City of Bishop

Seibu to School Path Project
Initial Study / Mitigated Negative Declaration

December 12, 2012

Prepared For:

CITY OF BISHOP
Department of Public Works
377 West Line Street
Bishop, CA 93514

Prepared By:

Resource Concepts Inc
340 N. Minnesota Street
Carson City, NV 89703-4152

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Negative Declaration

The City of Bishop has completed an assessment of the proposed project to construct a multi-purpose path along the west and north sides of Bishop Elementary School between Bishop Paiute Tribal land and Keough Street. This Negative Declaration for the Seibu to School Path Project has been prepared in compliance with the California Environmental Quality Act (CEQA) and is based on the Initial Study for the proposed project (attached).

Project Description

The City of Bishop, in cooperation with the California Department of Transportation (Caltrans) and the Federal Highway Administration proposes to construct a multi-use non-motorized paved path approximately 0.26 miles long in Bishop, California. The proposed alignment runs from the west end of Keough Street and along the north and west property boundaries of Bishop Elementary School, across parcels APN 011-390-07 and APN 011-240-13 to the vicinity of an existing path on the Bishop Paiute Reservation. Path construction will consist of vegetation grubbing, grading, surfacing, and revegetation of disturbed areas. Future improved paths may be constructed by the Bishop Paiute Tribe that connect to this path from the Bishop Paiute Reservation.

The project also includes new sidewalk, curb, and gutter in the City right-of-way adjacent to parcel APN 001-041-04. These improvements will be constructed per the City residential street standard for a five-foot wide sidewalk with a five-foot planter strip, for a distance of approximately 275 feet along Keough Street. The new sidewalk will match and tie into existing sidewalk to provide continuous Americans with Disabilities Act (ADA) access to the Seibu to School Path.

Environmental Determination

The Initial Study attached to this finding was prepared to assess the potential effects of the proposed path project. Data and information used to complete the assessment was compiled from existing agency databases, reports for similar projects, and a reconnaissance survey of the propose project area.

Based on the assessment of potential impacts disclosed in the Initial Study for the proposed project, the Seibu to School Path Project would have less than significant or no impacts on the environment. No additional mitigation is required.

Contact Person

David Grah, Director of Public Works
City of Bishop Public Works Department
377 West Line Street
Bishop, CA 93514

Signature

14 Dec 12
Date

Initial Study - Seibu to School Path

Lead agency name and address:
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377 West Line Street
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Project sponsor's name and address:
David Grah, Director of Public Works
City of Bishop Public Works Department
377 West Line Street
Bishop, CA 93514

Project Description

General Plan Designation

The proposed project is consistent with the Land Use Element of the General Plan. It will increase the effective use of recreational and aesthetic open space in and around the City by completing a scenic pedestrian/bicycle route to Bishop Elementary School in a manner consistent with the adjacent land uses.

The proposed action is also consistent with the following policies in the City of Bishop General Plan Mobility Element, and is necessary to implement their associated actions.

- P 1.3 Encourage transportation strategies that achieve energy conservation, reduce air pollution, and protect water and other environmental resources.
- P 1.4 Reduce the need for vehicular travel by facilitating non-auto modes of travel.
- P 4.1 Promote bicycle travel as part of serving the overall mobility needs of the City.
- P 4.3 Support the goals and implementing actions of the Inyo County Collaborative Bikeways Plan.
- P 4.4 Promote connections of City bike facilities to trail networks outside of the City.
- P 6.5 Promote connections of City pedestrian facilities to trail networks outside of the City.

Zoning

The path right-of-way will be located on land zoned Public (P). The sidewalk will be located adjacent to land zoned Low Density Residential (R-1).

Surrounding Land Uses and Setting

The neighborhood adjacent to the proposed path is characterized by streets, houses, a church, and a school. The proposed project area is adjacent to an irrigated pasture to the north used for livestock grazing and an undeveloped portion of the Bishop Paiute Reservation to the west. The proposed bike path alignment crosses areas that have been

previously disturbed in association with school construction, fence construction, irrigation and grazing.

Project Location

The proposed project is located along the border of a residential neighborhood in Bishop, California, in Township 7S, Range 33E Section 6. The project includes acquisition of the necessary right-of-way to construct a multi-use path along the west and north sides of Bishop Elementary School between the boundary of the Bishop Paiute Indian Reservation and City Limits on the west to Keough Street on the east. The project location and footprint are shown in Figures 1 and 2, respectively.

The project impact area, including equipment staging and operation, will be limited to approximately 1.5 acres that will be within an approximate 50-foot construction corridor along the path alignment.

Project Description

The purpose of the proposed project is to improve non-motorized mobility within the City of Bishop and increase bicycle and pedestrian safety between the neighborhood, Bishop Elementary School, and Bishop Paiute Tribal land. The safety of students will be enhanced by improving a portion of the existing unimproved path that is used by students now and by giving adults a path that doesn't traverse the school grounds. The path will be constructed with an eight-foot wide paved wearing surface with two feet of gravel shoulders on each side.

The project also includes sidewalk construction per the City's residential street standard for a 5-foot wide sidewalk with a 5-foot wide planter strip, for a distance of approximately 275 feet along Keough Street to provide continuous Americans with Disabilities Act (ADA) access to the Seibu to School Path.

The proposed project construction features are described below and are shown on Figure 2.

1. Construction of approximately 950 linear feet of paved path along the north side of the Bishop Elementary School on Los Angeles Department of Water and Power (LADWP) parcel APN 011-390-07.
2. Construction of approximately 200 linear feet of paved path along the north-south fenceline on LADWP parcel APN 011-390-07.
3. Construction of approximately 240 linear feet of paved path along the west side of Bishop Elementary School on parcel APN 011-240-13.
4. Construction of approximately 275 linear feet new curb, gutter, and sidewalk on the north side of Keough Street adjacent to parcel APN 001-041-04.
5. Removal of an east-west irrigation swale and construction of a new irrigation structure north of the proposed path for continued flood irrigation of the LADWP pasture.

6. Removal of 64 Arizona cypress trees along the Bishop Elementary School north playground fence and other small trees (elms and locust) that are within the preferred path route, and maintenance of healthy, mature black willow trees.

7. Construction of fences & gates, and surfacing with concrete and/or asphalt on school parcel APN 011-240-13 as necessary to provide a safe pathway ontothe school grounds.

Environmental Factors Potentially Affected

The environmental factors checked below would be potentially affected by this project.
Please see the checklist beginning on the following page for additional information.

☒	Aesthetics	☒	Agriculture and Forestry	☒	Air Quality
☒	Biological Resources	☐	Cultural Resources	☐	Geology/Soils
☒	Greenhouse Gas Emissions	☐	Hazards and Hazardous Materials	☐	Hydrology/Water Quality
☐	Land Use/Planning	☐	Mineral Resources	☒	Noise
☐	Population/Housing	☐	Public Services	☒	Recreation
☒	Transportation/Traffic	☐	Utilities/Service Systems	☐	Mandatory Findings of Significance

CEQA Environmental Checklist

This checklist identifies physical, biological, social and economic factors that might be affected by the proposed project. In many cases, background studies performed in connection with the projects indicate no impacts. A NO IMPACT answer in the last column reflects this determination. Where there is a need for clarifying discussion, the discussion is included following the applicable section of the checklist, The words "significant" and "significance" used throughout the following checklist are related to CEQA, not NEPA, impacts.

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

The proposed project will have no long-term effects on visual quality or aesthetics since it does not include any structures or changes in elevation that would impact the existing scenic vista. Tree removal along the Bishop Elementary School boundary will have a temporary short-term visual effect from the playground.

Mitigation will be implemented for removal of Arizona cypress trees along the north schoolyard border. Tree selection and placement will be based on meeting functional goals, aesthetics, wildlife benefits, and compatibility with year-round use of the path. Some species recommended for consideration include ash, maple, hawthorn, ornamental pear, mountain mahogany, pines, other trees on the City of Bishop approved street tree list, and trees suggested by the Bishop Tree Committee. A landscape planting plan will be prepared in coordination with the Bishop Tree Committee upon final design and location of the path alignment.

Path surfacing will consist of Portland Cement Concrete that could be colored to blend in with the surroundings. No new lighting is proposed.

II. AGRICULTURE AND FOREST RESOURCES	Potentially Significant Impact		Less Than Significant Impact	No Impact
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 Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment Project; and the forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:				

a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	☐	☐	☐	☒
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☐	☒
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	☐	☐	☐	☒
d) Result in the loss of forest land or conversion of forest land to non-forest use?	☐	☐	☐	☒
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	☐	☐	☒	☐

The project will remove an existing irrigation swale and construct a new irrigation structure for continued flood irrigation of the LADWP pasture. The existing irrigation swale was constructed as a shallow feature, less than one-foot deep, and is used to spread water when diverted from the primary irrigation ditch. The irrigated pasture is used for cattle grazing. The existing zoning is Public (P).

III. AIR QUALITY	**Potentially Significant Impact**	**Less Than Significant with Mitigation**	**Less Than Significant Impact**	**No Impact**
Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:				
a) Conflict with or obstruct implementation of the applicable air quality plan?	☐	☐	☐	☒
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	☐	☐	☒	☐
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)?	☐	☐	☐	☒
d) Expose sensitive receptors to substantial pollutant concentrations?	☐	☐	☒	☐

e) Create objectionable odors affecting a substantial number of people?	☐	☐	☐	☒

The project creates no long-term increase in air pollutant emissions. Temporary, short term air quality impacts would be limited to fugitive dust and emissions from construction equipment (ozone precursor) during the construction period. The PM-10 emissions during construction would be controlled through implementation of best management practices to keep potential dust producing surfaces damp. Existing regulations regarding construction equipment operations and fuels, as well as the limited extent of the construction zone and temporary nature of the construction period would keep vehicle emissions below any state or federal significance level. The impact to Bishop Elementary School, a sensitive receptor, would be less than significant.

The increased potential for non-motorized mobility and decreased emissions within the City and the resulting air quality improvement from decreased automobile use are among the environmental benefits of this project.

IV. BIOLOGICAL RESOURCES	**Potentially Significant Impact**	**Less Than Significant with Mitigation**	**Less Than Significant Impact**	**No Impact**
Would the project:				
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	☐	☐	☐	☒
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?	☐	☐	☐	☒
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?	☐	☐	☐	☒
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	☐	☐	☐	☒
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	☒	☐	☐

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?	☐	☐	☐	☒

The California Natural Diversity Database (CNDDB) was queried and the US Fish and Wildlife Service and California Department of Fish and Game were consulted regarding the potential for state and federally listed threatened, endangered, and candidate species and other special status species that occur within the vicinity of the proposed project area. An RCI Biologist evaluated the environmental impacts to biologic resources in the *Seibu to School Path Natural Environment Study* prepared for Caltrans. It was determined that the proposed project would not have an adverse effect on any state or federally listed special status species, critical habitat, or migration routes for any species. There are no undisturbed native plant communities within the proposed project area. The project area has been previously impacted by grading, grazing, irrigation, and paving.

A small irrigation swale within the proposed project area along the north boundary of the school receives intermittent irrigation water when water is diverted out of the main ditch channel. The water received in the swale either infiltrates or spreads a short distance (less than 50 feet) across the south border of an irrigated pasture and back into the irrigation system. There is no connection to a traditional navigable water and the swale would not be regulated under Section 404 of the Clean Water Act.

The path alignment will be designed to minimize tree removal. The path alignment will be field-adjusted as necessary to avoid removal of trees when practical, including the mature black willow trees (*Salix nigra*). Existing Arizona cypress trees (*Cupressus arizonica)* that were planted along the north side of Bishop elementary schoolyard will be replaced with a variety of trees such as ash, maple, hawthorn, ornamental pear, mountain mahogany, pines, other trees on the City of Bishop approved street tree list, and trees suggested by the Bishop Tree Committee. A landscape planting plan will be prepared in conjunction with the Bishop Tree Committee upon final design and location of the path alignment

Tree removal, where necessary, will be timed to avoid potential impacts to breeding and migratory birds. Tree selection and placement will be based on meeting functional goals, aesthetics, wildlife benefits, and compatibility with year-round use of the path.

There are no existing habitat/natural community conservation plans for the proposed project area.

V. CULTURAL RESOURCES	**Potentially Significant Impact**	**Less Than Significant with Mitigation**	**Less Than Significant Impact**	**No Impact**
Would the project:				
a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?	☐	☐	☐	☒
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	☐	☐	☐	☒

c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☐	☐	☒
d) Disturb any human remains, including those interred outside of formal cemeteries?	☐	☐	☐	☒
A cultural resource survey completed by Research Archaeology (June 2012) concluded that no prehistoric or historic period resources were identified within the project area.				
VI. GEOLOGY AND SOILS	**Potentially Significant Impact**	**Less Than Significant with Mitigation**	**Less Than Significant Impact**	**No Impact**
Would the project:				
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:	☐	☐	☐	☒
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42?	☐	☐	☐	☒
ii) Strong seismic ground shaking?	☐	☐	☐	☒
iii) Seismic-related ground failure, including liquefaction?	☐	☐	☐	☒
iv) Landslides?	☐	☐	☐	☒
b) Result in substantial soil erosion or the loss of topsoil?	☐	☐	☐	☒
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?	☐	☐	☐	☒
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?	☐	☐	☐	☒
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	☐	☐	☐	☒
The proposed project area is not within an Alquist-Priolo earthquake fault zone and does not include construction of structures that would be adversely affected by earthquake or strong seismic ground shaking. The project area and the surrounding terrain is nearly flat and not subject to adverse effects from landslides. The soils are loam and sandy loam and are suitable for the proposed path.				

VII. GREENHOUSE GAS EMISSIONS	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
Would the project:				
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	☐	☐	☒	☐
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	☐	☐	☐	☒
The proposed project will have a positive impact on greenhouse gas emissions when automobile transportation is replaced with non-motorized transportation to Bishop Elementary School.				

VIII. HAZARDS AND HAZARDOUS MATERIALS	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
Would the project:				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☐	☐	☒
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	☐	☐	☐	☒
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☐	☐	☒
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	☐	☐	☐	☒
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	☐	☐	☐	☒
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	☐	☐	☐	☒

g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☐	☒
h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	☐	☐	☐	☒

The construction of the project and use of the constructed features will not pose any significant hazard to the public or the environment. Construction of the project will involve the short-term use of hazardous materials such as diesel fuel and grease associated with the construction equipment but the hazards of these materials are not substantially different from the hazards presented by similar materials now on existing streets in the City. Refueling and equipment maintenance would be done off-site or within a contained area so as to avoid soil contamination on the project site. No long-term use of hazardous materials is foreseeable as a result of the project.

IX. HYDROLOGY AND WATER QUALITY	**Potentially Significant Impact**	**Less Than Significant with Mitigation**	**Less Than Significant Impact**	**No Impact**
Would the project:				
a) Violate any water quality standards or waste discharge requirements?	☐	☐	☐	☒
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)?	☐	☐	☐	☒
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?	☐	☐	☐	☒
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?	☐	☐	☐	☒
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?	☐	☐	☐	☒
f) Otherwise substantially degrade water quality?	☐	☐	☐	☒

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?	☐	☐	☐	☒
h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	☐	☐	☐	☒
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?	☐	☐	☐	☒
j) Inundation by seiche, tsunami, or mudflow	☐	☐	☐	☒

Surfacing of the proposed path and construction of sidewalk will increase the impervious surface area and increase runoff slightly. Stormwater runoff will either be infiltrated along the path in the adjacent pasture or will have no significant effect on existing stormwater drainage capacity.

X. LAND USE AND PLANNING	**Potentially Significant Impact**	**Less Than Significant with Mitigation**	**Less Than Significant Impact**	**No Impact**
Would the project:				
a) Physically divide an established community?	☐	☐	☐	☒
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?	☐	☐	☐	☒
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?	☐	☐	☐	☒

The proposed project is consistent with Policies 1.3, 1.4, 4.1, 4.3, 4.4, and 6.5 of the Mobility Element of the City of Bishop General Plan to Promote bicycle travel as part of serving the overall mobility needs of the City.

XI. MINERAL RESOURCES	**Potentially Significant Impact**	**Less Than Significant with Mitigation**	**Less Than Significant Impact**	**No Impact**
Would the project:				

a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	☐	☐	☐	☒
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?	☐	☐	☐	☒
The proposed project will use aggregate for base and concrete that will have a small impact on mineral resources.				

XII. NOISE	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
Would the project result in:				
a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	☐	☐	☐	☒
b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	☐	☐	☐	☒
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	☐	☐	☒
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	☐	☒	☐
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?	☐	☐	☐	☒
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?	☐	☐	☐	☒

A temporary and periodic increase in ambient noise levels in the project vicinity would occur from operation of construction equipment that would be temporary and less than significant. Construction will be limited to daytime hours, Monday through Friday. Short durations of increased noise may result from concentrated use of the path before and after school hours. However the noise should not exceed the current periodic noise level from the school playground during recess and other times of intensive use.

XIII. POPULATION AND HOUSING	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
Would the project:				
a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	☐	☐	☐	☒
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒

c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒
A primary purpose of the proposed project is to facilitate non-motorized transportation to the Bishop Elementary School and has no growth-inducing effects.				
XIV. PUBLIC SERVICES	**Potentially Significant Impact**	**Less Than Significant with Mitigation**	**Less Than Significant Impact**	**No Impact**
Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
Fire protection?	☐	☐	☐	☒
Police protection?	☐	☐	☐	☒
Schools?	☐	☐	☐	☒
Parks?	☐	☐	☐	☒
Other public facilities?	☐	☐	☐	☒
The proposed project does not affect new or proposed government facilities or services. The proposed project could enhance emergency response to the area along the path.				
XV. RECREATION	**Potentially Significant Impact**	**Less Than Significant with Mitigation**	**Less Than Significant Impact**	**No Impact**
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	☐	☐	☐	☒
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	☐	☐	☐	☒
The proposed project improves non-motorized transportation to the Bishop Elementary School. Some increased use of the school playground on weekends and during the summer by neighborhood children may occur as a result of the improved access.				

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

The proposed path is consistent with the following policies from the City of Bishop General Plan Mobility Element:

P 1.3 Encourage transportation strategies that achieve energy conservation, reduce air pollution, and protect water and other environmental resources.
P 1.4 Reduce the need for vehicular travel by facilitating non-auto modes of travel.
P 4.1 Promote bicycle travel as part of serving the overall mobility needs of the City.
P 4.3 Support the goals and implementing actions of the Inyo County Collaborative Bikeways Plan.
P 4.4 Promote connections of City bike facilities to trail networks outside of the City.
P 6.5 Promote connections of City pedestrian facilities to trail networks outside of the City.

XVII. UTILITIES AND SERVICE SYSTEMS	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
Would the project:				
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	☐	☐	☐	☒
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?	☐	☐	☐	☒
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?	☐	☐	☐	☒
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	☐	☐	☐	☒
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?	☐	☐	☐	☒
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	☐	☐	☐	☒
g) Comply with federal, state, and local statutes and regulations related to solid waste?	☐	☐	☐	☒

The proposed project will not create additional demands on the stormwater drainage facilities that would result in the need for construction of new water or waste water facilities.

The proposed project will have no effect on landfill capacity or solid waste disposal.

XVIII. MANDATORY FINDINGS OF SIGNIFICANCE	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially 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?	☐	☐	☐	☒
b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	☐	☐	☐	☒
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	☐	☐	☐	☒

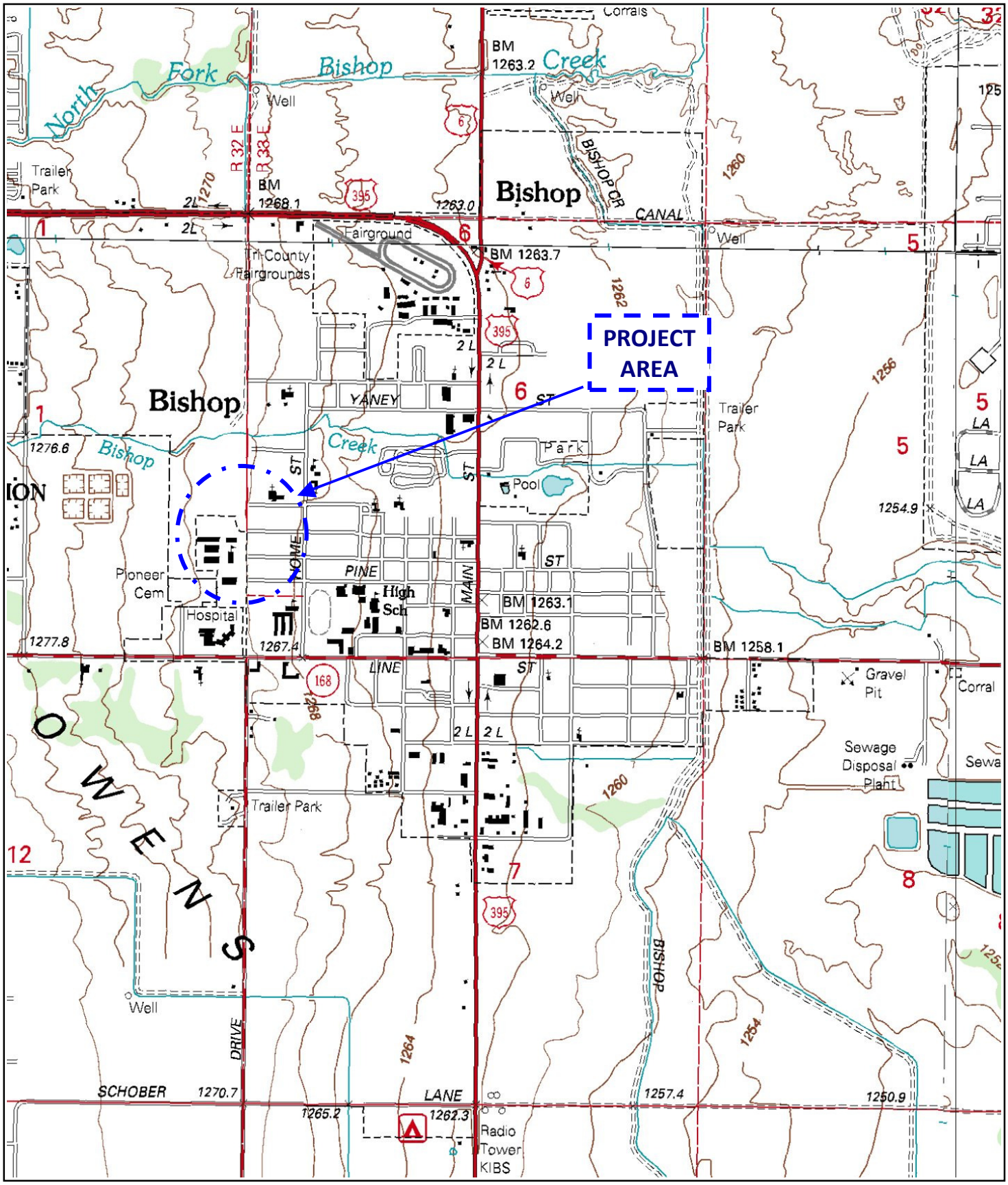
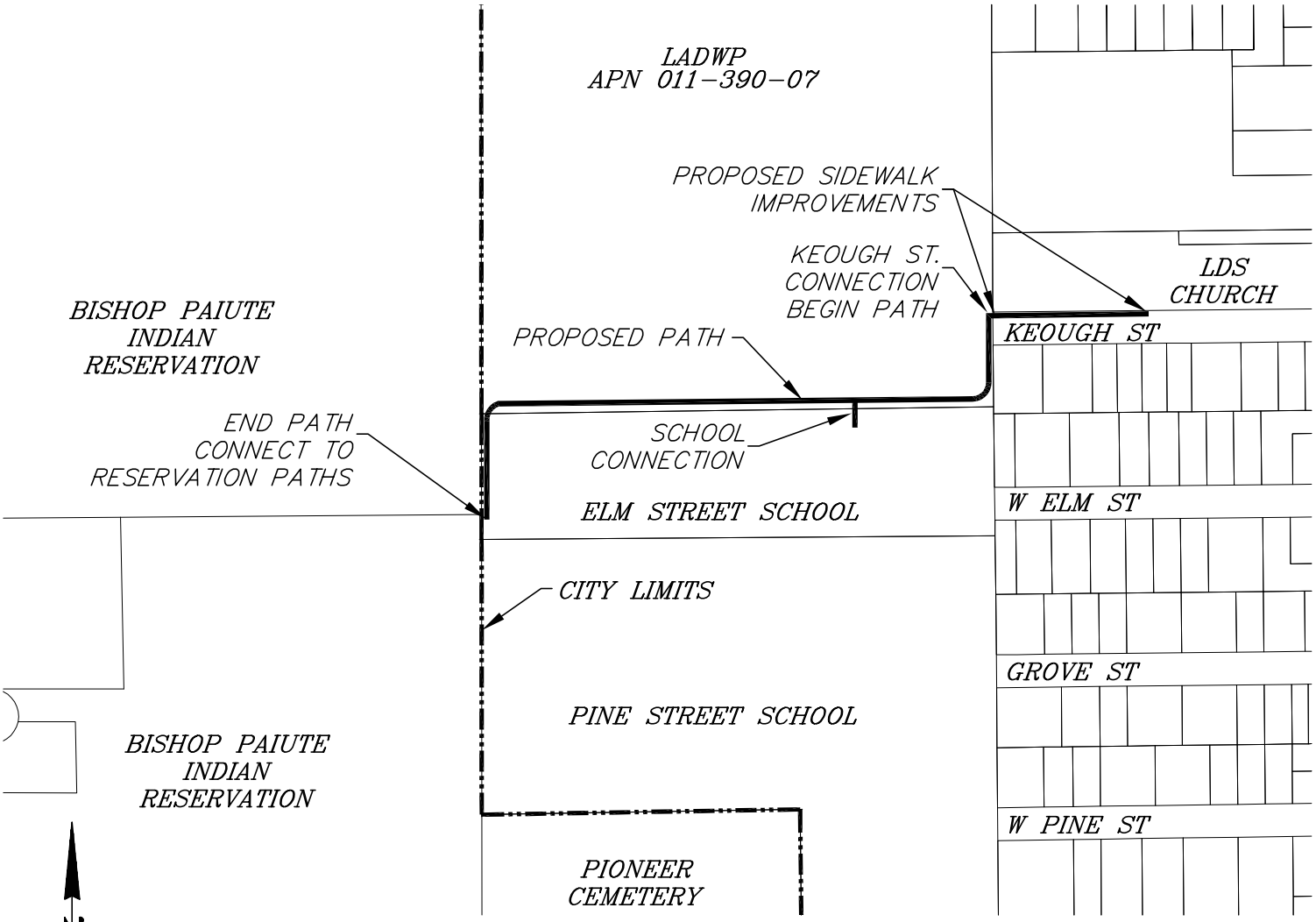
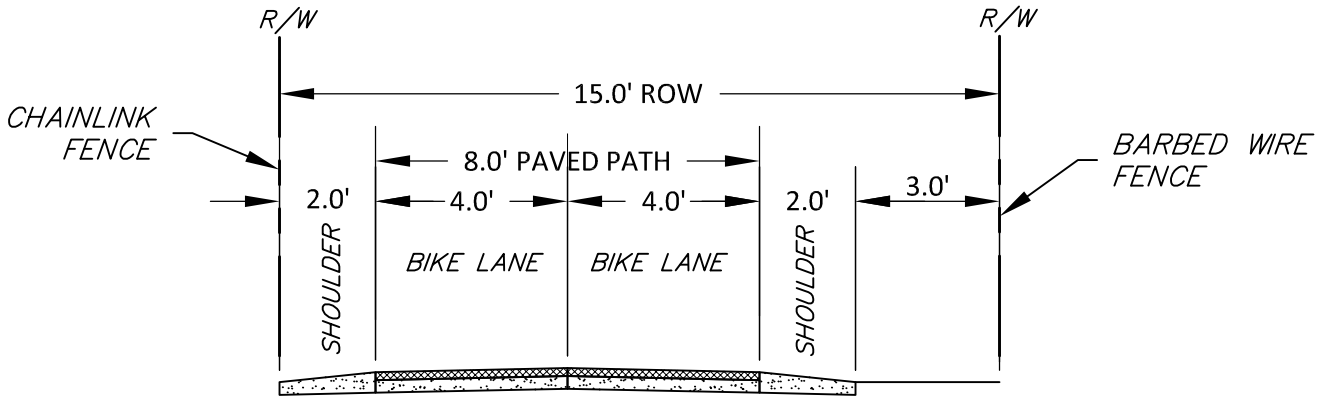


Figure 1. Vicinity of Seibu to School Bike Path Project Area in Bishop, CA

SEIBU TO SCHOOL BIKEPATH
PROJECT FOOTPRINT MAP





TYPICAL BIKEPATH SECTION

NOT TO SCALE

triad/holmes assoc.

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Appendix A
Project Area Photographs

Photo 1. East-west alignment looking east.

Photo 2. East-west alignment looking west.

Photo 3. West alignment looking north.

Photo 4. Sidewalk improvement area along Keough Street.