

City of Bishop Pine to Park Path

Initial Study/Negative Declaration

Draft

July 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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Negative Declaration

Introduction

The City of Bishop Department of Public Works (City) has assessed the potential environmental impacts of the proposed approximately 1,000-foot-long paved pedestrian and bicycle path through Bishop City Park. The project is located in the City of Bishop, Inyo County, California.

This Negative Declaration (ND) has been prepared pursuant to the California Environmental Quality Act (CEQA) based on the assessment presented in the City of Bishop Pine to Park Path Initial Study (attached).

Project Overview

The City of Bishop is proposing to construct an approximately 1,000-foot-long paved pedestrian and bicycle path. The path would extend from the north end of an existing alley just north of East Pine Street and east of North Third Street to the existing paved path in the park near the intersection of Spruce Street, in Bishop, California.

The purpose of the proposed project is to provide a safe, all-weather bicycle and pedestrian connection between the neighborhood located south of the park and Bishop City Park. The need for the proposed project is to provide north and south access for pedestrians and bicyclists between North Main Street and Hanby Street to the Bishop City Park. The current lack of access between these streets requires park visitors to take longer, less desirable routes, to forgo trips to the park, or drive to the park.

Environmental Determination

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 on the environment. No additional mitigation is required.

Contact Person

David Grah
Director of Public Works

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



Signature

July 10, 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, California is proposing to construct an approximately 1,000-foot-long paved pedestrian and bicycle path. The path would extend from the north end of an existing alley just north of East Pine Street and east of North Third Street to the existing paved path in the park near the intersection of Spruce Street in Bishop.

The purpose of the proposed project is to provide a safe, all-weather bicycle and pedestrian connection between the neighborhood located south of the park and Bishop City Park. The need for the proposed project is to provide north and south access for pedestrians and bicyclists about midway between North Main Street and Hanby Street to the Bishop City Park. The current lack of access between these streets requires park visitors to take longer, less desirable routes, to forgo trips to the park, or drive to the park. The project is also consistent with anticipated park development.

1.1.2 Project Funding

The project is funded by a Federal Highway Administration (FHWA) Transportation Enhancement (TE) grant. TE grants are federal grants for projects that relate to the intermodal surface transportation system in function, proximity, or impact. TE grants can provide funding for a stand-alone project or can be implemented as part of an on-going larger transportation project. The TE grant was awarded to the City of Bishop as a standalone project.

1.1.3 Project Location

The project area is located between East Pine Street and Spruce Street, east of North Third Street in the City of Bishop, California (Figures 1.1-1 and 1.1-2). The project is located within the City of Bishop's City Park. The proposed project would be located within a portion of the park that is leased to the City by the Los Angeles Department of Water and Power (LADWP). Some work may also be located in the right of way of the alley on the southern end of the path.

Approximately 600 feet of the southern end of the path would be located primarily along an existing sewer line. 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

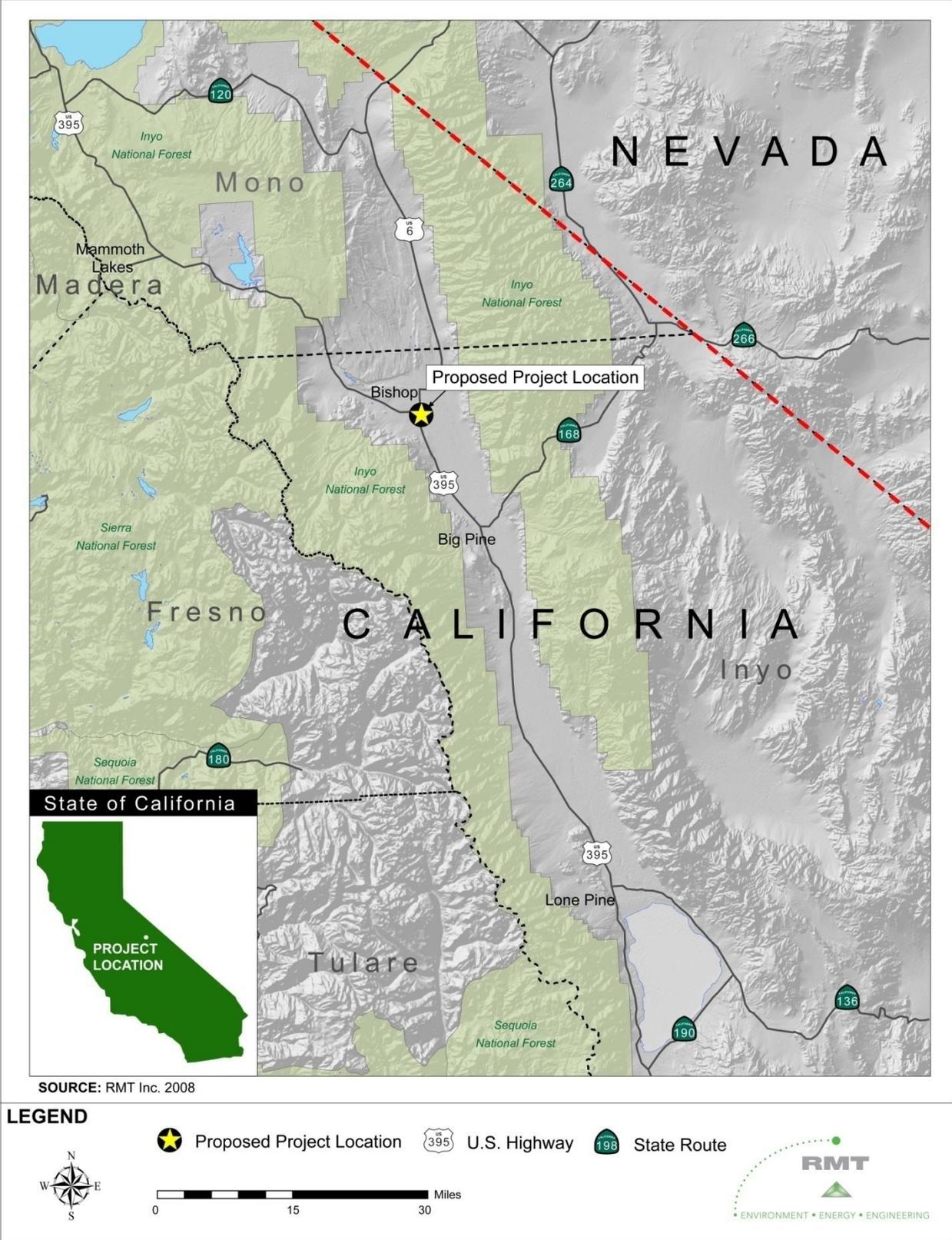


Figure 1.1-2: Bishop Pine to Park Path Location



SOURCE: City of Bishop 2009 and RMT Inc. 2009

LEGEND



 Pine to Park Preferred Project Alignment

 City Boundary

 U.S. Highway

 State Route



1.2 Project Description

1.2.1 Description of Paved Path

The proposed paved bicycle and pedestrian path would be approximately 1,000 foot long and would be divided into two 4-foot wide paved lanes.

The path could be paved with Portland cement, colored, or “plastic” pavement with a constant 2 percent crowned or straight sloped cross section (shown in Figure 1.2-1). The path would expand from the north end of an existing alley and would continue through the Bishop City Park to the east of an existing fence and over an existing sewer line for 600 feet of its extent. The path could be set back from the existing fence line 3 to 8 feet or more to provide for possible drainage, screening vegetation and landscaping, or meandering of the path.

The path would have 3-foot-wide unpaved shoulders along the lanes made of aggregate base. The path could include a swale along its western edge and culverts underneath to conduct the storm water to the east side of the path. Removable bollards may be installed at the entrance of the path to prevent access by larger vehicles, except for emergency and City service vehicles (Figure 1.2-2). Bollards may also be installed along the length of the path. The potential bollards would be approximately 43 inches tall. Low profile path lighting could be included in the project, which could be incorporated within the bollards or may take some other form. A “way-finding sign” would also be installed at the southern entrance of the alley and northern entrance of the paved pathway (Figure 1.2-2).

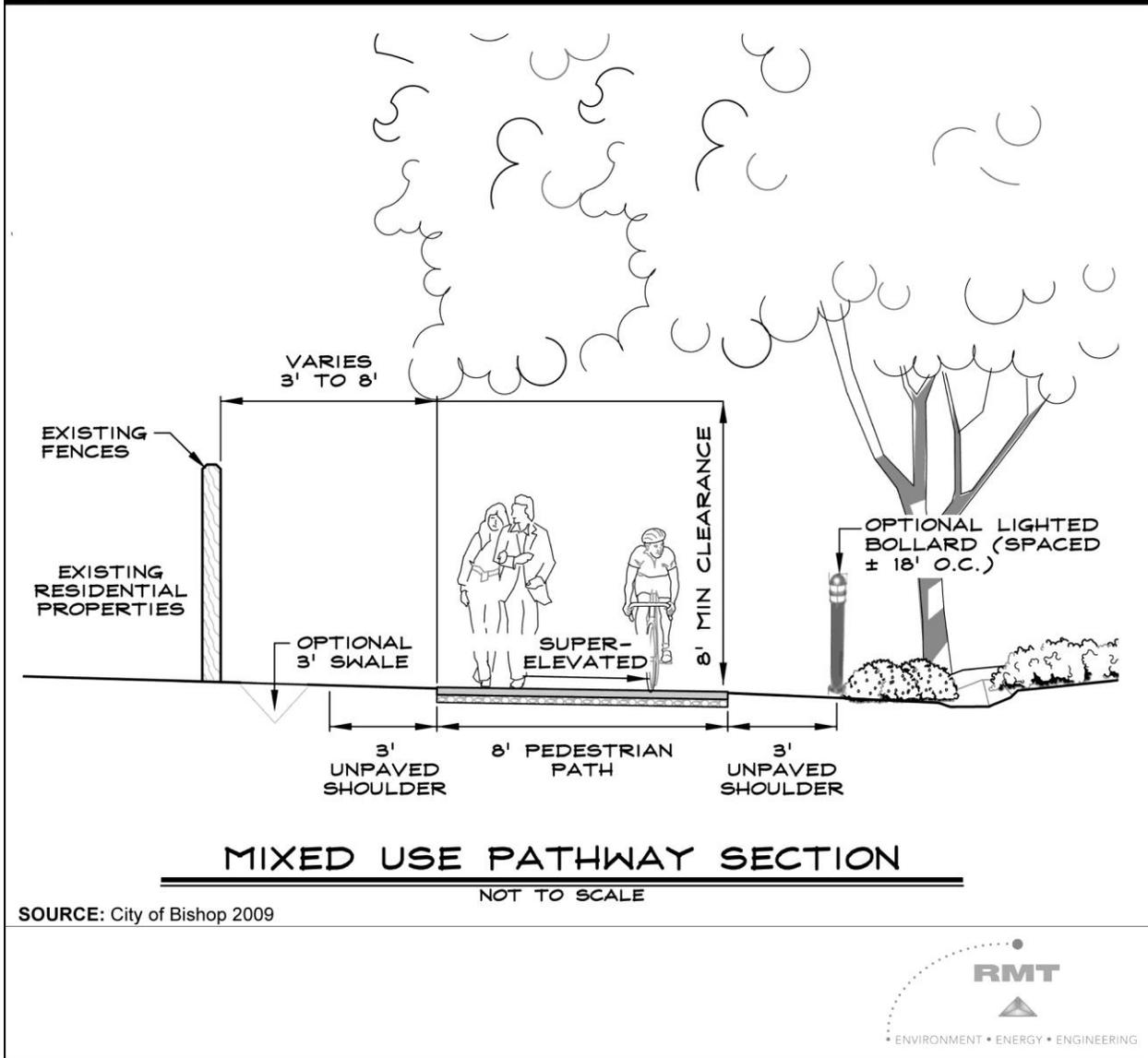
The preliminary plans for the entire path and its features are shown in Figure 1.2-3. The alignment of the path has not been finalized and it may include some meanders for aesthetics as well as addition setbacks from the surrounding private property (not shown in Figure 1.2-3). The setbacks may be developed in conjunction with landscaping and screening. An alternative extension off the north entrance of the path may also be included.

1.2.2 Construction Methods

Removal of Existing Features

An existing gate, shed, propane tanks, and fences would need to be removed or relocated from the southern entrance of the paved pathway. One tree would also be removed. The tree is a catalpa tree with a diameter of approximately 30 inches. The tree would be cut down and the main root ball would be removed with a backhoe or similar equipment. 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. Three new trees would be planted to compensate for the loss of the tree. The new trees would be planted in the park and would be

Figure 1.2-1: Path Cross Section



native species or species consistent with the development of an arboretum in the park. They may be planted near the path or elsewhere in the park. The tree to be removed would be inspected within 5 days of removal to ensure that there are no active nests in the trees. If an active nest is located, the tree would be removed once the fledglings have left the nest, as verified and approved by a qualified biologist. Meanwhile, a construction buffer would be established around the tree until nesting activities have ended (breeding bird season occurs from March 1st through September 15th for most migratory birds, and from February 1st for raptors). The size of the buffer would determine by a qualified biologist to prevent impacts. No construction activity would be allowed within the buffer until the nesting birds have left the nest, as verified by a qualified biologist.

Figure 1.2-2: Example of Bollards and Path Signage



PROPOSED
WAY-FINDING SIGN



LIGHTED BOLLARD
WITH SPACE 18' O.C.
(HARD WIRED OR
SOLAR POWERED)

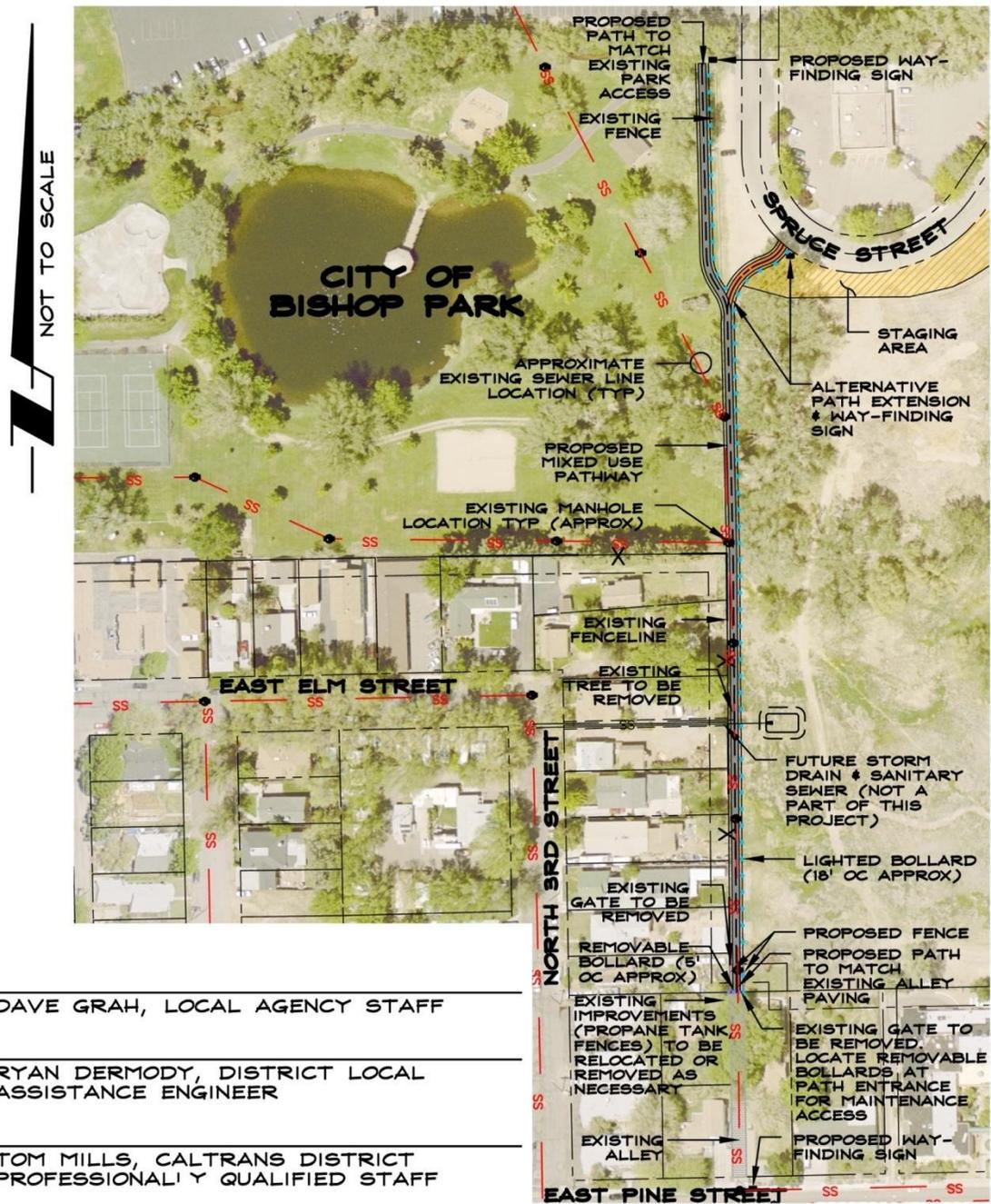
PROPOSED LIGHT COUNT

LIGHTED BOLLARD	=	57
REMOVABLE BOLLARD	=	3

SOURCE: City of Bishop 2009



Figure 1.2-3: Proposed Path and Associated Features



SOURCE: R.O. Anderson 2009



the removed trees, they are safely handled and moved to an appropriate location. No parking is currently permitted in the alley or along the area where the path is proposed to be located. The alley is currently used as a utility corridor to access the utilities that serve the residences that are located along the alley. The alley would also be used as a public access way to the City Park once the project is complete.

Construction of Path and Associated Features

Construction of the paved path would vary depending on location. The path would extend off of the north end of an existing alley. The entire path would be located on currently vegetated area and construction would involve vegetation removal (clearing and grubbing) across the entire construction area. Approximately 1-foot of soil would be removed during this process.

Excavated soils could be reused on-site as fill. Several hundred cubic yards of excavation is anticipated. After subgrade is achieved, aggregate base for the shoulders and the path would be installed and then pavement placed. Bollards would likely be placed after paving is completed.

Types of equipment that may be necessary to make the improvements identified include a jackhammer, loaders, backhoes, a dump truck, a concrete truck, concrete pumping equipment, various hand tools, and other similar equipment. All equipment powered by internal combustion engines would be properly maintained.

The construction area would be kept safe from park visitors. Signs would be posted in the areas of construction to detour pedestrians around construction sites.

Construction would be limited to between the hours of 7 am to 7 pm. A primary contact for the contractor would be designated to be responsible for responding to any complaints about construction noise. The City would notify all residences along the pathway affected by the proposed project within 30 days of construction. The notification would provide the dates and times of construction, and include the hotline for noise complaints. The contact would 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. Contractors would also be required to use properly maintained equipment and mufflers, as appropriate. Construction on Memorial Day and Labor Day weekends would be avoided as these are days of high usage of the park, unless the construction site was safe and presentable and park access was maintained.

Approximately 5 to 15 workers would be required to build the project. The project would take approximately 6 to 8 weeks to complete. Construction would likely occur in 2010 although a specific date has not been established. The construction contractor would be provided with information regarding small potential for discovery of cultural resources. General terms would

be included in construction contracts to ensure that there would be no impacts to previously undiscovered cultural resources.

1.2.3 Permitting

The project would have no direct impact on wetlands, waterways, or on a state or federally listed threatened or endangered species. The project would not require any right-of-way permits. LADWP permission may be required. No additional approvals or permits beyond approval of the project by the City and the California Department of Transportation (Caltrans) are required. Notice would be given to the public of the hours of construction and the restrictions on parking.

1.3 Project Proponent

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

1.4 Environmental Review

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 document is prepared in accordance with CEQA and the CEQA Guidelines. This Initial Study will also be used in support of a Negative Declaration when considering the approval of the project.

The federal TE funding requires that the environmental effects of the actions proposed under the TE grant be subject to the National Environmental Policy Act (NEPA). The NEPA analysis must be conducted prior to the time that TE grants will be used. Caltrans acts on behalf of the FHWA as the lead NEPA agency. Caltrans has performed a Preliminary Environmental Study (PES) and determined that environmental review could be covered under a Categorical Exclusion with Studies. The Categorical Exclusion with Studies would be completed prior to use of TE monies in Phase II of the project.

1.5 General Plan Designation

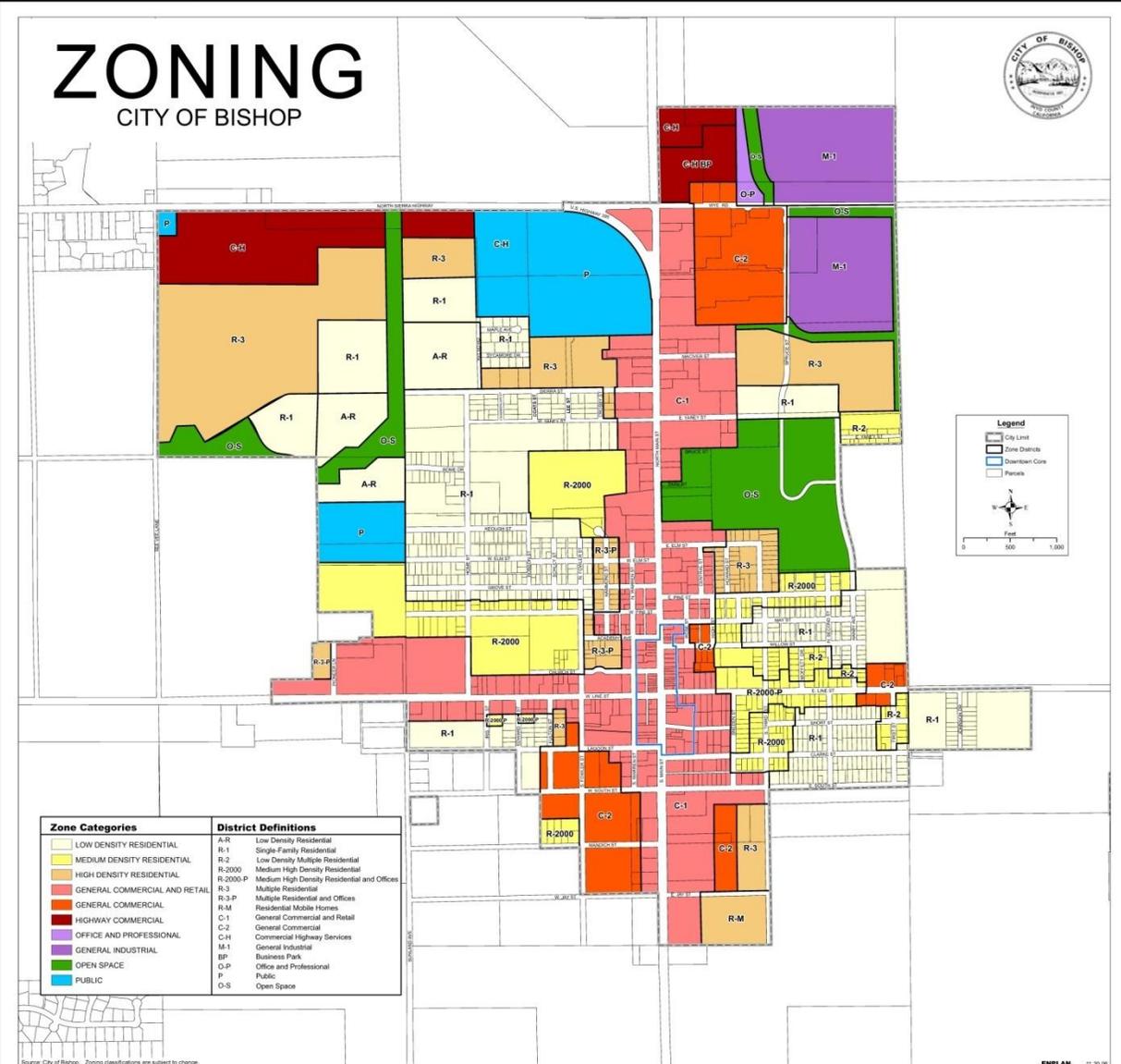
The project area is located within the City of Bishop's City Park. LADWP leases a majority of the project area to the City. The City owns the remaining portion of the project area. The land is designated as Parks and Open Space land use and zoned as Open Space (O-S) as defined in the City of Bishop Municipal Code, Chapter 17.72. The proposed path (from East Pine Street to Spruce Street), is immediately surrounded by the following land uses:

- R-1: Single-Family Residential

- R-3: Multiple Residences
- R-2000: Medium High Density Residential

City of Bishop streets and alleys are not zoned. East Pine Street is recognized as a “Neighborhood Collector” street in the Circulation chapter of City of Bishop’s General Plan (City of Bishop 1993). Spruce Street is not categorized by the Circulation chapter of City of Bishop’s General Plan (City of Bishop 1993). Figure 1.5-1 shows a sketch of the City of Bishop Zoning.

Figure 1.5-1: City of Bishop Zoning Sketch



SOURCE: City of Bishop 2007



Chapter 2: Environmental Setting

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 (USCB 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 surrounding the park were developed with single and multiple family structures in the early 1900s.

The proposed project is to construct a paved pedestrian and bicyclist pathway between East Pine Street and Spruce Street. The path will provide a safe all-weather access between developed areas north and south and the Bishop City Park. Approximately 600 feet of the southern end of the path has been designed primarily along an existing sewer line.

2.2 Human Environment

2.2.1 Land Use

The proposed project is located in designated Parks and Open Space land use and zoned as Open Space (O-S) as defined in the City of Bishop Municipal Code, Chapter 17.72. The project area is immediately surrounded by residential land uses and properties zoned R-1 (Single-Family Residential), R-3 (Multiple Residential), and R-2000 (Medium High Density Residential). East Pine Street is identified as a “Neighborhood Collector” street in the Bishop General Plan (City of Bishop 1993).

A portion of the project is located on LADWP property that is leased to the City of Bishop and used as Bishop City Park. The remaining portion of the project is located on land owned by the City of Bishop.

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 (PM₁₀) 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 particulate matter concentrations near the project site. The project site has attainment status by federal standards and non-attainment status by state standards for PM₁₀ (Ono 2007). The GBUAPCD does not monitor air quality in Bishop (GBUAPCD 2009). However, the Bishop Paiute Tribe monitors concentrations of PM₁₀ and particulate matter less than 2.5 microns in size (PM_{2.5}) at a station located outside of Bishop city limits (50 TuSu Lane). High PM₁₀ 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_{2.5}; attainment for carbon monoxide, hydrogen sulfide, lead, sulfates, sulfur dioxide, and nitrogen dioxide; and non-attainment for PM₁₀.

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

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. Examples of mobile sources include automobiles, trucks, airplanes, buses, motorcycles, and other vehicles. Fixed source examples include power equipment, industrial plants, construction equipment and other activities such as rock concerts, and group recreational activities. There are three noise sources of particular concern in the City of Bishop (City of Bishop 1993):

- Streets and highways
- Eastern Sierra Regional Airport
- Noise emitted from non-residential use areas

The main sources of noise in the project area are noises generated at the Bishop City Park and airplane noise. The proposed path would bisect the Bishop City Park. The noise levels around the park are very low and typical of an urban residential environment.

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

Table 2.2-1: Inyo County Federal and State Air Quality Attainment Status					
Pollutant	Average Time	Federal Standards	Federal Attainment Status	California Standards	California Attainment Status
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 ₁₀	Annual 24-Hr.	50 µg/m ³ 150 µg/m ³	Attainment for areas north of Big Pine (including project site)	20 µg/m ³ 50 µg/m ³	Non-Attainment
PM _{2.5}	Annual 24-Hr.	15 µg/m ³ 65 µg/m ³		12 µg/m ³ –	Unclassified
Lead	30-Day Monthly	– 1.5 µg/m ³	NA	1.5 µg /m ³ –	Attainment
ppm = parts per million µg/m ³ = micrograms per cubic meter N/A = not available					

SOURCE: CARB 2008

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 on noise related to construction for a single event is 86 dB. Noise sources in the general project vicinity are mainly produced from passing cars and standard residential noises.

2.2.4 Traffic and Transportation

East Pine Street has been identified in the Circulation chapter of the City of Bishop General Plan as a “Neighborhood Collector” street. The East Pine Street segment is also considered local bikeway in the General Plan. Spruce Street is not identified as a significant collection street or bikeway (City of Bishop 1993). The alley north of East Pine Street and east of North Third Street is currently used as a utility corridor and provides access to residences that are located along the alley.

Hanby Street and the portion of North Main Street directly west of the proposed project area are identified in the Inyo County Collaborative Bikeways Plan as Proposed Class II or II Bike Facilities. The proposed project path is also identified in Inyo County Collaborative Bikeways Plan as a Proposed Class I Bike Facility (Inyo County 2008).

No parking is currently permitted within the alley or along the area in which the path is proposed.

2.2.5 Hazards and Hazardous Materials

The Pine to Park Path project's main hazards concern is pedestrian and bicyclist safety en route to the Bishop City Park. The current routes to the park from the surrounding areas include routes along North Main Street, Hanby Street, and an unpaved path from North Second Street. North Main Street is an indirect route with sidewalks. Bicyclist area prohibited from using the sidewalk and the road shoulder is inadequate for bicycle use. Bicyclists using Main Street are forced to cross the busy highway traffic twice, which presents safety issues for families and children. Hanby Street is an indirect path and does not have sidewalks available for pedestrians. The unpaved path is unimproved and can be impassable for pedestrians and cyclists when wet.

There are no hazardous material sites or releases listed in the Toxic Release Inventory (DTSC 2009a) in the City of Bishop. A search of the Department of Toxic Substances Control (DTSC) EnviroStor website (DTSC 2009b) 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 19th and 20th 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

Bishop was first settled by Europeans in the 1860s. 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 was 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 communities with an economy based on tourism, recreation, and government. 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 (Southern California Edison's Plant Three), 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, and is on the State Register (City of Bishop 2005). 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 project 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 project area 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 A-P Earthquake Fault Zoning Program (Hart and Bryant 1999). The proposed project components do not cross these designated fault hazard zones.

2.3.2 Hydrology

There are no waterways that intersect with the proposed pathway. The nearest waterway is the South Fork of Bishop Creek. The natural course for the South Fork of Bishop Creek is located near the project site. The creek was historically diverted to the east near Spruce Street. The northern portion of the proposed project likely crosses what was once a fork of the creek. 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 Owens River or Big Pine Canal.

East Pine Street and the southern portion of the proposed work 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. Spruce Street and the northern portion of the proposed work is located in an area that is mapped as "Zone B". Zone B is identified as the area between limits of the 100-year flood and 500-year flood; certain areas subject to 100-year flooding with average depths less than 1 foot or where the contributing drainage area is less than one square mile; or areas protected by levees from the base flood (FEMA 2009).

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. Vegetation provides little to no habitat for wildlife other than common rodents and species found in urbanized areas, with the exception of one non-native tree. The tree located in the project area is a catalpa tree and has an approximately 30-inch diameter. The tree could potentially be used by nesting or roosting birds and bats. Wildlife species that occur in Bishop City Park are generally common species such as lizards, rodents, lagomorphs (e.g., rabbits), and common birds. It does not provide a migration corridor for species such as elk or deer because it is an urbanized area. The vegetation of the project area is mowed annually and is dominated by salt grass (*Distichlis spicata*). Other plant species in the project area include showy milkweed

(*Asclepias speciosa*), Russian thistle (*Salsola tragus*), yellow rabbit brush (*Chrysothamnus viscidiflorus*), and sunflower (*Helianthus petiolaris* ssp. *petiolaris*).

Special Status Species

A search of the California Natural Diversity Database (CNDDDB) was performed for the Bishop 7.5 minute quadrangle. Seven plant species and ten wildlife species were identified as occurring within the quadrangle. Two animal species have potential for occurring at the project site, based on previous sightings 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
Plants			
Hall's meadow hawkbeard <i>Crepis runcinata</i> ssp. <i>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 This habitat does not occur onsite
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 This habitat does not occur on-site.
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 The project area includes disturbed park habitat and there is no sagebrush scrub in the project area.
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.
Plants			
Hot springs fimbriatylis <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. The vegetation in the project area is routinely disturbed.

Table 2.3-1 (continued): Special Status Wildlife Species Found in the Bishop Quadrangle

Name	Listing Status	Habitat Affinity	Potential to Occur on-site
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 is no shadscale scrub in the project area. The area is disturbed.
Fish			
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</i> ssp. 2	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.
Mammals			
Western 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 jackrabbit.
Owens Valley vole <i>Microtus californicus vallicola</i>	Federal: None State: None Other: BLM: Sensitive; DFG: Species of Special Concern	Occupy wetlands and lush, grassy meadows where soil is friable for burrowing, and where there are grasses, sedges, and herbaceous plants for food. They are also found in irrigated pastures and alfalfa fields.	Low Occurrences of the Owens valley vole are located east of the project area although the urbanized park environment is not preferred habitat.
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.

Table 2.3-1 (continued): Special Status Wildlife Species Found in the Bishop Quadrangle

Name	Listing Status	Habitat Affinity	Potential to Occur on-site
Birds			
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.	Low Occurrences of spotted bat are located near the project area although the urbanized environment is not preferred habitat.
Bank Swallow <i>Riparia riparia</i>	Federal: None State: Threatened Other: IUCN: Least Concern	This species roosts on logs, shoreline vegetation, and telephone wires. Feeding occurs over open riparian areas, brushland, grassland, wetlands, water, and cropland.	None The project area does not include habitat suitable for the bank swallow.
Prairie Falcon <i>Falco mexicanus</i>	Federal: None State: None Other: DFG: Watch List; IUCN: Least Concern; USFWS: Birds of Conservation Concern	The species is a yearlong resident to the area. Habitat of the species requires sheltered cliff ledges for cover.	None The project area does not include habitat suitable for the bank swallow.
<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; CNPS 2009

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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 is located within an established city park. The park contains many features including tennis courts, a skateboarding and bike park, a community pool, a pond with a dock and gazebo, and playground set. There is currently a network of paved pedestrian paths that interconnect the park features to the Spruce Street entrance and parking lot, and the Park Street entrance and parking lot. The proposed project includes a paved path, which could include bollards, to be located along an existing fence line. Residents adjacent to the proposed project may be sensitive to the additional visual elements, including the presence of people using the path and the potential lighting along the path. The additional visual elements would have a less than significant impact on a scenic vista through the use of setbacks and landscaping.

B) *No Impact*

There are no scenic highways visible from the project site. There would be no impact to scenic resources.

C) Less than Significant Impact

The project construction 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. As a park, the path would blend in with the existing features and land uses.

The project as proposed includes the removal of one tree; however, three trees would be planted to replace the tree removed. The trees would be planted near the path and would minimize impacts associated with the loss of the larger tree.

Impacts to visual character would be less than significant.

D) Less than Significant Impact

The proposed project may include the installation of lighting along the path. If the project does include lighting, the lighting would be used to guide pedestrians and bicyclists during nighttime hours. The lighting could be considered an annoyance to neighboring properties; however, the lighting system could have timers to shut off at 10:00 pm so as not to cause a nuisance. The project would not result in a substantial source of nighttime light or glare.

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>				
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use?	<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 the City of Bishop's City Park. 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 would 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) Increase the level of greenhouse gas emissions beyond that existing in the area before the project?	<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 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 approximate 6 to 8 weeks of construction. 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 and 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 3 minutes in any 1 hour that is (1) 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 PM₁₀ - a criteria pollutant) from grading activities for the installation of the pathway. 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 originate 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 PM₁₀ 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 placement of fill and aggregate, and pavement. 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). 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 from the project 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 even less in terms of magnitude of order than the “installation of 3 miles of telecommunications lines.”

The generation of emissions would be short term (approximately 6 to 8 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.

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

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

¹ Based on family of 4, two cars, natural gas heat, 550 mi/week total driving, 24 mpg.
² Based on 8 weeks of construction, 5 days a week for 10 hours a day
³ Estimated 1,400 - 2,300 tons of CO₂ per lane-mile for construction only. Does not include increased traffic or road maintenance. CO₂-equivalent estimate assumes same ratio of CH₄ and N₂O to CO₂ as the current project.
⁴ Assumes same ratio of CH₄ and N₂O to CO₂ as the current project to estimate total CO₂-equivalent.

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

A long-term goal of the Pine to Park Path project is to provide desirable and safe access to and around the Bishop City Park for pedestrians and bicyclists. If the project is successful, it will reduce the number of vehicle trips and emissions from visitors driving to the park.

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 type="checkbox"/>	<input checked="" 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 type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

3.4.2 Discussion

A) Less than Significant Impact

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).

The silver-haired and spotted bats hibernate in tree hollows and beneath sections of bark from November to March. Bats could be impacted by removal of the catalpa tree if it is removed between November and March. Tree removal on very cold days could impact bats because the bats do not have the ability to arouse during hibernation on very cold days. Bats could be injured or killed if they fall out of the bark onto the ground while in deep hibernation.

The project includes use of a biological monitor during removal of the tree to ensure that if any bats fall out, they are safely handled and moved to an appropriate location.

The project area is not ideal habitat for these bats and so removal of one non-native tree would not have a significant impact on bat habitat. The project would not otherwise cause disturbance to bat species that could result in impacts to individuals or populations of bats.

B) No Impact

The project would be located entirely within existing upland areas of the Bishop City Park. No impacts to riparian habitat or sensitive natural communities are expected. Habitat in the project area is either existing pavement or disturbed upland grasses.

C) No Impact

The project would be located entirely within Bishop City Park. The project would not be located in or near any federal wetlands or waters of the United States and would require fill of wetlands or waters of the United States. 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

The project would not interfere with the movement of any resident or migratory wildlife species. There are several trees located in proximity to the proposed path and one tree will be removed. The tree would be inspected within 5 days of removal to ensure that there are no active nests in the tree. If an active nest is identified, the removal of the tree would be delayed until nesting activities have ended (breeding bird season occurs from March 1st through September 15th for most migratory birds, and from February 1st for raptors), as verified by a qualified biologist. The tree can be removed once the fledglings have left the nest as verified and approved by a qualified biologist.

Construction noise would be similar to traffic and maintenance noise in the area and is not expected to impact wildlife or avian species. Operational noise would be similar to existing conditions of park use.

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 type="checkbox"/>	<input checked="" 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

The project site is located within the Bishop City Park lands, in an area that has linear areas denuded from past grading activities and has no known significant historical resource features. There are no known or visible historic or prehistoric cultural resources on the portion of the project site on the undeveloped park property. If cultural resources are discovered during construction, construction activity will be immediately stopped and a qualified cultural specialist will be contacted.

The proposed project will have no negative impact on cultural resources.

B) Less than Significant

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. General terms would be included in construction contracts to ensure that there would be no impacts to previously undiscovered resources.

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.

3.6 Geology and Soils**3.6.1 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"/>

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

3.6.2 Discussion

A) No Impact

The Bishop Area is located in seismic Zone 4. The project area is not an A-P 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.

The project site is nearly level and the potential for erosion is low.

B) Less than Significant Impact

The project site is not adjacent to any storm drain inlets, and would not likely cause sedimentation into storm drains that drain to Bishop Canal. There are otherwise no waterways near the project site. 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 nearly 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, Dehy-Dehy calcareous complex, 0 to 2 percent slopes, and Lucerne loamy fine sand, 0 to 2 percent slopes. These soils are not considered to be expansive and are suitable for the subgrade roads and trails (NRCS 2009).

E) No Impact

The Project would not require the use of septic tanks or alternative on-site waste water disposal systems. No impacts due to the use of septic tanks or alternative wastewater disposal systems would occur as a result of the project.

3.7 Hazards and Hazardous Materials

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) 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 type="checkbox"/>	<input checked="" 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"/>
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"/>

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

3.7.2 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.

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

B) *Less than Significant Impact*

The proposed improvements involve the transportation and application of pavement and other materials. 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 (e.g., 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) No Impact

The project is located more than a quarter mile from the nearest 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 school children. There would be no impact.

D-E) No Impact

The project site is not a hazardous materials site. The project work is located in the city park area, and is located along a city sewer line in an open space 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 to the surrounding areas of the Bishop City Park for pedestrians and bicyclists. The project is free of hazardous materials; however, the project area is a thin, long, linear site that intersects an established park and is not suitable for the development of a school.

G) No Impact

The project site is located approximately 1 mile southwest of the Eastern Sierra Regional 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, and there would be no impact.

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 East Pine Street or Spruce Street to be blocked, a reasonably convenient alternative route would be designated. There are no hospitals, fire, police, or sheriff stations located along the project area. Unless an emergency would occur at the project area, these streets would not be used as a main route to

respond to emergencies. Emergency response personnel may use alternative routes around East Pine Street or Spruce Street, such as May Street, Main Street, Hanby Street, or Yaney Street, during construction to avoid encountering any traffic delays.

The completed project would provide emergency response vehicles an alternative route to access the areas along the proposed path.

J) Less Than Significant Impact

The proposed project would be constructed within an open space area. The area is predominantly landscaped and groomed vegetation. The risk of starting a wildfire in the project area is minimal.

3.8 Hydrology and Water Quality

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) 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 checked="" type="checkbox"/>	<input type="checkbox"/>
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner, which would result in flooding on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Otherwise substantially degrade water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

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

3.8.2 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 any waterways or wetlands. The project could generate runoff or hazardous spills that could flow into existing storm drains, which eventually flow to Bishop Canal. A plan would 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.

B) *No Impact*

The project would not directly affect groundwater resources in the project area because the project would not directly utilize groundwater. Water needed for construction activities would be provided by the City of Bishop water system. All of the water in the City's system is ground water. The project would not result in a small but not significant increase in impervious surface. The new pathway would be installed in an area where there wasn't previously a paved path; however, the amount of new surface area would be too small to impact groundwater supplies and recharge. The project would not require new sources of groundwater supply.

C-D) *Less than Significant Impact*

Existing natural drainage crosses the path alignment generally from west to east. The project could include construction of a ditch along the west side of the path and culverts under the path to conduct the water to the east side to minimize impacts to drainage patterns. Impacts

to existing drainage patterns would be less than significant, and no mitigation would be needed. The project does not cross any natural streams or rivers.

E) Less than Significant Impact

The water runoff from the project will not drain into an existing storm drain system. The proposed project would result in a small increase in impervious surface (approximately 0.2 acres). Runoff water from the surface will drain to the east of the pathway and be absorbed by surrounding soils.

F) Less than Significant Impact

The project would not degrade water quality. The project would not cross surface waters or serve as a source of potential pollutants to local waterways, or impact groundwater. The project would be a pedestrian and bicycle path, with limited emergency vehicle use. The potential for hydrocarbon contaminated run-off is extremely low. Impacts to water quality would be less than significant.

G-H) No Impact

The project area is not within a 100-year flood zone (FEMA 2009). 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 expose people or structures to a new significant risk of loss, injury, or death involving flooding, including flooding as a result of the failure of a levee or dam. The risk already exists for use of the parks. 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.

3.9 Land Use and Planning

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) 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"/>

3.9.2 Discussion

A) No Impact

The project would not physically divide a community. The project includes installing a path which would provide improved access to Bishop City Park from the neighborhood south of the park. The project would result in a positive effect on the unity of the community. The project would have no adverse impact.

B) No Impact

The proposed work is located in designated Parks and Open Space land use and zoned as Open Space (O-S) as defined in the City of Bishop General Plan. The project area is closely surrounded by residential land uses and properties zoned R-1 (Single-Family Residential), R-3 (Multiple Residential), and R-2000 (Medium High Density Residential). East Pine Street is identified as a "Neighborhood Collector" street in the Bishop General Plan (City of Bishop 1993). All proposed improvements are consistent with existing and proposed land use in the area.

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.

3.10 Mineral Resources

3.10.1 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"/>

3.10.2 Discussion

A-B) No Impact

No mineral resources are known to exist on the project site. The proposed project will not have a negative impact on mineral resources. The project will require aggregate to manufacture the pavement and base for the main elements of the project, but will not have an impact on the resource. 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. Fill material would be obtained from authorized sources. No impacts to mineral resources are expected.

3.11 Noise

3.11.1 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 type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input 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 result in:</i>				
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input 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"/>

3.11.2 Discussion

A) *Less than Significant*

Noise generation from the proposed project would be related to construction activities. Construction noise would be variable, temporary, and short-term in nature (approximately 6 to 8 weeks). Heavy trucks and machinery for concrete pouring, waste disposal, and other construction activities would generate noise. Equipment used for soil and concrete compaction would likely be the loudest machinery used. This noise generation is similar to trash removal, lawn mowing, and other maintenance noise periodically experienced in the park.

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 project contractor would be limited to construction between the hours of 7 am and 7 pm. A primary contact for the contractor would be designated to be responsible for responding to any complaints about construction noise. The contact would 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. Additionally, all contractors would be required to use properly maintained equipment and mufflers, as appropriate. Noise impacts are expected to be less than significant.

B) Less than Significant Impact

Vibratory rollers are routinely used to compact soils, bases, and some types of pavement. Vibration from the rollers and other ground disturbing equipment would be perceptible at the immediate project site. The vibration from this equipment would not generate vibration that could impact any houses or businesses. Similar construction 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

The purpose of the proposed project is to provide a safe, all-weather bicycle and pedestrian connection between the neighborhood located south of the park and Bishop City Park.

Pedestrian and bicyclist use of the pathway may result in period increases in noises made by children, or large groups using the pathway (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; however, noise impacts would be less than significant due to the use of a contact to mediate any noise complaints and use of maintained and muffled equipment.

E-F) No Impact

The project is located in open space area; however, the Eastern Sierra Regional Airport is located nearly 1 mile to the northeast of the project. Workers would not be exposed to air traffic noise that is any greater than current conditions or to which park visitors and adjacent residents are already exposed.

3.12 Population and Housing

3.12.1 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"/>

3.12.2 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. The propose project could improve the quality of life to the extent to make the City a more desirable place to live. 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.

B-C) No Impact

The project would not displace any housing or people. The project is located within the City of Bishop's City Park. The portion of the park where most of the project will occur is leased to the City by the LADWP and used as a community recreation area.

3.13 Public Services

3.13.1 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"/>

3.13.2 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 not have negative impacts on public services.

3.14 Recreation

3.14.1 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 checked="" type="checkbox"/>	<input 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"/>

3.14.2 Discussion

A) Less than Significant Impact

The purpose of the proposed project is to provide improved access to the Bishop City Park for pedestrians and bicyclist. The improved access is designed to encourage visitors to use alternate modes of transportation to be use to visit the park, and increase visits to the park. The expected increased use of the recreational facilities of the park would not be significant enough to cause substantial deterioration to existing facilities.

Construction activities may have some temporary impacts on the recreation at the park; however, the trail will be constructed at the back of the park and isn't close to any ball fields or areas of the park used for large events. Construction over Memorial Day and Labor Day weekends would be avoided as these are days of high usage of the park, unless the construction site vicinity were safe and presentable to recreationists, and park access was maintained.

B) No Impact

The proposed project does occur within a recreational facility; however the impact to the park would not be adverse and would not require the expansion of the recreation facility.

3.15 Transportation and Traffic

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) 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 type="checkbox"/>	<input checked="" type="checkbox"/>
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Result in inadequate parking capacity?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

3.15.2 Discussion

A) *Less than Significant Impact*

Construction of the project would cause a slight increase in traffic along East Pine Street, East Yaney Street, and Main Street (Highway 395). The increase in traffic during construction would be caused from trucks delivering materials, construction equipment, and construction workers commuting to the site. The construction traffic could cause some minor delays from larger, slower moving vehicles; however the traffic would not exceed 40 trips per day and would be short-term. The impacts to traffic would be considered less than significant.

B) *Less than Significant Impact*

During the construction period there would be a very small increase in traffic on East Yaney Street and East Pine Street, and potentially on Main Street (Highway 395). Caltrans' Annual Average Daily Truck Traffic Count for the intersection of Main Street (Highway 395) south

and West Line Street (Highway 168) is estimated at 15,950 vehicles per day (Caltrans 2007). The number of trucks that would travel to the site simultaneously would be limited to about fifteen total. Level of service standards on Main Street (Highway 395) would not change as a result of the proposed project. East Pine Street, East Yaney Street and Main Street (Highway 395) have been designated by the City of Bishop as a neighborhood collector, major collector, and arterial streets, respectively. The increase of traffic would be short-term and would be consistent with the designated/allowed uses of the roads. Impacts would be less than significant.

Post-construction traffic on West Yaney Street and East Pine Street would likely decrease as a result of the proposed project, once the path is complete. The purpose of the proposed project is to provide improved access to the Bishop City Park for pedestrians and bicyclist. The improved access is designed to encourage visitors to use alternate (non-motorized) modes of transportation to visit the park and increase visits to the park.

C) No Impact

The project would have a beneficial impact on alternative transportation plans. The project would improve pedestrian and bicycle access, thus encouraging alternative transportation. The project would not cause any adverse impacts to alternative transportation plans or policies.

D) No Impact

The design of the project would not increase hazards to the area. The project would substantially decrease hazards by providing a safe and improved pedestrian and bicyclist access to Bishop City Park from the neighborhood south of the park.

E) Less than Significant Impact

The City would notify nearby residences of the construction work. The work would not block any driveways.

Once construction is completed the project would increase emergency access to the Bishop City Park. The proposed path will be available for emergency vehicles to use as an access road into the park. Bollards may be installed at the ends of the path to prevent unauthorized vehicles use.

F) Less than Significant Impact

Construction could cause temporary impacts to parking availability along Spruce Street and East Pine Street; however, impacts would be minor and short in duration. The project would

not result in any permanent loss of parking spaces, and should reduce the need for parking at the park. Impacts would be less than significant.

3.16 Utilities and Service Systems

3.16.1 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 type="checkbox"/>	<input checked="" type="checkbox"/>
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Result in a determination by the wastewater treatment provider, which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	<input type="checkbox"/>	<input type="checkbox"/>	<input 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 type="checkbox"/>	<input checked="" type="checkbox"/>

3.16.2 Discussion

A-B, E) No Impact

The project would not result in the generation of any wastewater. Existing level of service would not be affected.

C) No Impact

Water runoff from construction and stormwater during post construction would not drain to an existing storm drain. Stormwater from the park absorbs into the surrounding soils. The existing level of service of stormdrains would not be affected from the project.

D) Less than Significant Impact

Existing city water supplies would be adequate to serve the project during construction. Water would be provided by the City as needed for dust suppression. Water needs during construction will be less than significant and no new water supplies are required. No impact to water supply would occur after construction.

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. Several hundred cubic yards of excavation is anticipated 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, per. comm. 2008). Efforts would be made to reduce the amount of waste brought to the landfill by reusing it, where available on the project or another project. Over excavated soils would be spread throughout the project site, as appropriate.

H) No Impact

The project is not expected to impact any electrical services or cause electrical outages.

3.17 Mandatory Findings of Significance

3.17.1 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"/>
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"/>

3.17.2 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 would include removal of one non-native tree, which would be replaced with three native trees. The project would not impact cultural or historic resources.

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. Other projects may occur in Bishop; however, impacts would not be cumulatively considerable when considered with the proposed project due to the limited impacts of the proposed project and the short duration of construction impacts.

C) No Impact

The project would have beneficial impacts to the health and safety of pedestrians and bicyclist by providing safe walking and biking route to and around Bishop City Park. The

route would encourage pedestrian and bicyclist usage which is good for health. The paved, lit path provides a safe experience. The project would have a positive overall effect on humans.

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Chapter 5: List of Preparers

5.1 Consultant Team

RMT, Inc.

4 West Fourth Ave, Ste. 303
San Mateo, California 94403
Tel: (650) 373-1200

Tania Treis, *Project Manager*,
Bonny Engler, *Environmental Analyst*
Corey Fong, *Cartographer, Maps, and Graphics*
Amy Tambs, *Document Production*

R.O. Anderson Engineering, Inc.

1603 Esmeralda
Minden, Nevada 89423
Tel: (775) 782-2322

Keith Ruban, *Planning and Public Outreach*
Jeremy Hitchings, *Project Engineer*
Tyler Thew, *Project Engineer*

5.2 City of Bishop

Department of Public Works

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

David Grah, *Public Works Director*

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