

**CITY OF BISHOP  
PINE TO PARK PATH  
INYO COUNTY, CALIFORNIA**

*Prepared for:*

**CITY OF BISHOP**  
Department of Public Works  
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# Negative Declaration

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## Introduction

The City of Bishop Department of Public Works (City) has assessed the potential environmental impacts of the proposed approximately 1,100-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 1,100-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 midway between north Third Street and north Second Street to the existing paved path in the park near its intersection of Spruce Street, in Bishop, California (Project).

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 Project is needed to provide a safe north and south route for pedestrians and bicyclists to travel between the neighborhood and park. The current lack of access between these two areas requires park visitors to take longer, less desirable routes, to forgo trips to the park, or drive to the park. The Project is consistent with anticipated park development.

## 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.

The City issued a Notice of Availability of an IS and Intent to Adopt a Negative Declaration for the Project which was circulated for public and agency comment in July 2009. A public meeting was held in August 2009 to incorporate comments from the public. The Negative Declaration was approved in October 2009 by the council; however, the path has been modified from its original proposed location as a result of comments received by the public. The alignment of the path has changed to incorporate public comments since the adoption of the Negative

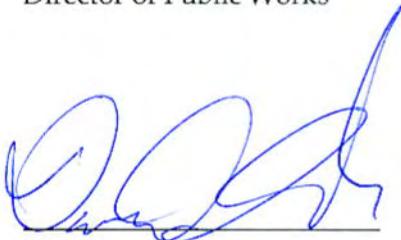
Declaration; however, the scope of the Project has not changed. The path has been relocated so that the southern portion would be further east to provide a setback between the path and the existing residences. The relocated alignment would avoid the area where future baseball fields are planned. A community garden would have been bisected by the relocated trail, but the garden was constructed in such a way that the trail would be located entirely east of it. The straight alignment of the original path has been modified to meander to be more aesthetically pleasing, adding an additional 100 feet to the length of the path.

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

Date 28 JUL 11

Director of Public Works

Title

# Initial Study

## Chapter 1

### Introduction & Project Description

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#### 1.1 Introduction

##### 1.1.1 Purpose and Need

The City of Bishop is proposing to construct an approximately 1,100-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 midway between north Third Street and north Second Street to the existing paved path in the park near its intersection of Spruce Street, in Bishop, California (Project).

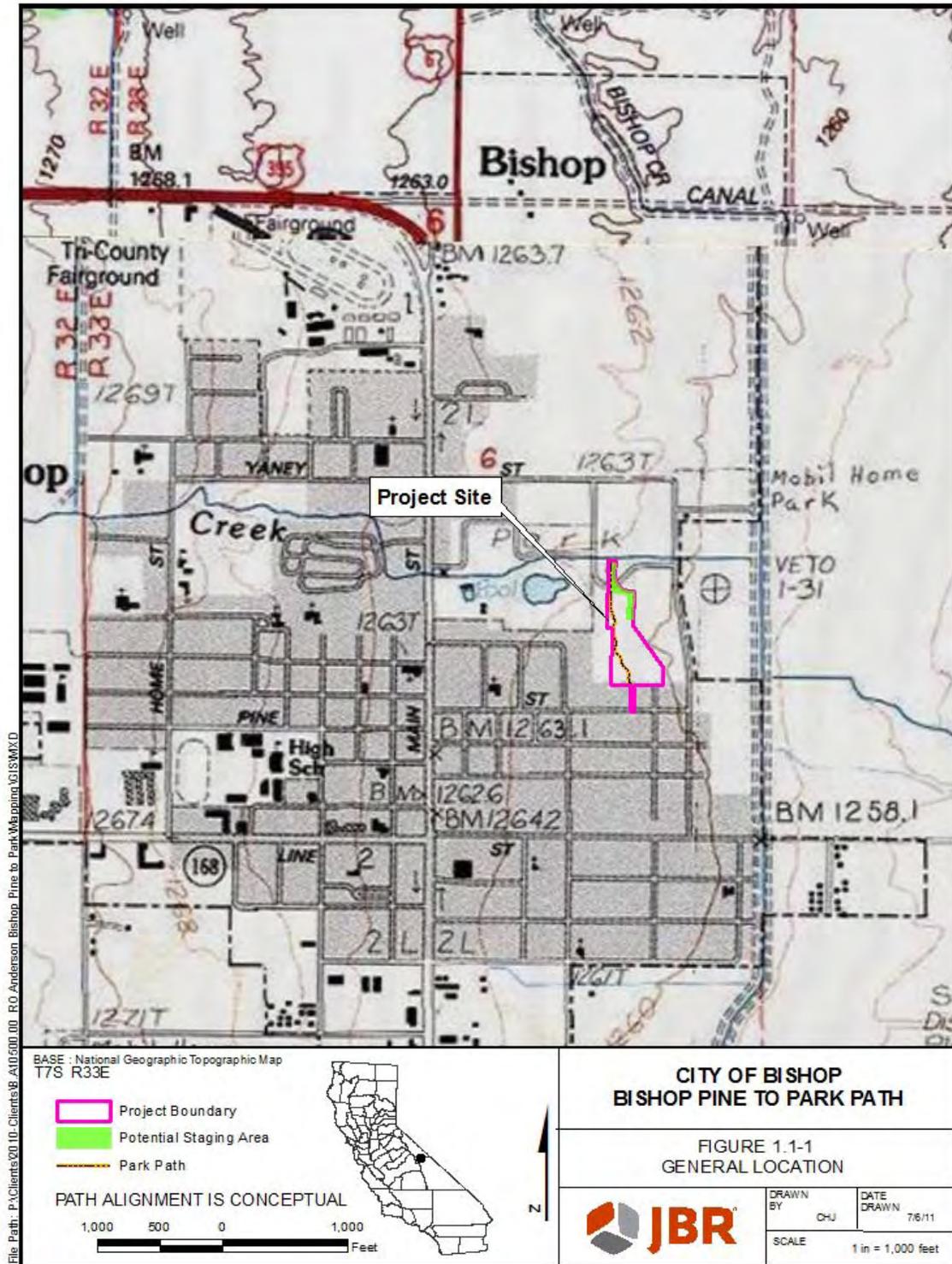
The purpose of the proposed Project is to provide a safe, all-weather bicycle and pedestrian connection between the neighborhood located south of the park and Bishop City Park. The Project is needed to provide a safe north and south route for pedestrians and bicyclists to travel between the neighborhood and park. The current lack of access between these two areas requires park visitors to take longer, less desirable routes, to forgo trips to the park, or drive to the park. The Project is 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 stand-alone project.

##### 1.1.3 Project Location

The Project is located within the City of Bishop's City Park between East Pine Street and Spruce Street, east of North Third Street in Section 6, Township 7 South, Range 33 East (T7N, R33E) in the City of Bishop, Inyo County, California (Figure 1.1-1). The analysis area for the proposed Project is approximately 5.7 acres in size (Project Area) and is located within a portion of the park that is leased to the City by the Los Angeles Department of Water and Power (LADWP).



File Path: P:\Clients\2010\Clients\Bishop Pine to Park\Mapping\GIS\MXD

## 1.2 Project Description

### 1.2.1 Description of Paved Path

The proposed paved bicycle and pedestrian path would be approximately 1,100 feet long. The path would be divided into two four-foot wide paved lanes and could be paved with Portland cement, colored, or “plastic” pavement with a constant two percent crowned or straight sloped cross section. The path would have three-foot-wide unpaved shoulders along the lanes made of aggregate base. The path would begin at the north end of an existing alley between North Second Street and North Third Street (Figure 1.1.2). From its origin at the end of the alley, the path would continue northwest, passing by the east side of a community garden. The path would continue northwest and begin to meander just before it reaches the residential area adjacent to the southwest portion of the Project Area. In the vicinity of the residential area, the path would be setback to the east to provide a buffer for the existing residences. The path would then continue north between a stand of Fremont cottonwood trees and a split rail fence that divides the developed and undeveloped portions of Bishop City Park. The path would continue north briefly before terminating at an existing paved pathway in the northern portion of the Project Area, just south of Bishop Creek. 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 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 staging area for Project construction would be located in the northeastern portion of the Project Area in an area of existing disturbance (Figure 1.1-2). The northeastern portion of the Project Area is devoid of vegetation, in part, due to soil compaction and regular use by park maintenance vehicles. This area is also used to store brush and tree trimmings for composting or burning. The Project contractor(s) could also utilize privately owned land located elsewhere for staging.

### 1.2.2 Construction Methods

#### Construction of Path and Associated Features

Site preparation would involve vegetation removal (clearing and grubbing) in the location where the path would be constructed. Approximately one-foot of soil would be removed during this process. Excavated soils could be reused onsite 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.

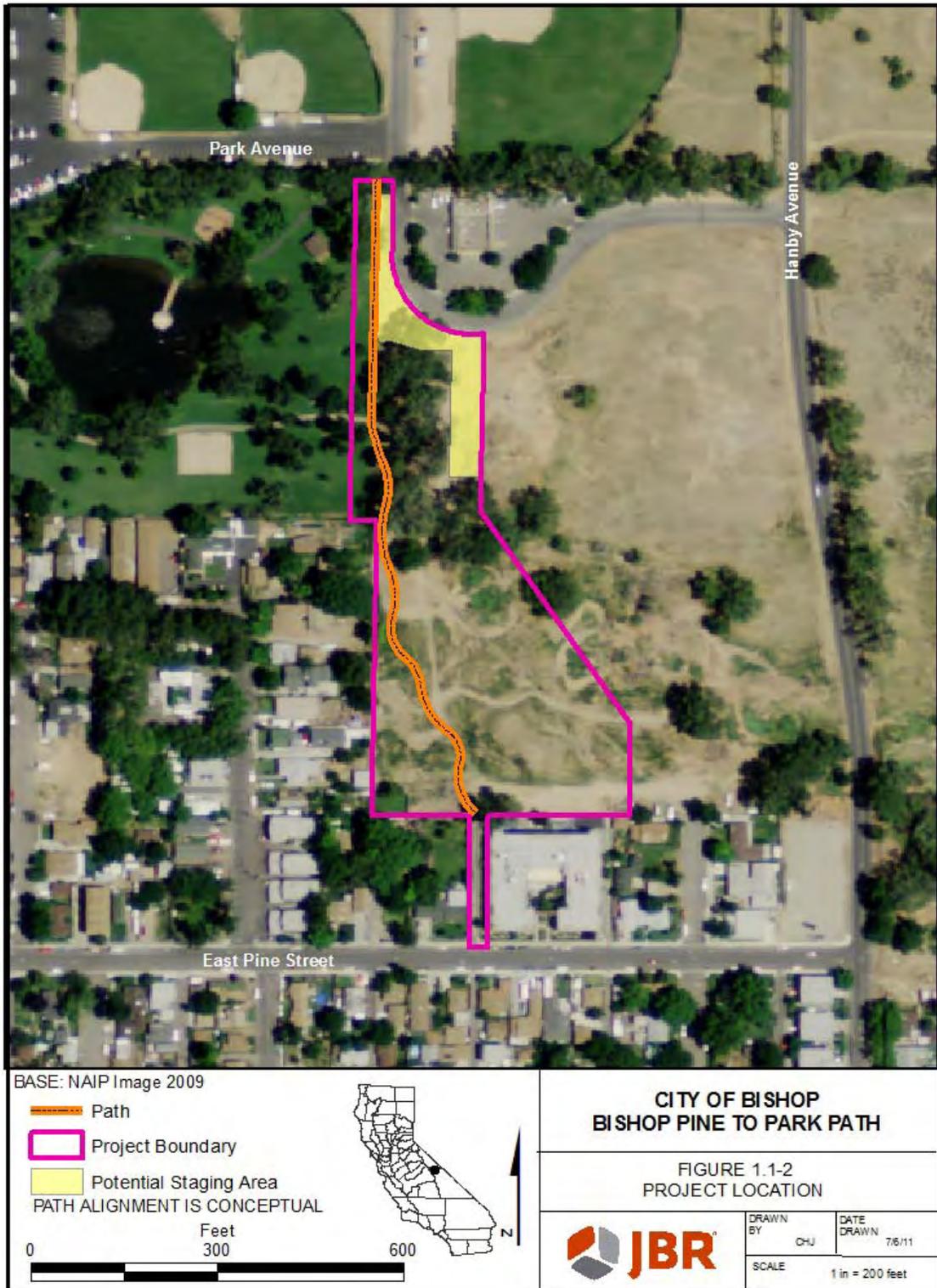
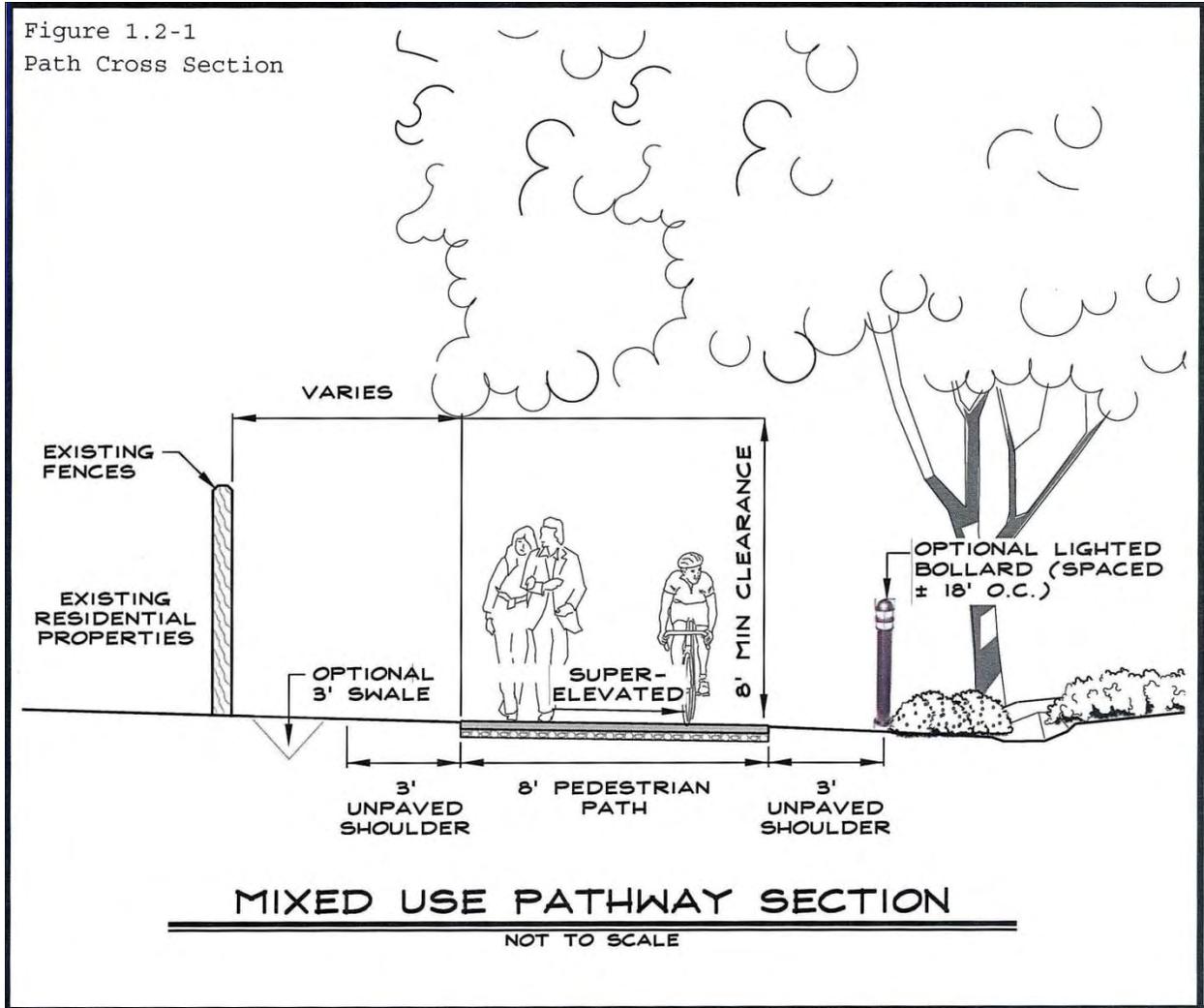


Figure 1.2-1  
Path Cross Section



**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



The Project would take approximately six to eight weeks to complete. Construction would likely occur in 2012 although a specific date has not been established. 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.

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

Approximately five to 15 workers would be required to construct the Project. Types of equipment that may be used to construct the path 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.

### 1.2.3 Permitting

The Project would have no direct impact on wetlands, waterways, or 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  
Department of Public Works  
377 West Line Street  
Bishop, California 93514

Contact David Grah, Director of Public Works  
Phone: 760-873-8458

## 1.4 Environmental Review

The City will use this Initial Study (IS) 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 IS will also be used in support of a Negative Declaration when considering the approval of the Project.

The City issued a Notice of Availability of an IS and Intent to Adopt a Negative Declaration for the Project which was circulated for public and agency comment in July 2009. A public meeting was held in August 2009 to incorporate comments from the public. The Negative Declaration was approved in October 2009 by the council; however, the path has been modified from its original proposed location as a result of comments received from the public. The alignment of the path has changed to incorporate public comments since the adoption of the Negative Declaration; however, the scope of the Project has not changed. The path has been relocated so that the southern portion would be further east to provide a setback between path and the existing residences and avoids the area where future baseball fields are proposed. The straight alignment of the original path has been modified to meander to be more aesthetically pleasing adding an addition 100 feet to the length of the path. Lastly, the original path connected to an alley further west than the currently proposed design supporting the original design of a straight path. The current path would connect to an alley further east to provide a buffer to the existing residences and allow the path to meander.

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 (CE) with Studies. The CE with Studies would be completed prior to use of TE monies in Phase II of the Project.

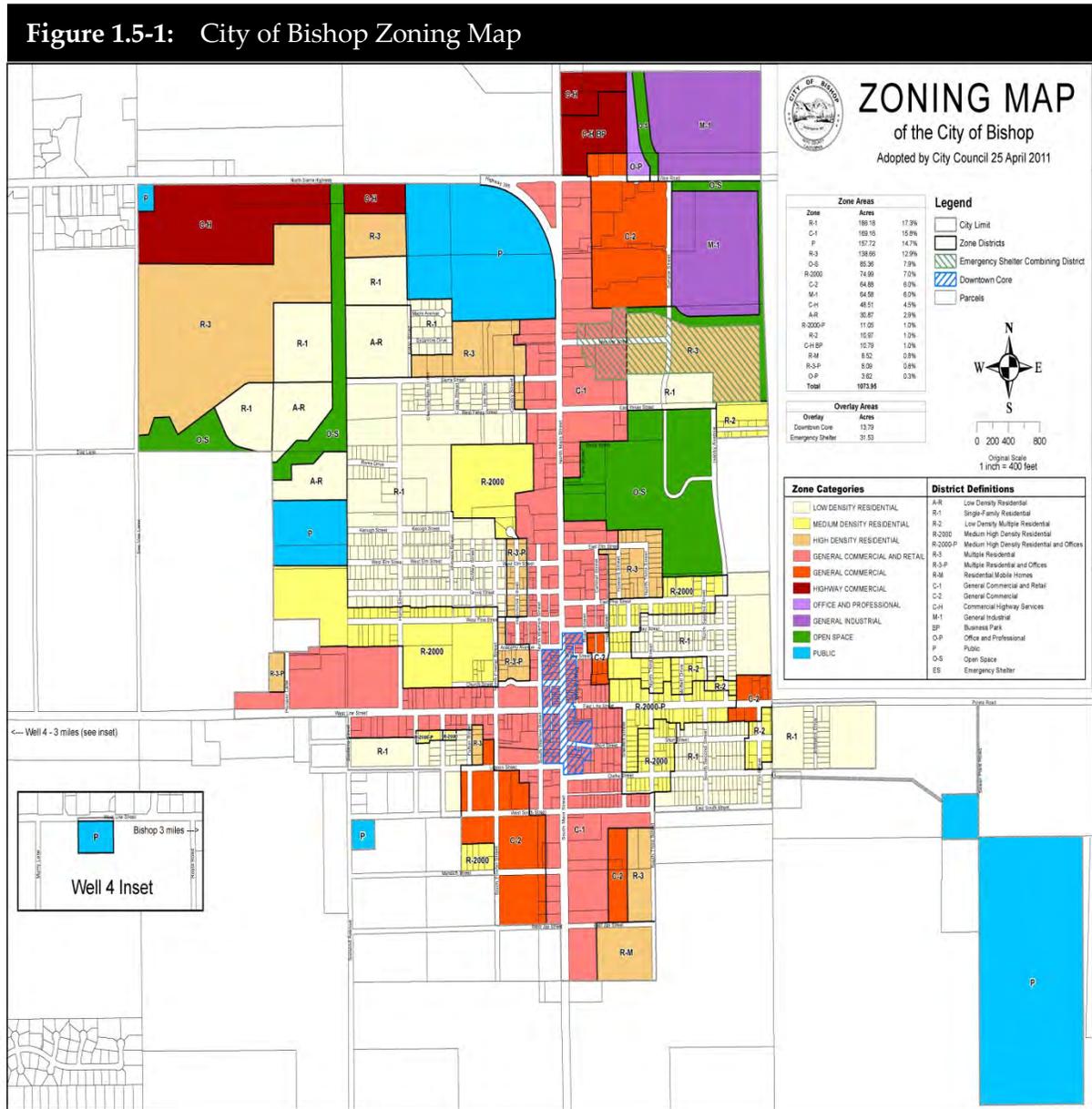
## 1.5 General Plan Designation

The Project Area is located within the City of Bishop's City Park. The 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; and
- R-2000: Medium High Density Residential.

The City 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 Map



# Chapter 2

## Environmental Setting

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### 2.1 Setting Overview

The City is located in at the northern end of Owens Valley. The City covers an area of approximately 1.8 square miles and occurs at an elevation of approximately 4,130 feet above mean sea level (amsl). The City was incorporated in 1903 and the residential neighborhoods surrounding the park were developed with single and multiple family structures in the early 1900s. The City has a population of approximately 3,575 (USCB 2000).

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

#### 2.2.2 Air Quality

The Project Area 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; however, it has become dry as a result of past and present diversion of water from the Owens Valley by LADWP. The wind erosion of the Owens Lake bed currently accounts for 99 percent of the emission inventories in Inyo County and is the single largest source of particulate matter 10 microns in diameter or smaller (PM<sub>10</sub>) in the nation (Inyo County 2001).

Owens Lake is located within Owens Valley, approximately 60 miles south of the City. Due to winds and climatic features, emissions at Owens Lake could affect particulate matter concentrations near the Project Area. The Project Area has attainment status by federal standards and non-attainment status by state standards for PM<sub>10</sub> (Ono 2007). The GBUAPCD does not monitor air quality in the City (GBUAPCD 2009); however, the Bishop Paiute Tribe

monitors concentrations of PM<sub>10</sub> and particulate matter less than 2.5 microns in size (PM<sub>2.5</sub>) at a station located outside of the City limits (50 TuSu Lane). High PM<sub>10</sub> measurements generally reflect dust events and high PM<sub>2.5</sub> measurements generally reflect smoke events.

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

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

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 <sub>10</sub>	Annual 24-Hr.	50 µg/m <sup>3</sup> 150 µg/m <sup>3</sup>	Attainment for areas north of Big Pine (including project site)	20 µg/m <sup>3</sup> 50 µg/m <sup>3</sup>	Non-Attainment
PM <sub>2.5</sub>	Annual 24-Hr.	15 µg/m <sup>3</sup> 65 µg/m <sup>3</sup>		12 µg/m <sup>3</sup> –	Unclassified
Lead	30-Day Monthly	– 1.5 µg/m <sup>3</sup>	NA	1.5 µg /m <sup>3</sup> –	Attainment
ppm = parts per million µg/m <sup>3</sup> = micrograms per cubic meter N/A = not available					

**SOURCE:** CARB 2008

### 2.2.3 Noise

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

- Streets and highways;
- Eastern Sierra Regional Airport; and
- 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.

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 produced mainly from passing cars and standard residential noises.

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

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

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

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

A material is considered hazardous if it appears on a list of hazardous materials prepared by a federal, state, or local agency, or if it has characteristics defined as hazardous by such an agency. A hazardous waste is any hazardous material that is discarded, abandoned, or to be recycled. No hazardous material or hazardous waste are known to occur in the Project Area.

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. There are no hazardous material sites or releases listed in the Toxic Release Inventory (DTSC 2009a) in the City.

## 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 approximately 1800 (Davis-King 2003). Other groups of Native Americans ventured into and inhabited parts of the valley during the 19<sup>th</sup> and 20<sup>th</sup> centuries; however, all people in the valley spoke some form of Numic language (a subgroup of the Uto-Aztecan language family) (Liljeblad and Fowler 1986). Owens Valley groups resided at lowland village sites for most 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 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. When the LADWP purchased the Owens Valley ranches for water rights, local agriculture and the population declined. The agricultural products and productivity of the fertile Owens Valley declined sharply once the water was transferred to the LADWP and the crop mix converted to dry land farming. Bishop is a gateway to the Eastern Sierra Nevada Mountains of California and several National Parks including Yosemite, Sequoia, Kings Canyon, and Death Valley. Today, Bishop is one of the largest urban communities in the Eastern Sierra Nevada Mountains with an economy based on tourism, recreation, and government.

Several historic places and historic artifacts are located within Bishop; however, none are located in the vicinity of the Project Area. 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 (NRHP), 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).

A cultural resource inventory was conducted in the Project Area by Western Cultural Resource Management on January 17, 2011. No new or previously recorded archaeological sites were discovered during the survey. Two isolated historic artifacts, both small glass fragments, were observed during the survey and appeared to be either modern or modern-historic.

## 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. The topography is generally flat and sloping to the east.

#### 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

The Natural Resources Conservation Service (NRCS) soil survey for soils within the Project Area indicate the soils consist of Dehy loam with 0 to 2 percent slopes, Dehy-Dehy calcareous complex with 0 to 2 percent slopes, and Lucerne loamy fine sand with 0 to 2 percent slopes. The soils in the Project Area are not considered to be expansive and are suitable for subgrade roads and trails (NRCS 2009).

#### Faulting and Seismicity

The Project Area 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 Area. The faults zones present include the 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 Project Area 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 Project Area. Two primary fault systems, the 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 Project components do not cross these designated fault hazard zones.

### 2.3.2 Hydrology

The South Fork of Bishop Creek, a tributary of the Owens River historically traversed the Project Area prior to development of the City Park and surrounding residential and commercial neighborhoods. The creek has since been realigned and channelized and now runs east-west along the northern boundary of the Project Area.

The northern portion of the Project Area still supports remnant Fremont cottonwood trees (*Populus fremontii*), indicating the original alignment of the creek. The creek channel has been filled and no evidence of surface flows or ponding were observed. No portion of the Project Area is within the Federal Emergency Management Agency (FEMA) 100-year flood zone (FEMA 2011).

### 2.3.3 Biology

#### General Habitat, Vegetation, and Wildlife

JBR Environmental Consultants, Inc., performed a biological survey in the Project Area on March 29, 2011. The Project Area is an urban infill lot surrounded by existing development. The vegetation community found at the site is typical of sites that have been disturbed and abandoned. The northeastern portion of the Project Area is devoid of vegetation, in part, due to soil compaction and regular use by park maintenance vehicles. This area is also used to store brush and tree trimmings for composting or burning and is a suitable location for the construction staging area for the Project. Vegetation in the southwestern portion of the Project Area has been removed for a community garden. Several heavily used dirt paths/trails traverse the Project Area.

The vegetation in the Project Area is dominated by grasses including salt grass (*Distichlis spicata*), Italian ryegrass (*Lolium perenne* ssp. *multiflorum*), and Mediterranean barley (*Hordeum marinum* ssp. *gussonianum*) and weedy annuals including Russian thistle (*Salsola tragus*), redstem storksbill (*Erodium cicutarium*), shepherd's purse (*Capsella bursa-pastoris*), cocklebur (*Xanthium* sp.), western tumble mustard (*Sisymbrium altissimum*), western tansy mustard (*Descurainia pinnata*), dandelion (*Taraxacum officinale*), and pineapple weed (*Matricaria discoidea*). Additional plant species scattered throughout the Project Area include forbs such as showy milkweed (*Asclepias speciosa*) and sunflower (*Helianthus petiolaris* ssp. *petiolaris*) and shrubs including yellow rabbitbrush (*Chrysothamnus viscidiflorus*), wild rose (*Rosa woodsii*), and strapleaf willow (*Salix ligulifolia*). Two species of trees occur in the Project Area, Fremont cottonwood and catalpa (*Catalpa* sp.).

The original alignment of the South Fork of Bishop Creek traverses the northern portion of the Project Area. A wetland delineation was conducted in the Project Area paying special attention to topographic lows associated with the historic fork of the creek. The former creek bed has been filled; however, remnant Fremont cottonwoods and scattered stands of recently established wild rose and strapleaf willow mark the location of the former channel. No wetlands meeting the criteria of Waters of the United States (U.S.) or Waters of the State were found.

The weedy vegetation combined with the heavy use by park visitors and locals accessing the neighboring residential area surrounding the park diminish habitat quality for wildlife except for those species that would typically inhabit urbanized areas. However, the Fremont

cottonwoods are important habitat features. The trees measure up to approximately 30-inches in diameter. The trees could potentially be used by nesting or roosting birds and bats. The trees in the Project Area were examined for bird nests and none were found. The Project Area is surrounded by existing development, does not connect to areas of native vegetation, and does not provide a migration corridor for large game species.

Wildlife species that occur in Bishop City Park are generally common species such as insects, lizards, rodents, lagomorphs (e.g., rabbits), and common birds. Wildlife observed in the Project Area during surveys includes Brewer's blackbird (*Euphagus cyanocephalus*), house sparrow (*Passer domesticus*), common raven (*Corvus corax*), northern flicker (*Colaptes auratus*), mourning dove (*Zenaida macroura*), mallard (*Anas platyrhynchos*), California ground squirrel (*Spermophilus beecheyi*), cottontail rabbit (*Sylvilagus* sp.), mourning cloak butterfly (*Nymphalis antiopa*), and common white butterfly (*Pontia protodice*). California gulls (*Larus californicus*) and red-tailed hawks (*Buteo jamaicensis*) were observed flying over the Project Area.

### Special Status Species

A search of the California natural Diversity Database (CNDDDB) was performed for the Bishop 7.5 minute quadrangle (CNDDDB 2011). One habitat of concern, seven special status plant species, and ten special status wildlife species were identified as occurring within the Bishop quadrangle in the vicinity of the Project Area. Table 2.3-1 lists species identified in the CNDDDB search, a discussion of their habitat affinity, and their potential to occur onsite.

Table 2.3-1: Special Status Wildlife Species Found in the Bishop 7.5' Quadrangle			
Name	Listing Status	Habitat Affinity	Potential to Occur On-site
<b>Habitats of Concern</b>			
Alkali meadow	N/A	Alkali meadows are meadows with seeps and wetlands.	None The Project Area has been historically disturbed, contains no native habitat, and there are no meadows with seeps and wetlands in the Project Area.
<b>Plants</b>			
Piñon rock- cress <i>Boecheira dispar</i>	Federal: None State: None CNPS: 2.3	Communities include Joshua tree woodland, Mojave desert scrub, and piñon-juniper woodland. This species occurs in granitic or gravelly soils in elevations ranging from 3,960 to 8,382 feet amsl. This species blooms from March to June.	None The Project Area has been historically disturbed, contains no native habitat, and there is no appropriate habitat for piñon rock-cress in the Project Area.

Table 2.3-1: Special Status Wildlife Species Found in the Bishop 7.5' 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	This species occurs in alkaline and mesic soils in chenopod scrub, meadows, and seeps in elevations ranging from 3,795 to 6,600 feet amsl. The plant usually occurs in non wetlands; however, it is occasionally found on wetlands. This species blooms from April to July.	None The Project Area has been historically disturbed, contains no native habitat, and there is no appropriate habitat for Inyo County star-tulip in the Project Area.
Hall's meadow hawksbeard <i>Crepis runcinata</i> ssp. <i>hallii</i>	Federal: None State: None CNPS: 2.1	Communities include creosote bush scrub, piñon-juniper woodland, and wetland-riparian. This species occurs in alkaline and mesic soils in elevations ranging from 4,125 to 6,527 feet amsl. The plant usually occurs in wetlands, but is occasionally found in non wetlands. This species blooms from May to July.	None The Project Area has been historically disturbed, contains no native habitat, and there is no appropriate habitat for Hall's meadow hawksbeard in the Project Area.
Hot springs fimbriatylis <i>Fimbristylis thermalis</i>	Federal: None State: None CNPS: 2.2	This species occurs in freshwater-marsh, springs, meadows, and near hot springs in alkaline soils. This species occurs almost always under natural conditions in wetlands in elevations ranging from 363 to 4,422 feet amsl. This species blooms from July to September.	None The Project Area has been historically disturbed, contains no native habitat, and there is no appropriate habitat for hot springs fimbriatylis in the Project Area.
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 ranging 2,461 to 4,593 feet amsl and blooms from March to November.	None The Project Area has been historically disturbed, contains no native habitat, and there is no appropriate habitat for Parish's popcorn-flower in the Project Area.
Frog's-bit buttercup <i>Ranunculus hydrocharoides</i>	Federal: None State: None CNPS: 2.1	This species occurs in freshwater marshes and swamps. The plant occurs almost always under natural conditions in wetlands. The plant is found in elevations ranging 3,630 to 8,910 feet amsl and blooms from June to September.	None The Project Area has been historically disturbed, contains no native habitat, and there is no appropriate habitat for Frog's-bit buttercup.
Owens Valley checkerbloom <i>Sidalcea covillei</i>	Federal: None State: Endangered CNPS: 1B.1	This species occurs in chenopod scrub and meadows and seeps in alkaline and mesic soils. The plant usually occurs in non wetlands;	None The Project Area has been historically disturbed, contains no native habitat,

Table 2.3-1: Special Status Wildlife Species Found in the Bishop 7.5' Quadrangle			
Name	Listing Status	Habitat Affinity	Potential to Occur On-site
		however, it is occasionally found on wetlands. This species is found in elevations ranging 3,613 to 4,669 feet amsl and blooms from April to June.	and there is no appropriate habitat for Owens Valley checkerbloom.
Wildlife - Fish			
Owens sucker <i>Catostomus fumeiventris</i>	Federal: None State: Species of Concern DFG: Species of Special Concern	This species inhabits silty to rocky pools and runs of creeks.	None The Project Area has been historically disturbed, contains no native habitat, and there is no appropriate habitat for this species.
Owens pupfish <i>Cyprinodon radiosus</i>	Federal: Endangered State: Endangered DFG: Fully Protected	This species inhabits shallow, clear, warm sloughs, spring pools, irrigation ditches, marshes with emergent bulrushes and Chara mats, and flooded pastures along the Owens River.	None The Project Area has been historically disturbed, contains no native habitat, and there is no appropriate habitat for this species.
Owens speckled dace <i>Rhinichthys osculus</i> ssp. 2	Federal: None State: Species of Concern DFG: Species of Special Concern	This species inhabits small freshwater streams, spring systems, and irrigation ditches.	None The Project Area has been historically disturbed, contains no native habitat, and there is no appropriate habitat for this species.
Owens tui chub <i>Siphateles bicolor snyderi</i>	Federal: Endangered State: Endangered	This species inhabits lakes, spring-fed ponds, and calm river backwaters.	None The Project Area has been historically disturbed, contains no native habitat, and there is no appropriate habitat for this species.
Wildlife - Amphibian			
Northern leopard frog <i>Lithobates pipiens</i>	Federal: None State: None DFG: Species of Special Concern IUCN: Least Concern	This species occurs vicinity of springs, slow streams, marshes, bogs, ponds, canals, flood plains, reservoirs, and lakes. They usually occur in or near permanent water with rooted aquatic vegetation.	None The Project Area has been historically disturbed, contains no native habitat, and there is no appropriate habitat for this species. Further, there is no rooted aquatic vegetation in Bishop Creek.

Wildlife - Mammals			
Townsend's big-eared bat <i>Corynorhinus townsendii</i>	Federal: None State: None DFG: Species of Special Concern IUCN: Least Concern	This species inhabits grassland/shrub and forested habitats, primarily piñon-juniper-mahogany, white fir, blackbrush, sagebrush, salt desert scrub, and agricultural and urban habitats and is strongly correlated with the availability of caves and cave-like roosting habitat. Foraging habitat occurs in the vicinity of free-standing water or along stream corridors.	None There is no appropriate roosting or foraging habitat for Townsend's big-eared bat.
Spotted bat <i>Euderma maculatum</i>	Federal: None State: None DFG: Species of Special Concern IUCN: Least Concern	This species is found in various habitats from desert to montane coniferous stands including open ponderosa pine, piñon-juniper woodland, canyon bottoms, open pasture, and hayfields. The roost in caves and in cracks and crevices in cliffs and canyons. They feed primarily on noctuid moths and sometimes beetles.	Low Spotted bats could forage in the Project Area; however, no appropriate roosting habitat occurs in the Project Area.
Silver-haired bat <i>Lasiorycteris noctivagans</i>	Federal: None State: None IUCN: Least Concern	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 There is appropriate roosting or foraging habitat for silver-haired bat.
Western white-tailed jackrabbit <i>Lepus townsendii</i>	Federal: None State: None DFG: Species of Special Concern	Preferred habitats for this species are sagebrush, subalpine conifer, juniper, alpine dwarf-shrub, and perennial grassland.	None There is no appropriate habitat for western white-tailed jackrabbit.
Sierra Nevada red fox <i>Vulpes vulpes necator</i>	Federal: None State: Threatened	This species preferred habitat includes red fir and lodgepole pine forests and alpine fell-fields in the alpine and subalpine zones. They may hunt in forest openings, meadows, and barren rocky areas. Dens likely occur in rockslides.	Low Sierra Nevada red foxes could hunt in the Project Area; however, no appropriate denning habitat.

Sources: CNDDDB 2011, CNPS 2011, DFG 2011, NatureServe 2011

**California Native Plant Society (CNPS) Listing Codes:**

- 1B.1: Rare, threatened or endangered in California and elsewhere, with the majority endemic to California. Seriously threatened in California.
- 2.1: Rare, threatened or endangered in California but more common elsewhere. Seriously threatened in California.
- 2.2: Rare, threatened or endangered in California but more common elsewhere. Fairly threatened in

California.

- 2.3: Rare, threatened or endangered in California but more common elsewhere. Not very threatened in California.

**California Department of Fish and Game (DFG):**

Fully Protected: The species may not be taken or possessed at any time and no licenses or permits may be issued for their take except for collecting these species for necessary scientific research and relocation of the bird species for the protection of livestock.

*Species of Special Concern (SSP):* A species, subspecies, or distinct population of an animal native to California that currently satisfies one or more of the following (not necessarily mutually exclusive) criteria:

- 1) is extirpated from the State or, in the case of birds, in its primary seasonal or breeding role;
- 2) is listed as Federally-, but not State-, threatened or endangered; meets the State definition of threatened or endangered but has not formally been listed;
- 3) is experiencing, or formerly experienced, serious (noncyclical) population declines or range retractions (not reversed) that, if continued or resumed, could qualify it for State threatened or endangered status; and
- 4) has naturally small populations exhibiting high susceptibility to risk from any factor(s), that if realized, could lead to declines that would qualify it for State threatened or endangered status.

**International Union for the Conservation of Nature (IUCN):**

*Least Concern:* Category assigned to extant taxon or lower taxa which have been evaluated but do not qualify for any other category.

Spotted bat (State of California species of concern), silver-haired bat, and Sierra Nevada red fox (State of California threatened) are special status wildlife species that have a low potential to occur in the Project Area. Both bat species are designated as medium priority species by the Western Bat Working Group (WBWG). 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 2007). The Project Area is not ideal habitat for spotted bat and silver-haired bat, but it is possible that the site could provide limited foraging habitat.

No Sierra Nevada red fox dens or sign (e.g., scat, tracks, prey remains) were observed in the Project Area. There is no appropriate denning habitat for Sierra Nevada red fox in the Project Area. There is also no appropriate hunting habitat (e.g., forest openings, meadows, and barren rocky areas). Although squirrels are locally abundant and are part of the Sierra Nevada red fox subsistence base, it is unlikely that the fox would hunt in the Project Area because there is no connectivity to migration corridors or open space.

# 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 type="checkbox"/>	<input checked="" 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) No Impact

The Project Area is located within developed and undeveloped portions of an established city park. The Project Area is not designated as a scenic vista.

#### B) No Impact

There are no scenic highways visible from the Project Area. 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. The path would blend in with the existing features and land uses.

#### D) Less than Significant Impact

The 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 the 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 Agriculture and Forestry Resources

#### 3.2.1 Checklist

Environmental Issues	Potentially Significant Impact	Less Than Significant With Mitigation	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 forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. <i>Would the project:</i>				
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Result in the loss of forest land or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

#### 3.2.2 Discussion

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

The Project Area does not contain farmland of any significance, areas under a Williamson Act Contract to be preserved as farmland, or forest/timberland. The proposed Project would have no impacts on agriculture and forest 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
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>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"/>

#### 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 path. The duration of these impacts would last the approximate six to eight 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 that would be 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 three minutes in any one hour that is dark or darker in shade as that designated as number one on the Ringelmann Chart, or 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 (BMPs) to ensure compliance with District Rule 400 and 401, the Project would have a less than significant impact on air quality.

*C) Less than Significant Impact*

The Project could generate some dust (including PM<sub>10</sub> - a criteria pollutant) from 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 PM<sub>10</sub> emissions and 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 construction associated with placement of fill, 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. Therefore, 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 would be less than significant.

No odors would be generated from the Project after construction.

### 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*

There is no appropriate habitat in the Project Area for the special status plant species listed in Table 2.3-1. Therefore, there will be no impacts to individuals or to the habitat of special status plant species.

Although the potential for occurrence is low, the Project Area could provide foraging habitat for spotted bat and silver-haired bat. The Project Area supports marginal hunting habitat for Sierra Nevada red fox. Construction of the proposed Project would be limited to the hours of 7 am to 7 pm. Spotted bat and silver-haired bat forage primarily nocturnally, so foraging activities in the Project Area could continue to occur during Project construction without interruption. Approximately 0.42 acre of habitat would be removed as a result of the

proposed Project. The limited amount of habitat removal would not cause a meaningful reduction in the forage base of either spotted bat or silver-haired bat.

Sierra Nevada red fox is not expected to occur in the Project Area because the Project Area does not support denning and hunting habitat, thus there would be no impacts to Sierra Nevada red fox as a result of the proposed Project. Overall, impacts to Special Status Species from the Project.

*B) No Impact*

The Project Area does not contain sensitive natural communities. The path crosses the understory of a stand of Fremont cottonwood trees; however, no trees or riparian shrubs would be removed. Therefore, no impacts to riparian habitat or sensitive natural communities would as a result of the Project and there would be no impact.

*C) No Impact*

No wetlands or other Waters of the U.S. occur in the Project Area.

*D) Less than Significant Impact*

Construction noise would be temporary and would be similar to existing 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. Wildlife species would be able to continue to utilize the Project Area during Project-related activities; therefore, temporary noise impacts would be considered less than significant.

*E) No Impact*

The City does not have a tree protection ordinance. The Project would be in compliance with all City Ordinances; therefore, there will be no impact to policies or ordinances protecting biological resources.

*F) No Impact*

The Project Area does not lie within a federal, state, or local habitat conservation plan area. No conflicts are expected to occur; therefore, there will be no impact to conservation plans as a result of the proposed Project.

### 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 type="checkbox"/>	<input checked="" 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-B) No Impact*

No known historic or prehistoric archaeological resources occur within or in the vicinity of the Project Area. All excavation would occur in previously disturbed areas making the likelihood of unearthing a previously unknown cultural site very low. If cultural resources are discovered during construction, construction activity will be immediately stopped and a qualified cultural specialist will be contacted.

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

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"/>
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 offsite 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 within a 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 Area is nearly level and the potential for erosion is low.

##### B) Less than Significant Impact

The Project Area is not adjacent to any storm drain inlets and would not likely cause sedimentation into storm drains that drain to the Bishop Canal. There are otherwise no waterways near the Project Area. Impacts would be less than significant.

##### C) No Impact

The Project Area 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 topography is nearly level and the project would not cause geologic instability. On- or offsite landslide, lateral spreading, subsidence, liquefaction, or collapse would not occur as a result of the Project.

*D) No Impact*

The Natural Resources Conservation Service (NRCS) soil survey for soils within the Project Area indicate the soils consist of Dehy loam with 0 to 2 percent slopes, Dehy-Dehy calcareous complex with 0 to 2 percent slopes, and Lucerne loamy fine sand with 0 to 2 percent slopes. The soils in the Project Area are not considered to be expansive and are suitable for the subgrade roads and trails (NRCS 2009); therefore, there would be no impact that would create substantial risks to life or property from the Project.

*E) No Impact*

The Project would not require the use of septic tanks or alternative onsite waste water disposal systems. No impacts would occur from the use of septic tanks or alternative wastewater disposal systems 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"/>

Environmental Issues	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
<i>Would the project:</i>				
f) Be located on land that is, or can be made, sufficiently free of hazardous materials so as to be suitable for development and use as a school?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
i) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
j) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

### 3.7.2 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 be associated with Project construction. There is a potential for a significant impact to humans from exposure to construction materials containing hazardous substances or from potential spills of hazardous materials. The City would require Project contractors to prepare a Health and Safety Plan (HSP) prior to project construction. The HSP would identify methods and techniques to minimize the exposure of onsite workers and the public to potentially hazardous materials during the Project. The HSP would require implementation of appropriate BMPs and approved containment and spill-control practices (e.g., spill control plan) for construction and materials onsite. The HSP

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 Area is located more than a quarter mile from the nearest school. The Project involves 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 Area is not a hazardous materials site. Project-related activities are located in the city park in the vicinity of 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 Area 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 Area is located approximately one 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 of 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 Project 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 on land within an urban setting and lacks the characteristics and expansiveness of a wildlands 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 offsite?	<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 offsite?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Otherwise substantially degrade water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h) Place within a 100-year flood hazard area structures, which would impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
j) Inundation by seiche, tsunami, or mudflow?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

### 3.8.2 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 overland and reach the former channel of the South Fork of Bishop Creek where it would percolate into porous soils. Runoff that does not percolate would continue east in the former channel, passing under Hanby Avenue through a culvert. Eventually the runoff would reach Bishop Canal, which is constructed above ground surface. Runoff would pond against the canal berm until overtopped. A plan would be developed and implemented to minimize risk of hazardous material spills (such as diesel fuel spills) during Project construction. 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's water system. All of the water in the City's system is groundwater. The Project would result in a small increase in impervious surface; however, the increase would not be significant. The new path would be installed in a vegetated area; however, the amount of new impervious 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*

The Project Area is generally flat and sloping to the 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 Area will not drain into an existing storm drain system. The proposed Project would result in a small increase in impervious surface (approximately 0.2 acre). Water runoff from the surface will drain to the east of the path and would 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 the 100-year flood zone (FEMA 2011). Therefore, the Project would not involve placing housing or structures within the 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 park visitors. The Project would not influence or cause any flooding events.

*J) No Impacts*

The Project does not occur 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 impact.

### 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 is the installation of 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 Area. The Project will not result in a negative impact to mineral resources. The Project will require aggregate to manufacture the pavement and base for the main elements of the path; however, it 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:</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"/>
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 six to eight 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. 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 Area. 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*

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 address any noise complaints and use of maintained and muffled equipment.

*E-F) No Impact*

The Eastern Sierra Regional Airport is located nearly one mile to the northeast of the Project Area. 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 Project would not require or encourage an increase in population or the construction of housing.

#### B-C) No Impact

The Project would not displace any housing or people. The Project is located within the Bishop 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 the 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 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"/>
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 Project is to provide improved access to the Bishop City Park for pedestrians and bicyclists. The improved access is designed to encourage visitors to use alternate modes of transportation 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 path 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 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, 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 approximately fifteen total. Level of service standards on Main Street (Highway 395) would not change as a result of the Project. East Pine Street, East Yaney Street, and Main Street (Highway 395) have been designated by the City 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 Project, once the path is complete. The purpose of the Project is to provide improved access to the Bishop City Park for pedestrians and bicyclists. The improved access is designed to encourage visitors to use alternate (non-motorized) modes of transportation to 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 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. The 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 runoff from the park generally percolates into the surrounding soils. Runoff that does not percolate would flow overland to the former channel of the South Fork of Bishop Creek and percolate into porous soils there. Any stormwater runoff that does not percolate would continue east in the former channel, passing under Hanby Avenue through a culvert. Eventually the runoff would reach Bishop Canal, which is constructed above ground surface. Runoff would pond against the canal berm until overtopped. The existing level of service of storm drains 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*

The proposed Project would not be anticipated to generate a large amount of solid waste. Small amounts of construction wastes that are generate by the Project would be transported to and disposed of at the Bishop-Sunland Landfill. The Bishop-Sunland Landfill does have the capacity to accept all estimated waste (Bishop-Sunland Landfill, per. comm. 2008). Several hundred cubic yards of excavation is anticipated during construction. Over-excavated soils would be spread throughout the Project Area, as appropriate. A less than significant impact would be expected.

*H) No Impact*

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

### 3.17 Greenhouse Gas Emissions

#### 3.17.1 Checklist

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

#### 3.17.2 Discussion

*A-B) 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 for the proposed Project were not calculated. Table 3.17-1 lists the GHG emissions associated with the construction and operation of several types of projects. According to the data in the table, approximately 494 tons of emissions are generated from the construction of

3 miles of telecommunication lines. Like the construction of telecommunication lines, the proposed Project is linear and limited to a relatively defined corridor. However, the proposed Project is approximately 1,100 feet in length, and would produce even less emissions than the 494 tons associated with the construction of 3 miles of telecommunication lines.

The generation of emissions would be short term (approximately six to eight 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 Project’s cumulative impacts to global climate change due to the incremental contribution of GHGs would be less than significant.

**Table 3.17-1: Comparison of GHG Emissions for Various Types of Projects**

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

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

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

A long-term goal of the 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.

### 3.18 Mandatory Findings of Significance

#### 3.18.1 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"/>

#### 3.18.2 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 not impact cultural or historic resources.

##### B) No Impact

The Project would not result in 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 Project due to the limited impacts of the 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 bicyclists 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.

## Chapter 4 References

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# Chapter 5

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