HELIX Environmental Planning

East Line Street Bridge Replacement Project

Public Review Draft

Initial Study/Mitigated Negative Declaration

January 2024

Prepared by:

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ACRONYMS AND ABBREVIATIONS

°F	degrees Fahrenheit
AB	Assembly Bill
amsl	above mean sea level
APE	Area of Potential Effect
ARD	Aquatic Resources Delineation
Basin	Great Basin Valleys Air Basin
BAWA	Bishop Area Wastewater Authority
Bcf/year	billion cubic feet per year
BMP	Best Management Practices
BRA	Biological Resources Assessment
CAL FIRE	California Department of Fire and Forestry
CalEEMod	California Emissions Estimator Model
CalRecycle	California Department of Resources and Recycling
Caltrans	California Department of Transportation
CARB	California Air Resources Board
CBC	California Building Code
CCR	California Code of Regulations
CDC	California Department of Conservation
CDFW	California Department of Fish and Wildlife
CDPH	California Department of Public Health
CEC	California Energy Commission
CEQA	California Environmental Quality Act
CESA	California Endangered Species Act
CH4	methane
CHP	California Highway Patrol
CNDDB	California Natural Diversity Database
CNPS	California Native Plant Society
CO	carbon monoxide
CO2	carbon dioxide
CO2e	carbon dioxide equivalent
County	Inyo County
CRHR	California Register of Historical Resources
CUPA	Certified Unified Program Agencies
CWA	Clean Water Act
CY	cubic yards
dB	decibels
DBH	Diameter at breast height
DPM	diesel particulate matter
DTSC	Department of Toxic Substances Control
DWR	California Department of Water Resources

ACRONYMS AND ABBREVIATIONS (cont.)

Eagle Act	Bald and Golden Eagle Protection Act
EHSD	Environmental Health Services Department
EIC	Eastern Information Center
EIR	Environmental Impact Report
EQ Zapp	Earthquake Hazards Zone Application
ESCSD	Eastern Sierra Community Services District
ESTA	Eastern Sierra Transit Authority
FEMA	Federal Emergency Management Agency
FESA	Federal Endangered Species Act
FGC	Fish and Game Code
FHSZ	Fire Hazard Severity Zone
FTA	Federal Transit Administration
GBUACPD	Great Basin Unified Air Pollution Control District
GHG	Greenhouse Gas
GNSS	Global Navigation Satellite System
GPS	Global Positioning System
GWh	gigawatt hours
GWP	Global Warming Period
HELIX	HELIX Environmental Planning, Inc.
HFC	hydrofluorocarbons
HMAP	Hazardous Materials Area Plan
HVAC	heating, ventilation, and air conditioning
Hz	Hertz
ICIWMD	Inyo County Integrated Waste Management Department
ICS	Incident Command System
In/sec	inches per second
IPaC	Information for Planning and Consultation
IPCC	Intergovernmental Panel on Climate Change
ISMND	Initial Study Mitigated Negative Declaration
JPA	Joint Powers Authority
LADWP	Los Angeles Department of Water and Power
LRA	Local Responsibility Area
MBTA	Migratory Bird Treaty Act
MDAB	Mojave Desert Air Basin
MDAQMD	Mojave Desert Air Quality Management District
MMRP	Mitigation Monitoring and Reporting Program
mph	miles per hour

ACRONYMS AND ABBREVIATIONS (cont.)

MT	Metric tons
N2O	nitrous oxide
NAHC	Native American Heritage Commission
NEPA	National Environmental Policy Act
NETR	Nationwide Environmental Title Research
NOx	nitrogen oxides
NPDES	National Pollutant Discharge Elimination System
NPPA	Native Plant Protection Act
NRCS	Natural Resource Conservation Service
NRHP	National Register of Historic Preservation
NSLU	noise-sensitive land uses
OEHHA	Office of Environmental Health Hazard Assessment
OHP	Office of Historic Preservation
OVLMP	Owens Valley Land Management Plan
PFC	perfluorocarbons
PM10	particulate matter 10 microns or less in diameter
PM2.5	particulate matter 2.5 microns or less in diameter
PPV	peak particle velocity
RCB	reinforced concrete box
RCNM	Roadway Construction Noise Mode
ROG	reactive organic gases
ROW	right-of-way
RWQCB	Regional Water Quality Control Board
SAA	Streambed Alteration Agreement
SCE	Southern California Edison
SF6	sulfur hexafluoride
SGMA	Sustainable Groundwater Management Act
SLF	Sacred Lands File
SR	State Route
SRA	State Responsibility Area
SUV	sport utility vehicles
SWPPP	Storm Water Pollution Prevention Plan
SWRCB	State Water Resources Control Board
TAC	Toxic Air Contaminants
USACE	United States Army Corps of Engineers
USC	US Code
USDA	US Department of Agriculture

ACRONYMS AND ABBREVIATIONS (cont.)

USDOT	US Department of Transportation
USEPA	US Environmental Protection Agency
USFWS	US Fish and Wildlife Service
USGS	US Geological Survey
VMT	vehicles miles traveled
VOC	volatile organic compounds
WQC	Water Quality Certification
WQCP	Water Quality Control Plan
WRCC	Western Regional Climate Center
WWTP	Wastewater Treatment Plant

1.0 INTRODUCTION

1.1 INITIAL STUDY INFORMATION SHEET

1.	Project title:	East Line Street Bridge Replacement Project
2.	Lead agency name and address:	City of Bishop Public Works Department 377 W. Line Street, P.O. Box 1236 Bishop, CA 93514
3.	Contact person and phone number:	Nora Gamino (760) 873-8458
4.	Project location:	East Line Street, Between First Street and Johnston Drive Bishop, CA 93514
5.	General plan designation:	N/A
6.	Zoning:	N/A

7. Description of project:

The East Line Street Bridge Replacement Project (project) proposes to replace the existing East Line Street Bridge (bridge) located within the City of Bishop (City), Inyo County (County), California, 95314. The bridge crosses the Bishop Creek Canal, operated by the Los Angeles Department of Water and Power (LADWP), and is located between First Street and Johnston Drive. The project would replace the existing bridge with reinforced concrete box (RCB) culvert sections within the approximate 2-acre project area. The bridge would be replaced due to concerns for the City in terms of overall structural stability and pedestrian safety.

8. Surrounding land uses and setting:

East Line Street is currently a two-lane arterial road that runs west to east from the intersection of Main Street (US Highway 395) to Airport Road in the City. The bridge is currently 18.5 feet long and 40 feet wide. The bridge is surrounded by single-family residential homes, multi-family residential homes, and open space to the south; single-family and multi-family residential homes to the west; open space to the east; and single-family residential homes and open space to the north.

9. Other public agencies whose approval is required (e.g., permits, financing approval, or participation agreement:

- State Water Resource Control Board (SWRCB)
- California Air Resources Board (CARB)
- California Department of Fish and Wildlife (CDFW)
- California Department of Public Health (CDPH)

- Native American Heritage Commission (NAHC)
- Office of Historic Preservation (OHP)

10. Have California Native American tribes traditionally and culturally affiliated with the project area requested consultation pursuant to Public Resources Code Section 21080.3.1? If so, is there a plan for consultation that includes, for example, the determination of significance of impacts to tribal cultural resources, procedures regarding confidentiality, etc.?

In accordance with Native American consultation under CEQA, formerly known as Assembly Bill (AB) 52 tribal consultation, the City of Bishop underwent formal consultation with federally recognized tribes for the proposed project. As of December 7th, 2023, the City has not received input or a request for involvement by the tribes. Therefore, the City has formally concluded consultation pursuant to PRC Sections 21080.3.2(b)(1) and 21082.3(d)(1).

2.0 PROJECT BACKGROUND

The East Line Street Bridge Replacement Project proposes to replace the existing East Line Street Bridge between First Street and Johnston Drive within the City of Bishop, Inyo County, California.

This Initial Study Mitigated Negative Declaration (ISMND) addresses the replacement of the existing East Line Street Bridge proposed by the project applicant, the City of Bishop. The Initial Study has been prepared to satisfy the requirements of the California Environmental Quality Act (CEQA; Public Resources Code Section 21000 et seq.) and the CEQA Guidelines (14 California Code of Regulations [CCR] 15000 et seq.). CEQA requires that all State and local government agencies consider the environmental consequences of projects over which they have discretionary authority before they approve or implement those projects.

The ISMND is a public document used by the decision-making Lead Agency to determine whether a project may have a significant effect on the environment. The project is proposed by the City of Bishop (project applicant), who will also act as the Lead Agency. The City of Bishop will use the ISMND to determine whether the proposed project has a significant effect on the environment. This ISMND relies on CEQA Guidelines Sections 15064 and 15064.4 in its determination of the significance of the environmental impacts. Per Section 15064, the finding as to whether a project may have one or more significant impacts shall be based on substantial evidence in the record, and that controversy alone, without substantial evidence of a significant impact, does not trigger the need for an Environmental Impact Report (EIR).

The following technical reports, quantified analysis and/or surveys were used in preparation of this ISMND and are incorporated by reference:

- Air Quality/Greenhouse Gas Emission Analysis Report prepared by HELIX Environmental Planning, Inc. [HELIX] (October 2023).
- Aquatic Resources Delineation prepared by HELIX (August 2023)
- Biological Resources Assessment prepared by HELIX (August 2023)
- Cultural Resources Assessment prepared by HELIX (November 2023)
- Noise Analysis Report prepared by HELIX (October 2023)

3.0 PURPOSE AND NEED

The purpose of the proposed project is to replace the existing bridge with a new structure as well as increase the width of the bridge to allow for safe pedestrian crossing. The existing bridge currently poses concern for the City in terms of overall structural stability as well as pedestrian safety. The bridge is located along a straight segment of East Line Street with a posted speed limit of 25 miles per hour (mph). However, due to the straight lines and distance from the highway, vehicles travel at a much faster speed creating a hazardous situation for any pedestrians crossing the roadway at the bridge.

4.0 PROJECT SETTING

4.1 PROJECT LOCATION

The proposed project is located in the City of Bishop, Inyo County, California, 93514. The East Line Street Bridge is located on East Line Street, between First Street and Johnston Drive. The bridge is located within Sections 5, 6, 7, & 8, Township 7 South, Range 33 East (United States Geological Survey 7.5-minute "Bishop Quadrangle"). Refer to **Figure 1** and **Figure 2** (Note: all Figures are located in **Appendix A**).

4.2 ENVIRONMENTAL SETTING

The City of Bishop is located in Inyo County at the northern end of Owens Valley. The City covers an area of approximately 1.8 square miles and has a population of approximately 3,821 people (City of Bishop 2021). Owens Valley is bounded by the Sierra Nevada mountain range to the west and the White Mountains range to the east.

East Line Street is currently a two-lane arterial road that runs west to east from the intersection of Main Street (US Highway 395) to Airport Road in the City. The bridge is currently 18.5 feet long and 40 feet wide and crosses the Bishop Creek Canal, which is operated by LADWP. The project site is relatively flat with elevations ranging from 4,120 to 4,135 feet above mean sea level (amsl).

4.3 SURROUNDING LAND USES

The bridge is surrounded by single-family residential homes, multi-family residential homes, and open space to the south; single-family and multi-family residential homes to the west; open space to the east; and single-family residential homes and open space to the north.

5.0 PROJECT DESCRIPTION

5.1 PROJECT COMPONENTS

Bridge Replacement

The existing bridge would be replaced with reinforced concrete box (RCB) culvert sections. RCB culverts are rectangular box structures with headwalls constructed on their inlet and outlet. RCB culverts are typically precast at a plant and shipped to the construction site.

Proposed Sidewalk

The project is proposing a new sidewalk on the southern side of East Line Street to connect the existing sidewalk located between First Street to 125 feet west of Johnston Drive. Additionally, the project is also proposing a new sidewalk connection on the northern side of East Line Street from the existing sidewalk to the eastern side of the bridge. Depending on the final alternative chosen for the project, some right-of-way (ROW) acquisition could be required as part of this project.

Roadway Design

The proposed bridge may include barrier rails on the northern and southern sides for pedestrian safety. A designated pedestrian crossing may also be included to further pedestrian safety. The final determination of the proposed barrier rails and pedestrian has not yet been determined.

To further increase pedestrian safety, pedestrian refuge islands may be installed in the center of East Line Street Bridge. Additionally, traffic signage and/or speed bumps may also be installed along East Line Street. A gateway arch, and/or a welcome sign may be included in the final design. However, the final roadway design has not yet been determined. Refer to **Figure 3** for a conceptual site plan of the project.

Additionally, the project includes overlaying the existing asphalt on East Line Street between First Street and Johnston Drive.

5.2 CONSTRUCTION METHOD AND SCHEDULE

With the proposed RCB structure, one lane with traffic control for two-way traffic would be maintained while the RCB sections are placed. The contractor would remove half of the existing bridge and place half of the proposed culverts. Traffic would then be shifted to the other side of the crossing while the same process would be undertaken on the remaining half of the bridge. It is estimated that construction of the RCB culverts would take approximately two weeks. Final headwall construction would occur once the sections are placed and would not require additional road closure. If it is determined that removal of half of the existing bridge is unfeasible, it is estimated that five days of street closure would be required to remove the entire bridge and place the RCB culverts.

Construction is anticipated to begin June 2025 and end September 2025, taking approximately four months to complete. The staging area would be located on-site within the existing dirt road northeast of the existing bridge.

6.0 ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

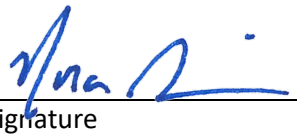
The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact" or "Less than Significant with Mitigation Incorporated" as indicated by the checklist on the following pages.

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

7.0 DETERMINATION

On the basis of this initial evaluation:

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



Signature — Date: 1/17/2024

Nora Gamino, Director of Public Works — Date: 1/17/2024

Printed Name

8.0 ENVIRONMENTAL INITIAL STUDY CHECKLIST

The lead agency has defined the column headings in the environmental checklist as follows:

A. "Potentially Significant Impact" is appropriate if there is substantial evidence that an effect may be significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required.

B. "Less Than Significant with Mitigation Incorporated" applies where the inclusion of mitigation measures has reduced an effect from "Potentially Significant Impact" to a "Less Than Significant Impact." All mitigation measures are described, including a brief explanation of how the measures reduce the effect to a less than significant level. Mitigation measures from earlier analyses may be cross-referenced.

C. "Less Than Significant Impact" applies where the project does not create an impact that exceeds a stated significance threshold.

D. "No Impact" applies where a project does not create an impact in that category. "No Impact" answers do not require an explanation if they are adequately supported by the information sources cited by the lead agency which show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A "No Impact" answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project would not expose sensitive receptors to pollutants, based on a project specific screening analysis).

The explanation of each issue identifies the significance criteria or threshold used to evaluate each question; and the mitigation measure identified, if any, to reduce the impact to less than significance. Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration [CEQA Guidelines Section 15063(c)(3)(D)]. Where appropriate, the discussion identifies the following:

a) Earlier Analyses Used. Identifies where earlier analyses are available for review.

b) Impacts Adequately Addressed. Identifies which effects from the checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and states whether such effects were addressed by mitigation measures based on the earlier analysis.

c) Mitigation Measures. For effects that are "Less Than Significant with Mitigation Incorporated," describes the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.

I. AESTHETICS

		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Except as provided in Public Resources Code Section 21099, would the project:					
a)	Have a substantial adverse effect on a scenic vista?	☐	☐	☒	☐
b)	Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	☐	☐	☐	☒
c)	Substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	☐	☐	☒	☐
d)	Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	☐	☐	☒	☐

Environmental Setting

The City of Bishop encompasses approximately two square miles in the northern portion of the Owens Valley. The City is located within Inyo County, on the eastern side of the Sierra Nevada range, with US Highway 395 bisecting the City. Panoramic views of the surrounding Sierra Nevada and White Mountains, along with the surrounding ranch and open space lands are the dominant scenic features in the Bishop area.

A portion of State Route (SR) 168, just west of the City of Bishop, is officially designated as a State scenic highway, and a portion of the US Highway 395 that runs through the City of Bishop is eligible to be designated as a State scenic highway (Caltrans 2023). The 16-mile segment of SR 168 that is officially designated as a State scenic highway runs west of the City from Camp Sabrina to Brockman Lane.

Impact Analysis

a) Have a substantial adverse effect on a scenic vista?

Less than significant impact. Scenic vistas are defined as expansive views of highly valued landscapes from publicly accessible viewpoints. Scenic vistas surrounding the City of Bishop include views of the Sierras and White Mountains and expansive ranches and agricultural areas. The proposed project would replace the existing East Line Street Bridge between First Street and Johnson Drive, as well as construct pedestrian walkways and other pedestrian safety features. The proposed project may include proposed barrier railings, pedestrian refuge islands, traffic signage, gateway arch, and/or a welcome sign.

Construction of the proposed project would be short-term and temporary and would not permanently change any scenic vistas in the vicinity of the proposed project. Operation of the proposed project would not have an adverse effect on a scenic vista as the bridge already exists within the project area. Therefore, the impact would be less than significant.

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

No impact. The project site is located approximately three miles east of the 16-mile segment of SR 168 that is officially designated as a State scenic highway (Caltrans 2023). Due to the distance from the designated State scenic highway, and as the project would replace an existing bridge, the proposed project would not damage scenic resources within a State scenic highway. No impact would occur.

c) In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?

Less than significant impact. The proposed project would replace an existing bridge along East Line Street, between First Street and Johnston Drive. The project would also construct pedestrian walkways along the northern and southern sides of East Line Street, and may include proposed barrier railings, pedestrian refuge islands, traffic signage, gateway arch, and/or a welcome sign. As the proposed project would replace an existing but structurally unstable bridge, the existing visual character or quality of public views would not be degraded. With implementation of pedestrian sidewalks and other roadway design features, including barrier railings, pedestrian refuge islands, traffic signage, gateway arch, and/or a welcome sign, the project would enhance the visual aspect of East Line Street. Additionally, the proposed project would not require a zoning or land use designation that would conflict with regulations governing scenic quality. As the visual characteristics of the project would be similar to pre-existing visual characteristics, the impact on visual character would be less than significant.

d) Create a new source of substantial light or glare that would adversely affect day or nighttime views in the area?

Less than significant impact. The proposed project may include crossing lights along a pedestrian crosswalk. However, all lighting would comply with the California Building Standards Code (CCR, Title 24) and California Green Building Standards Code (CCR, Title 24, Part 11 - CALGreen). Additionally, all lighting would use low energy, shielded light fixtures with direct light downward and which are fully shielded. Some artificial lighting may be needed during construction activities; however, lighting for project construction would be temporary and short-term and would comply with CALGreen Building Standards Code. Therefore, the impact would be less than significant.

II. AGRICULTURE AND FORESTRY RESOURCES

		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:					
a)	Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	☐	☐	☐	☒
b)	Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☐	☒
c)	Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)), timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))?	☐	☐	☐	☒
d)	Result in the loss of forest land or conversion of forest land to non-forest use?	☐	☐	☐	☒
e)	Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non- forest use?	☐	☐	☐	☒

Environmental Setting

Agriculture is important to the culture, heritage, and economy of the County. Dating back to the late 1800s and due primarily to the extensive rangelands available for grazing, the primary agriculture activity in the County is livestock production, consisting of raising cattle, pack animals (horses, mules, and burros for transporting people and supplies), poultry, and sheep. A lesser amount of acreage of intensive row and field crop agriculture occurs, and irrigated pasturelands are also present within the County (Inyo County 2001, as amended).

The project site is not mapped under the California Important Farmland Finder (CDC 2023a).

Impact Analysis

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

b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?

No impact. The project site is not mapped under the California Important Farmland Finder (CDC 2023a). However, the project site is almost entirely located within the developed City street ROW and does not contain farmland of any significance. Additionally, the project site is not within a Williamson Act contract. Therefore, no impact would occur for questions a) and b).

c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)), timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))?

d) Result in the loss of forest land or conversion of forest land to non-forest use?

No impact. The project site is not zoned for forestland or timberland. The project would replace an existing bridge and would not result in the loss of forest land or conservation of forest land to non-forest use. No impact would occur for questions c) and d).

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?

No impact. As discussed under questions a) through d), the proposed project is not currently zoned, designated, or used for agricultural or forest use. Therefore, the proposed project would not convert agricultural or forest land to non-agricultural or non-forest uses. No impact would occur.

III. AIR QUALITY

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Where available, the significance criteria established by the applicable air quality management district or air pollution control district may be relied upon to make the following determinations. Would the project:				
a) Conflict with or obstruct implementation of the applicable air quality plan?	☐	☐	☒	☐
b) 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?	☐	☐	☒	☐
c) Expose sensitive receptors to substantial pollutant concentrations?	☐	☐	☒	☐
d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	☐	☐	☒	☐

An Air Quality and Greenhouse Gas Emissions Assessment was prepared by HELIX and is included as **Appendix B**.

Environmental Setting

The proposed project is located within the City of Bishop, Inyo County, which is part of the Great Basin Valleys Air Basin (Basin). The Basin is named for its geological formation of valleys surrounded by mountains. Air rises and sinks in the Basin due to the heat in the valleys and height of the mountains that causes the air and its pollutants to settle in the valleys and basins. The variable climate of the Basin is determined by its diverse terrain and geographic location. The climate of the region is greatly influenced by the Sierra Nevada and is generally semi-arid to arid, characterized by low precipitation, abundant sunshine, frequent winds, moderate to low humidity, and high potential for evapotranspiration.

The average minimum winter temperature is in the low- to mid-20 degrees Fahrenheit (°F), while the average maximum summer temperature is in the mid- to high-90°F. Most precipitation occurs between November and February. Spring is the windiest season, with fast-moving northerly weather fronts. During the day, southerly winds result from the strong solar heating of the nearby mountain slopes, causing upslope circulation. Summer winds are northerly at night as a result of cool air draining from higher to lower elevations (WRCC 2016).

Air quality in the Basin is regulated by the US Environmental Protection Agency (USEPA) at the federal level, by the California Air Resources Board (CARB) at the State level, by the Great Basin Unified Air Pollution Control District (GBUACPD) at the regional level, and by the City of Bishop at the local level.

Sensitive Receptors

Some land uses are considered more sensitive to air pollution than others due to the types of population groups or activities involved and are referred to as sensitive receptors. Examples of these sensitive receptors are residences, schools, hospitals, and daycare centers. CARB and the Office of Environmental Health Hazard Assessment (OEHHA) have identified the following groups of individuals as the most likely to be affected by air pollution: the elderly over 65, children under 14, infants (including in utero in the third trimester of pregnancy), and persons with cardiovascular and chronic respiratory diseases such as asthma, emphysema, and bronchitis (CARB 2005; OEHHA 2015).

Residential areas are considered sensitive receptors to air pollution because residents (including children and the elderly) tend to be at home for extended periods of time, resulting in sustained exposure to any pollutants present. Children and infants are considered more susceptible to health effects of air pollution due to their immature immune systems, developing organs, and higher breathing rates. As such, schools are also considered sensitive receptors, as children are present for extended durations and engage in regular outdoor activities.

The closest existing sensitive receptors to the project site are single-family residential homes located approximately 13 feet south of the project site. The closest school to the project site is Bishop Union High School, located approximately 0.7 mile west of the project site.

Methodology and Assumptions

Construction Assumptions

Construction of the project is anticipated to begin as early as June 2025 and be completed by September 2025. The proposed asphalt paved bridge and overlaying of the adjacent roadway would total 30,000 square feet, or 0.689 acres, as provided by the project engineer. Construction modeling assumes the longest anticipated schedule reported by the project engineer: site preparation five days; demolition 20 days; grading 20 days; building construction 10 days; and paving five days. It was assumed underground utilities would be constructed during the grading phase. Construction equipment assumptions were based on estimates from California Emissions Estimator Model (CalEEMod) defaults. An estimated 150 cubic yards (CY) of vegetation or other cleared material would be exported during site preparation and 400 CY of debris or other cleared material would be exported during demolition. An estimated 200 CY of cut/fill is anticipated as soil movement during grading. Construction vehicle trips were based on estimates from CalEEMod defaults. Construction emissions modeling assumes implementation of dust best management practices (watering exposed areas twice per day) to comply with the requirements of GBUAPCD Rule 401 and 402, *Fugitive Dust and Nuisance* (GBUAPCD 2023).

Operational Assumptions

Operational emissions were not modeled using CalEEMod as the proposed project would replace an existing bridge. It is assumed operation of the new bridge would produce negligible operational emissions beyond what currently exists.

Standards of Significance

The impact analysis provided below is based on the application of the following CEQA Guidelines Appendix G thresholds of significance, which indicate that a project would have a significant air quality impact if it would:

1. Conflict with or obstruct implementation of the applicable air quality plan;
2. 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;
3. Expose sensitive receptors to substantial pollutant concentrations; and,
4. Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?

Neither the City of Bishop nor the GBUAPCD have established numerical significance thresholds for quantitatively determining air quality impacts. CEQA, however, allows lead agencies to rely on standards or thresholds promulgated by other agencies. The GBUAPCD has allowed use of the numerical standards of the Mojave Desert Air Quality Management District (MDAQMD) in prior CEQA reviews. Because the air quality and pollutant attainment status in portions of the Mojave Desert Air Basin (MDAB) are similar to those of the Basin, the numerical thresholds set for MDAQMD are considered adequate to serve as significance thresholds for the proposed project.

Project construction will have a significant impact on air quality if emissions exceed any of the threshold levels identified in **Table 1**. For nonattainment pollutants, if emissions exceed the thresholds shown in the table, the project could have the potential to result in a cumulatively considerable net increase in these pollutants and thus could have a significant impact on the ambient air quality.

Table 1: Air Pollutant Significance Thresholds

Pollutant	Significance Thresholds (pounds per day)	Significance Thresholds (tons per year)
Volatile Organic Compound (VOC)	137	25
Nitrogen Oxides (NO_X)	137	25
Coarse Particulate Matter (PM_{10})	82	15
Fine Particulate Matter ($PM_{2.5}$)	65	12
Carbon Monoxide (CO)	548	100
Sulfur Oxides (SO_X)	137	25

Source: MDAQMD 2016

Impact Analysis

a) Conflict with or obstruct implementation of the applicable air quality plan?

Less than significant impact. Consistency with air quality plans is determined by whether the project would:

1. result in an increase in the frequency or severity of existing air quality violations; cause or contribute to new violations; or delay timely attainment of air quality standards; and
2. result in growth of population or employment that is not accounted for in local and regional planning.

With respect to the first criterion, the analyses presented below demonstrate that the project would not generate emissions that could potentially cause an increase in the frequency or severity of existing air

quality violations; cause or contribute to new violations; or delay timely attainment of air quality standards.

With respect to the second criterion, the proposed project is improving an existing bridge and would not result in population or employment increases and, therefore, would not exceed the growth projection assumptions in the General Plan. In addition, the proposed project would be consistent with the City General Plan Mobility Element roadway components. The project would support the City General Plan Policy 2.4 by improving safety and quality of East Line Street Bridge and would support Policy 6.2 by providing a pedestrian walkway connection along East Line Street between First Street and Johnston Drive.

Because the project is consistent with the City's General Plan and growth assumptions, the proposed project is considered consistent with the region's planning efforts. Therefore, the project would not conflict with or obstruct implementation of the applicable air quality plan. The impact would be less than significant, and no mitigation is required.

b) 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?

Less than significant impact.

Construction

CalEEMod version 2022.1.1.19 was used to quantify project-generated construction emissions. Assumptions included in the model are described previously and detailed model output sheets are included in Attachment B to this letter. Construction activities were assumed to commence as early as June 2025 and be completed by September 2025. The quantity, duration, and intensity of construction activity influence the amount of construction emissions and related pollutant concentrations that occur at any one time. As such, the emission forecasts provided herein reflect a specific set of conservative assumptions based on the expected construction scenario wherein a relatively large amount of construction activity is occurring in a relatively intensive manner. Because of this conservative assumption, actual emissions could be less than those forecasted. If construction is delayed or occurs over a longer time period, emissions could be reduced because of (1) a more modern and cleaner burning construction equipment fleet mix than assumed in CalEEMod; and/or, (2) a less intensive buildout schedule (i.e., fewer daily emissions occurring over a longer time interval).

The project's construction period emissions of nitrogen oxides (NO_X), particulate matter 10 microns or less in diameter (PM_{10}), and particulate matter 2.5 microns or less in diameter ($PM_{2.5}$) are compared to the MDAQMD construction thresholds in **Table 2**. The MDAQMD does not have a recommended threshold for construction-generated reactive organic gas (ROG). However, quantification and disclosure of ROG emissions is recommended.

The proposed project construction period emissions of the ozone precursor of NO_X, PM_{10}, and $PM_{2.5}$ would not exceed the MDAQMD thresholds. Therefore, the project would not result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment. The impact would be less than significant.

Table 2: Construction Criteria Pollutant and Precursor Emissions

Construction Activity/Year(s)	Pollutant Emissions (pounds per day)			
	ROG	**NO_X**	**PM_{10}**	**$PM_{2.5}$**
Site Preparation (2025)	0.5	4.6	0.6	0.3
Demolition (2025)	0.5	4.5	0.6	0.3
Grading (2025)	6.6	55.3	5.5	2.7
Building Construction (2025)	4.5	39.8	4.0	1.8
Paving (2025)	0.7	6.0	0.4	0.3
Maximum Daily Emissions	**6.6**	**55.3**	**5.5**	**2.7**
MDAQMD Thresholds	*None*	*137*	*82*	*65*
Exceed Thresholds?	***No***	***No***	***No***	***No***

Source: CalEEMod (output data is provided in Appendix B)
ROG = reactive organic gases; NO_X = nitrogen oxides; PM_{10} = particulate matter 10 microns or less in diameter; $PM_{2.5}$ = particulate matter 2.5 microns or less in diameter; MDAQMD= Mojave Desert Air Quality Management District

Operation

Operational emissions were not calculated using CalEEMod as the proposed project would replace an existing bridge. It is assumed operation of the new bridge would produce negligible operational emissions beyond what currently exists. Therefore, the project would not result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment. The impact would be less than significant.

c) Expose sensitive receptors to substantial pollutant concentrations?

Less than significant impact.

Toxic Air Contaminants

The dose (of Toxic Air Contaminants [TAC]) to which receptors are exposed is the primary factor used to determine health risk. Dose is a function of the concentration of a substance in the environment and the extent of exposure a person has to the substance; a longer exposure period to a fixed quantity of emissions would result in higher health risks. Current models and methodologies for conducting cancer health risk assessments are associated with longer-term exposure periods (typically 30 years for individual residents based on guidance from OEHHA) and are best suited for evaluation of long duration TAC emissions with predictable schedules and locations. These assessment models and methodologies do not correlate well with the temporary and highly variable nature of construction activities. Cancer potency factors are based on animal lifetime studies or worker studies where there is long-term exposure to the carcinogenic agent. There is considerable uncertainty in trying to evaluate the cancer risk from projects that will only last a small fraction of a lifetime (OEHHA 2015).

In addition, concentrations of mobile source diesel particulate matter (DPM) emissions disperse rapidly and are typically reduced by 70 percent at approximately 500 feet (CARB 2005). Considering this information, the highly dispersive nature of DPM, and the fact that construction activities would occur at various locations throughout the project site, it is not anticipated that construction of the project would expose sensitive receptors to substantial DPM concentrations.

Carbon Monoxide Hot Spots

Vehicle exhaust is the primary source of carbon monoxide (CO). In an urban setting, the highest CO concentrations are generally found near congested intersections. Under typical meteorological conditions, CO concentrations tend to decrease as distance from the emissions source (i.e., congested intersection) increases. Project-generated traffic has the potential of contributing to localized "hot spots" of CO offsite. Because CO is a byproduct of incomplete combustion, exhaust emissions are worse when fossil fueled vehicles are operated inefficiently, such as in stop-and-go traffic or through heavily congested intersections. Because CO disperses rapidly, hot spots are most likely to occur in areas with high traffic volumes and limited vertical mixing such as tunnels, long underpasses, or below-grade roadways.

The project would not generate trips as it would replace an existing bridge. Therefore, there would be no change to existing traffic patterns/flows that could result in a "hot spot" of CO. Additionally, as noted above, hot spots of CO are most likely to occur from exhaust emissions in tunnels, long underpasses, or below grade roadways, and none of the roadways nearby the proposed project have these characteristics. Therefore, the impact would be less than significant.

d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?

Less than significant impact. The project could produce odors during construction activities resulting from heavy diesel equipment exhaust and volatile organic compounds (VOC) released during application of asphalt. The odor of these emissions is objectionable to some; however, emissions would disperse rapidly from the project site and therefore should not be at a level that would affect a substantial number of people. Any odors emitted during construction activities would be temporary, short-term, and intermittent in nature, and would cease upon the facility maintenance. As a result, impacts associated with temporary odors during construction are not considered significant.

As the proposed project would replace an existing bridge, operation of the project would not result in odors affecting a substantial number of people. No solid waste is anticipated to be generated by the operation of the proposed project. Therefore, the impact would be less than significant.

IV. BIOLOGICAL RESOURCES

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

A Biological Resources Assessment (BRA) and an Aquatic Resources Delineation (ARD) were prepared by HELIX and are included as **Appendix C** and **Appendix D**, respectively.

Environmental Setting

The estimated 1.99 acre project site, or called Study Area, and surrounding area, has a history of municipal utility management associated with the LADWP, as well as urban growth of the City of Bishop. Based on a review of historic aerial imagery (NETR 2023), the site has been relatively unchanged since 1977. The alignment of the canal is in the same location dating back to 1947, however the roads that parallel the canal appear to have been widened between 1947 and 1977. The current extent of development and rural areas within/adjacent to the Study Area appear to be relatively the same as they were in 1977.

Terrain throughout the Study Area is comprised of generally flat land. Bishop Creek Canal originates at North Fork Bishop Creek to the north and is conveyed south through the Study Area underneath East Line Street. Elevations on the site range from approximately 4,120 to 4,135 feet amsl.

The Study Area is in the Crowley Lake watershed (USGS Hydrologic Unit Code (HUC-8) 18090102). Bishop Creek Canal flows south from the Study Area though a system of irrigation and diversion canals managed by the LADWP, which are ultimately tributary to the Owens River. Although a majority of the flow from the Owens River is diverted into the Los Angeles Aqueduct, there still remains a continuous surface water connection to the historic Owens Lake basin, which is a traditional navigable water of the US.

Regulatory Setting

Federal Regulations

Federal Endangered Species Act
The US Fish and Wildlife Service (USFWS) enforces the provisions stipulated within the Federal Endangered Species Act of 1973 (FESA; 16 U.S. Code [USC] 1531 et seq.). Species identified as federally threatened or endangered (50 CFR 17.11, and 17.12) are protected from take, defined as direct or indirect harm, unless a Section 10 permit is granted to an entity other than a federal agency or a Biological Opinion with incidental take provisions is rendered to a federal lead agency via a Section 7 consultation. Pursuant to the requirements of FESA, an agency reviewing a proposed project within its jurisdiction must determine whether any federally listed species may be present in the study area and determine whether the proposed project will jeopardize the continued existence of or result in the destruction or adverse modification of critical habitat of such species (16 USC 1536 (a)[3], [4]). Other federal agencies designate species of concern (species that have the potential to become listed), which are evaluated during environmental review under the National Environmental Policy Act (NEPA) or CEQA although they are not otherwise protected under FESA.

Migratory Bird Treaty Act
The Migratory Bird Treaty Act (MBTA) of 1918 established federal responsibilities for the protection of nearly all species of birds, their eggs, and nests. The Migratory Bird Treaty Reform Act of 2004 further defined species protected under the act and excluded all non-native species. Section 16 USC 703–712 of the Act states "unless and except as permitted by regulations, it shall be unlawful at any time, by any means or in any manner, to pursue, hunt, take, capture, kill, attempt to take, capture, or kill" a migratory bird. A migratory bird is any species or family of birds that live, reproduce, or migrate within or across international borders at some point during their annual life cycle. Currently, there are 836 migratory birds protected nationwide by the Migratory Bird Treaty Act, of which 58 are legal to hunt.

The Bald and Golden Eagle Protection Act
The Bald and Golden Eagle Protection Act (Eagle Act) prohibits the taking or possession of and commerce in bald and golden eagles with limited exceptions. Under the Eagle Act, it is a violation to "*take, possess, sell, purchase, barter, offer to sell, transport, export or import, at any time or in any manner, any bald eagle commonly known as the American eagle, or golden eagle, alive or dead, or any part, nest, or egg, thereof.*" Take is defined to include pursue, shoot, shoot at, poison, wound, kill, capture, trap, collect, destroy, molest, and disturb. Disturb is further defined in 50 CFR Part 22.3 as "*to agitate or bother a bald or golden eagle to a degree that causes, or is likely to cause, based on the best scientific information available (1) injury to an eagle, (2) a decrease in its productivity, by substantially*

interfering with normal breeding, feeding, or sheltering behavior, or (3) nest abandonment, by substantially interfering with normal breeding, feeding, or sheltering behavior."

State Regulations

California Endangered Species Act
The State of California enacted the California Endangered Species Act (CESA) in 1984. CESA is similar to FESA but pertains to State-listed endangered and threatened species. CESA requires state agencies to consult with the California Department of Fish and Wildlife (CDFW) when preparing CEQA documents. The purpose is to ensure that State lead agency actions do not jeopardize the continued existence of a listed species or result in the destruction, or adverse modification of habitat essential to the continued existence of those species, if there are reasonable and prudent alternatives available (Fish and Game Code §2080). CESA directs agencies to consult with CDFW on projects or actions that could affect listed species. It also directs CDFW to determine whether jeopardy would occur and allows CDFW to identify "reasonable and prudent alternatives" to the project consistent with conserving the species. CESA allows CDFW to authorize exceptions to the State's prohibition against take of a listed species if the "take" of a listed species is incidental to carrying out an otherwise lawful project that has been approved under CEQA (Fish & Game Code §2081).

California Department of Fish and Game Code
A number of species have been designated as "Fully Protected" species under Sections 3511 (birds), 4700 (mammals), 5050 (reptiles and amphibians), and 5515 (fish) of the Fish and Game Code (FGC) but are not listed as endangered (Section 2062) or threatened (Section 2067) species under CESA. Except for take related to scientific research, all take of fully protected species is prohibited. The California Fish and Game Code defines take as "*hunt, pursue, catch, capture, or kill, or attempt to hunt, pursue, catch, capture, or kill.*" Additionally, Sections 3503, 3503.5, and 3513 of the California Fish and Game Code prohibits the killing of birds or the destruction of bird nests.

Native Plant Protection Act
The Native Plant Protection Act (NPPA), enacted in 1977, allows the Fish and Game Commission to designate plants as rare or endangered. The NPPA prohibits take of endangered or rare native plants, with some exceptions for agricultural and nursery operations and emergencies. Vegetation removal from canals, roads, and other sites, changes in land use, and certain other situations require proper advance notification to CDFW.

Jurisdictional Waters

Federal Jurisdiction
On May 25, 2023, the US Supreme Court issued a decision in the case of *Sackett v. Environmental Protection Agency* (Supreme Court of the United States 2023) which will ultimately influence how federal waters are defined. The Supreme Court decision in *Sackett v. Environmental Protection Agency* determined that "the CWA extends to only those 'wetlands with a continuous surface connection to bodies that are "waters of the US" in their own right,' so that they are 'indistinguishable' from those waters.*"* The US Environmental Protection Agency (USEPA) and the US Army Corps of Engineers (USACE) are reviewing the decision to determine next steps.

Unless considered an exempt activity under Section 404(f) of the Federal Clean Water Act, any person, firm, or agency planning to alter or work in "waters of the US," including the discharge of dredged or fill

material, must first obtain authorization from the USACE under Section 404 of the Clean Water Act (CWA; 33 USC 1344). Permits, licenses, variances, or similar authorization may also be required by other federal, state, and local statutes. Section 10 of the Rivers and Harbors Act prohibits the obstruction or alteration of navigable waters of the US without a permit from USACE (33 USC 403). Activities exempted under Section 404(f) are not exempted within navigable waters under Section 10.

The Clean Water Act (33 USC 1251-1376) provides guidance for the restoration and maintenance of the chemical, physical, and biological integrity of the nation's waters.

Section 401 requires that an applicant for a federal license or permit that allows activities resulting in a discharge to waters of the US obtain a state certification that the discharge complies with other provisions of CWA. The Regional Water Quality Control Board (RWQCB) administers the certification program in California and may require State Water Quality Certification before other permits are issued.

Section 402 establishes a permitting system for the discharge of any pollutant (except dredged or fill material) into waters of the U.S.

Section 404 establishes a permit program administered by USACE that regulates the discharge of dredged or fill material into waters of the U.S. (including wetlands). Implementing regulations by USACE are found at 33 CFR Parts 320-332. The Section 404 (b)(1) Guidelines were developed by the USEPA in conjunction with USACE (40 CFR Part 230), allowing the discharge of dredged or fill material for non-water dependent uses into special aquatic sites only if there were no practicable alternative that would have less adverse impacts.

State Jurisdiction

Any action requiring a CWA Section 404 permit, or a Rivers and Harbors Act Section 10 permit, must also obtain a CWA Section 401 Water Quality Certification. The State of California Water Quality Certification (WQC) Program was formally initiated by the State Water Resources Control Board (SWRCB) in 1990 under the requirements stipulated by Section 401 of the Federal CWA. Although the CWA is a federal law, Section 401 of the CWA recognizes that states have the primary authority and responsibility for setting water quality standards. In California, under Section 401, the State and Regional Water Boards are the authorities that certify that issuance of a federal license or permit does not violate California's water quality standards (i.e., that they do not violate Porter-Cologne and the Water Code). The WQC Program currently issues the WQC for discharges requiring USACE permits for fill and dredge discharges within waters of the US, and now also implements the State's wetland protection and hydromodification regulation program under the Porter Cologne Water Quality Control Act.

On May 28, 2020, the SWRCB implemented the State Wetland Definition and Procedures for Discharges of Dredged or Fill Material to Waters of the State (Procedures), which was subsequently revised April 6, 2021, for inclusion in the Water Quality Control Plan for Ocean Waters of California, and the Water Quality Control Plan for Inland Surface Waters and Enclosed Bays and Estuaries for Waters of the US (SWRCB 2019). The procedures consist of four major elements:

I. A wetland definition;

II. A framework for determining if a feature that meets the wetland definition is a water of the state;

III. Wetland delineation procedures; and,

IV. Procedures for the submittal, review, and approval of applications for Water Quality Certifications and Waste Discharge Requirements for dredge or fill activities.

Under the Procedures and the State Water Code (Water Code §13050(e)), "Waters of the State" are defined as "any surface water or groundwater, including saline waters, within the boundaries of the state." "Waters of the State" includes all "Waters of the US."

More specifically, a wetland is defined as: "*An area is wetland if, under normal circumstances, (1) the area has continuous or recurrent saturation of the upper substrate caused by groundwater, or shallow surface water, or both; (2) the duration of such saturation is sufficient to cause anaerobic conditions in the upper substrate; and (3) the area's vegetation is dominated by hydrophytes or the area lacks vegetation*." The wetland definition encompasses the full range of wetland types commonly recognized in California, including some features not protected under federal law, and reflects current scientific understanding of the formation and functioning of wetlands (SWRCB 2019).

The Procedures define the following wetlands as waters of the State:

1. Natural wetlands;
2. Wetlands created by modification of a surface water of the State; and,
3. Artificial wetlands that meet any of the following criteria:
    a. Approved by an agency as compensatory mitigation for impacts to other waters of the state, except where the approving agency explicitly identifies the mitigation as being of limited duration;
    b. Specifically identified in a water quality control plan as a wetland or other water of the state;
    c. Resulted from historic human activity, is not subject to ongoing operation and maintenance, and has become a relatively permanent part of the natural landscape; or,
    d. Greater than or equal to one acre in size, unless the artificial wetland was constructed and is currently used and maintained, primarily for one or more of the following purposes (i.e., the following artificial wetlands are not waters of the state unless they also satisfy the criteria set forth in 2, 3a, or 3b):
        i. Industrial or municipal wastewater treatment or disposal,
        ii. Settling of sediment,
        iii. Detention, retention, infiltration, or treatment of stormwater runoff and other pollutants or runoff subject to regulation under a municipal, construction, or, industrial stormwater permitting program,
        iv. Treatment of surface waters,
        v. Agricultural crop irrigation or stock watering,
        vi. Fire suppression,
        vii. Industrial processing or cooling,

viii. Active surface mining, even if the site is managed for interim wetlands functions and values,

ix. Log storage,

x. Treatment, storage, or distribution of recycled water,

xi. Maximizing groundwater recharge (this does not include wetlands that have incidental groundwater recharge benefits), or,

xii. Fields flooded for rice growing.

Unless excluded by the Procedures, any activity that could result in discharge of dredged or fill material to Waters of the State, which includes Waters of the US and non-federal Waters of the State, requires filing of an application under the Procedures.

California Department of Fish and Wildlife
CDFW is a trustee agency that has jurisdiction under Section 1600 et seq. of the California Fish and Game Code. Under Sections 1602 and 1603, a private party must notify CDFW if a proposed project will "substantially divert or obstruct the natural flow or substantially change the bed, channel, or bank of any river, stream, or lake designated by the department, or use any material from the streambeds… except when the department has been notified pursuant to Section 1601." Additionally, CDFW asserts jurisdiction over native riparian habitat adjacent to aquatic features, including native trees over four inches in diameter at breast height (DBH). If an existing fish or wildlife resource may be substantially adversely affected by the activity, CDFW may propose reasonable measures that will allow protection of those resources. If these measures are agreeable to the parties involved, they may enter into an agreement with CDFW identifying the approved activities and associated mitigation measures. Generally, CDFW recommends applying for a Streambed Alteration Agreement (SAA) for any work done within the lateral limit of water flow or the edge of riparian vegetation, whichever is greater.

Local Policies and Regulations

City of Bishop General Plan
The Conservation/Open Space Element of the City of Bishop General Plan identifies significant natural and man-made resources that exist within the City and surrounding area and provides policies and actions for the preservation and best utilization of those resources. The Conservation/Open Space Element includes the following policies specific to biological resources:

- The City shall require appropriate mitigation measures to protect any rare, threatened, or endangered plant or animal species.

- The CEQA environmental review process shall be utilized for all new development projects to identify or mitigate potentially significant impacts to the City's natural resources.

- The City shall require referral of development projects located in sensitive resource areas to the Department of Fish and Game (Wildlife) for their review and comment.

- The City will cooperate with government agencies, private groups, and individuals in the preservation and enhancement of the Owens Valley natural resources.

- Maintain a buffer or setback of 50 feet from Bishop Creek measured from the stream. Developed areas on private lands are excluded from these setback provisions. However, development is discouraged in such areas.

- The natural vegetation and habitat along the existing canals and ditches should be maintained and preserved. Channelization of streams and ditches should be considered only when the public health and safety is threatened.

- The City shall cooperate with the Lahontan Regional Water Quality Control Board in protecting the water quality of the Bishop aquifers.

- The City shall encourage the undergrounding of existing overhead utility lines. The undergrounding of utilities in new construction shall be required to the maximum extent feasible.

- Trees located along roadways should be preserved or replaced if maintenance requires their removal. Similar landscaping should be considered in conjunction with the development of additional roads.

Owens Valley Land Management Plan
The LADWP owns and manages approximately 250,000 acres in Inyo County, mainly within the Owens Valley floor. Approximately 75 percent of LADWP land in Inyo County is open to the public for recreational uses such as fishing, hiking, hunting, nature studies, photography, painting, and other daytime recreational uses. LADWP's Owens Valley Land Management Plan (OVLMP) provides management direction for resources on all LADWP lands in the County (excluding the LORP area discussed above). Resource management issues include water supply, habitat, recreation, and land use.

Methodology

Available information pertaining to the natural resources of the region was reviewed prior to conducting the field survey. The following published information was reviewed:

- California Department of Fish and Wildlife (CDFW). 2023. *California Natural Diversity Database* (CNDDB); For: *Bishop, CA* and eight surrounding USGS 7.5-minute series quadrangles, Sacramento, CA. Accessed [July 11, 2023];

- California Native Plant Society (CNPS). 2023. *Inventory of Rare and Endangered Plants* (online edition, v8-03 0.45) For: *Bishop, CA* and eight surrounding USGS 7.5-minute series quadrangles, Sacramento, CA. Accessed [July 11, 2023];

- US Department of Agriculture (USDA), Natural Resource Conservation Service (NRCS). 2023. *Web Soil Survey*. Available at: http://websoilsurvey.sc.egov.usda.gov. Accessed [July 11, 2023];

- US Fish and Wildlife Service (USFWS). 2023. *Information for Planning and Consultation* (IPaC) *East Line Street Bridge Replacement Project.* Accessed [July 11, 2023]; and,

- US Geological Survey (USGS). 2023 *Bishop, California*. 7.5-minute series topographic quadrangle. US Department of Interior.

Prior to conducting the biological field survey, existing information concerning known habitats and special-status species that may occur in the Study Area was reviewed, including queries of applicable resource agency databases. The results of the database queries are summarized in Appendix B. The biological field survey was conducted on June 15, 2023, by HELIX biologist Greg Davis. The weather during the field survey was partly cloudy with an average temperature of between 70° and 75° Fahrenheit. The Study Area was systematically surveyed on foot to ensure total search coverage, with special attention given to portions of the Study Area with the potential to support special-status species and sensitive habitats. Binoculars were used to further extend site coverage and identify species observed. All plant and animal species observed were recorded, and all biological communities occurring on-site were characterized. All resources of interest were mapped with a global positioning system (GPS)-capable tablet equipped with a GPS receiver running ESRI Collector for ArcGIS® with sub-meter accuracy.

Following the field survey, the potential for each species (including special-status species) identified in the database queries to occur within the Study Area was determined based on the site survey, soils, elevational and geographic ranges, habitats present within the Study Area, and species-specific information.

The following sources were used in preparation of this jurisdictional delineation:

- Aerial photography taken July 1, 2023, downloaded from Esri®,
- US Fish and Wildlife Service's (USFWS) National Wetland Inventory online wetland mapper (USFWS 2023),
- Natural Resources Conservation Service (NRCS) web soil survey (NRCS 2023),
- Corps of Engineers Wetlands Delineation Manual (USACE 1987),
- Regional Supplement to the Corps of Engineers Wetland Delineation Manual: Arid West Region (Version 2.0) (USACE 2008),
- National Ordinary High Water Mark Field Delineation Manual for Rivers and Streams (Interim Version) (USACE 2022),
- Field Indicators of Hydric Soils in the United States (Version 8.2) (NRCS 2018), and,
- USACE 2020 National Wetland Plant List for the Arid West (USACE 2020).

Fieldwork for the jurisdictional delineation was conducted by HELIX wetland scientist Greg Davis on June 16, 2023, in accordance with the Corps of Engineers Wetlands Delineation Manual (USACE 1987), the Regional Supplement to the Corps of Engineers Wetland Delineation Manual: Arid West (Version 2.0; USACE 2008), and the National Ordinary High Water Mark Field Delineation Manual for Rivers and Streams (Interim Version; USACE 2022). Vegetation, soils, and hydrologic characteristics were visually assessed by conducting meandering transects through the entire Study Area to obtain 100 percent visual coverage. Plants observed within the Study Area were categorized with the wetland indicator status for each species.

The Munsell Color chart (Gretag Macbeth 2000) was used to determine moist soil colors and thus, hydric soils, if present. Data were taken at four representative sample points throughout the Study Area to classify the site's soils, vegetation, and hydrologic characteristics. Additionally, data was taken at one cross section within the Study Area to characterize the OHWM of other waters within the site.

Geographic coordinates of aquatic resources boundaries and locations of sample points were recorded in the field with an electronic tablet wirelessly connected to a Juniper Geode® (Global Navigation Satellite System (GNSS)) receiver unit with sub-meter accuracy. These data were exported into ArcGIS Pro 3.1.2® and used to produce the Aquatic Resources Delineation Map.

Biological Communities

Developed/Disturbed

Due to the historic development of the Bishop Creek Canal and its associated roadways, along with the paved East Line Street alignment, the Study Area is characterized by one upland community that consists of approximately 1.68 acres of developed/disturbed lands. Non-paved areas of the site consist primarily of barren, compacted soil that is utilized as an access road for the Bishop Creek Canal. The Study Area is relatively void of vegetation aside from patches of mostly non-native vegetation at the base of utility poles, in roadside fill, and along fence lines of the adjacent properties to the east. Vegetation immediately adjacent to the canal, where present, appears to be routinely managed through mowing activities. Although no particular plant species appear to be dominant within this community, non-native grasses and forbs such as hare barley (*Hordeum murinum* ssp. *leporinum*), cheatgrass (*Bromus tectorum*), Russian thistle (*Salsola tragus*), and redstem filaree (*Erodium cicutarium*) persist throughout areas influenced by the canal. Isolated patches of native vegetation also occur along the fence lines of the adjacent properties to the east, which includes wild licorice (*Glycyrrhiza lepidota*), hemp dogbane (*Apocynum cannabinum*), annual bursage (*Ambrosia acanthicarpa*), rubber rabbitbrush (*Ericameria nauseosa*), alkali sacaton (*Sporobolus airoides*), beardless wildrye (*Elymus triticoides*), and saltgrass (*Distichlis spicata*).

Aquatic Resources

Bishop Creek Canal

Approximately 0.31 acre (554-linear feet) of Bishop Creek Canal was mapped within the Study Area, which flows in a uniformly linear constructed channel from north to south and passes underneath the East Line Street bridge. Both the North and South Forks of Bishop Creek converge with the Bishop Creek Canal, where water managed by the LADWP is conveyed south toward the Owens River. South of Bishop, water from the Bishop Creek Canal is directed into a network of irrigation channels and canals that have a hydrologic connection to the Owens River. Although the vegetation within Bishop Creek Canal appears to be routinely managed, some emergent plant species are present along its margins, which include tule (*Schoenoplectus acutus*), annual beard grass (*Polypogon monspeliensis*), common horsetail (*Equisetum arvense*), Baltic rush (*Juncus balticus*), and Mexican lovegrass (*Eragrostis mexicana*).

Special-Status Species

Special-status species are plant and wildlife species that have been afforded special recognition and protection by federal, State, or local resource agencies or organizations. These species are generally of relatively limited distribution and may require specialized habitat conditions. Special-status species are defined as meeting one or more of the following criteria:

- Listed or proposed for listing under CESA or FESA;
- Protected under other regulations (e.g., MBTA);
- Included on the CDFW Special Animals List or Watch List;

- Identified as Rare Plant Rank 1 to 2 by CNPS; or,
- Receive consideration during environmental review under CEQA.

Special-status species considered for this analysis are based on queries of the CNDDB, USFWS, and CNPS ranked species (online versions) for the *Bishop, CA USGS* quadrangle and eight surrounding quadrangles.

Special-status Plants

According to the database query, 57 listed and/or special-status plant species have the potential to occur on or in the vicinity of the Study Area (CDFW 2023). Based on field observations, published information, and literature review, no special-status plants have potential to occur within the Study Area. Many special-status plant species in the vicinity of the Study Area occur at high elevations or within mesic alkaline sites that are not present in the Study Area. Although calcareous soils are mapped within the Study Area by the NRCS, which are alkaline soils that have excess concentrations of calcium carbonate, the site lacks specific habitat requirements (i.e., Great Basin scrub, chenopod scrub, Mojavean desert scrub, etc.) to support regionally occurring special-status plant species.

Special-status Wildlife

According to the database query, 32 listed and/or special-status wildlife species have the potential to occur on-site or in the vicinity of the Study Area (CDFW 2023). Based on field observations, published information, and literature review, eight special-status wildlife species have the potential to occur within the Study Area: Owens sucker (*Catostomus fumeiventris*), Owens speckled dace (*Rhinichthys osculus* ssp. *2*), Cooper's hawk (*Accipiter cooperii*), burrowing owl (*Athene cunicularia*), Swainson's hawk (*Buteo swainsoni*), northern harrier (*Circus hudsonius*), loggerhead shrike (*Lanius ludovicianus*), and pallid bat (*Antrozous pallidus*). These species are discussed in more detail below.

Owens Sucker (CDFW Species of Special Concern)

Owens sucker is widespread and common throughout the Owens River system, including Bishop Creek, Rock Creek, Convict Lake, and Crowley Lake. It is considered secure with low concern but is retained on the list of species of special concern because of its limited geographic range (Moyle et al. 2015).

Bishop Creek Canal within the Study Area provides marginal habitat for this species. Given that this species is known to occur in waterways that are hydrologically connected to the canal, including South Fork Bishop Creek, China Slough, and ditches, this species could occasionally be present within the Study Area. There are thirteen documented CNDDB reported occurrences of this species within a five mile radius of the Study Area, with the closest being associated with China Slough 0.27 mile southwest of the site (CDFW 2023).

Owens Speckled Dace (CDFW Species of Special Concern)

Owens speckled dace is known to occupy a range of aquatic habitats, including cool water streams, ditches, and hot spring systems, although they are rarely found in habitats exceeding 29° Celsius.

Bishop Creek Canal within the Study Area provides marginal habitat for this species. Given that this species is known to occur in anthropogenically altered waterways that are hydrologically connected to the canal, including South Fork Bishop Creek, China Slough, and ditches, this species could occasionally be present within the Study Area. There are eight documented CNDDB reported occurrences of this species, which are presumed to be extant, within a five mile radius of the Study Area, with the closest being associated with China Slough 0.27 mile southwest of the site (CDFW 2023).

Burrowing Owl (CDFW Special of Special Concern)
Burrowing owl is a California Species of Special Concern. Burrowing owl is a small ground-dwelling owl that occurs in western North America from Canada to Mexico and east to Texas and Louisiana. Given that the site is mostly developed, and no mammal burrows were observed during the biological reconnaissance survey on June 15, 2023, the Study Area does not provide suitable nesting habitat for this species. However, the undeveloped land directly to the east could have mammal burrows suitable for nesting. This species could also occur in flight foraging within or adjacent to the Study Area. There is one historic documented CNDDB reported occurrence of this species within a five mile radius of the Study Area, which is located approximately 3.35 miles northeast of the site (CDFW 2023). The next nearest documented CNDDB occurrence, which is also the most recent record in Inyo County (2017), is located approximately 7.85 miles to the southeast (CDFW 2023).

Cooper's Hawk (CDFW Species of Special Concern)
Cooper's hawk is a California Species of Special Concern. Cooper's hawk nests in woodlands and is very tolerant of urban and suburban areas. Cooper's hawk was not observed during the biological survey on June 15, 2023. Although there are no suitable nesting trees within the bounds of the Study Area, urban trees adjacent to the site provide suitable nesting habitat and this species could also forage within and around the site. Additionally, the Study Area is within this species' year-round range. There are no documented CNDDB reported occurrences of this species within a five mile radius of the Study Area, however there are numerous iNaturalist observations of this species within the City of Bishop (CDFW 2023, iNaturalist 2023).

Swainson's Hawk (CESA Threatened)
Swainson's hawk is a State threatened species. Swainson's hawk was not observed during the biological survey on June 15, 2023. Although there are no suitable nesting trees within the bounds of the Study Area, trees adjacent to the site provide suitable nesting habitat and this species could also forage within and around the site. There are six documented CNDDB reported occurrences of this species, that are presumed to be extant, within a five mile radius of the Study Area, with the closest being 3.60 miles northeast of the site (CDFW 2023).

Northern Harrier (CDFW Species of Special Concern)
Northern Harrier is a California Species of Special Concern. Northern harrier was not observed during the biological survey on June 15, 2023. Although there is no suitable nesting habitat within the bounds of the Study Area, meadows, and pastures adjacent to the site provide suitable nesting habitat and this species could also forage within and around the site. There are no documented CNDDB reported occurrences of this species within a five mile radius of the Study Area, however there is an iNaturalist observation of this species approximately 1.5 miles east of the site at the East Line Street Cemetery (CDFW 2023, iNaturalist 2023).

Loggerhead Shrike (CDFW Species of Special Concern)
The range of the loggerhead shrike extends throughout the U.S. and southern Canada, and it is a year-round resident throughout most of its California range. Loggerhead shrike was not observed during the biological survey on June 15, 2023. This species could nest in trees and shrubs adjacent to the Study Area and forage in open habitats such meadows, pastures, or ruderal areas. Barbed wire fences are abundant along the eastern boundary of the Study Area, which could serve as food cache sites. There are no CNDDB reported occurrences within a five mile radius of the Study Area, however there are three iNaturalist observations of this species within one mile of the site (CDFW 2023, iNaturalist 2023).

Pallid Bat (CDFW Species of Special Concern)
Pallid bat is a California Species of Special Concern. There is one reported CNDDB occurrence for this species within five miles of the Study Area, which is located approximately 4.28 miles to the northeast (CDFW 2023). The species was not observed onsite during the biological surveys. Although the underside of the East Line Street bridge was not visible, cracks between the wood and concrete could provide suitable roosting habitat for this species. Additionally, the canal and surrounding areas provide suitable foraging habitat within the Study Area for this species. However, there is minimal freeboard between the canal water level and the bridge deck, and the area is subject to frequent vehicle and foot traffic, which may deter this species from utilizing the bridge for roosting.

Nesting Migratory Birds and Raptors
Migratory birds are protected under the MBTA of 1918 (16 U.S.C. 703-711). The MBTA makes it unlawful to take, possess, buy, sell, purchase, or barter any migratory bird listed under 50 CFR 10; this also includes feathers or other parts, nests, eggs, or products, except as allowed by implementing regulations (50 CFR 21). Additionally, Section 3503 of the California Fish and Game Code states that it is unlawful to take, possess, or needlessly destroy the nest or eggs of any bird. Section 3503.5 specifically states that it is unlawful to take, possess, or destroy any raptors (i.e., hawks, owls, eagles, and falcons), including their nests or eggs; and Section 3513 specifically states that it is unlawful to take or possess any migratory nongame bird as designated in the MBTA or any part of such migratory nongame bird except as provided by rules and regulations adopted by the Secretary of the Interior under provisions of the MBTA.

A number of migratory birds and raptors have the potential to nest in or adjacent to the Study Area. Many birds were observed within the Study Area during the field survey and suitable nest locations include trees, shrubs, grass, and bare ground. Habitat such as cavities in trees and tree snags may provide habitat for cavity nesting birds. Therefore, nesting birds are expected to occur within the Study Area during the nesting season (generally February 1 to August 31).

Sensitive Habitats

Wildlife corridors link areas of suitable wildlife habitat that are otherwise separated by rugged terrain, changes in vegetation, or human disturbance. This fragmentation of habitat can also occur when a portion of one or more habitats is converted into another habitat; for instance, when woodland or scrub habitat is altered or converted into grasslands after a disturbance such as fire, mudslide, or construction activities. Wildlife corridors mitigate the effects of this fragmentation by: (1) allowing animals to move between remaining habitats thereby permitting depleted populations to be replenished and promoting genetic exchange; (2) providing escape routes from fire, predators, and human disturbances, thus reducing the risk of catastrophic events (such as fire or disease) on population or local species extinction; and (3) serving as travel routes for individual animals as they move within their home ranges in search of food, water, mates, and other needs.

Impact Analysis

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 Wildlife or US Fish and Wildlife Service?

Less than significant impact with mitigation.

Special-status Wildlife

Owens Sucker and Owens Speckled Dace
The Study Area contains suitable habitat for special-status fish species within the Bishop Creek Canal. If present within the Study Area, this species could be impacted by the proposed project through ground disturbing activities. To avoid potential impacts to Owens sucker and Owens speckled dace, Mitigation Measure BIO-1 will be implemented. In addition to Mitigation Measure BIO-1, a qualified biologist should conduct a workers environmental awareness training to all project-related personnel prior to the initiation of work, as outlined under Mitigation Measure BIO-2. With implementation of Mitigation Measure BIO-1 and BIO-2, impacts would be less than significant.

Swainson's Hawk
Although no Swainson's hawks were observed during the biological survey, this species could nest in the trees adjacent to the Study Area and could forage within the Study Area. Ground-disturbing construction activities could potentially cause the disruption and/or failure of active nests adjacent to the Study Area, if present, however implementation of the project is not anticipated to reduce foraging habitat for this species.

If development activities are expected to occur during the nesting season, then a pre-construction raptor survey for Swainson's hawk is recommended to determine if any birds or active nests are present within 0.5 mile of the Study Area. The purpose of the survey requirement is to ensure that construction activities do not agitate nesting hawks, potentially resulting in nest abandonment or other harm to nesting success.

Additionally, a qualified biologist should conduct environmental awareness training with all project-related personnel prior to the initiation of work, as outlined under Mitigation Measure BIO-2. With implementation of Mitigation Measure BIO-2 and BIO-3, impacts would be less than significant.

Nesting Migratory Birds and Raptors
Cooper's hawk, northern harrier, and loggerhead shrike have the potential to forage within and nest adjacent to the Study Area. Other migratory birds and raptors protected under federal, State, and/or local laws and policies have potential to nest and forage within and adjacent to the Study Area. Although no active nests were observed during the field survey, the Study Area and adjacent properties contain suitable habitat to support a variety of nesting birds within trees, shrubs, grass, and on bare ground. If project activities take place during the nesting season (February 1 to August 31), nesting birds may be impacted. Construction activities and construction-related disturbance (e.g., noise, vibration, increased human activity) could adversely affect these species if they were to nest in the Study Area or in suitable habitat adjacent to Study Area through loss of reproductive success, forced fledging, or nest abandonment, which would be a potentially significant impact. If project activities take place outside of the nesting season, no mitigation measures for nesting birds are required. If project activities occur during the nesting season, Mitigation Measure BIO-4 would be implemented to avoid or minimize impacts to nesting birds.

Additionally, a qualified biologist should conduct environmental awareness training with all project-related personnel prior to the initiation of work, as outlined under Mitigation Measure BIO-2. With implementation of Mitigation Measure BIO-2 and BIO-4, impacts would be less than significant.

Pallid Bat
If pallid bat is roosting in the Study Area at the time of construction, construction activities and construction-related disturbance (e.g., noise, vibration, increased human activity) could adversely affect pallid bat by direct harm or by causing individuals to leave the roost under suboptimal conditions and exposing them to stress or increased chance of predation, which would be a potentially significant impact. To avoid potential impacts to this species, Mitigation Measure BIO-5 would be implemented.

Additionally, a qualified biologist should conduct environmental awareness training with all project-related personnel prior to the initiation of work, as outlined under Mitigation Measure BIO-2. With implementation of Mitigation Measure BIO-2 and BIO-5, impacts would be less than significant.

Mitigation Measure BIO-1: Dewatering Plan and Water Diversion Activities

The project proponent shall prepare a dewatering plan that complies with all applicable permit conditions. In addition to the dewatering plan, the project proponent shall have a fish relocation plan prepared by a qualified biologist that will be submitted to CDFW for approval.

Water diversion activities shall be conducted under the supervision of a qualified biologist. The biologist shall survey the area to be dewatered immediately after installation of the dewatering device and prior to the continuation of dewatering activities, or as specified in the fish relocation plan. In the event that fish are encountered during the dewatering process, a CDFW approved biologist shall relocate the fish as specified in the plan. Captured fish, or other aquatic species, shall be transported and released into the Bishop Creek Canal, or other designated location, up or downstream of the construction zone. The plan may include procedures for dealing with non-native fish or other aquatic species.

Mitigation Measure BIO-2: Environmental Awareness Training

A qualified biologist shall conduct a workers environmental awareness training to all project-related personnel prior to the initiation of work. The training shall include identification of special-status fish species with potential to occur within the project site, required practices before the start of construction, general measures that are being implemented to protect the species as they relate to the project, penalties for non-compliance, and boundaries of the permitted disturbance zones. Upon completion of the training, all construction personnel shall sign a form stating that they have attended the training and understand all the measures. Proof of this instruction shall be kept on file with the biologist on-site and the project proponent.

Mitigation Measure BIO-3: Swainson's Hawk Surveys

Prior to initiation of construction activities during the Swainson's hawk breeding season (March 1 through September 15), the project proponent shall determine the presence of active Swainson's hawk nests in and within 0.5 mile of the project site using the most recent published survey protocols (i.e., three surveys by a qualified biologist in each of the two periods preceding the construction start date; SHTAC 2000). If an active Swainson's hawk nest is discovered, the applicant shall initiate consultation with CDFW to determine what measures need to be implemented in order to ensure that nesting hawks remain undisturbed. The measures selected would depend on many variables, including the distance of activities from the nest, the types of activities, and whether the landform between the nest and activities provides any kind of natural screening. If no active nests are discovered, no further action is required.

Mitigation Measure BIO-4: Nesting Bird Surveys

To avoid impacts to nesting birds, all ground disturbing activity should be completed between September 1 and January 31, if feasible.

If development activities occur during the nesting bird season, then a qualified biologist shall conduct a pre-construction nesting bird survey no more than 14 days prior to initiation of project activities. The survey area shall include suitable raptor nesting habitat within 500 feet of the project boundary (inaccessible areas outside of the Study Area can be surveyed from the site or from public roads using binoculars or spotting scopes). A 0.5 mile survey buffer shall be implemented for Swainson's hawk, as described in Section 5.1.3. Areas that have been inactive for more than 14 days during the avian breeding season must be re-surveyed prior to resumption of project activities. If no active nests are identified, no further mitigation is required. If active nests are identified, the following measure shall be implemented:

- A species-specific buffer (typically 75 to 100-feet for non-raptors, and to 250 to 500 feet for raptors) should be established by a qualified biologist around active nests and no construction activities within the buffer should be allowed until a qualified biologist has determined that the nest is no longer active (i.e., the nestlings have fledged and are no longer reliant on the nest, or the nest has failed). Encroachment into the buffer may occur at the discretion of a qualified biologist. Any encroachment into the buffer should be monitored by a qualified biologist to determine whether nesting birds are being impacted.

Mitigation Measure BIO-5: Special-status Bat Surveys

A qualified wildlife biologist shall conduct surveys for special-status bats during the appropriate time of day to maximize detectability to determine if bat species are roosting near the work area no more than 14 days prior to beginning ground disturbance and/or construction. Survey methodology may include visual surveys of bats (e.g., observation of bats during foraging period), inspection for suitable habitat, bat sign (e.g., guano), or use of ultrasonic detectors (e.g., Anabat, etc.). The type of survey will depend on the condition of the potential roosting habitat. If no bat roosts are found, then no further study is required.

- If evidence of bat use is observed, then the number and species of bats using the roost shall be determined. Bat detectors may be used to supplement survey efforts.

- If roosts are determined to be present and have the likelihood to be disturbed by construction, then a qualified biologist shall determine if the bats should be excluded from the roosting site before work adjacent to the roost occurs. A mitigation program addressing compensation, exclusion methods, and roost removal procedures shall be developed prior to implementation if exclusion is recommended. Exclusion methods may include use of one-way doors at roost entrances (bats may leave, but not reenter), or sealing roost entrances when the site can be confirmed to contain no bats. Exclusion efforts may be restricted during periods of sensitive activity (e.g., during hibernation or while females in maternity colonies are nursing young).

b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies or regulations, or by the California Department of Fish and Wildlife or US Fish and Wildlife Service?

Less than significant impact. The Bishop Creek Canal (0.31 acre and 554 linear feet) within the Study Area is likely to be considered a water of the US and State subject to USACE and RWQCB jurisdiction under Sections 404 and 401 of the CWA, and likely subject to CDFW jurisdiction under Section 1600 of the Fish and Game Code. Additionally, consultation with the LADWP may be required prior to the implementation of the project. A formal ARD has been prepared as a component of this project to assist in quantifying impacts to the canal and would be submitted to the appropriate resource agencies to determine the extent of jurisdiction. The project proponent would apply for appropriate permits to fill aquatic resources and any mitigation measures contained in the permits would require implementation prior to working within or filling any on-site features deemed subject to regulation.

Portions of Bishop Creek Canal that are anticipated to be avoided during the implementation of project activities should have their boundaries clearly marked and avoided during construction. Highly visible material, such as orange construction fencing would be constructed along the boundary of canal establish an appropriate no-disturbance buffer, as appropriate. Erosion control measures would be implemented around these habitats and all other measures outlined in a Storm Water Pollution Prevention Plan (SWPPP) and other general construction permits would be followed. With submittal of the aquatic resource delineation to the appropriate agencies and with implementation of erosion control measures outlined in a SWPPP, impacts would be less than significant.

c) Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?

No impact. No state or federally protected wetlands were observed in the Study Area. Therefore, the proposed project would not substantially affect wetlands and no impact would occur.

d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?

No impact. The Study Area is divided by East Line Street and is situated on the outskirts of the City of Bishop urban influence, with undeveloped lands extending to the east. Although wildlife may disperse through the Study Area on a local level, the Study Area is not considered a wildlife migration or movement corridor. Therefore, no impact related to migration corridors would occur.

e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?

No impact. No trees were observed within the Study Area; however, existing trees are located adjacent to the project site. No trees would be removed with construction of the proposed project and therefore the project would not conflict with any local policies or ordinances protecting biological resources. No impact would occur.

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?

No impact. No Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan has been approved for the City of Bishop. Therefore, no impacts to an existing adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan would occur, and no mitigation is necessary.

V. CULTURAL RESOURCES

		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:					
a)	Cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5?	☐	☒	☐	☐
b)	Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	☐	☒	☐	☐
c)	Disturb any human remains, including those interred outside of dedicated cemeteries?	☐	☒	☐	☐

A Cultural Resources Assessment was prepared by HELIX and is included as **Appendix E** to this ISMND.

Area of Potential Effects

The Area of Potential Effects (APE) for the project is defined as the geographic area within which project activities may directly or indirectly cause changes in the character or use of historic properties, if any such properties exist. The APE for the project is approximately 1.6 acres and includes the area of direct impacts associated with project development. Because the project is currently in the planning stages, the vertical dimensions of, and the subsurface dimensions of, the APE are still unknown. It is unlikely however that the vertical dimensions of the proposed work would substantively add to the visual signature of the Bishop Creek Canal Crossing beyond that of the currently standing bridge. The APE is surrounded by residential development to the west and south, and open fields to the northeast. The terrain of the APE itself consists of a paved roadway (running east to west) with rights of way that have been disturbed, and the Bishop Creek Canal and its dirt access road which both run north to south within the western half of the APE.

CHRIS Records Search

On July 28, 2023, staff at the Eastern Information Center (EIC) at the University of California, Riverside, conducted a records search for the APE and a 0.5 mile radius. The records search was done to (1) identify prehistoric and historic-era resources within the search radius; (2) determine which portions of the APE have been previously studied; and (3) ascertain the potential for cultural resources and human remains to occur within the APE. The search included a review of USGS archaeological site location maps at the EIC, resource records, and data from previous studies. The California Points of Historical Interest, the California Historical Landmarks, the National Register of Historic Preservation (NRHP), the California Register of Historical Resources (CRHR), and the California State Historic Resources Inventory were also reviewed. Historical maps and historical aerial photographs of the area were also examined.

<u>Previous Studies</u>
The EIC records search identified eight studies that have previously been conducted within a 0.5 mile radius of the APE. Two of the studies, IN-00282 and IN-01132, encompassed the APE and are summarized in **Table 3**.

Table 3: Previous Studies Conducted within 0.5 Mile of the APE

Report	Year	Author(s)	Title	Affiliation	Includes APE?
IN-00282	1988	Jenkins, Richard C.	An Archaeological Assessment of the Bishop Vegetation Management Project Inyo County, California	California Department of Forestry	Yes
IN-00369	1990	William Self Associates	Cultural Resource Survey Report, City of Los Angeles Department of Water and Power Proposed Groundwater Wells and Spreading Grounds, Owens Valley, Inyo County, California	William Self Associates	No
IN-00466	1994	Laylander, Don	Negative Archaeological Survey Report: Conduct Rehabilitation Work on Portions of Routes 168 and 395, in and around the City of Bishop	Caltrans	No
IN-00627	2004	Burton, Jeff	Letter Report: Archaeological Survey of the proposed Bishop Fire Department Training Facility	Trans-Sierran Archaeological Research	No
IN-00628	2005	Burton, Jeffery F.	Archaeological Testing at CA-INY-6609 Bishop, Inyo County, California	Trans-Sierran Archaeological Research	No
IN-00948	2009	Switalski, Hubert	Archaeological Survey Report for the SCE Co's Replacement of 17 Deteriorate Power Poles	AMEC Earth and Environmental, Inc.	No
IN-01132	2009	Environmental Scientists and Planners	Archaeological Survey 17 Areas in Bishop, California, for the Bishop Low-Income Housing Project	Environmental Scientists and Planners	Yes
IN-01219	2019	Merrick D., H. Haas, and T. Clark	Eastern Sierra Community Service District Plant Expansion and Nutrient Removal Project, Bishop, California	Rincon Consultants, Inc.	No

Report IN-00282: Entitled *An Archaeological Assessment of the Bishop Vegetation Management Project Inyo County California,* this report was conducted by Richard C. Jenkins of the California Department of Forestry in 1988. The report summarizes the archaeological assessment of the Bishop Vegetation Management Project conducted in 1985 and 1986, which was intended to identify cultural resources and provide management recommendations prior to the initiation of a prescribed burn which would cover 400 acres. This study included a records search at the EIC, desktop research, and a field inspection of the APE, which included areas with high archaeological sensitivity (i.e., areas of sandy rises or dunes, and along waterways). One historic-era and 10 prehistoric archaeological sites were discovered during the field examination; none of these resources were located within the current APE.

Report IN-01132: Entitled *Archaeological Survey 17 Areas in Bishop, California, for the Bishop Low-Income Housing Project*, this report was conducted by Environmental Scientists and Planners in 2009. This study was a constraints analysis for 17 locations for low-income housing development within and adjacent to the city of Bishop conducted between August 2008 and August 2009. The inventory consisted of a records search at the EIC, contact with the NAHC, consultation with local Native American

groups, and a cultural resources survey of all 17 locations (three of which together entirely encompass the currently proposed APE). While the records search identified six archaeological sites within report IN-01132's APE, and the cultural resources survey associated with report IN-01132 identified four previously unrecorded archaeological sites, none of the cultural resources identified within report IN-01132 lie within the currently proposed APE.

Previously Recorded Resources

The EIC records search also identified eight previously documented cultural resources within 0.5 miles of the APE, none of which were located within the APE itself. These resources are summarized in **Table 4**.

Table 4: Previously Recorded Cultural Resources within 0.5 mile of the APE

Primary	Trinomial	Year	Recorder	Description	Within APE?
P-14-001416	CA-INY-001416	1996	Gilbert, Carlys	Prehistoric Era obsidian flake, fragment of burned mammal calcined bone, shard of artifact scatter (AP 02 lithic scatter, AP 03 ceramic shatter, AP 15 habitation debris – burned mammal bone).	No
P-14-005898	n/a	1975	King, Thomas F.	Prehistoric and historic era trash scatter, obsidian tool, animal bone fragments (AH 04 privies/dumps/trash scatters, AP 02 lithic scatter, AP 04 bedrock milling feature, AP 09 burials, AP 15 habitation debris)	No
P-14-008295	CA-INY-006608	2004	Burton, Jeff and Jim Burton	Prehistoric and historic era can dump, trash scatter, and rock alignment (AH 04 privies/dumps/trash scatters, AH 02 foundations/structure pads, HP 33 Farm/Ranch)	No
P-14-008296	CA-INY-006609	2004	Burton, Jeff and Jim Burton	Prehistoric Era lithic scatter including obsidian and chert (AP 02 lithic scatter)	No
P-14-012232	CA-INY-009406	2014	Mahoney, S.S.; K. Sprengler; S. Moore; and K. Sibley	Extensive refuse scatter (AH 04 privies/dumps/trash scatter)	No
P-14-013447	n/a	2009	Bennett, Elizabeth; Evan Wiant; and Wayne Wiant	Prehistoric era lithic scatter of obsidian flakes and cores (AP 02 lithic scatter)	No

Primary	Trinomial	Year	Recorder	Description	Within APE?
P-14-013448	n/a	2009	Bennet, Elizabeth; Evan Wiant; and Wayne Wiant	Historic era scatter and debris, concrete and dry rock foundations, berm (AH 02 foundations/structure pads, AH 04 privies/dumps/trash scatters, AH 06 water conveyance system)	No
P-14-013449	n/a	2009	Bennett, Elizabeth; Evan Wiant; and Wayne Wiant	Historic era debris scatter (AH 04 privies/dumps/trash scatters)	No

Aerial Photograph Analysis

HELIX staff examined historic-era aerial photographs of the APE and its immediate vicinity dating from 1947, 1977, 1979, 1983, 1985, 1993, 1998, 2005, 2009, 2010, 2012, 2014, 2016, 2018, and 2020 to better understand historic-era development of the APE (NETROnline 2023). Analysis of the aerial photograph series indicates the presence of the East Line Street and associated East Line Street Bridge within the APE from at least 1947 onward. In these early photographs, the areas surrounding the APE appear as undeveloped, grassy fields. The historic-era photograph analysis also revealed the sporadic development of the areas to the west and southwest of the APE into residences and small neighborhoods between 1947 and 1977. The APE itself, however, remained relatively unchanged throughout the entire period of study, including only paved portions of East Line Street, a stretch of channelized Bishop Creek, the graveled or grassy rights-of-way to the north and south of East Line Street, and a gravel/dirt access road along the east side of Bishop Creek (NETROnline 2023).

Native American Heritage Commission Sacred Lands File Search

search of their Sacred Lands File (SLF) for the presence of Native American sacred sites or human remains in the vicinity of the APE. A written response received from the NAHC on April 12, 2023, stated that the results of the SLF search were negative. On June 30, 2023, HELIX sent letters to 10 Native American contacts that were recommended by the NAHC as potential sources of information related to cultural resources in the vicinity of the project area. These Native American contacts included:

- Sally Manning, Environmental Director, Big Pine Paiute Tribe of Owens Valley
- Danelle Gutierrez, Tribal Historic Preservation Officer, Big Pine Paiute Tribe of the Owens Valley
- James Rambeau, Chairperson, Big Pine Paiute Tribe of the Owens Valley
- Allen Summers, Chairperson, Bishop Paiute Tribe
- Monty Bengochia, Tribal Historic Preservation Officer, Bishop Paiute Tribe
- Carl Dahlberg, Chairman, Fort Independence Indian Community of Paiutes
- Kathy Bancroft, Cultural Resources Officer, Lone Pine Paiute-Shoshone Tribe

- Mary Wuester, Chairperson, Lone Pine Paiute-Shoshone Tribe
- Melanie McFalls, Chairperson, Walker River Reservation
- Kenneth Woodrow, Chairperson, Wuksache Indian Tribe/ Eshom Valley Band

As of the date of this report, no responses have been received from these Native American contacts. Correspondence related to Native American outreach is included in **Appendix E**.

Pedestrian Survey

HELIX archaeologist Jentin Joe surveyed the APE on June 15 and 16, 2023. The pedestrian survey involved the systematic investigation of the APE's ground surface by walking in parallel five meter transects. During the pedestrian survey, the ground surface was examined for artifacts (e.g., flaked stone tools, tool-making debris, stone milling tools, fire-affected rock, prehistoric ceramics), soil discoloration that might indicate the presence of a prehistoric cultural midden, soil depressions, and features indicative of the former presence of structures or buildings (e.g., standing exterior walls, postholes, foundations, wells) or historic-era debris (e.g., metal, glass, ceramics). Ground disturbances such as landscape modifications and cut banks were also visually inspected.

During the course of the survey, most of the surface area within the APE was found to consist of either dirt roads or asphalt paved roads however, in the small portions of the APE that extended beyond East Line Street/Poleta Road and into grassy rights-of-way or open fields, ground visibility was excellent (nearly 100 percent). The majority of the APE was found to be heavily modified by roadways, sidewalks, and a heavily modified/channelized Bishop Creek (which the proposed bridge will ultimately cross) (Appendix E: Photographs 1,2,3 and 4). The waterway is bordered to its west by residential properties (Photograph 5) and to the east by open fields (Appendix E: Photograph 6). This canal also has a bridge crossing which forms part of East Line Street (Appendix E: Photograph 7). Towards the eastern end of the APE, near where East Line Street intersects with Johnston Drive, there are residential properties abutting the road to the south.

The pedestrian field survey did not identify any cultural resources in the APE.

Impact Analysis

a) Cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5?

b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?

Less than significant impact with mitigation. On March 13, 2023 HELIX requested a records search at the EIC which identified eight (8) cultural studies that were previously conducted within 0.5 mile of the APE. Two of these studies, Report IN-00282 and IN-01132, included the current APE as part of their survey area and found that no cultural resources were located within the currently proposed APE. The EIC records search also identified eight (8) previously documented resources within 0.5 mile of the APE. Due to their distance from the proposed APE however, none of these resources would be impacted by project implementation.

On March 17, 2023, HELIX requested that the NAHC conduct a search of their SLF for the presence of Native American sacred sites or human remains in the vicinity of the proposed APE. A written response received from the NAHC on April 12, 2023, stated that the results of the SLF search were negative. On June 30, 2023, HELIX sent letters to 10 Native American contacts that were recommended by the NAHC as potential sources of information related to cultural resources in the vicinity of the APE. As of the date of this report, no responses have been received from the NAHC-recommended contacts.

On June 15 and June 16, 2023, HELIX Staff surveyed the entirety of the APE. The survey consisted of an intensive pedestrian survey of the APE. During the course of the survey, ground visibility was found to be excellent (nearly 100 percent) as most of the area within the APE was found to consist of either dirt roads or asphalt paved roads. The majority of the APE was found to be heavily modified, consisting of roadways, sidewalks, and an artificial waterway. The waterway is bordered to its west by residential properties and to the east by open fields. This canal also has a bridge crossing which forms part of East Line Street. Towards the eastern end of the APE near where East Line Street intersects with Johnston Drive, there are residential properties abutting the road to the south. HELIX's survey ultimately did not identify any prehistoric or historic-era archaeological resources nor any built-environment resources within the APE.

The results of HELIX's Cultural Resource Assessment leads HELIX to recommend that there would be no adverse effect on historic properties (as per Section 106) nor historic resources (as per CEQA), including archaeological and built-environment resources as a result of project implementation. No additional studies, archaeological work, or construction monitoring are recommended. However, in the unlikely event that cultural resources are encountered during construction, Mitigation Measure CUL-1 would be implemented. With implementation of Mitigation Measure CUL-1, the impact would be less than significant for question a) and b).

Mitigation Measure CUL-1: Accidental Discovery of Cultural Resources

In the event that cultural resources are exposed during ground-disturbing activities, construction activities should be halted within 100 feet of the discovery. Cultural resources could consist of but are not limited to stone, bone, wood, or shell artifacts, or features, including hearths, structural remains, or historic dumpsites. If the resources cannot be avoided during the remainder of construction, the retained archaeologist, who meets the Secretary of the Interior's *Professional Qualifications Standards*, should assess the resource and provide appropriate management recommendations. If the discovery proves to be CRHR- or NRHP-eligible, additional documentation and analysis, such as data recovery excavation, may be warranted.

c) Disturb any human remains, including those interred outside of dedicated cemeteries?

Less than significant impact with mitigation. As previously mentioned, on June 15 and June 16, 2023, HELIX Staff surveyed the entirety of the APE. The survey consisted of an intensive pedestrian survey of the APE. During the course of the survey, ground visibility was found to be excellent (nearly 100 percent) as most of the area within the APE was found to consist of either dirt roads or asphalt paved roads. The majority of the APE was found to be heavily modified, consisting of roadways, sidewalks, and an artificial waterway. The waterway is bordered to its west by residential properties and to the east by open fields. This canal also has a bridge crossing which forms part of East Line Street. Towards the eastern end of the APE near where East Line Street intersects with Johnston Drive, there are residential properties abutting

the road to the south. HELIX's survey ultimately did not identify any prehistoric or historic-era archaeological resources nor any built-environment resources within the APE.

The results of HELIX's Cultural Resource Assessment leads HELIX to recommend that there would be no adverse effect on historic properties (as per Section 106) nor historic resources (as per CEQA), including archaeological and built-environment resources as a result of project implementation. No additional studies, archaeological work, or construction monitoring are recommended. However, in the unlikely event that human remains are encountered during construction, Mitigation Measure CUL-2 would be implemented. With implementation of Mitigation Measure CUL-2, the impact would be less than significant.

Mitigation Measure CUL-2: Accidental Discovery of Human Remains

Although considered highly unlikely, there is always the possibility that ground-disturbing activities during construction may uncover previously unknown human remains. In the event of an accidental discovery or recognition of any human remains, PRC Section 5097.98 must be followed. Once project-related earthmoving begins and if there is a discovery or recognition of human remains, the following steps shall be taken:

1. There shall be no further excavation or disturbance of the specific location or any nearby area reasonably suspected to overlie adjacent human remains until the County Coroner is contacted to determine if the remains are Native American and if an investigation of the cause of death is required. If the coroner determines the remains are Native American, the coroner shall contact the NAHC within 24 hours, and the NAHC shall identify the person or persons it believes to be the "most likely descendant" of the deceased Native American. The most likely descendant may make recommendations to the landowner or the person responsible for the excavation work, for means of treating or disposing of, with appropriate dignity, the human remains, and any associated grave goods as provided in PRC Section 5097.98, or

2. Where the following conditions occur, the landowner or their authorized representative shall rebury the Native American human remains and associated grave goods with appropriate dignity either in accordance with the recommendations of the most likely descendent or on the project area in a location not subject to further subsurface disturbance:

    - The NAHC is unable to identify a most likely descendent or the most likely descendent failed to make a recommendation within 48 hours after being notified by the commission;

    - The descendent identified fails to make a recommendation; or,

    - The landowner or his authorized representative rejects the recommendation of the descendent, and the mediation by the NAHC fails to provide measures acceptable to the landowner.

VI. ENERGY

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	☐	☐	☒	☐
b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	☐	☐	☒	☐

Environmental Setting

California's electricity needs are satisfied by a variety of entities, including investor-owned utilities, publicly owned utilities, electric service providers and community choice aggregators. In 2020, the California power mix totaled 272,576 gigawatt hours (GWh). In-State generation accounted for 51 percent of the State's power mix. The remaining electricity came from out-of-State imports (CEC 2021a). **Table 5**.

Table 5: California Electricity Sources 2020

Fuel Type	Percent of California Power
Coal	2.74
Large Hydro	12.21
Natural Gas	37.06
Nuclear	9.33
Oil	0.01
Other (Petroleum Coke/Waste Heat)	0.19
Renewables (Excluding Large Hydro)	33.09
Unspecified	5.36

Source: CEC 2021a

Natural gas provides the largest portion of the total in-State capacity and electricity generation in California, with nearly 45 percent of the natural gas burned in California used for electricity generation in a typical year. Much of the remainder is consumed in the residential, industrial, and commercial sectors for uses such as cooking, space heating, and as an alternative transportation fuel. In 2012, total natural gas demand in California for industrial, residential, commercial, and electric power generation was 2,313 billion cubic feet per year (bcf/year), up from 2,196 bcf/year in 2010 (CEC 2021b).

Transportation accounts for a major portion of California's energy budget. Automobiles and trucks consume gasoline and diesel fuel, which are nonrenewable energy products derived from crude oil. Gasoline is the most used transportation fuel in California, with 97 percent of all gasoline being

consumed by light-duty cars, pickup trucks, and sport utility vehicles (SUV). In 2015, 15.1 billion gallons of gasoline were sold in California (CEC 2021c). Diesel fuel is the second most consumed fuel in California, used by heavy-duty trucks, delivery vehicles, buses, trains, ships, boats, and farm and construction equipment. In 2015, 4.2-billion gallons of diesel were sold in California (CEC 2021d).

Electricity within the project site is provided by LADWP.

Impact Analysis

a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?

Less than significant impact. The proposed project would replace an existing bridge between First Street and Johnston Drive. Energy consumed for project construction would primarily consist of fuels in the form of diesel and gasoline. Fuel consumption would result from the use of on-road and off-highway trucks for the transportation of construction materials; construction worker vehicles traveling to and from the proposed project site; and from the use of off-road construction equipment. While construction activities would consume petroleum-based fuels, consumption of such resources would be temporary and would cease upon the completion of construction. Therefore, the impact would be less than significant.

Operation of the project would include use of the bridge. As discussed in Section 8.VIII, Air Quality, and in Section 8.VIII, Greenhouse Gas Emissions, operational emissions were not modeled using CalEEMod as the proposed project would replace an existing bridge. It is assumed operation of the bridge would produce negligible operational emissions beyond what currently exists. Therefore, the project would not result in a potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources during project operation. The impact would be less than significant.

b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?

Less than significant impact. See the discussion under question a) above. The proposed project would not result in a substantial new demand for energy resources nor conflict with or obstruct any State or local plan for renewable energy or energy efficiency. Therefore, a less than significant impact would occur.

VII. GEOLOGY AND SOILS

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

Environmental Setting

Geologic Setting

Although the City is situated on the Owens Valley floor, there are several important landforms which influence the environment. Mountains, composed of igneous rock or metamorphic rock are readily distinguished by their high elevation and steep slopes. Alluvial fans, composed of poorly sorted, unconsolidated material, are located at the outwash of nearly all mountain canyons. The Valley floor is composed of smaller, well sorted material deposited by decreasing stream gradients. Although relatively flat, the City area has a west to east slope with an approximately 1.5 percent gradient. Other landforms

of interest found in or adjacent to the City include volcanic tableland, volcanic cones, or the base of volcanic extrusion, and river terraces adjacent to the Owens River (City of Bishop 1993).

Faulting and Seismicity

The City of Bishop is located in the Owens Valley, a seismically and geologically active portion of California. Major faults occur along the base of the mountains and on the valley floor. The most significant of these faults is the Fish Slough fault, located approximately 0.5 miles east of the eastern City limit and is the only known active fault in proximity to the project area. The Fish Slough Fault zone runs north-south of the City, extending north to the Benton area (City of Bishop 1993).

Soils

Nearly all of the soils are alluvial, transported by streams draining from the adjacent mountains, Generally, the soils in the Bishop area fall into two categories; the older more mature soils which often have hard pan conditions and tend to be of limited agricultural value, and the younger soils, characterized by more porous, even textured conditions which are among the most productive found in the Owens Valley (City of Bishop 1993).

The project site includes the following soils units (NRCS 2023):

- Dehy loam, 0 to 2 percent slopes
- Dehy-Dehy calcareous complex, 0 to 2 percent slopes

Dehy-Dehy calcareous complex 0 to 2 percent slopes, has soils that are somewhat poorly drained, exhibit moderate to moderately rapid permeability, with a seasonally high-water table of 24 to 60 inches. The potential for water erosion is slight to severe when dry, and moderate to severe for wind erosion when the soil is disturbed and not secure. The National Resource Conservation Service (NRCS) soil survey for soils within the project area indicates that no expansive soils are present in the project area (NRCS 2023).

Impact Analysis

a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:

   i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42?

   ii. Strong seismic ground shaking?

Less than significant impact. According to the California Department of Conservation (CDC) Earthquake Hazards Zone Application Map (EQ Zapp), the project site is located immediately adjacent to the Northern Owens Valley Fault and to an Earthquake Fault Zone (CDC 2023b).

However, the purpose of the proposed project is to address the City's structural concerns by replacing the existing bridge with RCB culverts. RCB culverts are rectangular box structures with headwalls constructed on their inlet and outlet. Additionally, the proposed bridge replacement would be built in

accordance with California Building Code (CBC) requirements. Therefore, the project would not expose people or structures to potential substantial adverse effects involving the rupture of a known earthquake fault. The impact would be less than significant.

iii. Seismic-related ground failure, including liquefaction?

Less than significant impact. Liquefaction is the sudden loss of soil shear strength and sudden increase in porewater pressure caused by shear strains, which could result from an earthquake. Research has shown that saturated, loose to medium-dense sands with a silt content of less than about 25 percent located within the top 40 feet are most susceptible to liquefaction and surface rupture or lateral spreading. Slope instability can occur as a result of seismic ground motions and/or in combination with weak soils and saturated conditions.

Due to the project site's proximity to the Owens Valley Fault, there is some potential for liquefaction to occur. However, as discussed under question a) i., the bridge would be replaced with RCB culverts and would comply with CBC requirements. Therefore, the impact would be less than significant.

iv. Landslides?

Less than significant impact. The project site is located on relatively flat terrain with elevations ranging from 4,120 to 4,135 feet amsl. Due to the relatively flat topography and lack of steep slopes on the project site, landslides are unlikely to occur in the project area or in the immediate vicinity. However, as the project site is located adjacent to the Owens Valley Fault, there is some potential for seismically induced landslides. The existing bridge would be replaced with RCB culvert to address structural concerns and would be built in accordance with CBC requirements. Therefore, the impact would be less than significant.

b) Result in substantial soil erosion or the loss of topsoil?

Less than significant impact. The proposed project would replace an existing bridge on East Line Street. It is assumed that soil in the project area has already been disturbed previously. However, preparation of a site-specific SWPPP and implementation of Best Management Practices (BMP) would ensure that ground-disturbing activities would not result in significant erosion. Typical BMP such as silt fences, stakes straw bales/wattles, silt/sediment basins and traps, check dams, geofabric, sandbag dikes, and temporary revegetation or other ground cover would be used to minimize erosion impacts. Implementation of the site-specific SWPPP and BMP would ensure that the potential impacts of soil erosion would be less than significant.

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

Less than significant impact. As noted under question a) i, iii, and iv, there is some potential for geologically related impacts, including earthquakes, liquefaction, and landslides to occur. However, the proposed project would replace an existing bridge with RCB culverts to address the City's structural concerns. The project would comply with CBC requirements and would prepare and implement a site-specific SWPPP and BMP. Therefore, the impact would be less than significant.

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

Less than significant impact. The NRCS has mapped two soils within the project footprint: Dehy loam and Dehy sandy loam (NRCS 2023). Both soil types have low shrink-swell potential, which means that they are not located on soils classified as expansive by Table 18-1-B of the Uniform Building Code. As these soil types are not classified as expansive, construction in the project area as a result of the proposed project would not create substantial direct or indirect risks to life or property from damage due to expansive soil. Therefore, the project would not create substantial direct or indirect risks to life or property. The impact would be less than significant.

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?

No impact. The proposed project would replace an existing bridge along East Line Street, between First Street and Johnston Drive. The project does not include construction, replacement, or disturbance of septic tanks or alternative wastewater disposal systems. No impact would occur.

f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

Less than significant impact with mitigation. No previous surveys conducted in the project area have identified the project site as sensitive for paleontological resources or other geologically sensitive resources, nor have testing or ground disturbing activities performed to date uncovered any paleontological resources or geologically sensitive resources. Construction could potentially directly or indirectly destroy paleontological resources or unique geologic features primarily during excavation and earth-moving phases of construction. While the likelihood of encountering paleontological resources and other geologically sensitive resources is considered low, especially since the area affected by the proposed project is already developed, project related ground disturbing activities could affect the integrity of a previously unknown paleontological or other geologically sensitive resource, resulting in a substantial change in the significance of the resource. Therefore, the proposed project could result in potentially significant impacts to paleontological resources. Implementation of Mitigation Measure GEO-1 would reduce potentially significant impacts to a level of less than significant.

Mitigation Measure GEO-1: Avoid and Minimize Impacts to Paleontological Resources

In the event a paleontological or other geologically sensitive resource (such as fossils or fossil formations) are identified during construction, all excavations within 100 feet of the find shall be temporarily halted until the find is examined by a qualified paleontologist, in accordance with Society of Vertebrate Paleontology standards. The paleontologist shall notify the appropriate representative at the City of Bishop who shall coordinate with the paleontologist as to any necessary investigation of the find. If the find is determined to be significant under CEQA, the City shall implement those measures which may include avoidance, preservation in place, or other appropriate measures, as outlined in Public Resources Code Section 21083.2.

VIII. GREENHOUSE GAS EMISSIONS

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	☐	☐	☒	☐
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	☐	☐	☒	☐

An Air Quality and Greenhouse Gas Emissions Assessment was prepared by HELIX and is included as **Appendix B**.

Environmental Setting

Global climate change refers to changes in average climatic conditions on Earth, including temperature, wind patterns, precipitation, and storms. Global temperatures are moderated by atmospheric gases. These gases are commonly referred to as GHGs because they function like a greenhouse by letting sunlight in but preventing heat from escaping, thus warming the Earth's atmosphere.

GHGs are emitted by natural processes and human (anthropogenic) activities. Anthropogenic GHG emissions are primarily associated with: (1) the burning of fossil fuels during motorized transport, electricity generation, natural gas consumption, industrial activity, manufacturing, and other activities; (2) deforestation; (3) agricultural activity; and (4) solid waste decomposition.

The GHGs defined under California's Assembly Bill (AB) 32, described below, include carbon dioxide (CO_2), methane (CH_4), nitrous oxide (N_2O), hydrofluorocarbons (HFCs), perfluorocarbons (PFCs), and sulfur hexafluoride (SF_6). Each GHG differs in its ability to absorb heat in the atmosphere based on the lifetime, or persistence, of the gas molecule in the atmosphere. Estimates of GHG emissions are commonly presented in carbon dioxide equivalents (CO_2e), which weigh each gas by its global warming potential (GWP). Expressing GHG emissions in CO_2e takes the contribution of all GHG emissions to the greenhouse effect and converts them to a single unit equivalent to the effect that would occur if only CO_2 were being emitted. GHG emissions quantities in this analysis are presented in metric tons (MT) of CO_2e. For consistency with United Nations Standards, modeling, and reporting of GHGs in California and the U.S. use the GWPs defined in the Intergovernmental Panel on Climate Change's (IPCC) Fourth Assessment Report (IPCC 2007): CO_2 – 1; CH_4 – 25; N_2O – 298.

Methodology and Assumptions

Construction Assumptions

Construction of the project is anticipated to begin as early as June 2025 and be completed by September 2025. The proposed asphalt paved bridge and adjacent project overlay paving would total 30,000 square feet, or 0.69 acres, as provided by the project engineer. Construction modeling assumes the longest

anticipated schedule reported by the project engineer: site preparation five days; demolition 20 days; grading 20 days; building construction 10 days; and paving five days. It was assumed underground utilities would be constructed during the grading phase. Construction equipment assumptions were based on estimates from CalEEMod defaults. An estimated 150 CY of vegetation or other cleared material would be exported during site preparation and 400 CY of debris or other cleared material would be exported during demolition. An estimated 200 CY of cut/fill is anticipated as soil movement during grading. Construction vehicle trips were based on estimates from CalEEMod defaults. Construction emissions modeling assumes implementation of dust best management practices (watering exposed areas twice per day) to comply with the requirements of GBUAPCD Rule 401 and 402, *Fugitive Dust and Nuisance*.

Operational Assumptions

Operational emissions were not modeled using CalEEMod as the proposed project would replace an existing bridge. It is assumed operation of the new bridge would produce negligible operational emissions beyond what currently exists.

Standards of Significance

According to Appendix G of the CEQA Guidelines, the following criteria may be considered in establishing the significance of GHG emissions:

1. Generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment; and

2. Conflict with any applicable plan, policy, or regulation of an agency adopted for the purpose of reducing the emissions of GHGs.

As discussed in Section 15064.4 of the CEQA Guidelines, the determination of the significance of GHG emissions calls for a careful judgment by the Lead Agency, consistent with the provisions in Section 15064. Section 15064.4 further provides that a lead agency should make a good faith effort, based to the extent possible on scientific and factual data, to describe, calculate, or estimate the amount of GHG emissions resulting from a project. Neither the GBUAPCD nor the City has yet established specific quantitative significance thresholds for GHG emissions evaluated under CEQA.

In the absence of adopted local or Statewide thresholds, the general methodology in this analysis follows the interim guidance provided by the MDAQMD. The MDAQMD's CEQA Guidelines establish an annual GHG threshold of 100,000 per year (MDAQMD 2016). The MDAQMD's threshold was developed to meet the mandate of AB 32 for emissions reduced to 1990 levels by 2020. Because the project implementation period would be post 2020, this analysis uses an adjusted threshold of 60,000 MT CO_2e per year, reflecting the SB 32 madidate of 40 percent reductions below 1990 levels by 2030.

Impact Analysis

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

Less than significant impact.

Construction

GHG emissions would be generated by the project during construction, including vehicle engine exhaust from construction equipment, on-road hauling trucks, vendor trips, and worker commuting trips. GHG emissions were calculated using CalEEMod, as described under *Methodology and Assumptions*.

The result of GHGs related to the construction of the project would be temporary. As shown in **Table 6**, the annual project construction emissions would not exceed the MDAQMD threshold. The impact would be less than significant.

Table 6: Construction GHG Emissions

Year of Emissions	Emissions ($MT CO_2e$)
2025	189
Maximum	189
MDAQMD Threshold	60,000
Exceed Threshold?	**No**

Source: CalEEMod (output data is provided in Appendix B)

Operation

Operational emissions were not calculated using CalEEMod as the proposed project would replace an existing bridge. It is assumed operation of the new bridge would produce negligible operational emissions beyond what currently exists. Therefore, the project's operational emissions would not generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment. The impact would be less than significant.

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

Less than significant impact. There are numerous State plans, policies, and regulations adopted for the purpose of reducing GHG emissions. The original overall State plan and policy was AB 32, the California Global Warming Solutions Act of 2006. The quantitative goal of AB 32 was to reduce GHG emissions to 1990 levels by 2020. SB 32 extended the requirements of AB 32 by requiring further reductions of 40 percent below 1990 levels by 2030. AB 1279, the California Climate Crisis Act, was approved on September 16, 2022, and declares the policy of the State to achieve net zero GHG emissions as soon as possible, but no later than 2045, and achieve and maintain net negative GHG emissions thereafter, and to ensure that by 2045, Statewide anthropogenic GHG emissions are reduced to at least 85 percent below the 1990 levels. The 2022 CARB Scoping Plan lays out a path to achieve targets for carbon neutrality and reduce anthropogenic GHG emissions by 85 percent below 1990 levels no later than 2045, as directed by AB 1279. Statewide plans and regulations such as GHG emissions standards for vehicles (AB 1493), the LCFS, and regulations requiring an increasing fraction of electricity to be generated from renewable sources are being implemented at the Statewide level; as such, compliance at the project level is not addressed. Therefore, the proposed project would not conflict with those plans and regulations.

The City does not currently have a climate action plan or other GHG reduction plan. Additionally, the City of Bishop's General Plan does not contain any goals or policies related to GHG emissions (City of Bishop 1993). Therefore, the project would not conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases, and the impact would be less than significant.

IX. HAZARDS AND HAZARDOUS MATERIALS

		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:					
a)	Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☐	☒	☐
b)	Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	☐	☐	☒	☐
c)	Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☐	☐	☒
d)	Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	☐	☐	☐	☒
e)	For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?	☐	☐	☒	☐
f)	Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☒	☐
g)	Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?	☐	☐	☒	☐

Environmental Setting

The following databases were reviewed for the project site and surrounding area to identify potential hazardous contamination sites: the State Water Resources Control Board's GeoTracker tool (SWRCB 2023), California Department of Toxic Substance Control's EnviroStor online tool (DTSC 2023); and the USEPA Superfund National Priorities List (USEPA 2023). Based on the results of the databases reviewed, no hazardous waste sites are on the proposed project site.

Impact Analysis

a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?

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

Less than significant impact. During the project construction period, hazardous substances used to maintain and operate construction equipment (such as fuel, lubricants, etc.) could be present; however, it is not expected that large-scale staging and equipment/materials storage would be necessary. In the event of a hazardous materials incident, the City of Bishop Fire Department and/or the Bishop Rural Fire Protection District as well as the Bishop Police Department and/or Inyo County Sheriff Department would respond. However, since Inyo County does not have a full HazMat Team, the County agency would utilize their joint agreement with the neighboring counties as well as private contractors to conduct a coordinated HazMat response. California Highway Patrol (CHP), the Bishop Police Department, and/or Inyo County Sheriff's Department would also respond to provide traffic control, investigation, and/or incident command, if needed. The County would continue to offer its free hazardous household waste disposal program through the Inyo County Environmental Health Services Department (EHSD). The Certified Unified Program Agencies (CUPA) would also provide oversight of cleanup activities and permitting for hazardous waste generators. The routine transport, use, and disposal of hazardous materials are subject to local, State, and federal regulations to minimize risk and exposure.

All development associated with the proposed project would be required to be consistent with local, State, and federal regulations addressing hazardous materials. Therefore, impacts would be less than significant for questions a) and b).

c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?

No impact. The closest school to the project site is Bishop Union High School, located approximately 0.7 mile west of the project. As no existing or proposed school is within one-quarter mile of the project site, there would be no impact.

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

No impact. The project site is not included on any list of hazardous materials sites compiled pursuant to Government Code Section 65962.5. No hazardous materials sites are located at the project site based on review of EnviroStor (DTSC 2023), Geotracker (SWRCB 2023), and USEPA Superfund Priority List (USEPA 2023). Therefore, no impact would occur.

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

Less than significant impact. The closest airport to the project site is the Eastern Sierra Regional Airport, located approximately one mile northeast of the project site. The proposed project would comply with the safety-related height requirements and land use recommendations of the City of Bishop Airport Master Plan. Development under the proposed project would also comply with the requirements of Inyo County's Airport Hazard Overlay District, which includes height and land use regulations in the vicinity of county airports to promote the health and safety of the public.

As the proposed project would replace an existing bridge, it is not anticipated the project would result in a safety hazard or excessive noise for people residing or working in the project area. Therefore, the impact would be less than significant.

f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

Less than significant impact. The proposed project would not interfere with an adopted emergency response plan or emergency evacuation plan. Inyo County developed an Emergency Operations Plan to describe how the County would prepare for and respond to operational area emergencies and disasters (County 2016). Additionally, the County EHSD implemented a Hazardous Materials Area Plan (HMAP) that describes evacuation routes within the County. Evacuation routes would include (but not necessarily be limited to) US Highways 395 and 6, and SR 168, 136, 190, 127 and 178. Additionally, the City of Bishop participates in a Multi-Agency Incident Command System (ICS). The ICS involves the County of Inyo, City of Bishop, Bureau of Land Management, and LADWP. In the event of any major incident, the ICS manages the coordinated response (City of Bishop 1993).

It is anticipated that the City would keep at least one lane of the bridge open to traffic during construction as East Line Street connects residences and other facilities to the City center and to US Highway 395. During construction, one lane with traffic control for two-way traffic would be maintained while the RCB sections are placed. Half of the existing bridge would be removed, and half of the proposed culverts would be placed. Traffic would then be shifted to the other side of the crossing while the same process would be undertaken. It is assumed this process would take approximately two weeks. Final headwall construction would occur once sections are placed and would not require additional road closure. If it is determined that removal of half the existing bridge is infeasible, it is estimated the road would be closed for approximately five days. A Traffic Management Plan would be required to be prepared and implemented to address potential road closures during construction of the project.

Additionally, the proposed project does not propose any changes in land uses or development patterns that would result in impairment or physical interference of emergency response plans or evacuation plans. Therefore, the impact would be less than significant.

g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?

Less than significant impact. The project site is located within a Local Responsibility Area (LRA) (CALFIRE 2023). However, the project site is surrounded to the north, east, and south by High Fire Hazard Severity Zone (FHSZ) within a State Responsibility Area (SRA) (CALFIRE 2023). An LRA is typically developed or

agricultural lands under the jurisdiction of local entities (e.g., cities, counties), and are required to only identify Very High FHSZ.

Fire protection in the City of Bishop is provided by two distinct but interrelated departments: The City of Bishop Fire Department and the Bishop Rural Fire Protection District. The project site is located approximately 2,800 feet east of the City of Bishop Fire Department station. The City of Bishop Fire Department provides fire protection service within the City limits, and therefore would provide fire protection services in the project area. California Department of Fire and Forestry (CAL FIRE) would send additional resources and respond to complex incidents in the area. There are sufficient fire facilities and fire personnel to serve the project area in case of wildland fires. Additionally, the project would comply with all pertinent local, State, and federal policies and codes that would ensure the proposed project would not significantly increase risks involving wildland fire hazards for people or structures, either directly or indirectly.

Heavy equipment that could be used during project construction has the potential to start a fire. However, during construction, spark arrestors or turbo chargers (which eliminate sparks in exhaust), and fire extinguishers would be required for all heavy equipment. Therefore, the impact would be less than significant.

X. HYDROLOGY AND WATER QUALITY

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	☐	☐	☒	☐
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	☐	☐	☒	☐
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:				
i. Result in substantial erosion or siltation on- or off-site?	☐	☐	☒	☐
ii. Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off- site?	☐	☐	☒	☐
iii. Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional resources of polluted runoff?	☐	☐	☒	☐
iv. Impede or redirect flood flows?	☐	☐	☒	☐
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	☐	☐	☒	☐
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	☐	☐	☒	☐

Environmental Setting

Water resources in and around the City of Bishop originate in the adjacent mountains as snowfall. The City of Bishop is located in the lower Bishop Creek drainage, the largest tributary to the Owens River which passes to the northeast of the City. Both Bishop Creek and the Owens River are regulated by upstream dams. Reservoirs designed to release water for power generation are located on both forks of Bishop Creek (City of Bishop 1993).

Federal Emergency Management Agency (FEMA) flood insurance rate maps were reviewed for the project's proximity to a flood hazard zone. The eastern portion of the bridge would be located within 0.2 percent Annual Chance Flood Hazard Zone. Bishop Creek Canal is mapped as Zone AE (FEMA 2023). The proposed project is on FEMA panel 06027C0332E effective 12/3/2020 (FEMA 2023).

Regulatory Framework

Water quality is regulated according to the provisions of CWA and the California Porter-Cologne Water Quality Control Act. RWQCB and California's State Water Resources Control Board (SWRCB) discharge permitting provisions of the Clean Water Act based on water quality criteria and guidelines. The Porter-Cologne Water Quality Control Act has also established enforceable water quality objective to protect aquatic life from adverse impacts from various water quality constituents.

The US Army Corps of Engineers regulates discharged or fills into waters of the United States under Section 404 of the CWA via the Nationwide Permit. The Corps would also determine whether a particular aquatic feature is considered Waters of the US and whether it is subject to regulation under Section 404. Discharge or fill into Waters of the U.S. from construction activities must be in accordance with NPDES program established in Section 402 of the CWA. NPDES permits establish enforceable discharge limitations, monitoring, and reporting requirements, and require the permittee to perform BMPs.

Section 401 of the CWA specifies that any applicant for a federal license or permit to conduct any activity, including but not limited to the construction or operation of facilities that may result in any discharge into navigable waters, shall provide the federal licensing or permitting agency with a certification from the State in which the discharge originates or will originate from the State agency with jurisdiction over those waters that the proposed project will comply with water quality standards, meet water quality objectives, and comply with California anti-degradation policy.

In support of the CWA, the RWQCB prepared Basin Plans to establish water quality objectives as required by the California Water Code (Section 13240). The Central Valley RWQCB adopted a Basin Plan that covers the entire Sacramento and San Joaquin River Basin, including the project site. The project site, as previously mentioned above, is located in the Eastern San Joaquin River subbasin.

Impact Analysis

a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?

Less than significant impact. Ground disturbing activities associated with construction and installation of the proposed replacement bridge and removal of the existing bridge have the potential to result in the discharge of pollutants in Bishop Creek Canal. Additionally, the use of construction materials such as fuels, solvents, and paints may present a risk to surface water quality.

As the proposed project would disturb greater than one acre, the project applicant would be required to enroll for coverage under the Storm Water Construction General Permit (Construction General Permit) for the National Pollutant Discharge Elimination System (NPDES) program. The Construction General Permit requires the preparation of a project specific SWPPP and implementation of BMP. Typical BMP would include diversion of runoff from disturbed areas, protective measures for sensitive areas, temporary soil stabilization measures, storm water runoff quality control measures, concrete waste management, watering for dust control, and installation of perimeter silt fences, as needed. Additionally, the proposed project would be required to comply with various federal, State, and local water quality standards which would ensure the project would not violate water quality standards or waste discharge permits, or otherwise substantially degrade water quality.

Therefore, construction of the proposed project would not violate water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality. The impact would be less than significant.

b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?

Less than significant impact. In the City of Bishop and the surrounding community, water service is provided by the City of Bishop. The proposed project site is located over the Owens Valley groundwater basin which is a low priority groundwater basin. The Owens Valley groundwater basin supplies a total of 1,054 wells, 130 of which are public supply wells. The 2019 Sustainable Groundwater Management Act (SGMA) Basin Prioritization report concluded that the Owens Valley groundwater basin has sufficient groundwater supplies to accommodate an 8 percent population growth (DWR 2020). As the proposed project would replace an existing bridge, there would be no population increase. Therefore, the project is not anticipated to decrease groundwater supplies or interfere with groundwater recharge. The impact would be less than significant.

c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:

    i. Result in substantial erosion or siltation on- or off-site?

Less than significant impact. The project site drains into Bishop Creek Canal. Alterations to the existing drainage patterns of the creek, including changes to velocity, may result in erosion or siltation on or off-site. The proposed project has been designed to maintain the existing drainage patterns; however, flows along the canal would be temporarily altered during construction activities. Since the flow in Bishop Creek Canal is controlled and not subject to extreme highs and lows due to storm flow, it is not anticipated that the RCB culvert would cause any capacity issues.

Implementation of a SWPPP and BMP would ensure any potential construction and post-construction erosion and siltation would not affect drainages. Therefore, the impact would be less than significant.

    ii. Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off- site?

Less than significant impact. As described in question c)i., the proposed the proposed project would temporarily alter flows along the canal during construction activities. However, since the flow in the canal is controlled, the proposed bridge is not anticipated to cause any capacity issues.

Additionally, preparation of a SWPPP and implementation of BMP would ensure the proposed project would not substantially increase the rate or amount of surface runoff that would result in flooding. The impact would be less than significant.

    iii. Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional resources of polluted runoff?

Less than significant impact. Existing stormwater drainages are located within the City of Bishop. However, as described in question c)i., and c)ii., the proposed project would not result in a significant

increase in runoff. Furthermore, implementation of a SWPPP and construction BMP would reduce any potential pollution impacts during construction. Therefore, the proposed project would not result in substantial additional sources of polluted runoff. The impact would be less than significant.

iv. Impede or redirect flood flows?

Less than significant impact. The project is located in an area of minimal flood concerns, and replacement of the existing bridge would not impact flooding on site or downstream. The eastern portion of the bridge is located within a 0.2 percent Annual Chance Flood Hazard Zone. Bishop Creek Canal is mapped as Zone AE (FEMA 2023). Therefore, the project site is not located within a 100-year flood hazard area that would substantially impede or redirect flood flows. Therefore, the impact would be less than significant.

d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?

Less than significant impact. Tsunamis are a series of waves generated in a body of water by a pulsating or abrupt disturbance that vertically displaces water. The project site is located approximately 200 miles inland from the Pacific Ocean and is therefore not subject to tsunamis. Additionally, the project site is not subject to seiche as the nearest lake or reservoir, Pleasant Valley dam, is located approximately 8.5 miles northwest of the project site.

FEMA flood insurance rate maps were reviewed for the project's proximity to a flood hazard zone. The proposed project is located on FEMA panel 06027C0332E effective 12/3/2020 (FEMA 2023). The eastern portion of the bridge is located within a 0.2 percent Annual Chance Flood Hazard Zone. Bishop Creek Canal is mapped as Zone AE (FEMA 2023). As the project site is not located within a 100-year Special Flood Hazards Area, the project would not risk release of pollutants due to flood hazards. The impact would be less than significant.

e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?

Less than significant impact. Project construction and operation would comply with local, State, and federal regulations, including the NPDES Construction General Permit. BMP would be implemented to control construction site runoff and reduce the discharge of pollutants to storm drain systems from stormwater and other nonpoint-source runoff. As part of compliance with permit requirements during ground-disturbing or construction activities, implementation of water quality control measures and BMP would ensure that water quality standards would be achieved, including the water quality objectives that protect designated beneficial uses of surface and groundwater, as defined in the Water Quality Control Plan (WQCP) for the Lahontan Region. Therefore, the project would not obstruct implementation of a water quality control plan.

Conflict with a sustainable groundwater management plan is not anticipated from project implementation. As discussed under question b), the proposed project is located over the Owens Valley groundwater basin which is a low priority groundwater basin and has sufficient groundwater supplies to accommodate an 8 percent population growth. As the proposed project would replace an existing bridge, there would be no population increase. Therefore, the proposed project would not conflict with or obstruct the implementation of a water quality control plan or sustainable groundwater management plan, and impacts would be less than significant.

XI. LAND USE AND PLANNING

		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:					
a)	Physically divide an established community?	☐	☐	☐	☒
b)	Cause significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	☐	☐	☒	☐

Environmental Setting

The City of Bishop encompasses approximately two square miles in the northern portion of Inyo County. It is located to the east of the Sierra Nevada mountain range and is bisected by US Highway 395, which provides a major source of tourist and recreation traffic for the City. The City of Bishop is the only incorporated city in Inyo County and is generally considered the major urban center of eastern California (City of Bishop 1993).

Land use in the project area is regulated by the City of Bishop through the City's General Plan, Municipal Code, and Zoning Code. The proposed project is primarily within the City street right-of-way and is not zoned or designed by the City General Plan. However, the land use designation surrounding the project area is primarily Medium High Density Residential and Heavy Commercial.

Impact Analysis

a) Physically divide an established community?

No impact. The proposed project would replace an existing bridge along East Line Street, between First Street and Johnston Drive. The project would also construct pedestrian walkways along the northern and southern side of East Line Street, and may include proposed barrier railings, pedestrian refuge islands, traffic signage, gateway arch, and/or a welcome sign. The project would not result in physically dividing an established community. No impact would occur.

b) Cause significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?

Less than significant impact. The proposed project would be located within the City street ROW and is not zoned or designed by the City General Plan. The project would comply with and implement City standards for work within public ROW. As the project would replace an existing bridge on East Line Street, the project would therefore not conflict with any land use plan, policy, or regulation. Impacts would be less than significant.

XII. MINERAL RESOURCES

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	☐	☐	☐	☒
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	☐	☐	☐	☒

Environmental Setting

The presence of mineral resources was a driving force for much of the early settlement within Inyo County. Although approximately 60 percent of the land in the County is thought to have mineral potential, mining currently plays a significant, although decreasing, role in the County. The predominant mining activity is the extraction of aggregate resources (stone, sand, gravel, and clays). Other valuable minerals, such as silver and gold, are also mined throughout the County. Borates and soda ash (from Owens Lake) also play an important role in the mining industry (County 2001).

Impact Analysis

a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the State?

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

No impact. The project site does not include any mineral resources (CDC 2023c). Additionally, the project site is not within or adjacent to any active mining operations (CDC 2023d). Therefore, implementation of the project would not result in the loss of availability of mineral resources or locally important mineral resource recovery site, and no impact would occur for questions a) and b).

XIII. NOISE

		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project result in:					
a)	Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	☐	☒	☐	☐
b)	Generation of excessive groundborne vibration or groundborne noise levels?	☐	☒	☐	☐
c)	For a project located within the vicinity of a private airstrip or 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?	☐	☐	☐	☒

A noise assessment was undertaken by HELIX; noise measurement survey notes are presented in **Appendix F**.

Noise Metrics

All noise-level and sound-level values presented herein are expressed in terms of decibels (dB), with A weighting, abbreviated "dBA," to approximate the hearing sensitivity of humans. Time averaged noise levels of one hour are expressed by the symbol "L_{EQ}" unless a different time period is specified. Maximum noise levels are expressed by the symbol "L_{MAX}."

Because decibels are logarithmic units, S_{PL} cannot be added or subtracted through standard arithmetic. Under the decibel scale, a doubling of sound energy corresponds to a 3 dBA increase. In other words, when two identical sources are each producing sound of the same loudness, the resulting sound level at a given distance would be 3 dBA higher than from one source under the same conditions. For example, if one automobile produces an S_{PL} of 70 dBA when it passes an observer, two cars passing simultaneously would not produce 140 dBA—rather, they would combine to produce 73 dBA. Under the decibel scale, three sources of equal loudness together produce a sound level 5 dBA louder than one source.

Under controlled conditions in an acoustical laboratory, the trained, healthy human ear is able to discern 1 dBA changes in sound levels, when exposed to steady, single-frequency ("pure-tone") signals in the mid-frequency (1,000 Hertz [Hz]–8,000 Hz) range. In typical noisy environments, changes in noise of 1 to 2 dBA are generally not perceptible. It is widely accepted, however, that people begin to detect sound level increases of 3 dB in typical noisy environments. Further, a 5 dBA increase is generally perceived as a distinctly noticeable increase, and a 10 dBA increase is generally perceived as a doubling of loudness.

Vibration Metrics

Groundborne vibration consists of rapidly fluctuating motions or waves transmitted through the ground with an average motion of zero. Sources of groundborne vibrations include natural phenomena and anthropogenic causes (e.g., explosions, machinery, traffic, trains, construction equipment). Vibration sources may be continuous (e.g., factory machinery) or transient (e.g., explosions). Peak particle velocity (PPV) is commonly used to quantify vibration amplitude. The PPV, with units of inches per second (in/sec), is defined as the maximum instantaneous positive or negative peak of the vibration wave.

Environmental Setting

Existing Noise Environment

Noise sources in the project vicinity are dominated by traffic noise on East Line Street. Additional noise sources in the area include typical suburban residential noise (e.g., landscape maintenance equipment; building heating, ventilation, and air conditioning (HVAC) systems), noise from industrial land uses along East Line Street approximately 110 feet west of the project site, and noise from aircraft and the Eastern Sierra Regional Airport located approximately one mile northeast of the project site.

Noise and Vibration Sensitive Land Uses

Noise-sensitive land uses (NSLU) are land uses that may be subject to stress and/or interference from excessive noise, such as residential dwellings, schools, transient lodgings (hotels), hospitals, educational facilities, and libraries. Industrial and commercial land uses are generally not considered sensitive to noise. Noise receptors are individual locations within an NSLU that may be affected by noise. The nearest existing NSLU to the project site is a multi-family residential building approximately 13 feet south of East Line Street and project site and approximately 35 feet west of the project site and the Bishop Creek Canal. A single-family residence is located approximately 50 feet north of East Line Street and the project site and approximately 40 feet west of the project site and the Bishop Creek Canal. Additional residential buildings are along East Line Street approximately 17 feet south of East Line Street and the project site and approximately 335 feet east of the Bishop Creek Canal.

Land uses in which ground-borne vibration could potentially interfere with operations or equipment, such as research, hospitals, and university research operations are considered “vibration-sensitive.” The degree of sensitivity depends on the specific equipment that would be affected by the ground-borne vibration. In addition, excessive levels of ground-borne vibration of either a regular or an intermittent nature can result in annoyance to residential uses, schools, or transient lodging. Land uses in the project area that are subject to annoyance from vibration include the residences described above. Ground-borne vibration can also cause structural damage or architectural damage (e.g., cracking plaster) to buildings.

Noise Survey

A site visit/noise survey was conducted on June 26, 2023, which included one short-term (15 minute) ambient noise measurement. Measurement M1 was conducted on the side East Line Street, just east of the Bishop Creek Canal. Measurement. **Table 7** presents the results of the noise measurements. The noise measurement survey notes are included in **Appendix F**.

Table 7: Noise Measurement Results

M1	
Date	June 26, 2023
Time	9:01 a.m. – 9:16 a.m.
Location	North side East Line Street, just east of the Bishop Creek Canal.
Noise Level	58.9 dBA L_{EQ}
Notes	Noise primarily from vehicular traffic on East Line Street. Traffic count: 22 cars, 3 medium trucks

Regulatory Framework

City of Bishop General Plan Noise Element
The Noise Element of the City of Bishop's General Plan contains goals and policies to control excessive noise and provide land use guidance for noise generating and NSLUs (City of Bishop 1993).

City of Bishop Noise Control Ordinance
Chapter 8.12 Noise Control of the City of Bishop Code of Ordinances regulates sources of noise which may disturb the health, peace, or safety of city residents. This chapter restricts any loud, unnecessary, or unusual noise generated within City limits. However, it does not in any way affect, restrict, or prohibit any of the activities incidental to construction conducted after the hour of 7:00 a.m. or before the hour of 10:00 p.m. any day of the week.

Impact Analysis

a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?

Less than significant impact with mitigation. Construction of the project is anticipated to begin as early as June 2025 and be completed by September 2025. Construction activities would include site preparation; demolition of the existing bridge; grading/excavation for the new bridge RCB culvert sections; construction of the new bridge; and paving. Project construction equipment was estimated in the air quality modeling, as discussed in Section III, above. Construction equipment would not all operate at the same time or location and would not be in constant use during the 8-hour operating day. The loudest anticipated combination of construction equipment anticipated to be used concurrently near NSLUs would be an excavator with an arm-mounted jackhammer and a dozer, which could be used 35 feet from the multi-family residential building southwest of the project site during demolition of the exiting bridge. Noise produced by the construction equipment was calculated using the Roadway Construction Noise Model Version 1.1 (RCNM; US Department of Transportation [USDOT] 2008).

The calculated combined noise from an arm-mounted jackhammer and a dozer at a distance of 35 feet would be 87.4 dBA L_{EQ}. Per the City noise ordinance, construction noise is exempt from the ordinance restrictions between the hours of 7:00 a.m. and 10:00 p.m. Construction which occurs at night (from 10:00 p.m. to 7 a.m.) would result in potentially significant noise impacting nearby NSLUs. Mitigation measure NOI-1 would prohibit project nighttime construction. Long-term operation of the project would not include any stationary noise sources and the project is not anticipated to result in a permanent change in traffic noise on East Line Street. Therefore, with implementation of mitigation measure NOI-1, the project would not result in the generation of a substantial temporary or permanent increase in

ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance. The impact would be less than significant with mitigation incorporated.

Mitigation Measure NOI-1: Construction Hours Limits

The City shall ensure that project noise generating construction activity, including hauling, and staging of material and equipment, does not occur between the hours of 10:00 p.m. and 7:00 a.m. If construction activity is to be performed by contractors, the City shall specify the construction hours limitations on contract documents.

b) Generation of excessive ground-borne vibration or ground-borne noise levels?

Less than significant impact with mitigation. Construction activities would result in vibration from the use of heavy construction equipment, but it is not anticipated that project construction would require blasting or pile drivers. The largest potential source of vibration during project construction would be a vibratory roller primarily used to achieve soil compaction and pavement compaction. Per the Federal Transit Administration's *Transit Noise and Vibration Impact Assessment Manual*, a large vibratory roller could create approximately 0.210 in/sec PPV at a distance of 25 feet (FTA 2018). A vibratory roller producing a 0.210 in/sec PPV vibration level could result in vibrations as high as 0.10 in/sec PPV at a distance of 50 feet and as high as 0.58 in/sec PPV at a distance of 10 feet.[1] The FTA's building damage threshold for ground-borne vibration is 0.2 in/sec PPV for non-engineered timber and masonry buildings (FTA 2018). If project construction activities occur within 20 feet of an occupied structure, then the building damage threshold of 0.2 in/sec PPV may be exceeded, resulting in a potentially significant impact. Mitigation Measure NOI-2 would require vibratory rollers to be used in static mode only (no vibrations) when operating within 20 feet of any occupied structure. Once operational, the project would not be a source of ground-borne vibration or ground-borne noise. Therefore, with implementation of Mitigation Measure NOI-2, the project would not result in excessive ground-borne vibration or ground-borne noise levels. The impact would be less than significant with mitigation incorporated.

Mitigation Measure NOI-2: Construction Vibration Limits

The City shall ensure that, during project construction activities, all vibratory rollers are used in static mode only (no vibrations) when operating within 20 feet of any occupied structure. If construction activity is to be performed by contractors, the City shall specify the vibratory roller use limitations on contract documents.

c) For a project located within the vicinity of a private airstrip or 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?

No impact. The closest airport to the project site is the Eastern Sierra Regional Airport located approximately one mile northeast of the project site. The project, consisting of replacement of an existing bridge, would not result in new NSLUs or new long-term employment in the region. Therefore,

[1] Equipment PPV = Reference PPV * $(25/D)^n$ (in/sec), where Reference PPV is PPV at 25 feet, D is distance from equipment to the receiver in feet, and n = 1.1 (the value related to the attenuation rate through the ground); formula from FTA 2018.

the project would not expose people residing or working in the project area to excessive noise levels from aircraft or airport operations. There would be no impact.

XIV. POPULATION AND HOUSING

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

Environmental Setting

The City of Bishop represents 20 percent of Inyo County's total population. As of 2020, the City of Bishop had a population of approximately 3,821 people. As shown in **Table 8**, the population of the City of Bishop between 2010 and 2020 remained relatively flat, decreasing by approximately 0.2 percent (City of Bishop 2021).

Table 8: Population Growth Trends

Year	County Population	Unincorporated County Population	City of Bishop Population
2010	18,546	14,667	3,879
2015	18,546	14,719	3,845
2016	18,633	14,791	3,842
2017	18,595	14,760	3,835
2018	18,579	14,759	3,820
2019	18,572	14,757	3,815
2020	18,584	14,763	3,821

Source: City of Bishop 2021

The number of housing units within the City of Bishop increased by a total of 12 units between 2010 and 2020, as shown in **Table 9**. The highest growth in the City of Bishop, a rise of 2.7 percent, occurred in multifamily buildings with 2 to 4 units (City of Bishop 2021).

Table 9: City of Bishop Housing Units by Type

Date	Total Housing Units	Single Detached Units	Single Attached Units	Multiple (2-4) Units	Multiple (5+) Units	Mobile Homes
2010	1,926	766	83	367	340	370
2019/2020	1,938	767	84	377	340	370

Impact Analysis

a) Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?

No impact. The proposed project would replace an existing bridge along East Line Street, between First Street and Johnston Drive. The project would also construct pedestrian walkways along the northern and southern side of East Line Street, and may include proposed barrier railings, pedestrian refuge islands, traffic signage, gateway arch, and/or a welcome sign.

The project would not include the construction or replacement of homes or businesses which would directly induce population growth. The proposed project would be an asset to the City by improving safe pedestrian crossing through road and sidewalk improvements; however, no expanded infrastructure that would encourage growth is proposed. No impact would occur.

b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?

No impact. The project would replace an existing bridge on East Line Street, between First Street and Johnston Drive. The project would not demolish existing housing nor displace people. Therefore, no impact would occur.

XV. PUBLIC SERVICES

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
a) Fire protection?	☐	☐	☐	☒
b) Police protection?	☐	☐	☐	☒
c) Schools?	☐	☐	☐	☒
d) Parks?	☐	☐	☐	☒
e) Other public facilities?	☐	☐	☐	☒

Environmental Setting

Fire Protection

Fire protection in the City of Bishop is provided by two distinct but interrelated departments: The City of Bishop Fire Department and the Bishop Rural Fire Protection District. The City of Bishop Fire Department provides fire protection service within the City limits, and therefore would provide fire protection services in the project area. The Bishop Rural Fire Protection District serves the unincorporated areas surrounding the City. While the departments are separately funded, the two entities are organized and effectively operate as one fire department, providing mutual aid within the Bishop area and operating as a Joint Powers Authority (JPA) that was established in 2019 (City of Bishop 1993).

The City of Bishop Fire Department's station is located at 209 West Line Street. The project site is located approximately 2,800 feet east of the City of Bishop Fire Department station. The Bishop Rural Fire Protection District has two stations: one in West Bishop at 2300 West Line Street adjacent to the County maintenance center and one at 2190 North Sierra Highway. The Fire Chief indicates that the Department has emergency vehicles rolling within one minute of an alarm, with a maximum response time of approximately 5-8 minutes for areas in or adjacent to the City of Bishop (City of Bishop 1993). The Bishop Fire Department is a hybrid/combination fire department composed of five paid positions and approximately 30 volunteer members with ranging ranks from probationary firefighter to Battalion Chief.

Police Protection

Police protection services within the City of Bishop are provided by the Bishop Police Department. As of 1993 the Bishop Police Department had 14 full time officers on the force with 11 reserve officers available on an as-needed basis (City of Bishop 1993). The project site is located approximately 2,800 feet east of the Bishop Police Department.

The Inyo County Sherriff's Department provides additional police protection for the unincorporated areas surrounding the City and throughout the Owens Valley. The project site is located approximately 2,900 feet east of the Inyo County Sheriff's Department substation.

Schools

There are three public schools in the City of Bishop including Bishop Elementary, Home Street Middle School, and Bishop Union High School, as well as one alternative education school, Palisade Glacier High School. Bishop Seventh Day Adventist Christian School is the one private school in the City of Bishop (City of Bishop 2021). The project site is located approximately 0.7 mile southeast of Bishop Union High School.

Parks

Within its City limits, the City of Bishop operates Bishop City Park, an approximately 44-acre park located in the central area of the city to the east of US Highway 395. Bishop City Park provides recreational areas for sports, swimming, playgrounds, picnicking, and more. The areas surrounding the City also provide ample opportunities for recreation, including campgrounds and areas for dispersed recreation such as fishing, hiking, and rock climbing. The project site is located 1,700 feet southeast of Bishop City Park.

Impact Analysis

a) Fire protection?

No impact. The City of Bishop currently receives service from the City of Bishop Fire Department and the Bishop Rural Fire Protection District. As the bridge currently exists, the proposed bridge replacement and improvements would not result in additional demand for fire protection services. The potential for a minor increase in demand for fire services may occur during construction of the bridge; however, these minor public service demands would not overburden the fire services within the City. Therefore, no impact would occur.

b) Police protection?

No impact. Police services within the project area would continue to be provided by Bishop Police Department or the Inyo County Sherriff's Department. As the bridge currently exists, the proposed bridge replacement and improvements would not result in additional demand for police protection services. The potential for a minor increase in demand for police services may occur during construction of the bridge; however, these minor public service demands would not overburden the police services within the City. Therefore, no impact would occur.

c) Schools?

No impact. The proposed project would replace an existing bridge and would not directly or indirectly induce population growth in the area. Therefore, the project would not result in the need for new or expanded school facilities. No impact on school facilities would occur.

d) Parks?

No impact. The proposed project would replace an existing bridge and would not directly or indirectly induce population growth. Therefore, the project would not result in the need for new or expanded park facilities. No impact on park facilities would occur.

e) Other public facilities?

No impact. The project site is within an urban area of the City served by adequate police, fire, and emergency services. The proposed bridge replacement would not increase the number of residents in the City and would therefore not cause an increase in demand for schools, parks, and other public facilities. Construction and operation of the proposed project would not require the construction or expansion of new public facilities or would result in the degradation of those facilities. Therefore, no impact would occur.

XVI. RECREATION

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
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?	☐	☐	☐	☒
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	☐	☐	☐	☒

Environmental Setting

The main park within the Bishop city limits is Bishop City Park, an approximately 44 acre park located in the central area of the City to the east of US Highway 395. The park serves thousands of Bishop area residents, as well as many thousands of visitors to the area. The park provides recreational areas for sports, swimming, playgrounds, picnicking, and more. Other recreational areas are available to residents, but are located outside of the City limits, including the Bishop Motorcycle Park, Bishop Gun Range, Bishop Model Airplane Field, Bishop Golf Course, Bishop Equestrian Area, Laws Railroad Museum, Millpond Recreation Area, and the Owens River Recreational Area (City of Bishop 1993).

The City of Bishop prepared a Parks and Recreation Master Plan in 2008 as part of a comprehensive planning process to determine ways recreational and leisure services can be efficiently and effectively delivered to the citizens of Bishop and Inyo County. It is a plan of action for the next several years that addresses management, parks, facilities, and programming (City of Bishop 2008a).

Impact Analysis

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?

No impact. The proposed project would not directly induce population growth or otherwise result in an increased demand for existing recreational facilities. The closest recreational facility is Bishop City Park, located approximately 1,400 feet north of the project site. However, the replacement of the existing bridge on East Line Street would not increase the use or demand of Bishop City Park. Therefore, the proposed project would not increase the use of or result in substantial deterioration of parks or other recreational facilities. No impact would occur.

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

No impact. The proposed project would replace an existing bridge along East Line Street, between First Street and Johnston Drive. The project would also construct pedestrian walkways along the northern and southern side of East Line Street, and may include proposed barrier railings, pedestrian refuge islands, traffic signage, gateway arch, and/or a welcome sign. The project would not include or expand recreational facilities. Therefore, no impact would occur.

XVII. TRANSPORTATION

		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:					
a)	Conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?	☐	☐	☒	☐
b)	Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?	☐	☐	☒	☐
c)	Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☐	☐	☒	☐
d)	Result in inadequate emergency access?	☐	☐	☒	☐

Environmental Setting

The City is served by three state highways, US Highway 395, SR 168, and US Highway 6. These are planned, constructed, and operated by Caltrans, with no jurisdiction from the City. The arterial streets under City jurisdiction serve both local and regional traffic in varying capacities (City of Bishop 2012).

Transit Services

The City of Bishop is served by the Eastern Sierra Transit Authority (ESTA), and transit service provided by the ESTA includes fixed route and demand responsive service (i.e., City's Dial-A-Ride service and regional shuttles, such as the Bishop Creek Shuttle, Reno to Lone Pine, Mammoth Express, Lone Pine Express, Lancaster Route, and Benton to Bishop routes).

Bicycle Facilities

Three bicycle facilities are included in the City Bikeway Plan:

> **Bike Paths**—Often referred to as "Class I Bikeways" are pathways separated from the vehicular roadway. They may be adjacent to a roadway or a totally separate facility. In some cases, they may be a multi-use trail, whereby the pathway is shared with pedestrians.
>
> **Bike Lanes**—These represent the "Class II Bikeways" in a Bikeway Plan and are striped lanes on a roadway.
>
> **Bike Routes**—These "Class III Bikeways" are designated on-street routes for bicycles. No striping is provided but bike route signs can be installed to indicate that a particular street is a bike route.

This bicycle network is consistent with the Inyo County Collaborative Bikeways Plan, with some minor additions where appropriate (City of Bishop 2012).

Pedestrian Network

The City provides an attractive walking environment, with many open space areas and scenic vistas. For residential and commercial streets that include sidewalks, this environment is largely provided through paved sidewalks and associated facilities. Sidewalks and walkways should be provided in all developed areas and in areas with pedestrian demand (City of Bishop 2012).

Airports

The Bishop Airport, located approximately two miles east of the City, provides a variety of services including aircraft maintenance, aircraft rental, charter services, and instruction. The Airport Master Plan identifies the need for runway improvements, navigational aids, control tower, terminal building, hangars, fire-crash facilities, and added parking, particularly if commercial service is successfully started at the airport (City of Bishop 2012).

Impact Analysis

a) Conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities?

Less than significant impact. The proposed project would replace an existing bridge along East Line Street, between First Street and Johnston Drive. The project would also construct pedestrian walkways along the northern and southern sides of East Line Street, and may include proposed barrier railings, pedestrian refuge islands, traffic signage, gateway arch, and/or a welcome sign.

With the replacement of the existing bridge under the proposed project, pedestrian and traffic safety would be improved. The addition of a sidewalk on the southern side of East Line Street would provide pedestrian connectivity from First Street to Johnston Drive. The location of the bridge presents an opportunity to create a gateway to the City from the airport.

Therefore, implementation of the proposed project would not conflict with a program, plan, ordinance, or policy addressing the circulation system. The impact would be less than significant.

b) Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?

Less than significant impact. SB 743, passed in 2013, required the Office of Planning Research (OPR) to develop new CEQA Guidelines that address traffic metrics under CEQA. As stated in the legislation (and Section 21099[b][2] of CEQA), upon adoption of the new CEQA guidelines, “automobile delay, as described solely by LOS or similar measures of vehicular capacity or traffic congestion shall not be considered a significant impact on the environment pursuant to this division, except in locations specifically identified in the CEQA guidelines, if any.” The Office of Administrative Law approved the updated CEQA Guidelines on December 28, 2018, and the changes are reflected in new CEQA Guidelines (Section 15064.3). CEQA Guidelines Section 15064.3 was added December 28, 2018, to address the determination of significance for transportation impacts. Pursuant to the new CEQA Guidelines, vehicles miles traveled (VMT) replaced congestion as the metric for determining transportation impacts.

The proposed project involves replacing an existing bridge with a similar structure that would not change the existing capacity or circulation in the area. Therefore, the project would not increase VMT through the project site. The proposed project would be expected to enhance travel and traffic safety through an improved replacement structure.

Construction-related traffic, including workers traveling to and from the project site and material and equipment deliveries, would temporarily increase in traffic on East Line Street. However, the increase from construction traffic would be temporary in nature and would not result in long-term traffic impacts. Therefore, the impact would be less than significant.

c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

Less than significant impact. The existing bridge currently poses concern for the City in terms of overall structural stability as well as pedestrian safety. The bridge is located along a straight segment of East Line Street with a posted speed limit of 25 mph. However, due to the straight lines and distance from the highway, vehicles travel at a much faster speed creating a hazardous situation for any pedestrians crossing the roadway at the bridge.

The bridge would be replaced with an RCB culvert to address the City's structural concerns. The project would also construct pedestrian walkways along the northern and southern side of East Line Street, and may include proposed barrier railings, pedestrian refuge islands, traffic signage, gateway arch, and/or a welcome sign to address pedestrian safety in the project area. Temporary hazards may exist during construction; however, a Traffic Management Plan would be prepared to address temporary road closures. Therefore, impacts related to hazards due to geometric design features would be less than significant.

d) Result in inadequate emergency access?

Less than significant impact. The proposed project would not interfere with an adopted emergency response plan or emergency evacuation plan. Inyo County developed an Emergency Operations Plan to describe how the County would prepare for and respond to operational area emergencies and disasters (County 2016). Additionally, the County EHSD implemented a HMAP that describes evacuation routes within the County. Evacuation routes would include (but not necessarily be limited to) US Highways 395 and 6, and SR 168, 136, 190, 127 and 178. Additionally, the City of Bishop participates in ta Multi-Agency ICS. The ICS involves the County of Inyo, City of Bishop, Bureau of Land Management, Los Angeles Department of Water and Power. In the event of any major incident, the ICS manages the coordinated response (City of Bishop 1993).

It is anticipated that the City would keep at least one lane of the bridge open to traffic during construction as East Line Street connects residences and other facilities to the City center and to US Highway 395. During construction, one lane with traffic control for two-way traffic would be maintained while the RCB sections are placed. Half of the existing bridge would be removed, and half of the proposed culverts would be placed. Traffic would then be shifted to the other side of the crossing while the same process would be undertaken. It is assumed this process would take approximately two weeks. Final headwall construction would occur once sections are placed and would not require additional road closure. If it is determined that removal of half the existing bridge is infeasible, it is estimated the road would be closed for approximately five days. A Traffic Management Plan would be required to be prepared and implemented to address potential road closures.

Additionally, the proposed project does not propose any changes in land uses or development patterns that would result in impairment or physical interference of emergency response plans or evacuation plans. Therefore, the impact would be less than significant.

XVIII. TRIBAL CULTURAL RESOURCES

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a) Cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:				
i. Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k), or	☐	☒	☐	☐
ii. A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	☐	☒	☐	☐

Environmental Setting

CEQA, as amended in 2014 by AB 52 requires that the City provide notice to any California Native American tribes that have requested notice of projects subject to CEQA review and consult with tribes that responded to the notice within 30 days of receipt with a request for consultation. Section 21073 of the PRC defines California Native American tribes as "a Native American tribe located in California that is on the contact list maintained by the NAHC for the purposes of Chapter 905 of the Statutes of 2004." This includes both federally and non-federally recognized tribes.

The purpose of consultation is to identify Tribal Cultural Resources (TCRs) that may be significantly impacted by the proposed project, and to allow the City to avoid or mitigate significant impacts prior to project approval and implementation. Section 21074(a) of the PRC defines TCRs for the purpose of CEQA as:

> *Sites, features, places, cultural landscapes (geographically defined in terms of the size and scope), sacred places, and objects with cultural value to a California Native American tribe that are either of the following:*
>
> *(a) included or determined to be eligible for inclusion in the California Register of Historical Resources; and/or,*

(b) included in a local register of historical resources as defined in subdivision (k) of Section 5020.1; and/or,

(c) a resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Section 5024.1. In applying the criteria set forth in subdivision (c) of Section 5024.1 for the purposes of this paragraph, the lead agency shall consider the significance of the resource to a California Native American tribe.

Because the first two criteria also meet the definition of a Historical Resource under CEQA, a TCR may also require additional consideration as a Historical Resource. TCRs may or may not exhibit archaeological, cultural, or physical indicators and can only be identified by a culturally affiliated tribe, which has been determined under State law to be the subject matter expert for TCRs.

CEQA requires that the City initiate consultation with tribes at the commencement of the CEQA process to identify TCRs. Furthermore, because a significant effect on a TCR is considered a significant impact on the environment under CEQA, consultation is required to develop appropriate avoidance, impact minimization, and mitigation measures. Therefore, in accordance with the requirements summarized above, the City of Bishop underwent formal consultation, and as of December 7th, 2023, the City has not received input or a request for involvement by the Tribes.

Impact Analysis

a) Cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:

   i. Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k)?

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

Less than significant impact with mitigation. There are no known TCRs located on or near the project site. As noted above, the City is required to conduct government-to-government consultation with tribal governments that have asked for formal consultation under CEQA (formerly known as AB 52). In accordance with tribal consultation under CEQA, the City of Bishop underwent formal consultation, and as of December 7th, 2023, the City has not received input or a request for involvement by the Tribes. However, there exists a potential for the discovery of previously unknown TCRs during project construction. If TCRs are encountered, the project activity could result in a significant impact to those resources. Based on the Tribal consultation, the City concludes that there would be a less than significant impact on TCRs with the incorporation of Mitigation Measure TCR-1.

Mitigation Measure TCR-1: Unanticipated Discovery of TCRs

If any suspected TCRs are discovered during ground disturbing construction activities, all work shall cease within 100 feet of the find, or an agreed upon distance based on the project area and nature of the find. A Native American Representative from traditionally and culturally affiliated Native American Tribes that requested consultation on the project shall be immediately contacted and invited to assess the significance of the find and make recommendations for further evaluation and treatment, as necessary. If deemed necessary by the City, a qualified cultural resources specialist, who meets the Secretary of Interior's Standards and Qualifications for Archaeology, may also assess the significance of the find in joint consultation with Native American Representatives to ensure that Tribal values are considered. Work at the discovery location cannot resume until the City, in consultation as appropriate and in good faith, determines that the discovery is either not a TCR, or has been subjected to culturally appropriate treatment, if avoidance and preservation cannot be accommodated.

XIX. UTILITIES AND SERVICE SYSTEMS

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a) Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	☐	☐	☒	☐
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?	☐	☐	☐	☒
c) 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?	☐	☐	☒	☐
d) Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	☐	☐	☒	☐
e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	☐	☐	☒	☐

Environmental Setting

Water

The City's original water system was established in 1903 and has been expanded over the years to meet demand. The City of Bishop currently provides water to all residents and businesses within the City limits as well as four customers outside the City limits. The USEPA and the CDPH set limits on the amounts of certain contaminants in the water provided by public water systems. The CDPH requires the City to monitor for certain contaminants on a quarterly and yearly basis. Water quality parameters have consistently met regulatory requirements.

The facilities owned and operated by the City include three wells, one steel water storage tank, 21.3 miles of pipelines, fire hydrants, and a disinfection facility. The City's primary source of water is Well 4, located on West Line Street approximately three miles west of Main Street. In 2005, the well produced 452 MG of water. Well 4 is unable to meet the City's entire water demand for most of the year, and when demand increases the City also runs Well 2. Well 1 serves as the City's standby well, and while it was upgraded in 2006 as of 2008 it was not being used due to high levels of fluoride found in the water (City of Bishop 1993).

The City stores all of its water in a one-million-gallon storage tank located on West Line Street approximately two-thirds of a mile east of Well 4. The City is mandated to clean and inspect the tank every two years. The City has approximately 112,700 feet (21.3 miles) of water distribution pipe. The system consists of pipes between 2 and 20 inches in diameter (City of Bishop 2008b). The transmission line from the reservoir to the City is a 12-inch diameter pipe and is considered to be undersized. The distribution system is characterized by undersized mains, lines that are not interconnected with other lines (dead end lines), and undersized old fire hydrants (City of Bishop 1993).

Wastewater

Wastewater services in the City of Bishop are provided through the Bishop Area Wastewater Authority (BAWA), a Joint Powers Authority formed in 2020 by the City of Bishop and the Eastern Sierra Community Services District (ESCSD). The City's wastewater generation varies throughout the year, and flows are generally higher in the summer months because of the City's recreation-based economy. These flows are significant, as the Bishop Wastewater Treatment Plant was designed to handle approximately 1.6 MGD. The Bishop Wastewater Treatment Plant (WWTP), in combination with the ESCSD treatment plant, can treat a projected 3.2 MGD wastewater flow (City of Bishop 1993).

The 2008 Wastewater Master Plan identified several deficiencies with the City's wastewater collection system, most of which are due to aging infrastructure (City of Bishop 2008c). Much of the City of Bishop's wastewater system is reaching the end of its useful life and needs major repairs, replacements, and upgrades. Other deficiencies are related to more stringent state and federal requirements and to increased customer expectations. Of the 256 sanitary sewer manholes inspected at the time the Wastewater Master Plan was prepared, approximately 66 needed improvements. The Wastewater Master Plan anticipated that improvements would be made over a 20-year period between 2009 and 2028.

Stormwater Drainage

Stormwater drainage in the City of Bishop takes place by means of surface drainage, storm drains, and ditches. Most stormwater flows are carried through gutters on City streets to ditches that discharge into a canal. There are a limited system of storm drains that collect runoff from City streets and State highways (City of Bishop 1993).

Electric Power

Electricity within the City of Bishop is provided by two service providers: LAWDP and SCE. LADWP generally serves the older portions of the City and the area north and east of the Owens River, including the town of Laws. SCE provides electrical service in all other areas (City of Biship 1993).

Telecommunications

Frontier Communications, who was acquired by Verizon Business, serves the region with a telephone service.

Solid Waste

The City of Bishop is serviced by the Bishop Waste Disposal Company, which collects refuse from the residents of the City and the surrounding area at a charge. Refuse from the City is taken to the Bishop Sunland Solid Waste site which is located approximately two miles southeast of the City and is operated by the Inyo County Integrated Waste Management Department (ICIWMD). The landfill accommodates approximately 105 cubic yards per day (60 tons) from greater Bishop area. This includes all types of refuse, including residential and commercial (City of Bishop 1993).

Impact Analysis

a) Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?

Less than significant impact. The project area is efficiently served by utilities and service systems from downtown City of Bishop. However, as the proposed project would replace an existing bridge, existing utilities within the vicinity of the bridge would need to be relocated. A water main attached to the existing bridge would need to be re-routed and power poles in the vicinity of the bridge would be relocated to accommodate the final bridge design. An existing sewer force main is located within the Bishop Creek canal and may be relocated or removed with construction of the new box culvert. Additionally, existing storm drain facilities located within the roadway would likely need to be reconstructed. However, the existing utility lines would not be relocated or reconstructed within an environmentally sensitive area, and no significant impacts from relocation or removal of existing utility lines are anticipated. Therefore, a less than significant impact would occur.

b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years?

No impact. The City of Bishop provides water service within City limits. The proposed project would replace an existing bridge and would not require the use of water supplies. Therefore, sufficient water supplies would be available, and no impact would occur.

c) 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?

Less than significant impact. The City of Bishop's Public Works Department handles all stormwater management issues for the City, from design and construction of the storm drain system to operation and maintenance, and urban runoff pollution prevention. Existing stormwater facilities would not need to be expanded to accommodate the proposed project; however, the existing system may need to be reconstructed or rerouted due to construction of the box culvert. The stormwater facilities would not be reconstructed or rerouted within an environmentally sensitive area, and no significant impacts are anticipated. The proposed project would have a less than significant impact to the stormwater management system.

d) Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?

e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?

Less than significant impact. The City of Bishop is serviced by the Bishop Waste Disposal Company, which collects refuse from the residents of the City and the surrounding area at a charge. Refuse from the City is taken to the Bishop Sunland Solid Waste site which is located approximately two miles southeast of the City and is operated by the ICIWMD. The landfill accommodates approximately 105 cubic yards per day (60 tons) from greater Bishop area. This includes all types of refuse, including residential and commercial. There are no other fees for disposal at the landfill site due to the

implementation of the sales tax allotment for waste management (City of Bishop 1993). The Bishop Sunland Solid Waste site has a permitted maximum daily throughput of 160 tons per day. The landfill has a remaining capacity of approximately 3.3 million cubic yards and is estimated to remain in operation until 2064 (CalRecycle 2021).

The proposed project would result in a relatively minor amount of construction and demolition waste. All the waste would be separated, recycled to the extent feasible, and disposed of at the Bishop Sunland Solid Waste site. As the solid waste site serving the project area is of sufficient capacity to accommodate solid waste needs, potential impacts related to landfill capacity would be less than significant.

Solid waste disposal must follow the requirements of the contracted waste hauler and disposal facility, which follow federal, state, and local statues and regulations related to the collection and disposal of solid waste. The project would comply with all State and local waste diversion requirements regarding trash and recycling and therefore, the impact would be less than significant for questions d) and e).

XX. WILDFIRE

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:				
a) Substantially impair an adopted emergency response plan or emergency evacuation plan?	☐	☐	☒	☐
b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	☐	☐	☒	☐
c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	☐	☐	☒	☐
d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	☐	☐	☒	☐

Environmental Setting

Fire protection in the City of Bishop is provided by two distinct but interrelated departments: The City of Bishop Fire Department and the Bishop Rural Fire Protection District. The City of Bishop Fire Department provides fire protection service within the City limits, and therefore would provide fire protection services in the project area. The Bishop Rural Fire Protection District serves the unincorporated areas surrounding the City. While the departments are separately funded, the two entities are organized and effectively operate as one fire department, providing mutual aid within the Bishop area and operating as a Joint Powers Authority (JPA) that was established in 2019 (City of Bishop 1993).

The City of Bishop Fire Department's station is located at 209 West Line Street. The project site is located approximately 2,800 feet east of the City of Bishop Fire Department station. The Bishop Rural Fire Protection District has two stations: one in West Bishop at 2300 West Line Street adjacent to the County maintenance center and one at 2190 North Sierra Highway. The Fire Chief indicates that the Department has emergency vehicles rolling within one minute of an alarm, with a maximum response time of approximately 5-8 minutes for areas in or adjacent to the City of Bishop (City of Bishop 1993). The Bishop Fire Department is a hybrid/combination fire department composed of 5 paid positions and approximately 30 volunteer members with ranging ranks from probationary firefighter to Battalion Chief.

The project site and the entire City of Bishop is located within an LRA (CALFIRE 2023). However, the project site is surrounded to the north, east, and south by High FHSZ within an SRA (CALFIRE 2023).

Impact Analysis

a) Substantially impair an adopted emergency response plan or emergency evacuation plan?

Less than significant impact. The proposed project would not interfere with an adopted emergency response plan or emergency evacuation plan. Inyo County developed an Emergency Operations Plan to describe how the County would prepare for and respond to operational area emergencies and disasters (County 2016). Additionally, the County EHSD implemented a HMAP that describes evacuation routes within the County. Evacuation routes would include (but not necessarily be limited to) US Highways 395 and 6, and SR 168, 136, 190, 127 and 178. Additionally, the City of Bishop participates in a Multi-Agency ICS. The ICS involves the County of Inyo, City of Bishop, Bureau of Land Management, Los Angeles Department of Water and Power. In the event of any major incident, the ICS manages the coordinated response (City of Bishop 1993).

It is anticipated that the City would keep at least one lane of the bridge open to traffic during construction as East Line Street connects residences and other facilities to the City center and to US Highway 395. During construction, one lane with traffic control for two-way traffic would be maintained while the RCB sections are placed. Half of the existing bridge would be removed, and half of the proposed culverts would be placed. Traffic would then be shifted to the other side of the crossing while the same process would be undertaken. It is assumed this process would take approximately two weeks. Final headwall construction would occur once sections are placed and would not require additional road closure. If it is determined that removal of half the existing bridge is infeasible, it is estimated the road would be closed for approximately five days. A Traffic Management Plan would be required to be prepared and implemented to address potential road closures.

Additionally, the proposed project does not propose any changes in land uses or development patterns that would result in impairment or physical interference of emergency response plans or evacuation plans. Therefore, the impact would be less than significant.

b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?

Less than significant impact. The risk of wildfire is related to a variety of parameters, including fuel loading (vegetation), fire weather (winds, temperatures, humidity levels and fuel moisture contents) and topography (degree of slope). Steep slopes contribute to fire hazard by intensifying the effects of wind and making fire suppression difficult. Fuels such as grass are highly flammable because they have a high surface area to mass ratio and require less heat to reach the ignition point.

The project site is flat with elevations ranging from 4,120 to 4,135 feet amsl. The project site is located within an LRA, but is surrounded to the north, east, and south by High FHSZ within an SRA. As the proposed project would replace an existing bridge, it is not anticipated that the proposed project would exacerbate wildfire risks. Therefore, the impact would be less than significant.

c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?

Less than significant impact. The proposed project would replace an existing bridge that currently poses concern for the City in terms of overall structural stability as well as pedestrian safety. The project would not require the installation or maintenance of associated infrastructure that may exacerbate fire risk. As discussed in Section 8.IX, Hazards and Hazardous Materials, heavy equipment could be used during project construction and has the potential to start a fire. However, during construction, spark arrestors or turbo chargers (which eliminate sparks in exhaust), and fire extinguishers would be required for all heavy equipment to reduce the potential for a fire to occur. Therefore, the impact would be less than significant.

d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?

Less than significant impact. The project area is not located within a 100-year floodplain. Additionally, due to the prevailing gentle topography and lack of steep slopes on the project sites, landslides are unlikely to occur in the project area or in the immediate vicinity. Existing site conditions would not be altered in any way that could expose people or structures to significant risks. Therefore, the impact would be less than significant.

XXI. MANDATORY FINDINGS OF SIGNIFICANCE

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

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

Less than significant impact with mitigation. The preceding analysis indicates that the proposed project has the potential to result in adverse impacts related to biological resources (Section 8.IV), cultural resources (Section 8.V), geology and soils (Section 8.VII), noise (Section 8.XIII), and tribal cultural resources (Section 8.XVIII). Refer to the corresponding sections of this ISMND for discussion of the proposed project's potential impacts on these environmental issue areas. With implementation of the mitigation measures identified in those sections, the impacts would be reduced to a less than significant level. No significant or potentially significant impacts would remain.

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

Less than significant impact with mitigation. As described in the evaluations of potential impacts in the preceding sections of this ISMND, all potentially significant impacts of the proposed project would be reduced to a level of less than significant with the proposed mitigation measures incorporated. With

incorporation of the proposed mitigation contained in this ISMND, the project's contribution to cumulative impacts would be less than significant.

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

Less than significant impact with mitigation. The proposed project would not directly or indirectly result in substantial adverse effects on human beings. With the proposed mitigation in this ISMND incorporated, the proposed project would result in less than significant impacts on human beings.

9.0 MITIGATION MONITORING AND REPORTING PROGRAM

A Mitigation Monitoring and Reporting Program (MMRP) has been prepared by the City per Section 15097 of the CEQA Guidelines and is presented in **Appendix G**.

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