

INITIAL STUDY AND PROPOSED NEGATIVE DECLARATION
FOR THE INYO COUNTY 2015
ACTIVE TRANSPORTATION PLAN

Prepared for

Inyo County Transportation Commission
168 N. Edwards Street
Independence, CA 93526

Prepared by

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PROJECT TITLE: Inyo County 2015 Regional Transportation Plan

LEAD AGENCY: Inyo County Local Transportation Commission
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PROJECT LOCATION Inyo County

Inyo County is located in eastern California approximately midway between the state’s northern and southern borders (Figure 1). The western border of the County is the crest of the Sierra Nevada while the eastern boundary is the Nevada State line, the northern boundary is the Mono County line and the southern boundary is shared with Kern and San Bernardino Counties. The only incorporated city is Bishop. Other towns discussed in the plan include Big Pine, Independence, Lone Pine, Olancho, Shoshone, Tecopa, and areas close by each of these communities.

PROJECT OVERVIEW

The Inyo County Local Transportation Commission (ICLTC) has prepared a draft *Inyo County 2015 Active Transportation Plan (ATP)* (which is defined as the “Project” for purposes of this study). ICLTC staff worked with a consulting firm to guide the development of the Project. A public hearing will be held during an ICLTC meeting to solicit public input. The Public Draft ATP can be viewed and downloaded from the ICLTC website: <http://www.inyoltc.org/bmp.html>.

In compliance with the California Environmental Quality Act (CEQA) Guidelines, the Lead Agency is required to prepare an Initial Study for the Project. The ICLTC is defined as the Lead Agency under the provisions of CEQA. The primary objective in the preparation of an Initial Study is to disclose significant environmental effects and to identify measures to avoid or reduce significant environmental effects. The Initial Study evaluates whether significant environmental impacts could occur with approval of the Active Transportation Plan and presents to decision makers and the public the potential environmental effects of the proposed plan. The Inyo County Active Transportation Plan presents a vision of potential transportation improvement projects which are intended to increase active forms of transportation. Adopting the ATP does not guarantee that the projects identified in the document will be constructed. Rather the ATP is intended to demonstrate a need for these projects and provide guidance to the County of Inyo and City of Bishop as to which project to select for ATP grant applications. As such each project will undergo separate environmental review by the implementing agency prior to construction.

Based upon the findings of this Initial Study, and pursuant to CEQA Guidelines Section 15070, the ICLTC plans to prepare a Negative Declaration. If, through the public review process, mitigation measures are found necessary, the ICLTC will prepare a Mitigated Negative Declaration that includes a mitigation monitoring program in accordance with CEQA Guidelines.

PROJECT DESCRIPTION

The project is defined as the Active Transportation Plan (ATP), which identifies improvements to: 1) increase the proportion of trips accomplished by biking and walking, 2) increase safety for non-motorized transportation users, 3) help achieve greenhouse gas reduction goals through a shift in travel mode share, and 4) enhance public health in Inyo County. The ATP does not directly provide for the implementation of transportation projects and/or facilities. Rather, it identifies necessary improvements which meet the above listed goals of the state's Active Transportation grant program. As good planning practice and in an effort to be more competitive for ATP grant funds, the ICLTC has drafted an Active Transportation Plan for Inyo County.

Due to the regional nature of the ATP, this analysis focuses on those impacts that are anticipated to be potentially significant on a regional system-wide level. As individual projects near implementation, it will be necessary to undertake "project specific" environmental assessments before each project is approved and implemented. Such review will be required in accordance with the California Environmental Quality Act (CEQA) and, if federally funded, the National Environmental Policy Act (NEPA). If necessary, mitigation measures to offset potential adverse environmental impacts resulting from those projects will be implemented. Since CEQA does not require speculation, and since some of the projects identified in the ATP are subject to delay, may not be competitive to receive Statewide competitive funding, or change in priority; it is not necessary and would be premature to analyze the environmental impacts that individual projects may generate at this stage of the ATP.

The ATP begins with a discussion of the purpose and objectives of the plan along with an overview of the public and stakeholder outreach process. The next chapter describes land use and settlement patterns, and existing non-motorized facilities for Inyo County Communities along with certain population and economic characteristics for the region. The ATP includes four separate elements to address active transportation needs: Bicycle Element, Pedestrian Element, Safe Routes to Schools Element, and Recreational Trails Element. Each element discusses needs and issues as well as projections of existing and future users. Proposed improvements to increase active transportation in Inyo County are listed in a series of tables. Examples of proposed improvements are a separated bicycle path, striping and widening of the roadway shoulder or signage for a recreational trail. Non-infrastructure projects such as bicycle safety education and encouragement programs are also eligible activities under the ATP grant program. All the projects are financially unconstrained and some are only concept level projects. The ATP is intended to provide Inyo County and the City of Bishop with background information for decision making purposes. This includes a summary of public input regarding active transportation along with suggested improvements to increase the number of Inyo County residents traveling by active modes of transportation.

SURROUNDING LAND USES AND SETTING

According to the US Census 2013 American Community Survey, Inyo County has a total population of 18,482 people. Of this total, roughly 3,856 people live in the City of Bishop. According to American Community Survey data, predominate ethnicities are White (65.2 percent), Hispanic (19.9 percent), and Native American (10.4 percent). Roughly 5.4 percent of the county residents speak English less than "very well". Just less than 20 percent of the population in Inyo County was age 65 or older in 2013.

Roughly 98 percent of the land in Inyo County is held by public agencies such as the US Forest Service, National Park Service, the Bureau of Land Management, China Lake Naval Weapons Center, State of California, and the Los Angeles Department of Water and Power. Limited by public lands and geography, the developed areas of Inyo County consist largely of small communities along the US 395 corridor. Tourism and recreation is the major industry in the region, with approximately 3 million people visiting the Eastern Sierra annually. Over 60% of the land area in the County is federally designated as wilderness.

OTHER AGENCY APPROVALS

The ATP is not required by the state or federal government. The ATP should include certain information per the California Transportation Commission 2015 ATP Guidelines. An Active Transportation Plan Checklist is included as Appendix A to the Plan.

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

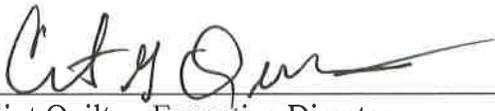
None of the environmental factors mentioned below would be potentially affected by this project, involving at least one impact that is a “Potentially Significant Impact” as indicated by the checklist on the following pages.

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

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 (mitigation measures) have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
- I find 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 1) 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.

Signed: 
Clint Quilter, Executive Director
Inyo County Local Transportation Commission

Date: 2/22/2016

Initial Study Checklist and Analysis

CHECKLIST AND ANALYSIS

The following Environmental Checklist and discussion of potential environmental effects were completed in accordance with Sections 15060 to 15065 of the CEQA Guidelines and the revised Initial Study checklist, to determine whether the Project may have a significant environmental effect. The degree of impact for each discussion topic is noted based upon the following definitions:

- **Potentially Significant Impact:** An impact which could be significant and for which no mitigation has been incorporated. Such an impact would require the preparation of an Environmental Impact Report.
- **Less Than Significant with Mitigation Incorporation:** An impact which requires mitigation to reduce the impact to a less than significant level. For such impacts, proposed mitigation measures are identified within this Initial Study.
- **Less Than Significant Impact:** An impact which is considered less than significant under the standards of CEQA.
- **No Impact:** An issue for which the Project would have no impact.

EVALUATION OF ENVIRONMENTAL IMPACTS

I. AESTHETICS				
Would the project:	Potentially Significant	Less than Significant with Mitigation	Less than Significant	No Impact
a) Have an adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Degrade the existing visual character or quality of the site and its surroundings?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Create a new source of light or glare that would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Discussion: One of Inyo County’s best resources is scenic vistas of both the mountains and the desert. In designing and constructing ATP projects every effort will be made to maintain the aesthetic appeal of the transportation facility as that is an important part of encouraging active transportation use. Potential ATP projects are generally adjacent to existing roadways or developed communities.

<p>II. AGRICULTURE RESOURCES In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state’s inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment Project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board.</p> <p>Would the project:</p>	Potentially Significant	Less than Significant with Mitigation	Less than Significant	No Impact
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance, as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program in the California Resources Agency, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)) or timberland (as defined by Public Resources Code section 4526)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion:

There is no farmland in Inyo County that is currently part of a Williamson Act contract. The Inyo County General Plan Land Use Element includes an “Agriculture” designation and irrigated agriculture is an important part of the rural nature of the County. The recreational trails projects proposed in the ATP will help to maintain proper forest use. This is a less than significant impact.

III. AIR QUALITY Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:	Potentially Significant	Less than Significant with Mitigation	Less than Significant	No Impact
a) Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Violate any air quality standard or contribute to an existing or projected air quality violation?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions that exceed quantitative thresholds for ozone precursors)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Create objectionable odors affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion: Inyo County is part of the Great Basin Valleys Air Basin, with air quality managed by the Great Basin Unified Air Pollution Control District. Inyo County is considered “in attainment” or unclassified for every federal air quality standard except for the PM-10 standard, which is not in attainment in the Owens Valley area. As for state standards, Inyo County is not in attainment for Ozone and PM-10. In the Owens Valley area, PM-10 pollution is directly related to windblown dust from the dry Owens Lake bed.

Over the long-term, implementation of ATP projects should improve air quality as the intent of the projects is to encourage residents to walk or bike instead of drive. Dust and emissions from construction equipment for ATP projects could cause PM10 emissions during roadway construction activities, however this will be minimal and each project will undergo air quality analysis prior as part of the implementation phase. The construction phase of each project will need to comply with the requirements of the Inyo County and the Great Basin Unified Air Pollution Control Department.

IV. BIOLOGICAL RESOURCES Would the project:	Potentially Significant	Less than Significant with Mitigation	Less than Significant	No Impact
a) Have an 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,	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

<p>policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?</p>				
<p>b) Have an adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>c) Have an adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>d) Interfere with the movement of any resident or migratory fish or wildlife species, or with established resident or migratory wildlife corridors, or impede the use of wildlife nursery sites?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Conservation Community Plan, or other approved local, regional, or state habitat conservation plan?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion: Transportation improvements in the plan that are on existing facilities will not have a significant impact on biological resources. Active transportation improvements which require construction of new facilities such as a separated bicycle path have the potential to have a significant impact to biological resources. These projects which envision new construction will provide increased safety for non-motorized users and provide greater encouragement to switch to non-motorized forms of transportation. Project implementing agencies will follow policies to minimize environmental impacts outlined by the ICLTC for all regional transportation improvement projects in the Inyo County Regional Transportation Plan (RTP). Natural resource agencies were included in the early planning process. Project-specific environmental review and existing regulations will mitigate potential impacts to a less than significant status.

V. CULTURAL RESOURCES				
Would the project:	Potentially Significant	Less than Significant with Mitigation	Less than Significant	No Impact
a) Cause an adverse change in the significance of a historical resource, as defined in Section 15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Cause an adverse change in the significance of an archaeological resource, pursuant to	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Section 15064.5?				
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Discussion: Those Tribal Governments that have sacred lands within Inyo County were contacted and their input was requested in the RTP/ATP process.

As with biological resources impacts, ATP projects on existing facilities will not have a significant impact on cultural resources. Some ATP projects such as the construction of a separated bicycle path or the widening of a roadway may have the potential to have a significant impact to cultural resources. However, project-specific environmental review will reduce any such impact to a less than significant status.

If any human remains are discovered during archaeological investigations or during construction, the County Coroner shall be contacted and steps taken to comply with Section 9.52 of Inyo County Code and appropriate state statutes regarding the disposition of human remains.

VI. GEOLOGY AND SOILS				
Would the project:	Potentially Significant	Less than Significant with Mitigation	Less than Significant	No Impact
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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 Publication 42.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
ii. Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iii. Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iv. Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Be located on expansive soil, as defined in Table 18-1B of the Uniform Building Code (1994), creating risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion: Specific impacts on geology and soils associated with these projects will be addressed and mitigated as necessary on an individual basis at the time of project review. The project does not involve the construction of habitable structures.

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

Discussion: The ATP includes long-term bicycle and pedestrian improvement projects which will create more bicycle and pedestrian friendly communities, encourage more residents to walk or bike and therefore potentially reduce vehicle miles travelled (VMT). By expanding alternative forms of transportation, Inyo County and the City of Bishop are in-line with statewide climate change goals.

VII. HAZARDS AND HAZARDOUS MATERIALS				
Would the project:	Potentially Significant	Less than Significant with Mitigation	Less than Significant	No Impact
a) Create a hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Create a hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Have hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Be located on a site that 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Be 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, and consequently result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Be located within the vicinity of a private airstrip, and consequently result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h) Expose people or structures to the risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion: ATP projects will not increase hazards and hazardous materials. ATP projects include the construction of sidewalks and the striping of bicycle lanes in order to increase safety and reduce hazards for non-motorized transportation users. The construction of ATP projects will not increase the transportation of hazardous materials.

VIII. HYDROLOGY AND WATER QUALITY				
Would the project:	Potentially Significant	Less than Significant with Mitigation	Less than Significant	No Impact
a) Violate any applicable water quality standards or waste discharge requirements?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Deplete groundwater supplies or interfere with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level that would not support existing land uses or planned uses for which permits have been granted)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner that would result in erosion or siltation on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or increase the rate or amount of surface runoff in a manner that would result in flooding on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Create or contribute runoff water that would exceed the capacity of existing or planned storm water drainage systems or provide additional sources of polluted runoff?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Place housing within a 100-year floodplain, as mapped on a Federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Place within a 100-year floodplain structures that would impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h) Expose people or structures to a significant risk of loss, injury, or death involving: 1) flooding, including flooding as a result of the failure of a levee or dam, or 2) inundation by seiche, tsunami, or mudflow?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
i) Otherwise degrade water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
j) Change the amount of surface water in a water body?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
k) Change currents or the course or direction of water movements?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Discussion: In general, this ATP identifies the need to make improvements to the transportation system which encourage “active” modes of transportation. The construction of new transportation facilities such as a paved separated bicycle path has the possibility to alter

drainage. On the other hand, the construction of a new sidewalk and gutter may improve storm water drainage. New facilities are required to comply with Inyo County or City of Bishop Public Works Department requirements, and, if necessary, to obtain a Storm Water Pollution Prevention Permit from the Lahontan Regional Water Quality Control Board. Again, the ATP is also more of a visionary document and the proposed projects will be reviewed on a project-by-project basis for environmental impacts prior to construction, therefore there is no potential for significant impact.

IX. LAND USE AND PLANNING				
Would the project:	Potentially Significant	Less than Significant with Mitigation	Less than Significant	No Impact
a) Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Conflict with any applicable habitat conservation plan or natural communities' conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion: Based on preliminary review of the projects proposed by the ATP, there does not appear to be any potential for impacts that might physically divide a community, conflict with any applicable land use plan, policy, or regulation or conflict with any applicable habitat conservation plan or natural community conservation plan. Additionally, the ATP is consistent with the Inyo County Regional Transportation Plan, local General Plans and natural resource agency plans. Further, the ATP is more of a visionary document than an implementing document. Specific environmental impacts of proposed projects discussed in the ATP will be addressed on an individual basis at the time of project review. Therefore there is no potential for significant impact.

X. MINERAL RESOURCES				
Would the project:	Potentially Significant	Less than Significant with Mitigation	Less than Significant	No Impact
a) Result in the loss of availability of a known mineral that would be of value to the region and the residents of the state?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

XI. NOISE				
Would the project:	Potentially Significant	Less than Significant with Mitigation	Less than Significant	No Impact
a) Generate or expose persons to noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Generate or expose persons to excessive ground-borne vibration or ground-borne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Result in a permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) A temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Be 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, and consequently expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Be within the vicinity of a private airstrip, and consequently expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion: The most probable source of noise impacts would come from construction activities associated with proposed projects in this ATP. The Noise portion of the Public Safety Element of the Inyo County Goals and Policies Report establishes Day-night Average Sound Levels (Ldn) that new projects need to comply with. The maximum allowable ambient noise exposure is divided by land use. Noise sensitive land uses (receptors) include residential areas, hospitals, convalescent homes and extended care facilities, schools, libraries, day-care centers, and other similar land uses as determined by the County. General Plan Policy NOI-1.4 regarding Transportation-Related Noise is relevant in the consideration of new transportation projects. The ATP concentrates on projects which will encourage more travel by bicycle or foot thereby reducing the potential for noise from vehicles. Future projects are subject to project specific environmental review and analysis. Given the existing General Plan policies, any potential impact will be less than significant.

XII. POPULATION AND HOUSING				
Would the project:	Potentially Significant	Less than Significant with Mitigation	Less than Significant	No Impact
a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

roads or other infrastructure)?				
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion: The primary focus of the ATP is to encourage non-motorized travel. The ATP will not have an impact on population and housing.

XIII. PUBLIC SERVICES				
Would the project result in 1) adverse physical impacts associated with the provision of new or physically altered governmental facilities, or 2) the 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:	Potentially Significant	Less than Significant with Mitigation	Less than Significant	No Impact
a) Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Roads?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion: As the ATP projects focus primarily on the improvement of transportation facilities, there will be no impact on public services. Any impact would be beneficial, in that improvements to existing facilities would aid in access to public services. Potential impacts of construction of those trails will be addressed on an individual basis at the time of project review.

XIV. RECREATION				
	Potentially Significant	Less than Significant with Mitigation	Less than Significant	No Impact
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Discussion: Adoption and implementation of the ATP will not create the need for new or expanded park and recreation facilities as a result of increased population. The plan identifies projects which will improve recreation opportunities by upgrading and rehabilitating trailhead facilities and signage. The impacts of construction of those trails will be addressed on an individual basis at the time of project review.

XV. TRANSPORTATION/TRAFFIC				
Would the project:	Potentially Significant	Less than Significant with Mitigation	Less than Significant	No Impact
a) Exceed the capacity of the existing circulation system, based on an applicable measure of effectiveness (as designated in a general plan policy, ordinance, etc.), taking into account all relevant components of the circulation system, including but limited to intersections, streets, highways and freeways, pedestrian and bicycle paths and mass transit?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the County congestion management agency for designated roads or highways?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Substantially increase hazards to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

f) Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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Discussion: All projects identified in the ATP have a goal to improve the overall transportation system and related impacts. Potential impacts of construction of those trails will be addressed on an individual basis at the time of project review.

XVI. UTILITIES AND SERVICE SYSTEMS				
Would the project:	Potentially Significant	Less than Significant with Mitigation	Less than Significant	No Impact
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Require or result in the construction of new facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Result in a determination by the wastewater treatment provider that serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Comply with federal, state, and local statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion: As the purpose of the ATP is to demonstrate the need transportation improvements which will encourage more “active” forms of transportation, the potential for significant impacts on utilities and service system is low. No impacts are identified at the plan level as all potentially affected water resources and/or utility interests will be identified and mitigated on a project-specific basis.

XVII. MANDATORY FINDINGS OF SIGNIFICANCE	Potentially Significant	Less than Significant with Mitigation	Less than Significant	No Impact
a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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 probable future projects.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Does the project have environmental effects that will cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Discussion: Preparation and adoption of the ATP represents long-term transportation planning for the Inyo County Region. All of the improvements identified in the ATP are financially unconstrained and represent a list of potential projects which are potentially eligible for funding through the California Active Transportation Program and determined important to the region through public and stakeholder input processes. Specific environmental impacts of proposed projects discussed in the ATP will be addressed on an individual basis at the time of project review.

Long term cumulative effects of this ATP on the environment will likely be positive. As more projects are implemented which encourage “active” transportation and a healthy lifestyle, fewer residents will drive. This will improve air quality and reduce greenhouse gas emissions. As such, this impact is considered to be less than significant.

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