTING PCC SIDEWALK/CURB
  - PROPOSED SIDEWALK
  - PROPOSED CURB & GUTTER / PCC VALLEY GUTTER
  - PROPOSED LANDSCAPE
  - PROPOSED DRIVEWAY APRON RESIDENTIAL/COMMERCIAL
  - PROPOSED ALLEY APRON COMMERCIAL/RESIDENTIAL
  - PROPOSED PEDESTRIAN RAMP
  - EXISTING TREE TO REMOVE (FADED IF TO REMAIN)
  - EXISTING FENCE
  - EXISTING EP
  - CITY RIGHT-OF-WAY
  - EXISTING SEWER MAIN
  - PROPOSED SEWER MAIN
  - EXISTING WATER MAIN W/SIZE
  - PROPOSED WATER MAIN W/SIZE
  - EXISTING OVERHEAD UTILITY LINE
  - EXISTING POWER POLE
  - PROPOSED FIRE HYDRANT
  - EXISTING FIRE HYDRANT
  - EXISTING SEWER MANHOLE
  - PROPOSED SEWER MANHOLE



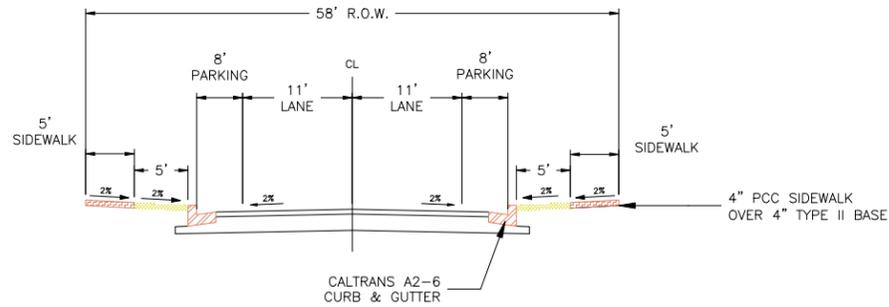
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**EASTERN SIERRA ENGINEERING**  
 CIVIL ENGINEERING & CONSTRUCTION SERVICES  
 4815 TOWNE DRIVE, SUITE A  
 RENO, NV 89521  
 PHONE: (775) 828-7280  
 FAX: (775) 828-7281

DESIGNED: DBB  
 DRAWN BY: DBB  
 APPROVED BY: SWJ  
 JOB NO: 011.08  
 SCALE: AS SHOWN  
 DATE: 10/31/08

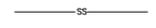
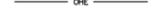
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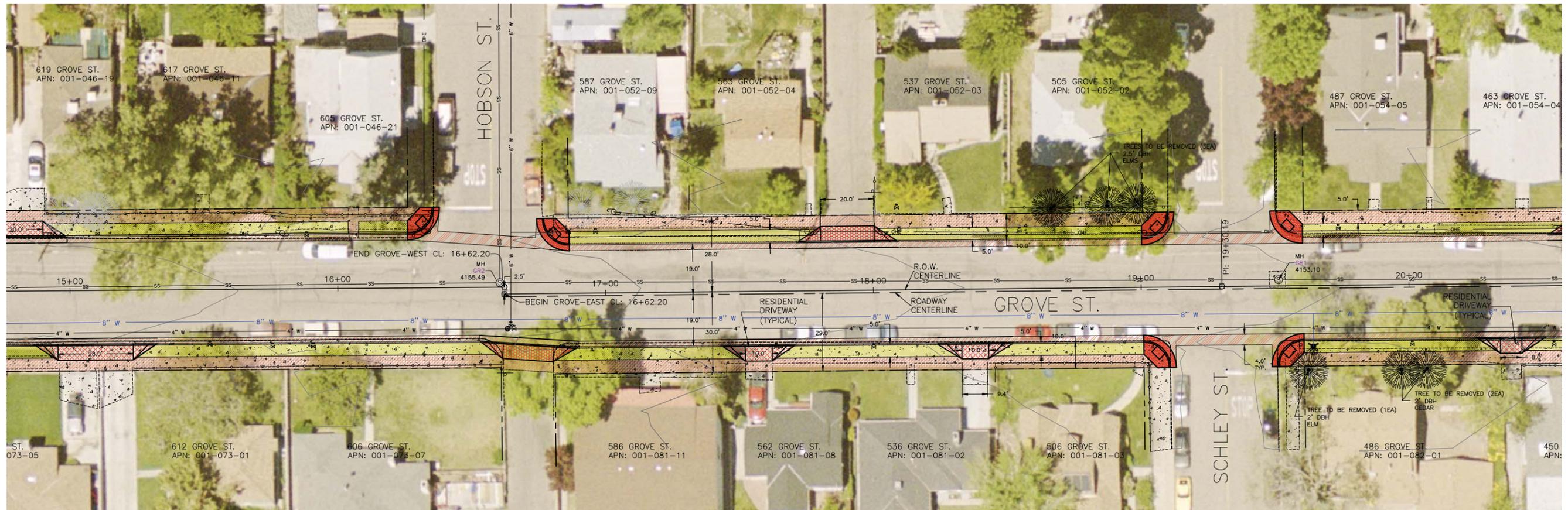
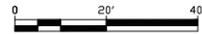
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 GROVE STREET PLAN VIEW  
 STATION 10+00 - 15+25  
 CITY OF BISHOP  
 377 WEST LINE STREET  
 BISHOP, CA 93514



RESIDENTIAL STREET SECTION  
HOBSON STREET – FOWLER STREET

**LEGEND:**

-  EXISTING PCC SIDEWALK/CURB
-  PROPOSED SIDEWALK
-  PROPOSED CURB & GUTTER / PCC VALLEY GUTTER
-  PROPOSED LANDSCAPE
-  PROPOSED DRIVEWAY APRON RESIDENTIAL/COMMERCIAL
-  PROPOSED ALLEY APRON COMMERCIAL/RESIDENTIAL
-  PROPOSED PEDESTRIAN RAMP
-  EXISTING TREE TO REMOVE (FADED IF TO REMAIN)
-  EXISTING FENCE
-  EXISTING EP
-  CITY RIGHT-OF-WAY
-  EXISTING SEWER MAIN
-  PROPOSED SEWER MAIN
-  EXISTING WATER MAIN W/SIZE
-  PROPOSED WATER MAIN W/SIZE
-  EXISTING OVERHEAD UTILITY LINE
-  EXISTING POWER POLE
-  PROPOSED FIRE HYDRANT
-  EXISTING FIRE HYDRANT
-  EXISTING SEWER MANHOLE
-  PROPOSED SEWER MANHOLE

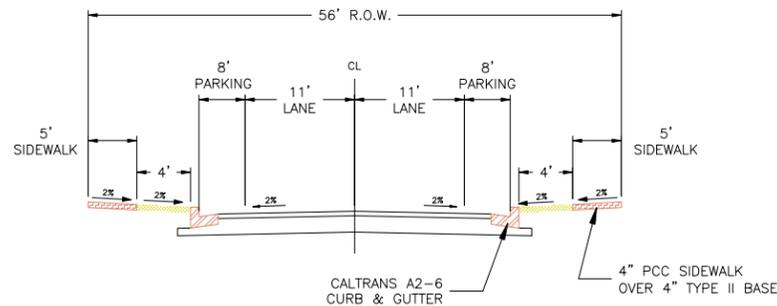


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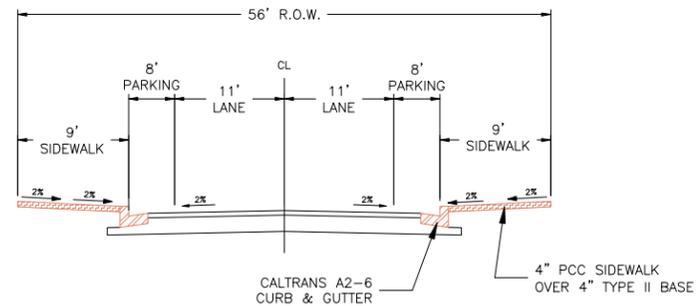
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**GROVE STREET PLAN VIEW**  
**STATION 15+25-20+25**  
**CITY OF BISHOP**  
**377 WEST LINE STREET**  
**BISHOP, CA 93514**

**EASTERN SIERRA ENGINEERING**  
 CIVIL ENGINEERING & CONSTRUCTION SERVICES  
 4815 TOWNE DRIVE, SUITE A  
 RENO, NV 89521  
 MAIN (775) 828-7280  
 FAX (775) 828-7281

Designed: DBB  
 Drawn By: DBB  
 Approved By: SWJ  
 Job No: 011.08  
 Scale: AS SHOWN  
 Date: 10/31/08

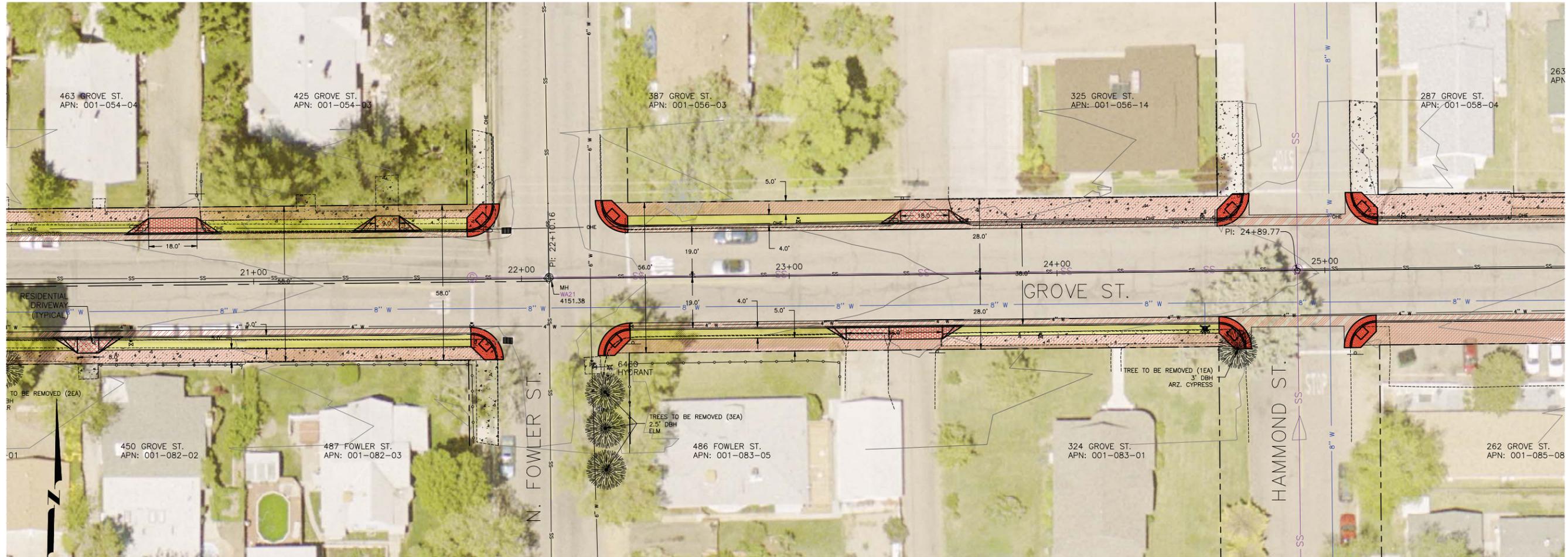


RESIDENTIAL STREET SECTION  
FOWLER STREET – HAMMOND STREET



COMMERCIAL STREET SECTION  
HAMMOND STREET – MAIN STREET

- LEGEND:**
- EXISTING PCC SIDEWALK/CURB
  - PROPOSED SIDEWALK
  - PROPOSED CURB & GUTTER / PCC VALLEY GUTTER
  - PROPOSED LANDSCAPE
  - PROPOSED DRIVEWAY APRON RESIDENTIAL/COMMERCIAL
  - PROPOSED ALLEY APRON COMMERCIAL/RESIDENTIAL
  - PROPOSED PEDESTRIAN RAMP
  - EXISTING TREE TO REMOVE (FADED IF TO REMAIN)
  - EXISTING FENCE
  - EXISTING EP
  - CITY RIGHT-OF-WAY
  - EXISTING SEWER MAIN
  - PROPOSED SEWER MAIN
  - EXISTING WATER MAIN W/SIZE
  - PROPOSED WATER MAIN W/SIZE
  - EXISTING OVERHEAD UTILITY LINE
  - EXISTING POWER POLE
  - PROPOSED FIRE HYDRANT
  - EXISTING FIRE HYDRANT
  - EXISTING SEWER MANHOLE
  - PROPOSED SEWER MANHOLE

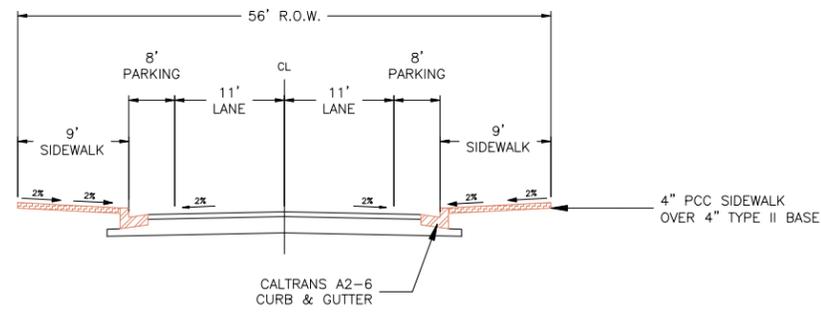


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**GROVE STREET SAFE ROUTE TO SCHOOLS**  
**GROVE STREET PLAN VIEW**  
 STATION 20+25 - 25+50  
 CITY OF BISHOP  
 377 WEST LINE STREET  
 BISHOP, CA 93514

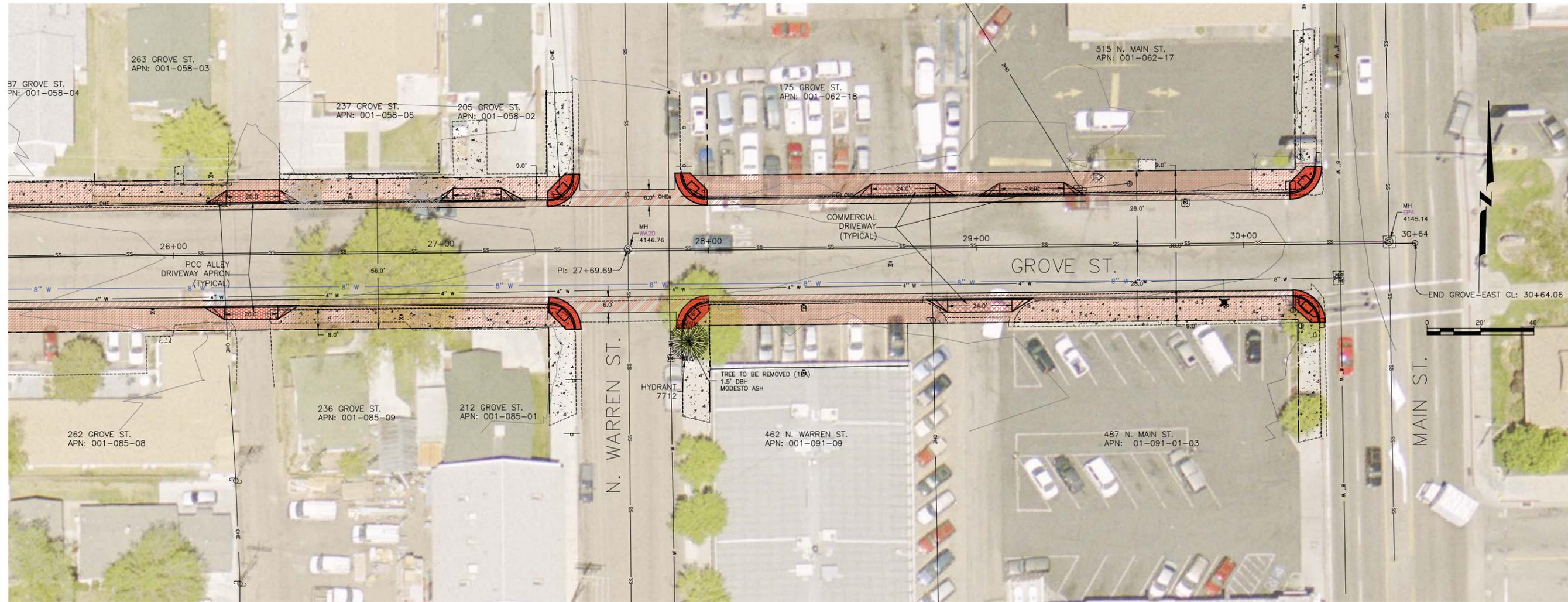
**EASTERN SIERRA ENGINEERING**  
 CIVIL ENGINEERING & CONSTRUCTION SERVICES  
 4815 TOWNE DRIVE, SUITE A  
 RENO, NV 89521

Designed: DBB  
 Drawn By: DBB  
 Approved By: SWJ  
 Job No: 011.08  
 Scale: AS SHOWN  
 Date: 10/31/08



COMMERCIAL STREET SECTION

- ### LEGEND:
- EXISTING PCC SIDEWALK/CURB
  - PROPOSED SIDEWALK
  - PROPOSED CURB & GUTTER / PCC VALLEY GUTTER
  - PROPOSED LANDSCAPE
  - PROPOSED DRIVEWAY APRON RESIDENTIAL/COMMERCIAL
  - PROPOSED ALLEY APRON COMMERCIAL/RESIDENTIAL
  - PROPOSED PEDESTRIAN RAMP
  - EXISTING TREE TO REMOVE (FADED IF TO REMAIN)
  - EXISTING FENCE
  - EXISTING EP
  - CITY RIGHT-OF-WAY
  - EXISTING SEWER MAIN
  - PROPOSED SEWER MAIN
  - EXISTING WATER MAIN W/SIZE
  - PROPOSED WATER MAIN W/SIZE
  - EXISTING OVERHEAD UTILITY LINE
  - EXISTING POWER POLE
  - PROPOSED FIRE HYDRANT
  - EXISTING FIRE HYDRANT
  - EXISTING SEWER MANHOLE
  - PROPOSED SEWER MANHOLE

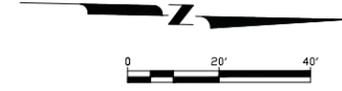
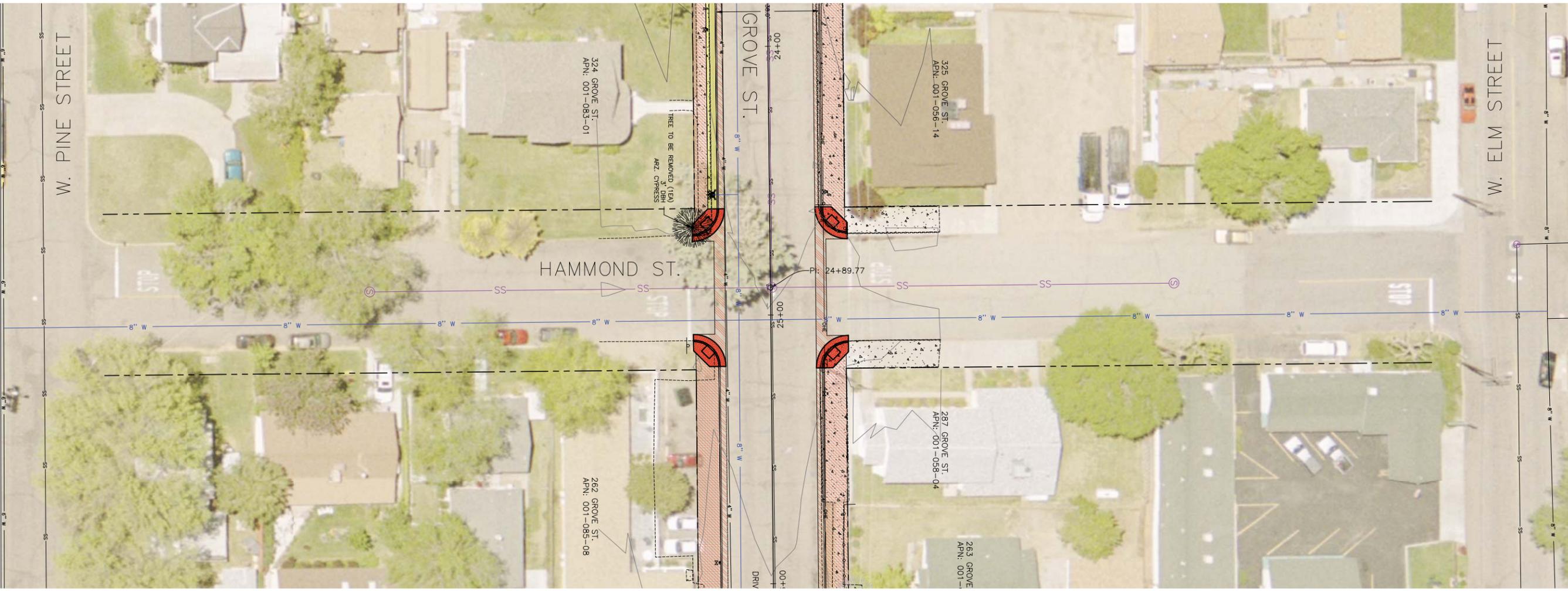


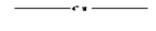
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**GROVE STREET SAFE ROUTE TO SCHOOLS**  
**GROVE STREET PLAN VIEW**  
**STATION 25+50-MAIN STREET**  
**CITY OF BISHOP**  
**377 WEST LINE STREET**  
**BISHOP, CA 93514**  
**CITY OF BISHOP**

**EASTERN SIERRA ENGINEERING**  
 CIVIL ENGINEERING & CONSTRUCTION SERVICES  
 4815 TOWNE DRIVE, SUITE A  
 RENO, NV 89521  
 MAIN (775) 828-7280  
 FAX (775) 828-7281

Designed: DBB  
 Drawn By: DBB  
 Approved By: SWJ  
 Job No: 011.08  
 Scale: AS SHOWN  
 Date: 10/31/08  
**SHEET No.**  
**4 OF X**



- ### LEGEND:
-  EXISTING PCC SIDEWALK/CURB
  -  PROPOSED SIDEWALK
  -  PROPOSED CURB & GUTTER / PCC VALLEY GUTTER
  -  PROPOSED LANDSCAPE
  -  PROPOSED DRIVEWAY APRON RESIDENTIAL/COMMERCIAL
  -  PROPOSED ALLEY APRON COMMERCIAL/RESIDENTIAL
  -  PROPOSED PEDESTRIAN RAMP
  -  EXISTING TREE TO REMOVE (FADED IF TO REMAIN)
  -  EXISTING FENCE
  -  EXISTING EP
  -  CITY RIGHT-OF-WAY
  -  EXISTING SEWER MAIN
  -  PROPOSED SEWER MAIN
  -  EXISTING WATER MAIN W/SIZE
  -

**EASTERN SIERRA ENGINEERING**

CIVIL ENGINEERING & CONSTRUCTION SERVICES  
 4815 TOWNE DRIVE, SUITE A  
 RENO, NV 89521  
 MAINT (775) 828-7280  
 FAX (775) 828-7281

**GROVE STREET SAFE ROUTE TO SCHOOLS  
 HAMMOND STREET PLAN VIEW  
 W. PINE TO W. ELM**

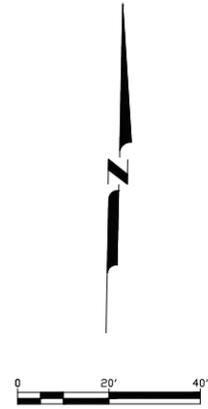
CITY OF BISHOP  
 377 WEST LINE STREET  
 BISHOP, CA 93514

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Designed: DBB  
 Drawn By: DBB  
 Approved By: SWI  
 Job No: 011.08  
 Scale: AS SHOWN  
 Date: 10/31/08

**SHEET No.**

**5 OF X**



- ### LEGEND:
- EXISTING PCC SIDEWALK/CURB
  - PROPOSED SIDEWALK
  - PROPOSED CURB & GUTTER / PCC VALLEY GUTTER
  - PROPOSED LANDSCAPE
  - PROPOSED DRIVEWAY APRON RESIDENTIAL/COMMERCIAL
  - PROPOSED ALLEY APRON COMMERCIAL/RESIDENTIAL
  - PROPOSED PEDESTRIAN RAMP
  - EXISTING TREE TO REMOVE (FADED IF TO REMAIN)
  - EXISTING FENCE
  - EXISTING EP
  - CITY RIGHT-OF-WAY
  - EXISTING SEWER MAIN
  - PROPOSED SEWER MAIN
  - EXISTING WATER MAIN W/SIZE
  - PROPOSED WATER MAIN W/SIZE
  - EXISTING OVERHEAD UTILITY LINE
  - EXISTING POWER POLE
  - PROPOSED FIRE HYDRANT
  - EXISTING FIRE HYDRANT
  - EXISTING SEWER MANHOLE
  - PROPOSED SEWER MANHOLE



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**GROVE STREET SAFE ROUTE TO SCHOOLS**  
**GROVE STREET PLAN VIEW**  
**STATION 3+30 - 10+00**

CITY OF BISHOP  
 377 WEST LINE STREET  
 BISHOP, CA 93514

**EASTERN SIERRA ENGINEERING**

CIVIL ENGINEERING & CONSTRUCTION SERVICES  
 MAIN: (775) 526-7280  
 4818 TOWN DRIVE, SUITE A  
 RENO, NV 89521 FAX: (775) 526-7281

Designed: DBB  
 Drawn By: DBB  
 Approved By: SWJ  
 Job No: 011.08  
 Scale: AS SHOWN  
 Date: 10/31/08

**APPENDIX B:  
Letters from Landowners Requesting  
Tree Removal**

---

SENT VIA FACSIMILE 760-873-4873

August 29, 2007

David Grah  
Public Works Director  
City of Bishop  
P.O. Box 1236  
377 W. Line St.  
Bishop, CA 93514

Grove Street Improvement Project/ 505 Grove St.

Mr. Grah:

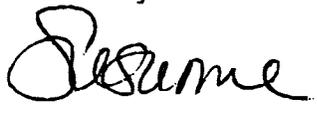
Thank you for taking the time to speak with me today regarding the Grove Street Sidewalk Improvement Project. Please allow this letter to serve as our support of the project to provide safer pedestrian access to and from Home Street. Many students walk in front of our home at 505 Grove Street on their way to and from classes.

Regarding the sidewalk improvements, we have some very old elm trees in front of our home directly adjacent to the sidewalk area. The root system of these trees has lifted up the sidewalk that is currently in place.

Should you deem it necessary, we support the City removing any trees on our property that are located in, or directly adjacent to, the public right-of-way to ensure the integrity and longevity of the public improvements the City will be constructing.

Thank you for your attention to this matter. I would appreciate you keeping us informed of your assessment of the situation as the project draws nearer.

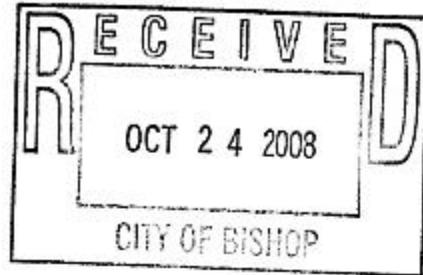
Sincerely



Susanne Parsons and Andres Rizo  
505 Grove Street  
Bishop CA 93514  
(760)872-4780

October 24, 2008

David Grah  
Director of Public Works  
City of Bishop  
377 West Line Street  
P.O. Box 1236  
Bishop, CA 93515



Dear Mr. Grah:

We request that the elm and two cedar trees that front our property located at 486 Grove Street be removed as part of the Grove Street Safe Route to Schools Project.

Thank you for your assistance.

Sincerely,

Delanie Bell  
Property Owner  
486 Grove Street  
Bishop, CA

APPENDIX C:  
City of Bishop Standards for Landscaping Within  
the Public Rights of Way

---

CITY OF BISHOP

STANDARDS FOR LANDSCAPING WITHIN THE PUBLIC RIGHTS-OF-WAY

1. The City of Bishop encourages landscaping public streets. These standards are intended to promote the organized development of healthy trees and landscaping within the public rights-of-way with minimal damage to curb, gutter, sidewalk, structures and utilities.

It is noted that in accordance with the Streets and Highway Code, property owners are responsible for all improvements between the property line and the curb line.

2. Root barrier shall be placed in locations shown on the standard drawings to a minimum depth of 18" below the surface. Root barrier shall be installed linear style or surround style as approved by the City. Mechanical root barrier shall be polystyrene plastic, or similar material, with added ultraviolet inhibitors, and a minimum wall thickness of 0.060". Chemical root barriers shall contain time-release chemicals that control root growth for a minimum of 12 years and shall be constructed to a minimum depth of 18" below the surface.. Chemical barriers shall be EPA registered and cleared for use in California; shall have an EPA toxicity classification of IV with an Oral LD 50 level greater than 5,000; and shall be on the list of barriers approved by the City of Bishop Department of Public Works. All barriers shall be installed in accordance with the manufacturers requirements and these standards.

3. Planter size shall be a minimum 4 ft square; or in a linear planter shall be a minimum 4 ft wide strip.

4. Planters shall be equipped with facilities for deep watering to establish deep root systems. Irrigation shall conform to City standards for water-efficient landscapes (Chapter 13.07 Bishop Municipal Code).

5. Tree well covers shall be used in areas zoned commercial unless waived in writing by the City. Covers shall be manufactured high density plastic or cast iron. Decorative brick may be used if approved by the City. In residential areas, tree well areas may be covered with dirt, gravel, bark, brick or commercial covers. Linear planting strips may use grass, potentilla or other landscaping approved by the City.



Approved By  
City Administrator  
*Andrew Boyd*  
MAY 29, 1996  
Date

Approved By  
City Engineer  
*Andrew Boyd*  
FEB 22, 1996  
Date

TREE STANDARDS

No.	Date	App.	Revision

Standard Detail No.  
**L-1**  
1 OF 5

6. Trees shall not be located within 15 ft of fire hydrants; 10 ft of curb returns, driveways or utility poles; or 5 ft of underground utility services.

7. All trees shall be staked until they are established and can stand alone. Stakes shall be located not to interfere with pedestrian or street traffic.

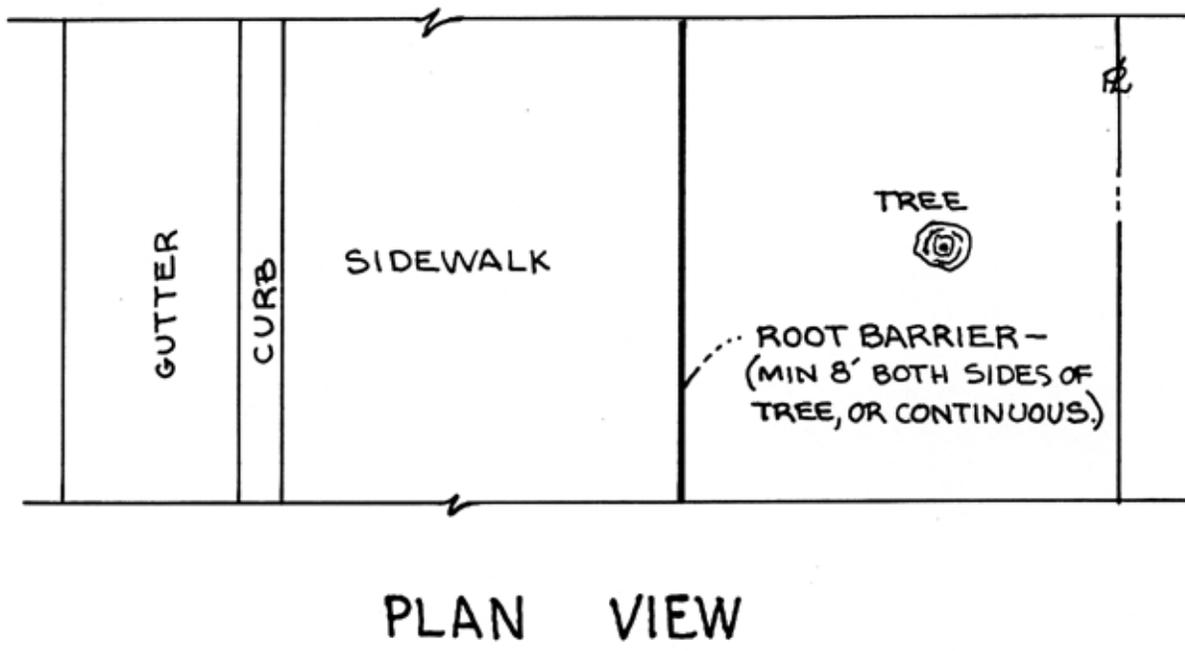
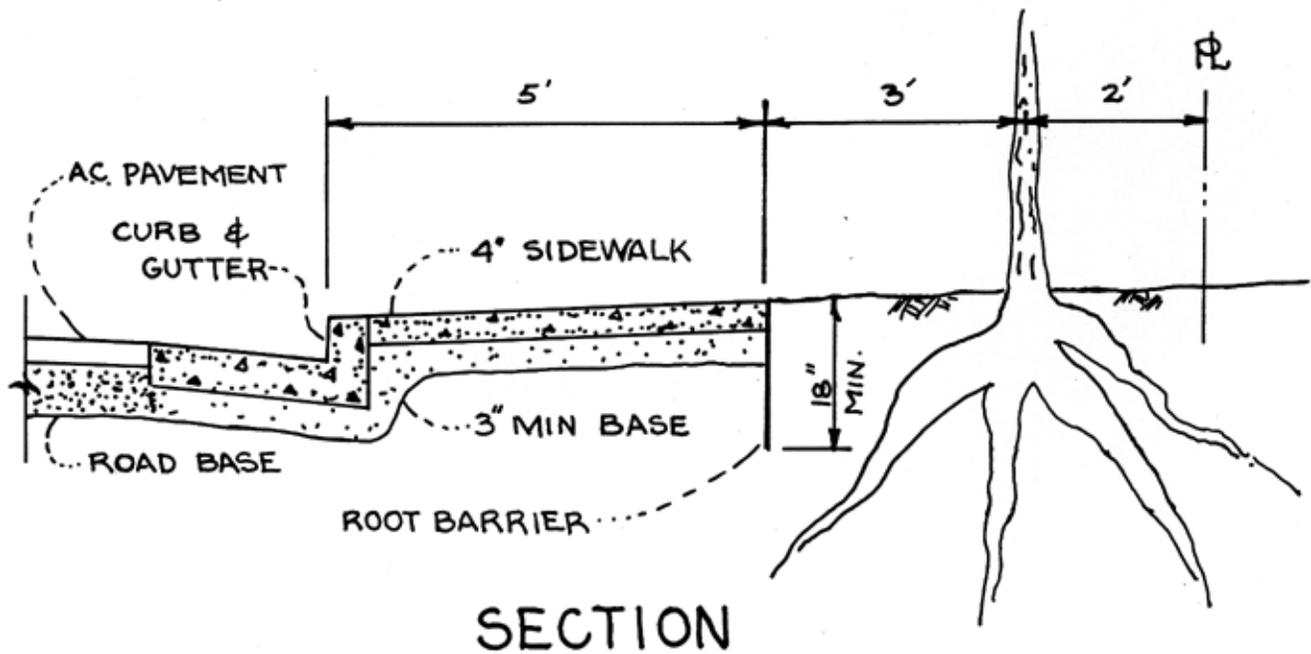
8. Trees that are acceptable for planting include:

- PYRUS calleryana "Bradford" (Flowering Pear)\*
- PRUNUS serrulata kwanzan (Flowering Cherry)\*
- PRUNUS cerasifera "Thundercloud" (Flowering Plum)
- PURNUS persica (Flowering Peach)
- ACER rubrum (Red Maple)\*
- ARBUTUS unedo (Strawberry Tree)
- CERCIS canadensis (Eastern Redbud)
- ROBINIA ambigua "Idahoensis" (Idaho Locust)
- PISTACIA chinensis (Chinese Pistache)

\* Not recommended for planting under power lines or telephone lines.

The above trees are suitable for street landscaping and will have minimal impact on public improvements and utilities if they are cared for properly. No other trees will be planted within the right-of-way unless approved in writing by the City.

	Approved By City Administrator <i>[Signature]</i> MAY 29, 1996 <small>Date</small>	TREE STANDARDS				
	Approved By City Engineer <i>[Signature]</i> FEB 22, 1996 <small>Date</small>					Standard Detail No.  <b>L - 2</b> 2 OF 5
		<small>No.</small>	<small>Date</small>	<small>App.</small>	<small>Revision</small>	



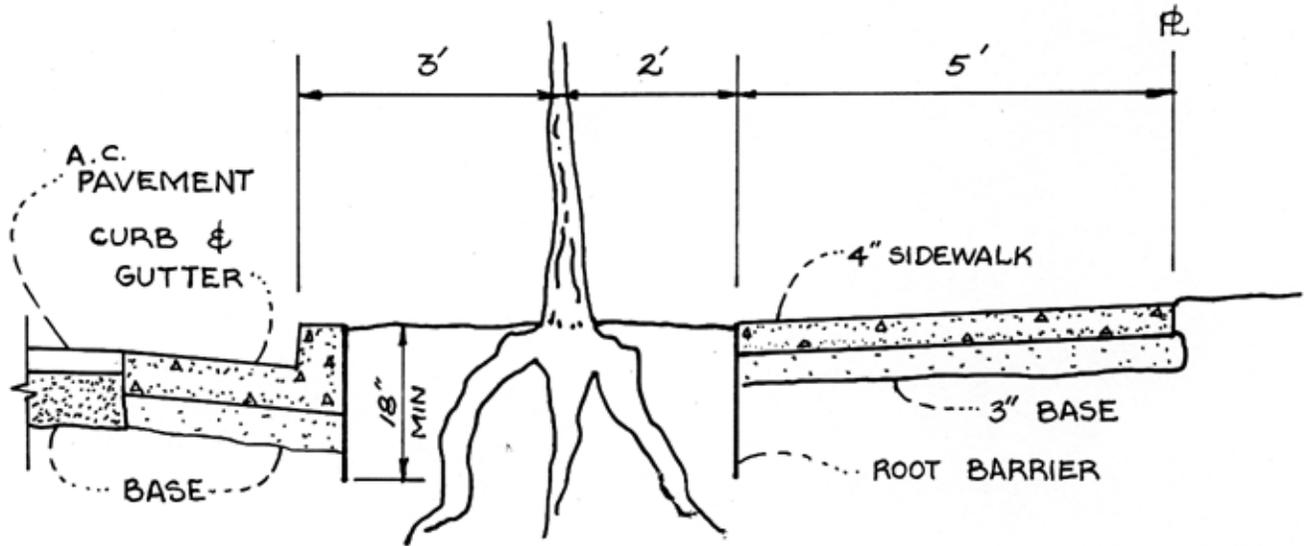
Approved By  
City Administrator  
*Philad...*  
Date  
MAY 29, 1996

Approved By  
City Engineer  
*Andrew Boyd*  
Date  
FEB 22, 1996

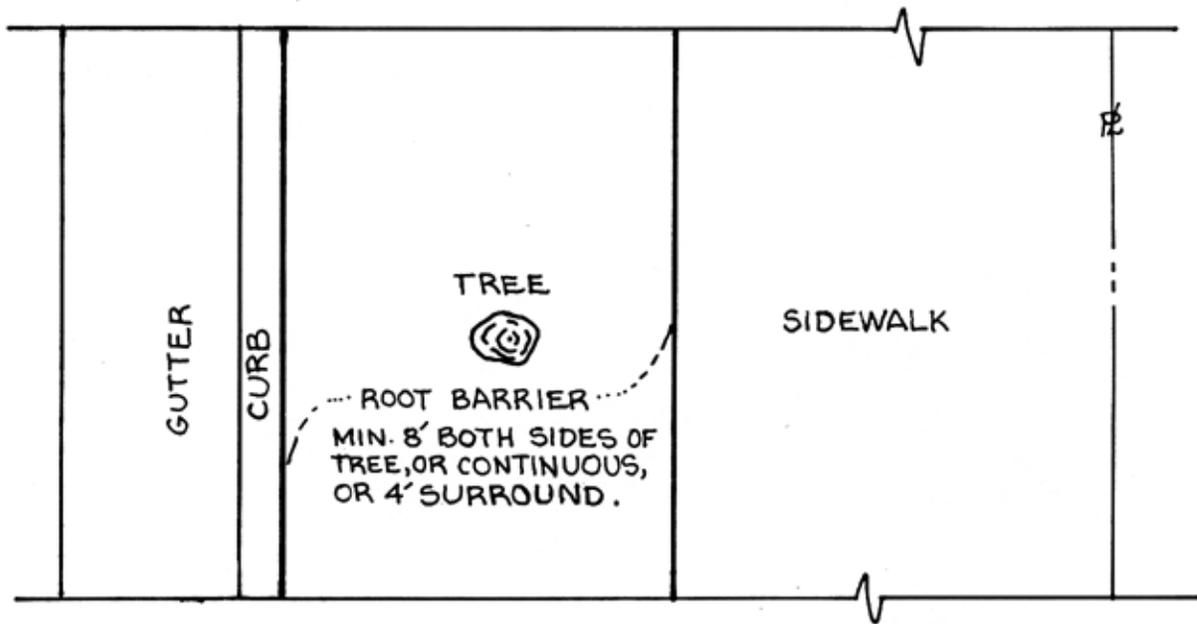
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No.	Date	App.	Revision

Standard Detail No.  
**L-3**  
3 OF 5



SECTION



PLAN VIEW



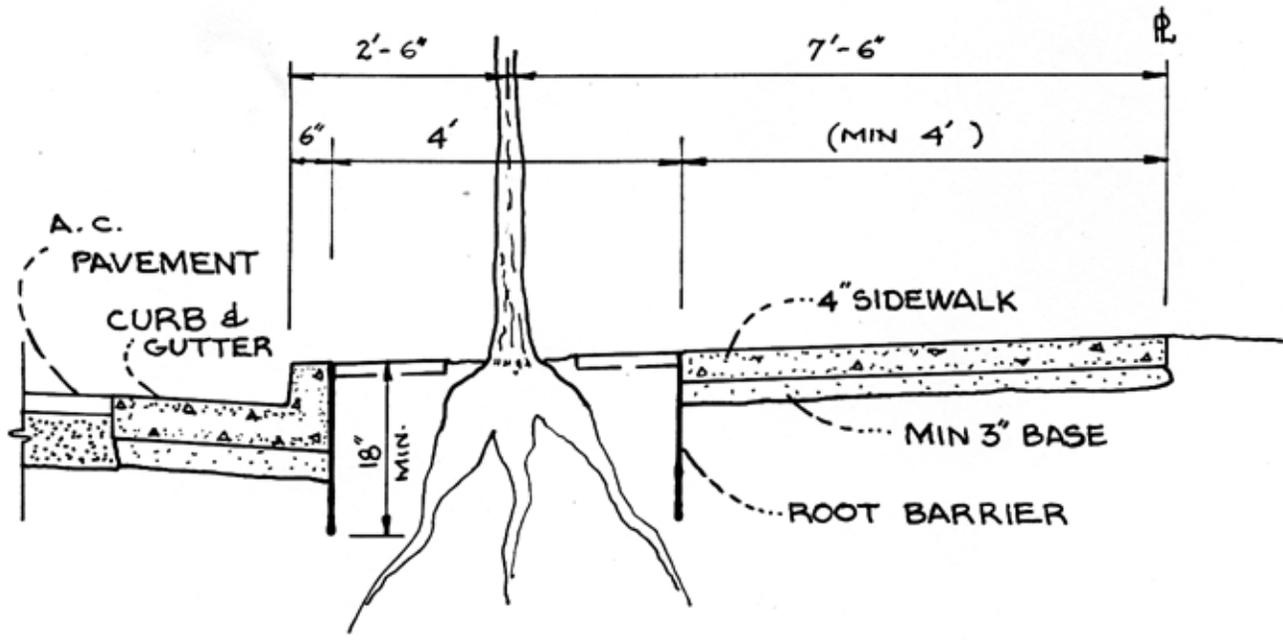
Approved By  
City Administrator  
*Robert...*  
Date  
MAY 29, 1996

Approved By  
City Engineer  
*Andrew Boyd*  
Date  
FEB 22, 1996

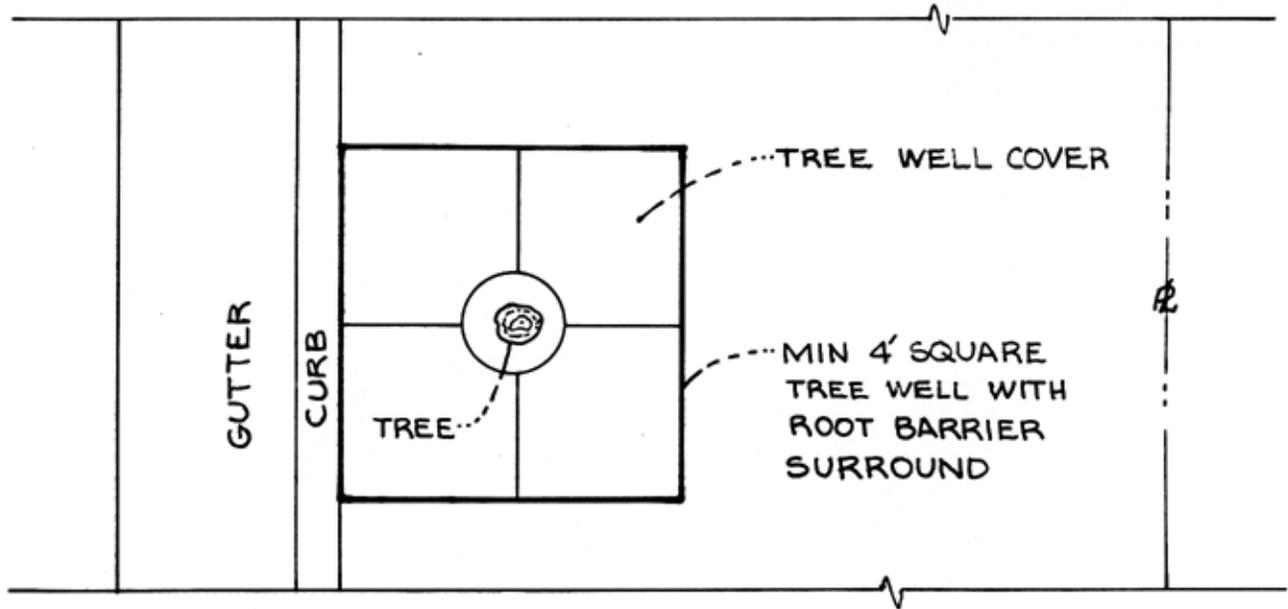
RESIDENTIAL TREE - TYPE 'B'

No.	Date	App.	Revision

Standard Detail No.  
**L-4**  
4 OF 5



SECTION



PLAN VIEW



Approved By  
City Administrator  
*[Signature]*  
Date  
MAY 29, 1996

Approved By  
City Engineer  
*[Signature]*  
Date  
FEB 22, 1996

COMMERCIAL TREE

No.	Date	App.	Revision

Standard Detail No.  
**L-5**  
5 OF 5



**APPENDIX D:  
Definition of Project APE for  
Sidewalk Improvements**

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## Definition of Proposed Study Area / Area of Potential Effect

The Bishop Safe Routes to School Grove Street Improvements will include pavement reconstruction, minor utility relocation, and the addition of bicycle lanes or pedestrian walkways between Main Street and Home Street in Bishop, California. This work would take place within the existing Grove Street right-of-way. Review of project plans and study area mapping reveals that 48 legal parcels line Grove Street. The street is mainly residential with commercial activities at the east end. The residences are set back from the road and most have existing sidewalks parallel to the street. About ten properties along the route do not have adjacent sidewalks. The Grove Street area developed in the twentieth century with a mix of homes from the first part of the century and the World War II era. A few commercial parcels are located at the east end of the project, adjacent to Main Street.

The proposed Study Area and/or Area of Potential Effect for historic architectural (built environment) resources for this project was designed in accordance with the Caltrans *Standard Environmental Reference* (SER) guidance for cultural resources, and the Programmatic Agreement between Caltrans, FHWA, ACHP, and California SHPO (PA). This guidance was applied in accordance with Caltrans' policy for state only projects: "compliance with CEQA and PRC §5024 follows the same procedures for level of effort, identification, evaluation, assessment of effects and developing mitigation measures as for federal undertakings."<sup>1</sup>

PA Attachment 3 addresses delineation of an Area of Potential Effects (APE) and states that "effects to be considered include, but are not limited to, physical damage or destruction of all or part of a property; physical alterations; moving or realigning a historic property; isolating a property from its setting; visual, audible, or atmospheric intrusions; shadow effects; vibrations; and change in access or use." An APE for cultural resources is also defined in 36 CFR 800.16 as the area in which "an undertaking may directly or indirectly cause alterations in the character or use of historic properties, if any such properties exist." The proposed Study Area and/or APE for this project includes the Grove Street right-of-way where all activities would occur. Staging areas will be on city property in the right-of-way, and the city will not need to acquire property for the project.

Consistent with PA Attachment 3 and 36 CFR 800.16, it does not appear to be necessary to include adjoining residential or commercial parcels in the Study Area / APE because the work will be within the city right-of-way and is not anticipated to physically affect any built environment resources. The Grove Street improvements will not alter the use of any of the properties along the route. The installation of sidewalks does not cause an alteration in the character of the neighborhood as over half of the properties currently have sidewalks. The proposed project will not cause any physical alterations or move any of the adjoining residences, commercial buildings, or structures. Reinstallation of driveway cuts as a component of the project will not cause any change in access. Indirect effects from potential changes in noise created by increased pedestrian and bicycle traffic

---

<sup>1</sup> Caltrans, *Standard Environmental Reference*, "Volume 2: Cultural Resources," Section 7.13, State Laws and Regulations, [http://www.dot.ca.gov/ser/vol2/chap7.htm#\\_Toc158796882](http://www.dot.ca.gov/ser/vol2/chap7.htm#_Toc158796882).

is not anticipated to affect the built environment. In fact, other traffic is expected to calm as a result of the improvements. Construction vibration from a project of this scale does not pose a threat to the built environment resources adjoining Grove Street. The visual impacts continue a theme established in the neighborhood that has existing sidewalks for a majority of the parcels. The sidewalks will not create any shadow effects or isolate the resources and the profile of the improvements is consistent with residential areas of Bishop in general and with this neighborhood. The proposed Study Area / APE, therefore, contains only the Grove Street right-of-way where construction activities will occur.

Figure 1: APE for Historic Resources - MAP 1



SOURCE: City of Bishop 2008, ESRI 2006, Inyo County 2007, and RMT, Inc. 2008

LEGEND

-  Sidewalk
-  Pavement
-  Planter
-  APE for Historic Resources



Figure 2: APE for Historic Resources - MAP 2



SOURCE: City of Bishop 2008, ESRI 2006, Inyo County 2007, and RMT, Inc. 2008

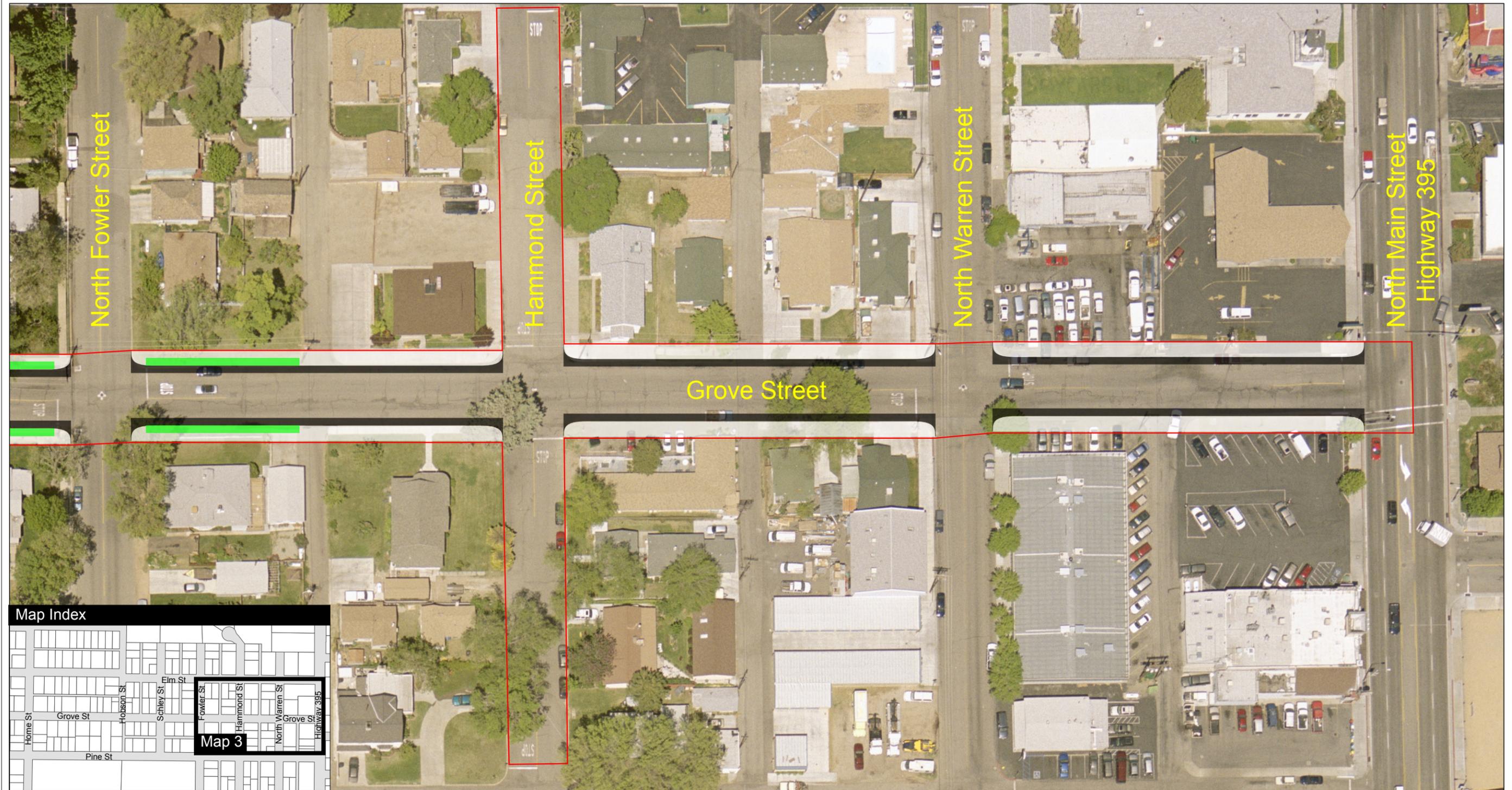
**LEGEND**

 Sidewalk	 Pavement
 Planter	 APE for Historic Resources





Figure 3: APE for Historic Resources - MAP 3



SOURCE: City of Bishop 2008, ESRI 2006, Inyo County 2007, and RMT, Inc. 2008

**LEGEND**

 Sidewalk	 Pavement
 Planter	 APE for Historic Resources





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