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*Filed Electronically*

November 4, 2021

Kimberly D. Bose, Secretary  
Nathaniel J. Davis, Sr., Deputy Secretary  
Federal Energy Regulatory Commission  
825 First Street, N.E.  
Washington, D.C. 20426

**Subject: Updated Study Report  
Bishop Creek Hydroelectric Project, FERC Project No. 1394**

Dear Secretary Bose:

Southern California Edison Company (SCE) hereby files with the Federal Energy Regulatory Commission (FERC) the Updated Study Report for the Bishop Creek Hydroelectric Project (FERC Project 1394).


Pursuant to 18 Code of Federal Regulation (CFR) 5.15(f) an Updated Study Report (USR) and meeting mark the 2-year anniversary of the Study Plan Determination. SCE intends to hold a virtual USR Meeting on November 18, 2021 from 9am – 12pm PST. The proposed agenda for the USR meeting, and supporting materials are included with the USR, and instructions for joining the meeting can be found at [www.sce.com/bishopcreek](http://www.sce.com/bishopcreek).

At the USR meeting an update will be provided on studies that were still in progress after the Initial Study Report in November 2020. Stakeholders will have an opportunity to review data collected to date, suggest modifications to studies or additional areas of inquiry, pursuant to 18 CFR 5.15(c)(1)-(4). At this time, SCE is not proposing additional modifications or any new studies. Technical memos and reports for relevant studies are included as attachments to the USR.

SCE will forward the "Acceptance for Filing" e-mail generated by FERC's e-filing service to all contacts on the distribution list via e-mail. This filing will also be placed on SCE's Bishop Creek Relicensing Website ([www.sce.com/bishopcreek](http://www.sce.com/bishopcreek)) where it will be available for download, and available for review by appointment at the Bishop Creek Hydro Headquarters Office – 4000 E. Bishop Creek Road, Bishop, CA 93514.

SCE looks forward to continuing to work with FERC and other interested parties on the Bishop Creek relicensing. Should there be any questions or concerns regarding this filing please contact Matthew Woodhall, Senior Regulatory Advisor, by phone at (626) 302-9596 or via e-mail at [matthew.woodhall@sce.com](mailto:matthew.woodhall@sce.com).

Sincerely,

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Page 2 of 2  
November 4, 2021

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Enclosures: Updated Study Report  
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## MEMORANDUM

**TO:** Federal Energy Regulatory Commission  
Docket P-1394-080

**FROM:** Bishop Creek Relicensing Team

**CC:** Technical Work Groups  
FERC Distribution List

**DATE:** November 4, 2021

**RE:** Updated Study Report

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### INTRODUCTION

On November 4, 2019 the Federal Energy Regulatory Commission (FERC) approved Southern California Edison's (SCE) Technical Study Plan (TSP) for the relicensing of the Bishop Creek Project (FERC No. 1394). As provided for in 18 Code of Federal Regulation (CFR) 5.11(b)(3), SCE has been providing regular progress reports.

Under 18 CFR 5.15(f), SCE is required to provide an Updated Study Report (USR) no later than two years after Commission approval of the study plan and schedule, whichever comes first. The USR describes overall progress in implementing the study plan and schedule and the data collected, including an explanation of any variance from the study plan and schedule.

This (USR) will serve as the final quarterly progress report for 2021, which will be filed no later than November 4, 2021. A Virtual USR Meeting is scheduled for November 18, 2021 at 9:00 AM. The meeting may be accessed through SCE's website at [www.sce.com/bishopcreek](http://www.sce.com/bishopcreek), an agenda is provided with this filing (Attachment 1).

### NOTICE OF INTENT TO FILE DRAFT LICENSE APPLICATION

As required under 18 CFR 5.16(c) of the Commission regulations, SCE is notifying the Commission of its intent to file a Draft License Application, in lieu of a Preliminary Licensing Proposal.

### UPDATED STUDY REPORT

SCE continues to make progress on study plans as outlined in the revised Technical Study Plan (TSP) and Study Plan Determination. Several studies were completed in 2020 and are only briefly discussed in this USR. Others conducted their second study season in 2021 and are now complete or are in the final stages of completion. Table 1 provides a summary of:

1. the field efforts conducted to date
2. the status of Technical Reports that are either in preparation, or in review by the Technical Working Groups (TWG), and
3. a schedule for remaining studies and data analysis.

Those studies impacted by the COVID-19 pandemic and or wildfires are identified in the table below. As discussed in the Initial Study Report (ISR) Meeting, the technical reports are being submitted in batches to the TWGs for 60-day review as they become available. To the extent

reports have been finalized and incorporate comments from the TWG, they will be filed with FERC as part of the Draft License Application (DLA) package in early 2022.

SCE began discussing preliminary potential effects and study plan results at a series of meetings beginning in October of 2021.

**TABLE 1 BISHOP CREEK HYDRO RELICENSING PROJECT FIELD STUDY SUMMARY**

STUDY NAME	STATUS	MODIFICATIONS TO METHODOLOGY AND/OR NEEDED CONSULTATION
<b>TERRESTRIAL AND BOTANICAL STUDIES</b>		
TERR 1 – Assessment of Bishop Creek Riparian Community	<p><b>Status of Field Surveys:</b> This survey effort was complete as of the Initial Study Report (ISR).</p> <p><b>Technical Reports:</b> Technical report addressing comments raised in the ISR was distributed to the TWG on Augusts 26; comments were requested by October 25, 2021.</p> <p><b>Status and Resolution of TWG Comments:</b> Comments have not been received from stakeholders, however additional time has been requested.</p>	No changes or modifications to methodology and no additional field work is anticipated for the duration of this relicensing process.
TERR 2 – Invasive Plants	<p><b>Status of Field Surveys:</b> This survey effort was complete as of the Initial Study Report (ISR).</p> <p><b>Technical Reports:</b> Technical report addressing comments raised in the ISR was distributed to the TWG on Augusts 26; comments were requested by October 25, 2021.</p> <p><b>Status and Resolution of TWG Comments:</b> Preliminary comments were received from the Inyo National Forest (FS) along with a request for GIS data; additional comments may be forthcoming and will be addressed in final reports filed with the DLA.</p>	No changes or modifications to methodology and no additional field work is anticipated for the duration of this relicensing process.
TERR 3 – Assessment of Special Status Plants	<p><b>Status of Field Surveys:</b> This survey effort was complete as of the Initial Study Report (ISR).</p> <p><b>Technical Reports:</b> Technical report addressing comments raised in the ISR was distributed to the TWG on Augusts 26; comments were requested by October 25, 2021.</p> <p><b>Status and Resolution of TWG Comments:</b> Preliminary comments were received from the Inyo National Forest (FS) along with a request for GIS data; additional comments may be forthcoming and will be addressed in final reports filed with the DLA.</p>	No changes or modifications to methodology and no additional field work is anticipated for the duration of this relicensing process.
TERR 4 – Wildlife	<p><b>Status of Field Surveys:</b> This survey effort was complete as of the Initial Study Report (ISR).</p> <p><b>Technical Reports:</b> Technical report addressing comments raised in the ISR was distributed to the TWG on Augusts 26; comments were requested by October 25, 2021.</p>	No changes or modifications to methodology and no additional field work is anticipated for the duration of this relicensing process.

STUDY NAME	STATUS	MODIFICATIONS TO METHODOLOGY AND/OR NEEDED CONSULTATION
	<p><b>Status and Resolution of TWG Comments:</b> Comments have not been received from stakeholders; however additional time for comments has been requested.</p>	
<b>AQUATICS AND AQUATIC PROCESSES STUDY PLANS</b>		
<p>AQ 1 – Instream Flow Needs and Assessment</p>	<p><b>Status of Field Surveys:</b> This survey effort was complete as of the Initial Study Report (ISR).  <b>Technical Reports:</b> Technical report addressing comments raised in the ISR was distributed to the TWG on May 14, 2021; comments were requested by July 13, 2021, and later extended to July 23.  <b>Status and Resolution of TWG Comments:</b> Comments were received from California Department of Fish and Wildlife (CDFW). SCE responded to comments on September 16, 2021. TWG members, including CDFW and the FS met on October 6. Based on this meeting, the report will include an updated response to comments table with additional information when it is filed with the DLA, including responses to any final comments that CDFW or others may provide following the USR.</p>	<p>No changes or modifications to methodology and no additional field work is anticipated for the duration of this relicensing process.</p>
<p>AQ 2 – Operations Model (Attachment 2)</p>	<p><b>Status of Data Collection:</b> This effort is complete.  <b>Technical Reports:</b> Technical report was distributed to the TWG on August 16, 2021; comments were requested by October 15, 2021. Modeling workshops were held on September 3 and October 13, 2021.  <b>Status and Resolution of TWG Comments:</b> Comments were received from California Department of Fish and Wildlife (CDFW). SCE is planning a follow up meeting to resolve outstanding comments on November 4 with any final changes to the model to be completed thereafter.</p>	<p>At this time, no changes or modifications to methodology and no field work is anticipated for the duration of this relicensing process; however, the USR Meeting Summary will provide an update to any changes to the model discussed with stakeholders in response to comments provided.</p>
<p>AQ 3 – Fish Distribution Baseline Study (Creek)</p>	<p><b>Status of Field Surveys:</b> This survey effort was complete as of the Initial Study Report (ISR).  <b>Technical Reports:</b> Technical report addressing comments raised in the ISR was distributed to the TWG on May 14, 2021; comments were requested by July 13, 2021, and later extended to July 23.  <b>Status and Resolution of TWG Comments:</b> Comments were received from California Department of Fish and Wildlife (CDFW). SCE responded to comments on September 16, 2021.</p>	<p>No changes or modifications to methodology and no additional field work is anticipated for the duration of this relicensing process.</p>

STUDY NAME	STATUS	MODIFICATIONS TO METHODOLOGY AND/OR NEEDED CONSULTATION
	<p>TWG members, including CDFW and the FS met on October 6. Based on this meeting, the report will include an updated response to comments table with additional information when it is filed with the DLA, including responses to any final comments that CDFW or others may provide following the USR.</p>	
<p>AQ 4 –Baseline Fish Distribution Study (Reservoirs)</p>	<p><b>Status of Field Surveys:</b> This survey effort was complete as of the Initial Study Report (ISR).  <b>Technical Reports:</b> Technical report addressing comments raised in the ISR was distributed to the TWG on May 14, 2021; comments were requested by July 13, 2021, and later extended to July 23.  <b>Status and Resolution of TWG Comments:</b> Comments were received from California Department of Fish and Wildlife (CDFW). SCE responded to comments on September 16, 2021. TWG members, including CDFW and the FS met on October 6. Based on this meeting, the report will include an updated response to comments table with additional information when it is filed with the DLA, including responses to any final comments that CDFW or others may provide following the USR.</p>	<p>No changes or modifications to methodology and no additional field work is anticipated for the duration of this relicensing process.</p>
<p>AQ 5 – Water Quality (Attachment 3)</p>	<p><b>Status of Field Surveys:</b> This survey effort is complete with final data collection in October of 2021.  <b>Technical Reports:</b> A summary of data collected to date and since the 2020 Annual Report will be presented at the USR meeting, scheduled for November 18, 2021.  <b>Status and Resolution of TWG Comments:</b> No comments from on the 2020 Annual Report were received.</p>	<p>No changes or modifications to methodology and no additional field work is anticipated for the duration of this relicensing process, barring any identification of new data collection / analysis as permitted by 18 CFR 5.15(d).</p>
<p>AQ 6 – Sediment and Geomorphology</p>	<p><b>Status of Field Surveys:</b> This survey effort is complete with final data collection in September of 2021.  <b>Technical Reports:</b> An updated Technical Report including the results of the 2021 tracer rock study will be included with the DLA; preliminary results including outcome of tracer-rock studies will be discussed at the USR Meeting on November 18, 2021.  <b>Status and Resolution of TWG Comments:</b> SCE anticipates that comments on presented tracer rock data will be discussed in the final version filed with the DLA.</p>	<p><b>Previous Variances:</b> After a review of field conditions at bankfull flow, SCE did not believe the planned use of a bed-load sampler can be safely deployed or effectively implemented via wading, and notes that necessary infrastructure (bridges) for deployment of the sampler is not present for the desired sample reaches. To help resolve the question relating to sediment mobility that cannot be answered by the bedload sampling that is not feasible, SCE proposed to perform a tracer rock study during higher flows to understand when various size substrates are mobilized. SCE discussed the change in methods</p>

STUDY NAME	STATUS	MODIFICATIONS TO METHODOLOGY AND/OR NEEDED CONSULTATION
		<p>with the TWG during review of the 2<sup>nd</sup> progress report in May 2020 and no concerns were raised.</p> <p>No changes or modifications to methodology and no additional field work is anticipated for the duration of this relicensing process, barring any identification of new data collection / analysis as permitted by 18 CFR 5.15(d).</p>
<b>HUMAN ENVIRONMENT AND COMMUNITY STUDY PLANS</b>		
<p>REC 1 – Recreation Use and Needs (Attachment 4)</p>	<p><b>Status of Field Surveys:</b> This field survey effort will continue through mid-November, 2021. Web-based, recreation use surveys were implemented in 2020 and will continue through November 2021.</p> <p><b>Technical Reports:</b> A Technical Report will be included with the DLA in January 2022; preliminary results of the 2021 surveys and data collection will be discussed at the USR Meeting on November 18, 2021.</p> <p><b>Status and Resolution of TWG Comments:</b> SCE anticipates that comments on the Recreation Use and Needs will run concurrent to the comment period for the DLA. The report will be discussed in the final version filed with the Final License Application with opportunities to discuss and resolve comments with TWG members.</p>	<p><b>Previous Variances:</b> Due to road construction on the South Lake Road and travel restrictions relating to COVID-19, a revised implementation schedule for the REC 1 study plan was developed in consultation with the USFS which moved the general recreation field surveys to the 2021 recreation season.</p> <p><b>Variance for 2021 implementation:</b></p> <ul style="list-style-type: none"> <li>• The Recreation TWG considered alternative methods and schedules to address the Recreation Use and Needs Study Objectives, which resulted in a revised approach for obtaining responses from recreational users that reduced potential contact/exposure to COVID-19. A technical memo outlining this revised approach was submitted to FERC with the May 2021 Progress Report and is not restated here.</li> <li>• Wildfires in the Project Area resulted in forest closures from August 30 through September 15. This closure precluded the ability to collect reliable use data for the Labor Day sampling period, although trail and traffic counters continued to collect data. TWG members were notified about this circumstance and no modifications to schedule or data collection were requested.</li> </ul>
<p>REC 2 – Recreation Facilities Condition and Public Accessibility (Attachment 5)</p>	<p><b>Status of Field Surveys:</b> This survey effort is complete with final data collection in August of 2021.</p> <p><b>Technical Reports:</b> A Technical Report was distributed October 14; comments are requested by December 14, 2021.</p> <p><b>Status and Resolution of TWG Comments:</b> The distributed report will be summarized and discussed at the USR meeting, along with any additional needs identified by participants. SCE anticipates that comments on the Facilities Condition Report will be discussed in the final version filed with the DLA.</p>	<p>No changes or modifications to methodology and no additional field work is anticipated for the duration of this relicensing process, barring any identification of new data collection / analysis as permitted by 18 CFR 5.15(d).</p> <p>To fully meet study objectives, SCE has requested Operations and Maintenance costing information from the US Forest Service but has yet to receive this information. At the USR meeting, SCE will</p>

STUDY NAME	STATUS	MODIFICATIONS TO METHODOLOGY AND/OR NEEDED CONSULTATION
		review this objective, and whether this information is still needed. As appropriate, a study plan variance will be requested.
LAND 1 – Project Boundary and Lands (Attachment 6)	<p><b>Status of Field Surveys:</b> This survey effort is complete.</p> <p><b>Technical Reports:</b> A memorandum of potential boundary changes was distributed to the TWG on October 8, with comments due on December 5, 2021.</p> <p><b>Status and Resolution of TWG Comments:</b> SCE anticipates that comments on the Project Lands Memo will be addressed in an updated version filed with the DLA.</p>	No changes or modifications to methodology and no additional field work is anticipated for the duration of this relicensing process, barring any identification of new data collection / analysis as permitted by 18 CFR 5.15(d).
CUL 1 – Cultural Resources	Cultural Resource fieldwork was conducted in the fall of 2020 and in the fall of 2021. Final technical reports for Archaeology and Built-Environment are in production.	<p>As noted in a previous Progress Report: Two technical reports are being developed for this study: Archaeological Resources and a Built Environment Report. The draft report is expected to be completed in Q1, 2022.</p> <p><b>Modification Request:</b> As a result of the delays some evaluations, SCE is proposing to defer to the Historic Properties Management Plan (HPMP).</p>
CUL 2 – Tribal Resources	<p>This study is currently in-progress, with a reduced Tribal interview schedule as a result of COVID-19 precautions. Work on background studies is continuing, although access to archives due to COVID-19 is creating slowdowns.</p> <p>SCE has been conducting additional outreach to Indian Tribes and has held meetings with the North Fork Mono Tribe and Northfork Rancheria of Mono Indians.</p>	<p>Background research has been initiated and no changes to methodology are expected. SCE is anticipating that not all information from Tribal interviews will be available for inclusion in the DLA to be filed in early 2022.</p> <p><b>Modification Request:</b> As a result of the delays some evaluations, SCE is proposing to defer to the HPMP</p>

**UPDATED STUDY REPORT  
ATTACHMENT 1  
VIRTUAL USR MEETING AGENDA**



# Bishop Creek Hydroelectric System Relicensing Updated Study Report (USR) Meeting

## Meeting Objectives

1. Update public stakeholders on the relicensing process and accept any feedback
2. Provide overview of new study results described in the USR (i.e., results for studies where new data has been collected since the 2020 Initial Study Report (ISR)) and opportunity for stakeholder questions
3. Confirm process for requesting new studies or modifications to existing studies [18 C.F.R § 5.15 (d) and (e)]

Please note: This meeting will *focus only on studies for which new data has been collected since the Initial Study Report (ISR) in November 2020*. Although other studies have been shared for review in the past months, the scope of that review is focused on *interpretation* of the results. The purpose of the USR is to describe overall progress in implementing the study plan(s), schedule, and the data collected, including an explanation of any variance from the study plan and schedule. The report must also include any modifications to ongoing studies or new studies proposed by the potential applicant.

## Meeting Agenda

*The times on this agenda are approximate; depending on the number of questions and extent of discussion, any given topic may take more or less time than indicated, so if you are not attending the entire meeting, we recommend joining the webinar 30 min before your topic-of-interest is scheduled. The meeting will end no later than 12pm.*

*There will be an opportunity for Q&A after each agenda item and each study.*

- 9:00 am: **Introductions & agenda review**
- 9:10 am: **Overview of the relicensing process & timeline**  
*Intro to USR purpose & process for stakeholder input*

- 9:30 am: **Status of Studies**

*For each study, the following items will be discussed:*

- Status
- New or updated study results
- Participant questions about data provided
- Planning and schedule, including any need for changes

*The studies will be discussed in the following order:*

- Cultural & Tribal
- Water Quality
- Sediment and Geomorphology (Tracer Rock Study Update)

10:30 am - 10:40 am Break

- Operations Model
- Recreation 1: Recreation use and Needs
- Recreation 2: Facilities Conditions
- Project Lands and Boundary

- 11:40 pm: **Next steps, including action items**

- 12:00 pm: **Adjourn**

**LOOKING FORWARD:** *FERC timeline for providing feedback on the Updated Study Report*

- SCE will file a meeting summary with FERC within 15 days (by December 3).
- Stakeholders will have 30 days from that filing date to provide comments to SCE, requests for new studies, or suggested modifications to existing studies.
- Within 30 days after that, SCE will respond to comments.

**UPDATED STUDY REPORT  
ATTACHMENT 2  
AQ 2 – OPERATIONS MODEL**

# **SOUTHERN CALIFORNIA EDISON**

## **Bishop Creek Hydroelectric Project**

### **(FERC Project No. 1394)**



## **BISHOP CREEK OPERATIONS MODEL**

### **FINAL TECHNICAL REPORT (AQ2)**



November 2021

# **SOUTHERN CALIFORNIA EDISON**

## **Bishop Creek Hydroelectric Project (FERC Project No. 1394)**

# **BISHOP CREEK OPERATIONS MODEL FINAL TECHNICAL REPORT (AQ2)**

Southern California Edison  
1515 Walnut Grove Ave  
Rosemead, CA 91770

November 2021

*Support from:*

***Kleinschmidt***

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## TABLE OF CONTENTS

1	Introduction.....	1
2	Model Description.....	2
	2.1 Flow and Storage Inputs.....	4
	2.2 Model Calculation Logic.....	7
	2.3 Calibration.....	8
3	Application and Results.....	13
4	References.....	15

### **List of Figures**

Figure 2-1	Bishop Creek Flow Routing.....	3
Figure 2-2	Sabrina Historic Averages for Year Types.....	7
Figure 2-3	South Lake Historic Averages for Year Types.....	7
Figure 2-4	Monthly Overflow.....	9
Figure 2-5	Monthly Overflow Plus Storage Increase.....	9
Figure 2-7	3-Day Average Inflow.....	10
Figure 2-8	5-Day Average Inflow.....	11
Figure 2-10	Baseline Model Summary Graph Input & Result.....	14

### **List of Tables**

Table 2-1	Acre-Feet of Unregulated Flow in Bishop Creek Drainage.....	5
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### **Appendix A: Monthly Calibration Results**

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## 1 INTRODUCTION

During the initial Technical Working Group (TWG) meetings, Southern California Edison (SCE) and stakeholders identified the need to develop a user-friendly Operations Model to assist stakeholders and SCE to identify key hydrologic connections among the components of the Project. This technical report summarizes the development and application of a model created to simulate the Bishop Creek Hydroelectric Project's (Project) operation relative to water resource allocation in support studies conducted on the aquatic and riparian environment. A thorough description of the Project's physical features, flow routing, hydrologic characteristics, regulatory and legal requirements, and powerhouse generating equipment were presented in the Initial Study Report filed on October 30, 2020 and are incorporated by reference. Overview graphics are provided below for convenience.

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## 2 MODEL DESCRIPTION

The operations model was developed as an Excel-based platform to facilitate user accessibility. The purpose of the model is to evaluate impacts from potential changes to the operations within the Bishop Creek system. Using information supplied by SCE, available flow data downloaded from United States Geological Survey (USGS), and snow course measurement data from National Resource Conservation Service (NRCS), logic was developed to allocate hydrologic resources on a daily temporal resolution. The model determines the ability to meet target flows based upon period of record associated with available hydrologic data necessary to represent the system's primary contributions. Storage records for the two primary reservoirs, as well as the flow through Plant 6, were fundamental datasets for constructing and calibrating the model, and result in a start date of 1990.

The file containing the model is divided into tabs for user input and results; hydrologic contributions; and logic for allocation. In addition to the summary graph tab, a more detailed input and summary tab provides more descriptive statistical results of the model and a comparison with a baseline scenario (reflective of current flow targets). Separate tabs for snowpack and streamflow hydrologic datasets are used as datasets for inflow and determination of year type. Tabs for each of the five powerhouses contain arrays of calculations that represent physical elements of the project, or nodes where logic governs the flow daily at that location within the system.

A summary graph tab with inputs for flow targets at set locations of interest allows user to change flow targets. Results of the ability to meet these targeted daily allocations is displayed next to inputs, and storage graphs for Lake Sabrina and South Lake are also displayed for each year type on the summary graph tab.



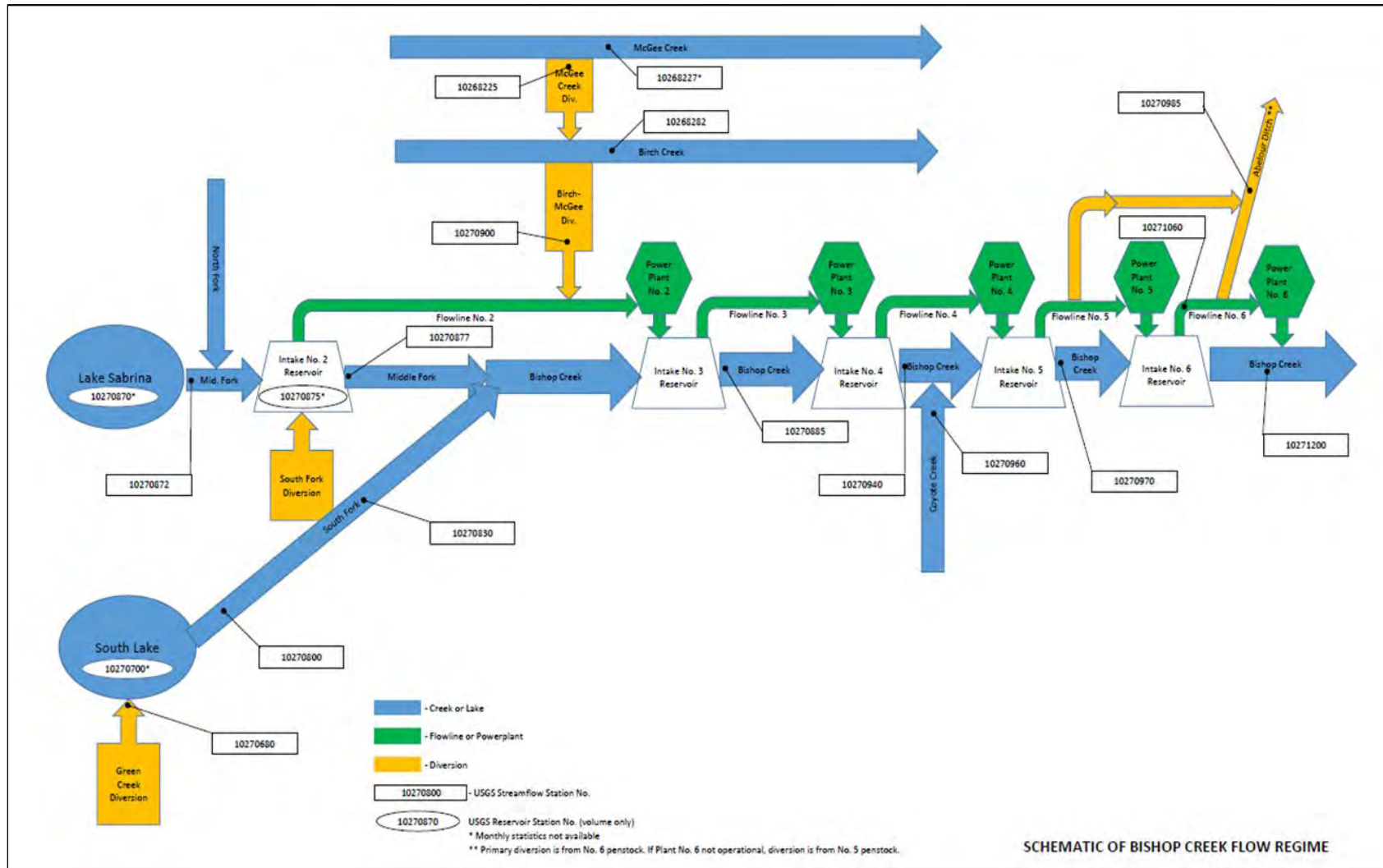


Figure 2-1 Bishop Creek Flow Routing

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## 2.1 FLOW AND STORAGE INPUTS

Inflow contributions were calculated for each node within the model on a daily basis. A mass-balance basis based on storage change and gaged flows was used for nodes where data was available. Ungauged contributions were either prorated from representative gage data based on drainage area ratio or synthesized based on historic records predating the aforementioned period of data records. Lake Sabrina and South Lake represent the storage for the system, while the gaged releases from those reservoirs are used as a mass balance approach to calculating the daily inflow to each of those nodes. North Fork, Coyote Creek, seepage and small springs, and general area runoff constitute the ungauged contributions to the system.

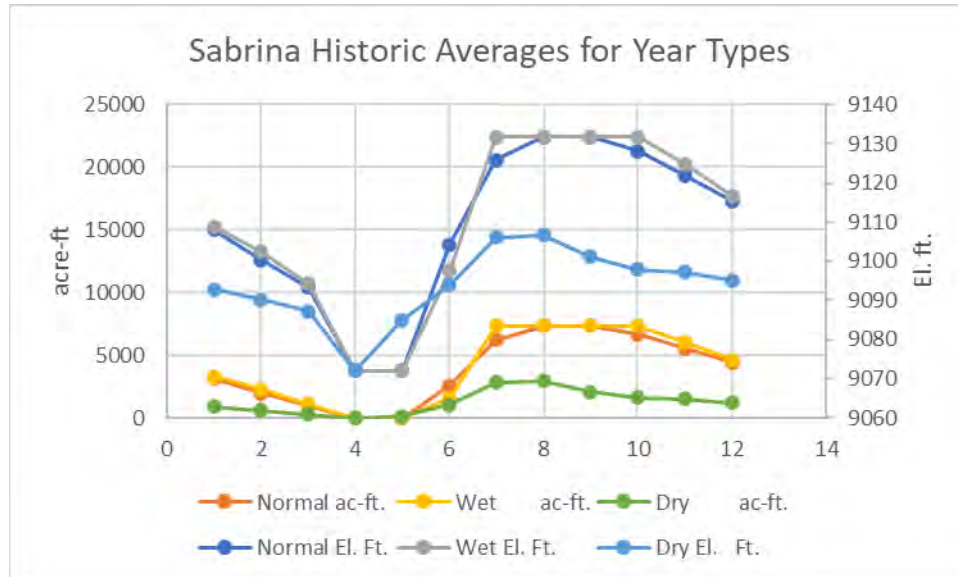
Inflow to the system is independent of how water is allocated, and therefore correlates with greater precision. The total daily inflow is calculated as the flows that exit the system plus the increase in storage. Flows that leave the system are measured at the same three locations as the reflective nodes in the model: through the plant 6 powerhouse, in the bypass reach below the intake reservoir for plant 6, and in Abelour Ditch. The historic inflows are calculated using historic data for two gages measuring flow through and bypassing plant 6, and in Abelour Ditch. Daily storage measurements in both Lake Sabrina and South Lake provide the actual increase or decrease, and the model calculates a daily storage based the previous day's calculated storage, inflow, and outflow from each reservoir. These were summed with the model-calculated daily increase in storage in both Lake Sabrina and South Lake. For this historic inflow dataset, two flow gages at plant 6 and one on Abelour Ditch were summed for the historic daily releases.

**Table 2-1 Acre-Feet of Unregulated Flow in Bishop Creek Drainage**

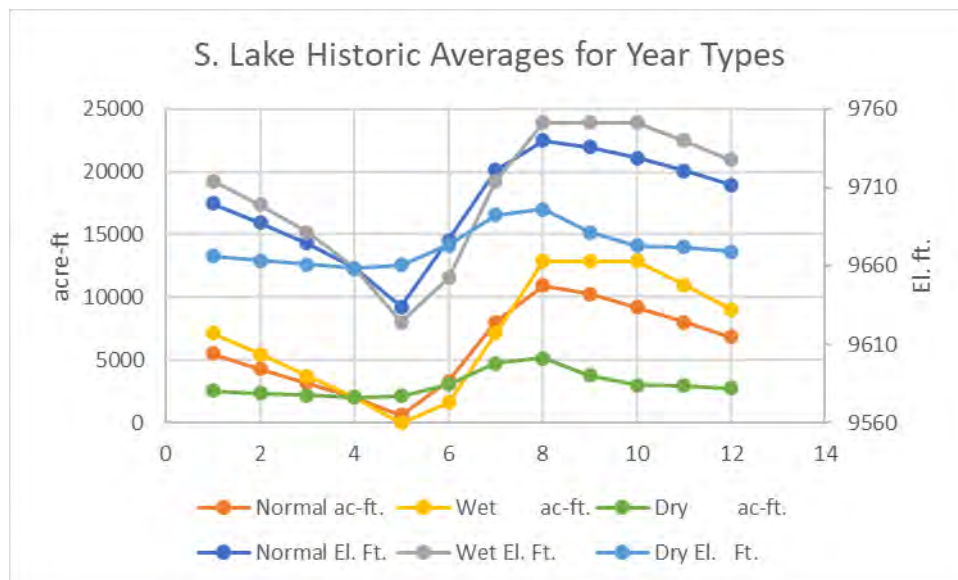
Year	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Total
1988-89	2344	2276	2561	2428	2107	2877	5093	6734	8896	5453	3240	2774	46783
1989-90	2735	2212	2025	2252	2052	2258	4032	6231	8956	7339	3595	2559	46246
1990-91	2264	1887	1761	1780	1551	2675	2381	6090	14240	10072	4214	2975	51890
1991-92	1949	2128	2010	1995	2062	2102	3921	9524	7672	5213	3607	2278	44461
1992-93	2028	2080	2206	2819	2341	2583	3605	11888	17907	18746	8809	3563	78575
1993-94	2162	1818	2032	1804	1829	2176	3640	8509	12265	7245	3889	2920	50289
1994-95	3855	2415	2331	3437	2357	4129	3826	8047	21531	33241	19359	8813	113341
1995-96	4047	2967	3325	3171	3535	3677	5735	13617	21594	17572	10010	4721	93971
1996-97	3192	3678	3799	6110	3220	4116	6572	17619	19068	12843	7886	4680	92783
1997-98	3033	3025	3283	3087	3585	3385	4026	7002	19400	29141	13644	7994	100605
1998-99	3612	3672	2923	2834	2773	3065	3432	11193	15874	10355	5355	3541	68629
1999-00	2568	2058	1973	2306	2619	3024	3811	12227	16161	8353	5302	2929	63331
2000-01	2299	2468	2205	2303	2269	3232	4273	16884	11517	8166	4596	3141	63353
2001-02	2370	1973	2292	2500	2277	2064	3915	7555	12947	7674	3405	2326	51298
2002-03	2203	2736	2585	2428	2057	2426	3030	10681	17567	9512	4837	3023	63085
2003-04	1946	2114	2577	2503	2438	3568	4458	8992	13430	7693	4012	2373	56104
2004-05	2071	2381	2222	2860	2224	2700	3364	13853	18690	23606	9240	3181	86392
2005-06	2529	2363	3187	3079	2077	3225	3967	18152	27528	23814	8202	4238	102361
2006-07	3422	2846	2882	2704	2488	3085	4006	8621	7528	5551	3738	2749	49620
2007-08	2188	1784	2101	2658	2289	2412	3447	8628	12305	8596	3809	2446	52663
2008-09	2221	2454	2252	2294	2339	2633	3858	12375	11533	11686	4177	2613	60435
2009-10	2880	2118	2315	2484	1933	2299	3551	6333	21450	19011	5613	2572	72559
2010-11	3198	2802	4085	2902	2412	3435	5040	9617	20743	23622	12045	5288	95189

<b>Year</b>	<b>Oct</b>	<b>Nov</b>	<b>Dec</b>	<b>Jan</b>	<b>Feb</b>	<b>Mar</b>	<b>Apr</b>	<b>May</b>	<b>Jun</b>	<b>Jul</b>	<b>Aug</b>	<b>Sep</b>	<b>Total</b>
<b>2011-12</b>	4136	3079	2498	2571	2236	2574	4248	7446	6409	5325	4775	2697	47994
<b>2012-13</b>	2444	2147	2512	2259	1847	2282	3484	6513	6907	5132	3423	2113	41063
<b>2013-14</b>	1850	1704	1839	1723	1641	2066	3313	6219	7793	4571	3985	2123	38827
<b>2014-15</b>	1609	1526	1779	1745	1730	1976	2020	4569	6430	4840	2738	1785	32747
<b>2015-16</b>	2390	2057	1989	2128	2075	2554	3861	7848	16580	8205	3557	2005	55249
<b>2016-17</b>	2203	1979	2215	4043	3141	3150	5628	17429	36592	29709	13213	7006	126308
<b>2017-18</b>	3265	2911	2488	2649	2111	2879	6459	10540	14114	13304	7708	3053	71481
<b>2018-19</b>	2731	2341	2456	2686	2892	2331	5466	10251	26724	24997	11010	5547	99432
<b>2019-20</b>	3067	2734	3143	2682	2297	2522	4799	11976	10311	6127	4150	2722	56530
<b>Average</b>	2670	2448	2591	2645	2403	2702	3891	9670	15419	13319	7000	3675	68433

Figure 2-2 through Figure 2-5 represent the operating rule curve for normal, wet, and dry water years. The area-capacity curves that are used by Project operators to manage reservoir elevation and discharge were included in the Operations Model.



**Figure 2-2 Sabrina Historic Averages for Year Types**



**Figure 2-3 South Lake Historic Averages for Year Types**

## 2.2 MODEL CALCULATION LOGIC

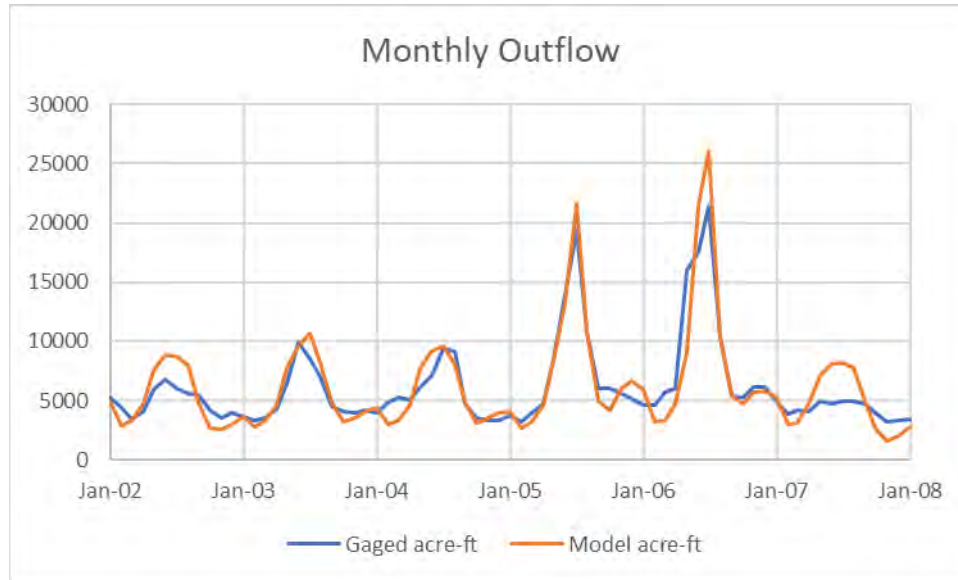
Physical constraints, then flow allocation priorities, are the basis for logic used on the that driving calculation means for daily flow allocation. Physical constraints are represented within the model as the basic structure for hydraulic thresholds. Hydraulic capacity of

turbines and flowlines as well as reservoir storage capacities determine upper limits for triggering spilling from reservoirs and intakes, while lower limits on storage are fixed to trigger “or inflow” releases. These values drive model calculations and limits such as spilling when a storage reservoir reaches a spillway elevation, or when an intake reservoir is full and the powerhouse flow capacity is maximized, or the model resorting to “or inflow” releases when storage is depleted.

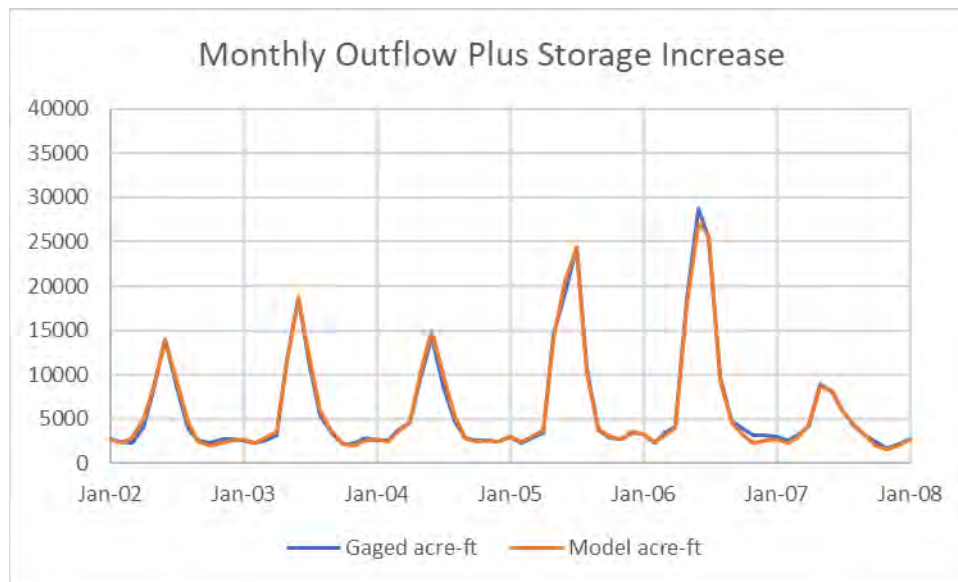
Within the physical logic constraints, daily flow allocations are prioritized for water rights and regulatory requirements, including the Chandler Decree requirements and FERC license minimum flow requirements. When these are met, the model logic targets storage elevations based upon historic averages associated with a reflective water year categorization. Flows above required bypassed reaches that are released for storage management are used for generation up to the capacity of each plant’s hydraulic capacity. Water year types are determined based upon spring snow course measurements, and used to categorize that year as wet, normal, or dry. Future planning for resource allocation is also incorporated in the logic, with various forecast durations set on the Input and Summary tab, set at 90 days to reflect current SCE planning. This prioritizes storage for minimum flow needs to meet the period selected over the daily storage target.

### 2.3 CALIBRATION

Hydrologic calibration was performed using a mass balance comparison of total daily inflow as calculated by the model versus those measured by gages. Historic flow releases do not necessarily follow the exact logic coded into the model, which is a representation of current typical operations. Some releases predate the current regulatory targets, and some planning efforts by SCE to conserve flows has occasionally resulted in changes to daily targets. SCE may also use excess storage at any given time to facilitate system load demands as a priority over following a daily storage target. These factors reduce the accuracy of correlating daily outflows between the model-calculated and historic values. A graphic comparison of model versus historic outflows and calculated inflows demonstrates these factors.



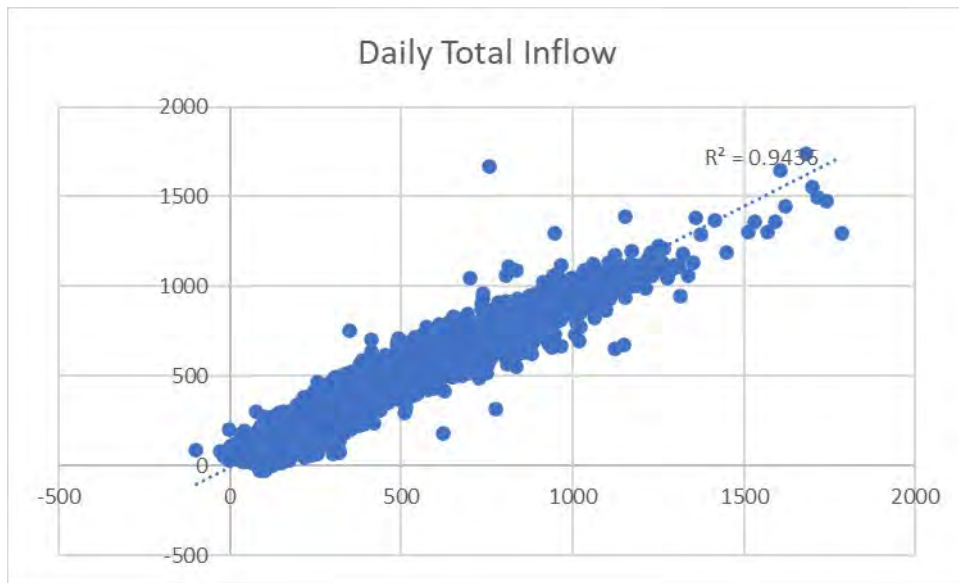
**Figure 2-4 Monthly Overflow**



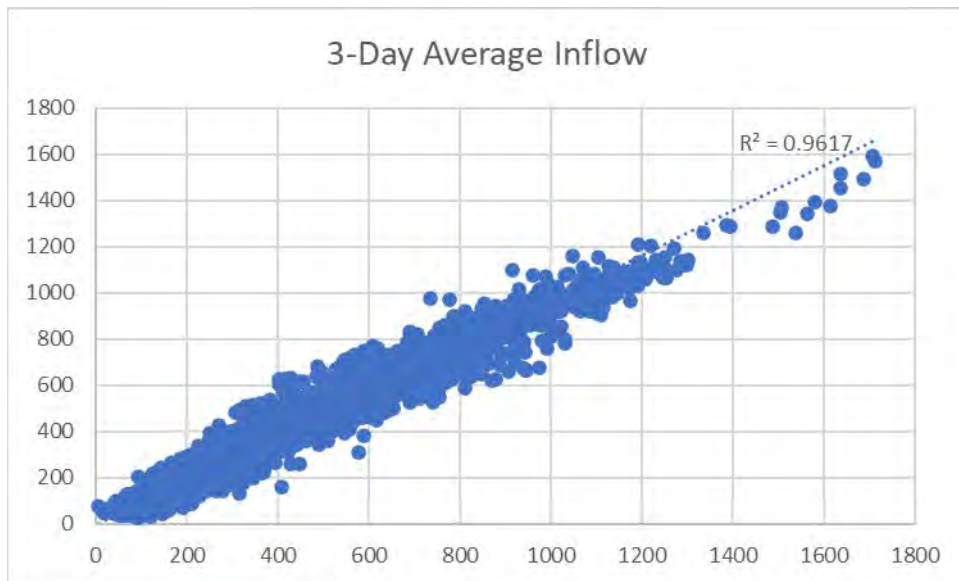
**Figure 2-5 Monthly Overflow Plus Storage Increase**

The two daily inflow datasets were plotted for direct correlation. Because of the distance between the reservoirs and the gages measuring flow exiting the project, the duration between releasing water from upper storage reservoirs and exiting the system is long enough to negatively impact the correlation. The average of concurrent daily inflow totals increases the correlation, with longer averages having better correlation. Single day, three- and five-day average correlations were examined (Figure 2-6 through Figure 2-8). A nearly two percent increase from single to three-day average correlation. As the

incremental benefit of using five-day was less than a half percent, this dataset was deemed acceptable for developing corrective regression formula.

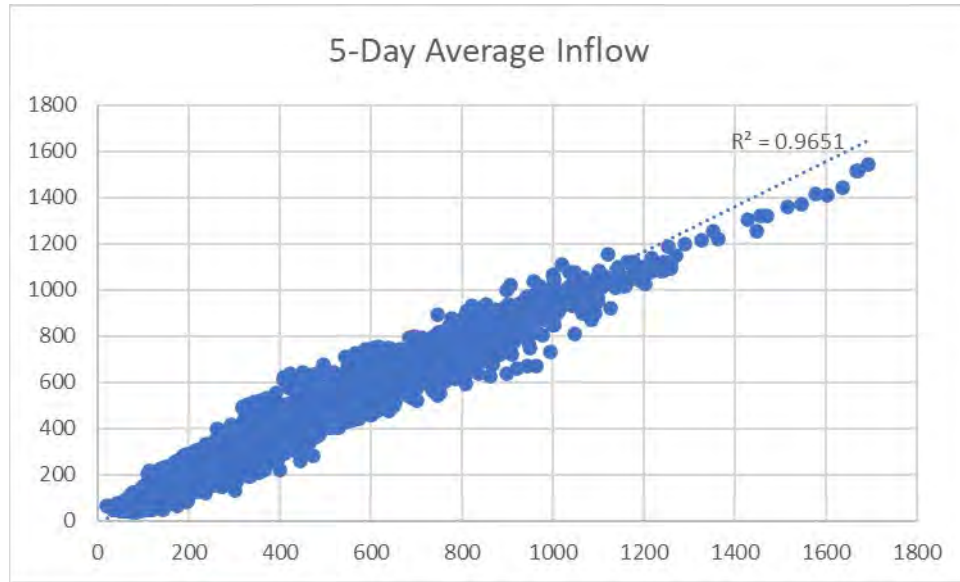


**Figure 2-6 Daily Total Inflow**



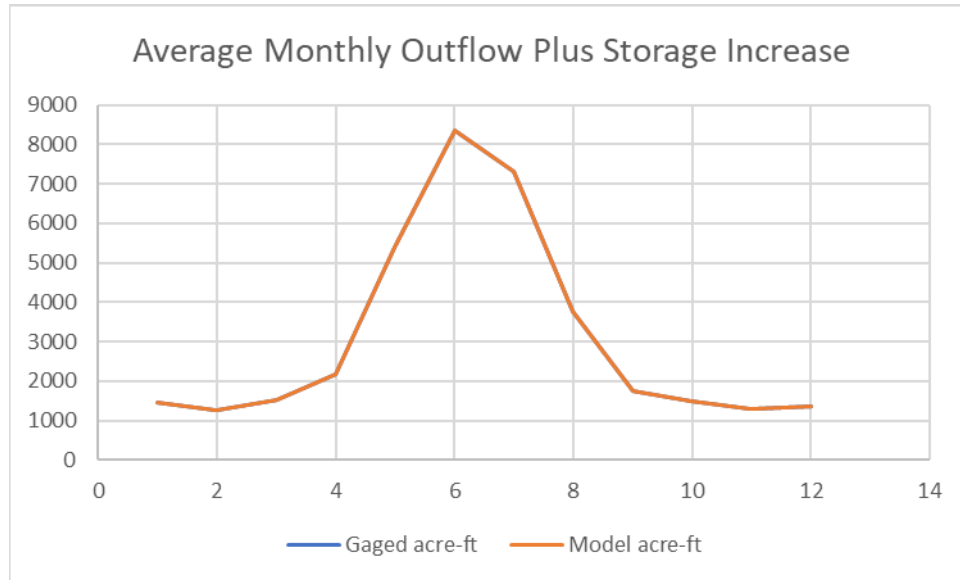
**Figure 2-7 3-Day Average Inflow**





**Figure 2-8 5-Day Average Inflow**

The 5-day average model and gaged inflows were separated into monthly datasets to represent seasonal variability more accurately (Figure 2-9). The results of the monthly correlations are included as Appendix A. Using these sorted datasets, equations were developed to apply to monthly calculated inflows and applied at each point of inflow in the model, reflective of that point's contributing drainage area. After this correction was applied to each inflow point, the resulting average value was calculated for each month and compared with the average calculated gage inflow. Additional correction factors were applied to bring the average monthly model-calculated inflow within a tenth of a percent.



**Figure 2-9 Average Monthly Outflow Plus Storage Increase**

Daily deviations exist, and some seasonal and even annual total calculated values deviate from gauge-measured inflows. While synthesizing or prorating flow contributions from ungauged sources increases overall model accuracy, error exists because not all inflow is measured. Given the availability of data, the model is calibrated and adjusted to the extent possible. The model represents the hydrology of the system and represents the normal operation of the existing features under current regulatory requirements.

### 3 APPLICATION AND RESULTS

The intent of the model is to measure the ability of the Bishop Creek system to meet flow targets determined beneficial by studies conducted in support of the licensing process. Flow allocations that enhance various reaches can be entered into the model as alternative scenarios to the current baseline conditions. Entering flow targets for cells designated for specific channel reaches on the Summary Graph tab results in the model calculating the percent of successful days when the target flow is missed. The resulting percentage is displayed in a cell adjacent to the flow target; impacts to all other reaches' target flows are calculated, displayed adjacent to their reflective entry cells. The percentage of missed target flows attributable to dry years is also displayed for each location. The model also checks for success in meeting the "or inflow" alternative minimum flow requirement at each location. Using the "Flow Reset" macro changes all flow input values to the current pre-license targets.

Cells displaying the results are color-formatted based on calculated percentages, allowing a quick visual of impacts across the system based on changes made to any target flow. The greater percentage of time a target is missed, the redder the format, while greener format is applied as the target is more consistently met.

On the Input & Summary tab, baseline target flows are listed for comparison to alternative scenario flows, with missed percentage values shown for each. Results for missed target percentages are further categorizing into wet, normal, and dry years for each location. Comparison of relative increases or decreases from the baseline results are calculated for each location.

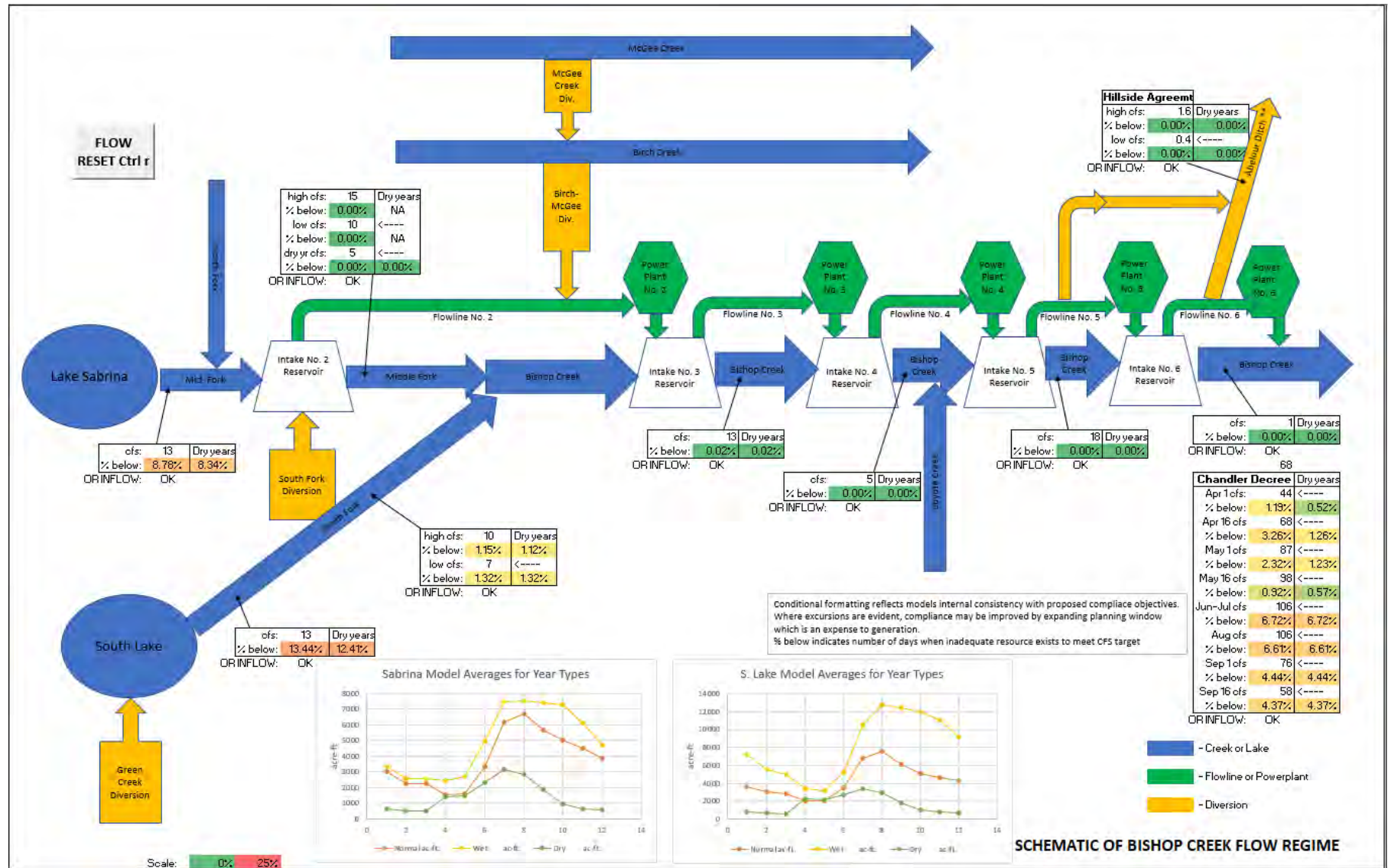


Figure 2-10 Baseline Model Summary Graph Input & Result

## 4 CONSULTATION SUMMARY

SCE presented the initial configuration and anticipated output of the Bishop Creek Operations Model during the Initial Study Report (ISR) meeting and the results of that presentation were summarized in the ISR Meeting Summary filed with FERC on November 23, 2020. The principal change requested by Stakeholders during the ISR meeting was to incorporate a performance metric for quality assurance and quality control purposes. This metric was incorporated in the currently distributed model.

The final technical report was distributed on August 16, 2021 and modeling workshops were held on September 3, and October 13. On October 15, 2021 SCE received written comments and suggestions from the California Department of Fish and Wildlife (CDFW). SCE is discussing CDFW's comments on November 4, 2021 and review agreed-up changes to the operations model or its documentation at the USR Meeting. A copy of CDFW's comments and SCE's proposed resolution will be included in the USR meeting summary.

## 5 REFERENCES

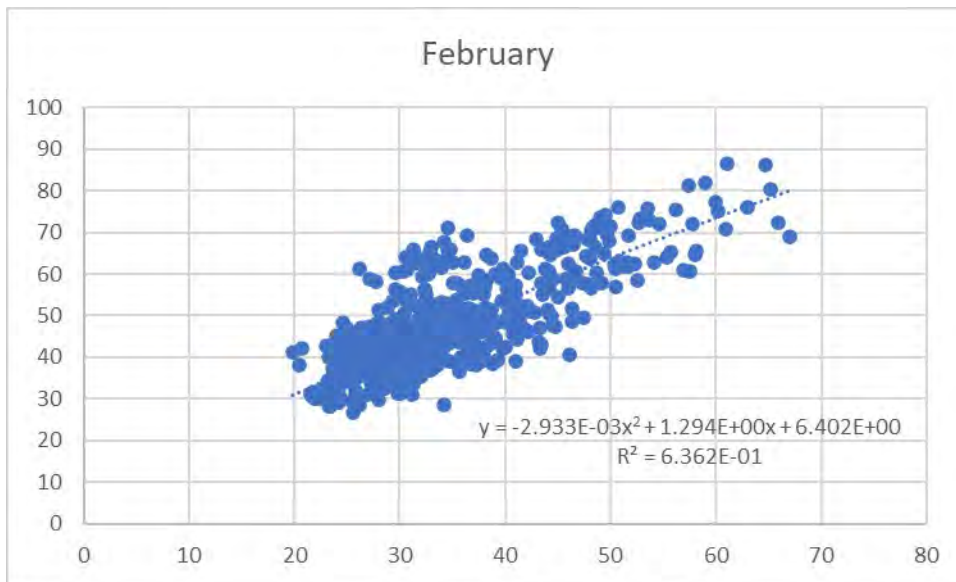
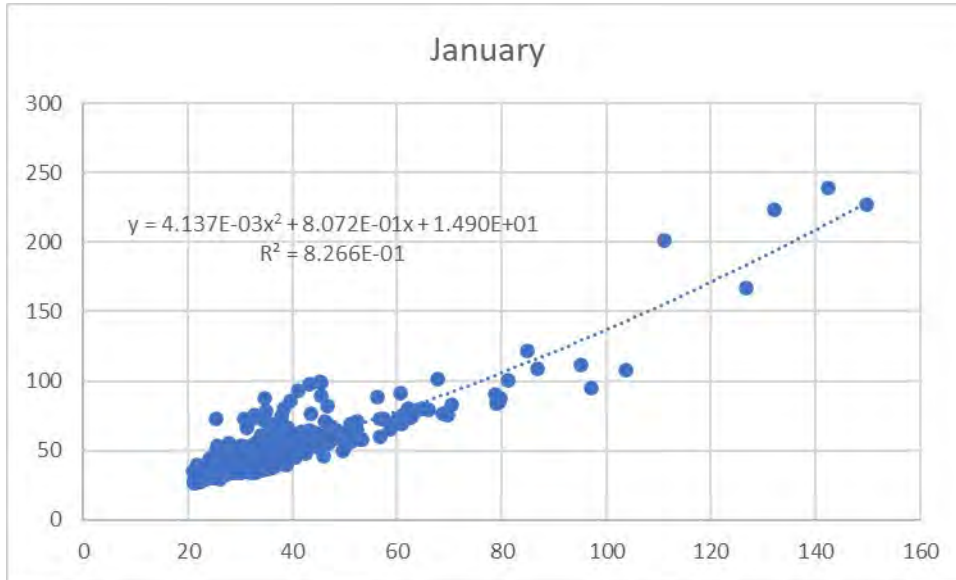
Chandler Decree 1922 (Chandler Decree). Hillside Water Company v. William A. Trickey et.al, U.S. District Court, Southern Division of California (Northern Division), No. B-61 EQ, Final Decree in Equity (Chandler Decree), January 27, 1922 (Unreported).

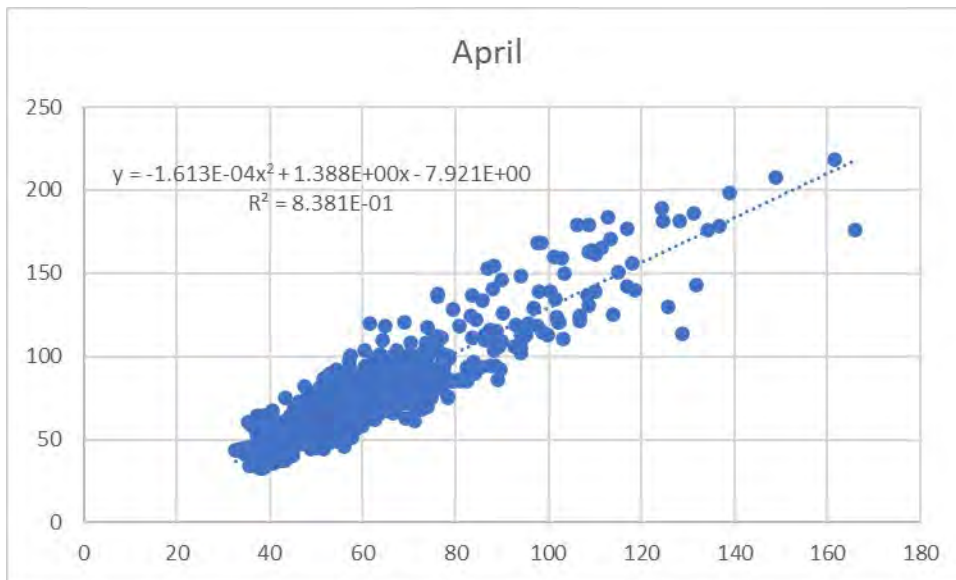
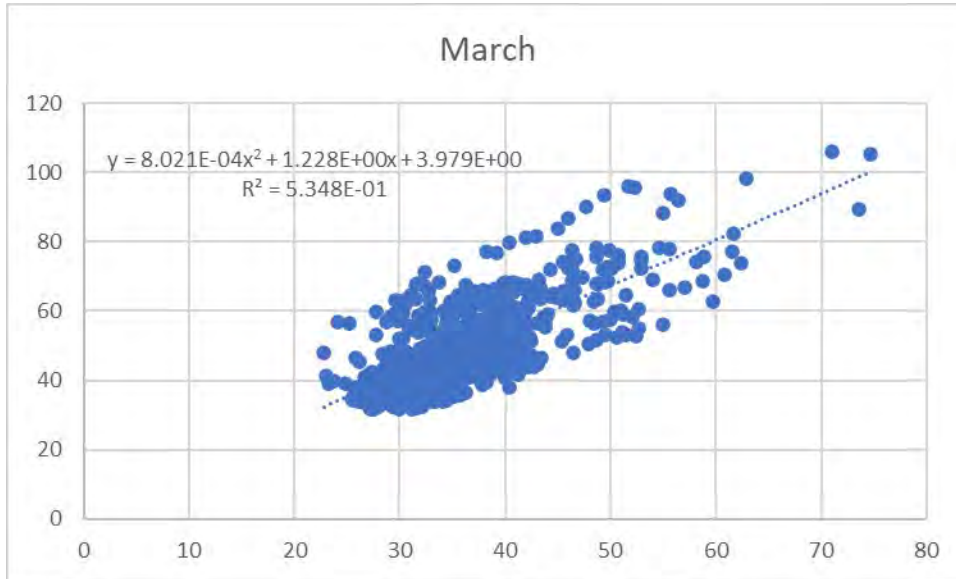
SCE, 2020. Initial Study Report; prepared by Kleinschmidt Associates. Filed October 30, 2020. Portland, Oregon.

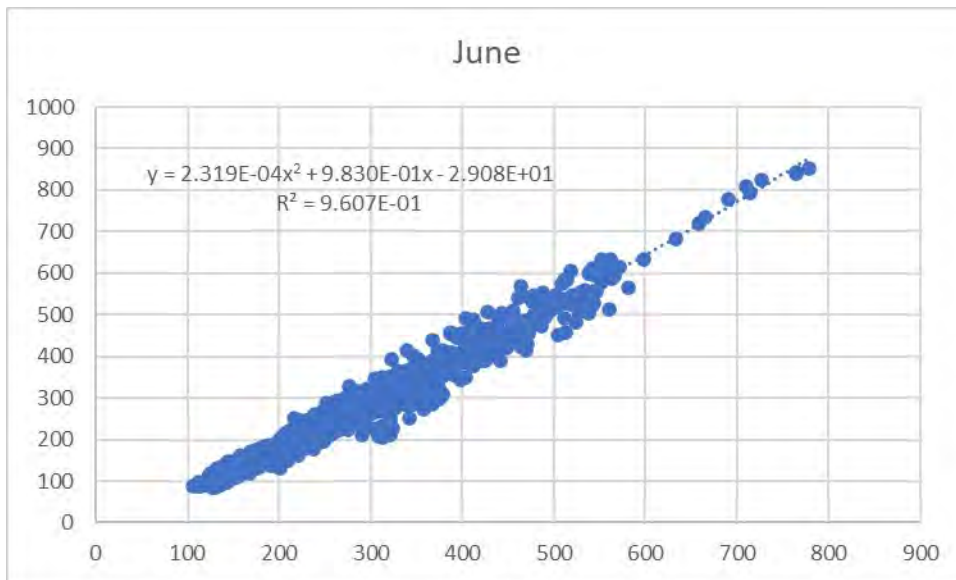
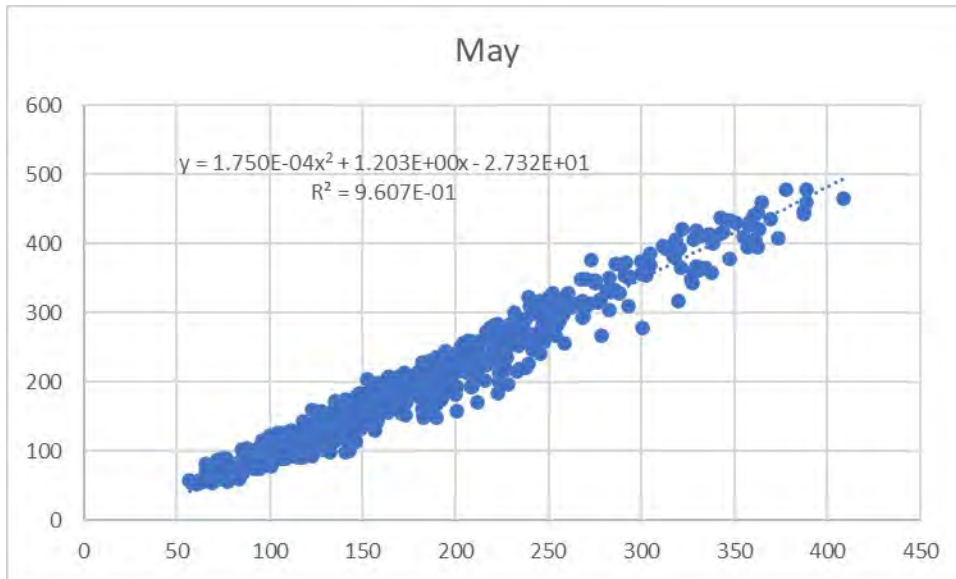
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United States Department of Agriculture (USDA). 2018. Land Management Plan for the Inyo National Forest.  
[https://www.fs.usda.gov/Internet/FSE\\_DOCUMENTS/fseprd589652.pdf](https://www.fs.usda.gov/Internet/FSE_DOCUMENTS/fseprd589652.pdf).

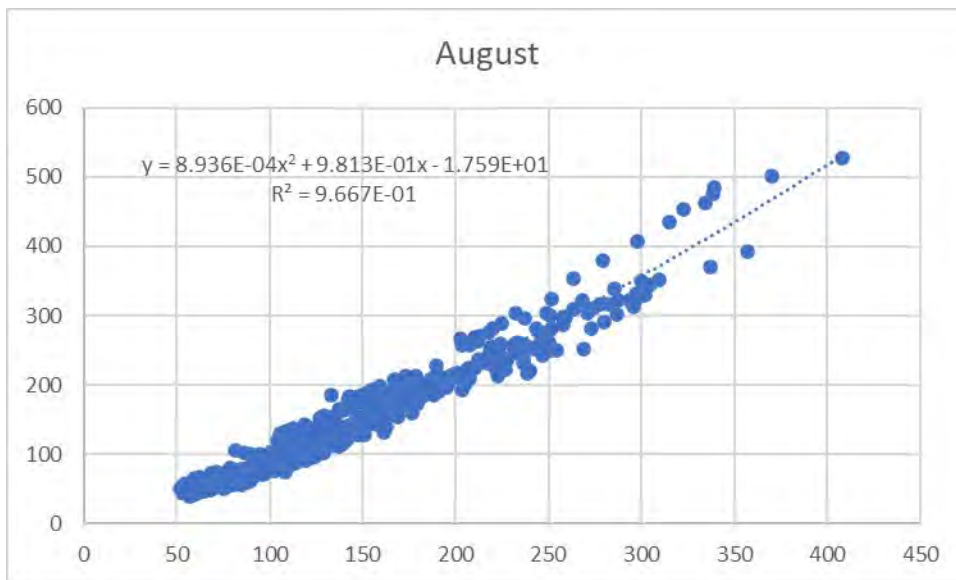
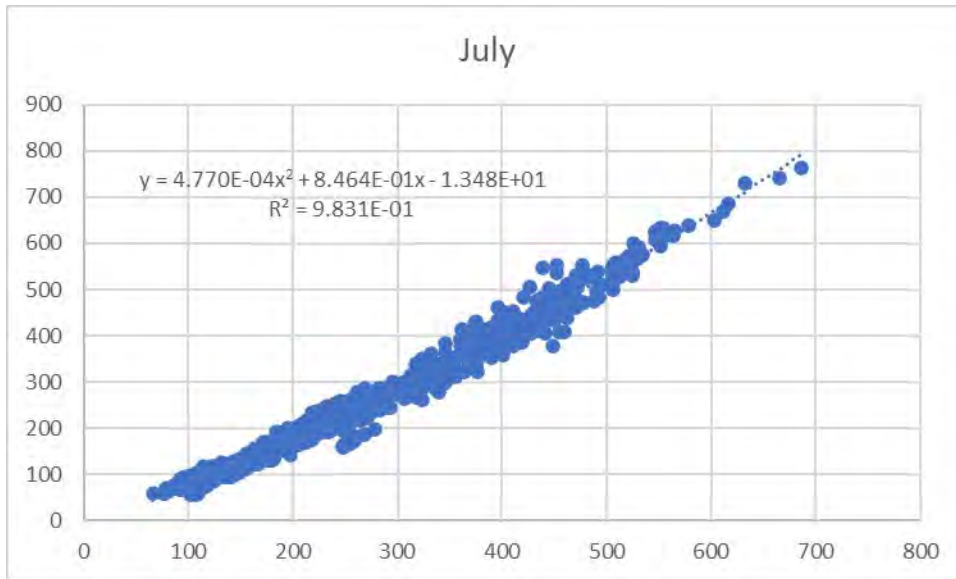
## APPENDIX A – MONTHLY CALIBRATION RESULTS

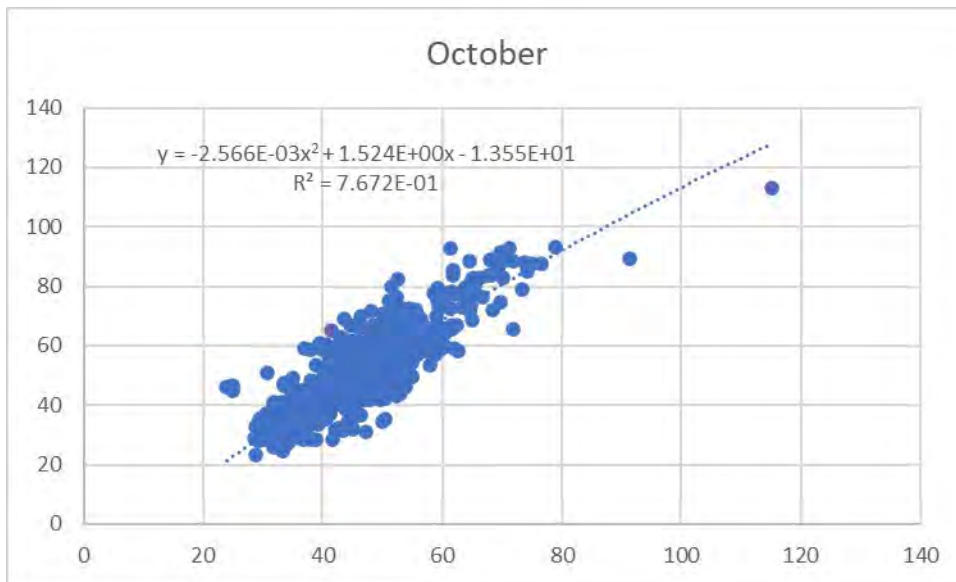
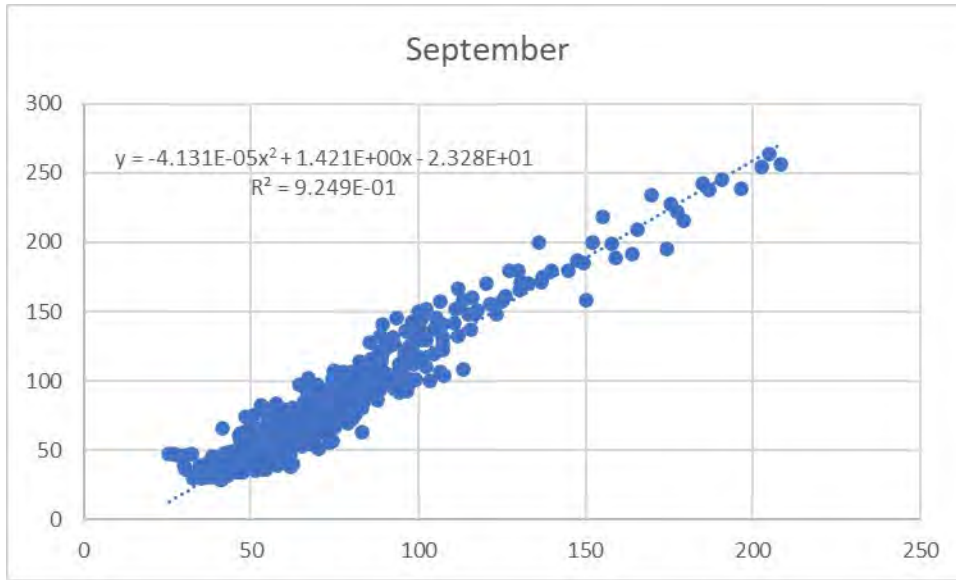


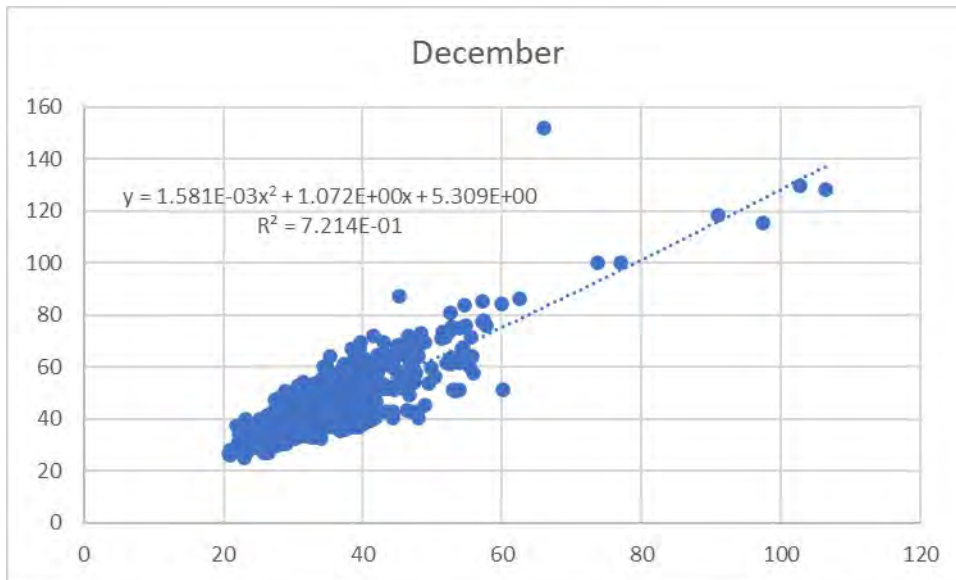
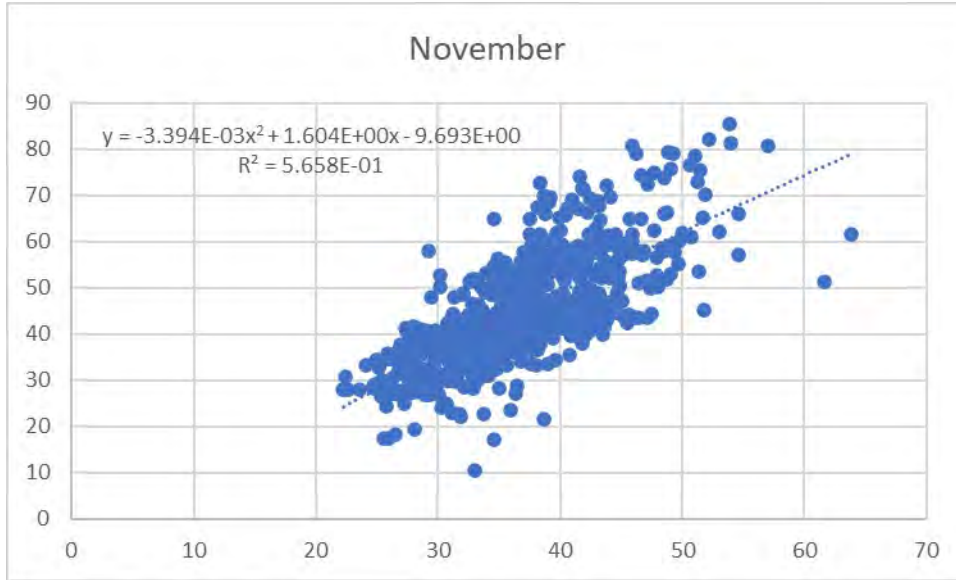












**APPENDIX B – CONSULTATION FROM CALIFORNIA DEPARTMENT  
OF FISH AND WILDLIFE (CDFW)**

**UPDATED STUDY  
REPORT  
ATTACHMENT 3  
AQ 5 – WATER QUALITY**

DRAFT TECHNICAL MEMORANDUM REGARDING  
SUMMARY OF WATER QUALITY FIELD AND LABORATORY PROGRAM FOR  
BISHOP CREEK WATERSHED

October 26, 2021

Prepared by Michael P. Donovan, PG, CHg.

## **1. OVERVIEW**

Southern California Edison Company (SCE) is the licensee, owner, and operator of the Bishop Creek Hydroelectric Project (Project) (Federal Energy Regulatory Commission [FERC] Project No. 1394). The Project is located on Bishop Creek in Inyo County, California, approximately 5 miles southwest of the city of Bishop. The licensee operates the Project under a 30-year license issued by FERC on July 19, 1994. As the current license is due to expire on June 30, 2024, SCE has initiated the formal relicensing process utilizing the Integrated Licensing Process (ILP) by filing the Notification of Intent (NOI) and Pre-Application Document (PAD) with FERC on May 1, 2019.

During the TWG meetings, and in written comments, stakeholders identified the need to develop an understanding of water quality parameters in the Project area. A Water Quality Study Plan was developed and approved by FERC on November 4, 2019. The WQ portion of the Study Plan was implemented in June 2020 and the first year (2020) of data collection effort was summarized in a report dated February 2021 (Kleinschmidt, 2021). This TM provides a preliminary summary of the results of the 2021 Water Quality Field Program and comparison to the 2020 results.

## **2. IDENTIFIED ISSUES, STUDY PLAN MODIFICATIONS, OR VARIANCES**

The original Study Plan required the use of the Sierra Nevada Aquatic Research Laboratory (SNARL) to conduct the laboratory analysis of *E. coli* and MST (qPCR). Due to the Covid-19 pandemic, SNARL was not available to conduct the analyses. Weck Laboratories was engaged to conduct the *E. coli* analysis using Standard Method 9223B along with a holding time of 24-hours which followed the SWAMP guidelines for monitoring *E. coli* in ambient water. Source Molecular, in Florida, was engaged to conduct the MST (qPCR) analysis for any samples that exceeded 50 MPN/100 ml of *E. coli*.

Additionally, the total depth for both lakes was greater than was previously reported. Equipment used to collect vertical profiles of DO and water temperature were unable to obtain the maximum depth of the lakes during the June 2020 sampling period. Additional equipment was obtained to reach the bottom of the lakes in subsequent profiles conducted in 2020-2021.

### **3. BISHOP CREEK 2020 WATER QUALITY ANNUAL REPORT**

The Initial Study Report (ISR) was filed with FERC on October 30, 2020 and a virtual ISR Meeting was held on November 10, 2020. The State Water Resources Control Board filed a comment letter during the comment period offering support for the ongoing study program with no requested changes or modifications. No other comments were received from TWG members or stakeholders on the ISR materials or on the previously provided responses to comments.

### **4. 2020-2021 WATER QUALITY FIELD PROGRAM FOR BISHOP CREEK**

The 2020-2021 Water Quality Field Program for Bishop Creek was detailed in the Bishop Creek Water Quality Study Implementation Plan (Kleinschmidt, 2020) and in summary included field and laboratory analysis of samples collected from South Lake, Lake Sabrina, Intake No. 2 reservoir and eight locations along Bishop Creek. In addition, vertical transects of dissolved oxygen (DO) and water temperature from one location on South Lake and Lake Sabrina. The following discussions presents a preliminary summary of the results of the 2020-2021 Water Quality Field Program.

### **5. SUMMARY OF 2021 WATER QUALITY RESULTS**

#### **5.1. South Lake**

##### **5.1.1. Dissolved Oxygen and Water Temperature**

The DO and water temperature profiles for South Lake were similar for each monitoring period throughout the summer and early fall. Each exhibited elevated DO readings in the upper two thirds of the lake and extremely low DO readings in the bottom portion of the lake (approximately 12 meters below the outlet). When compared to the previous monitoring period, the ranges for DO in 2021 were similar to ranges observed in 2020 (see Table 1).

**TABLE 1**  
**SUMMARY OF DISSOLVED OXYGEN LEVELS IN SOUTH LAKE FROM**  
**VERTICAL TRANSECTS (a)**

Year	Lake Surface Elevation Range (ft msl)	Range of Dissolved Oxygen above and below Outlet (b)		
		Position (c)	Maximum	Minimum
2020	9747.82 – 9734.02	Above	9.61	7.07
		Below	8.55	0.00
2021	9693.20 – 9641.70	Above	9.53	7.30
		Below	8.94	0.00

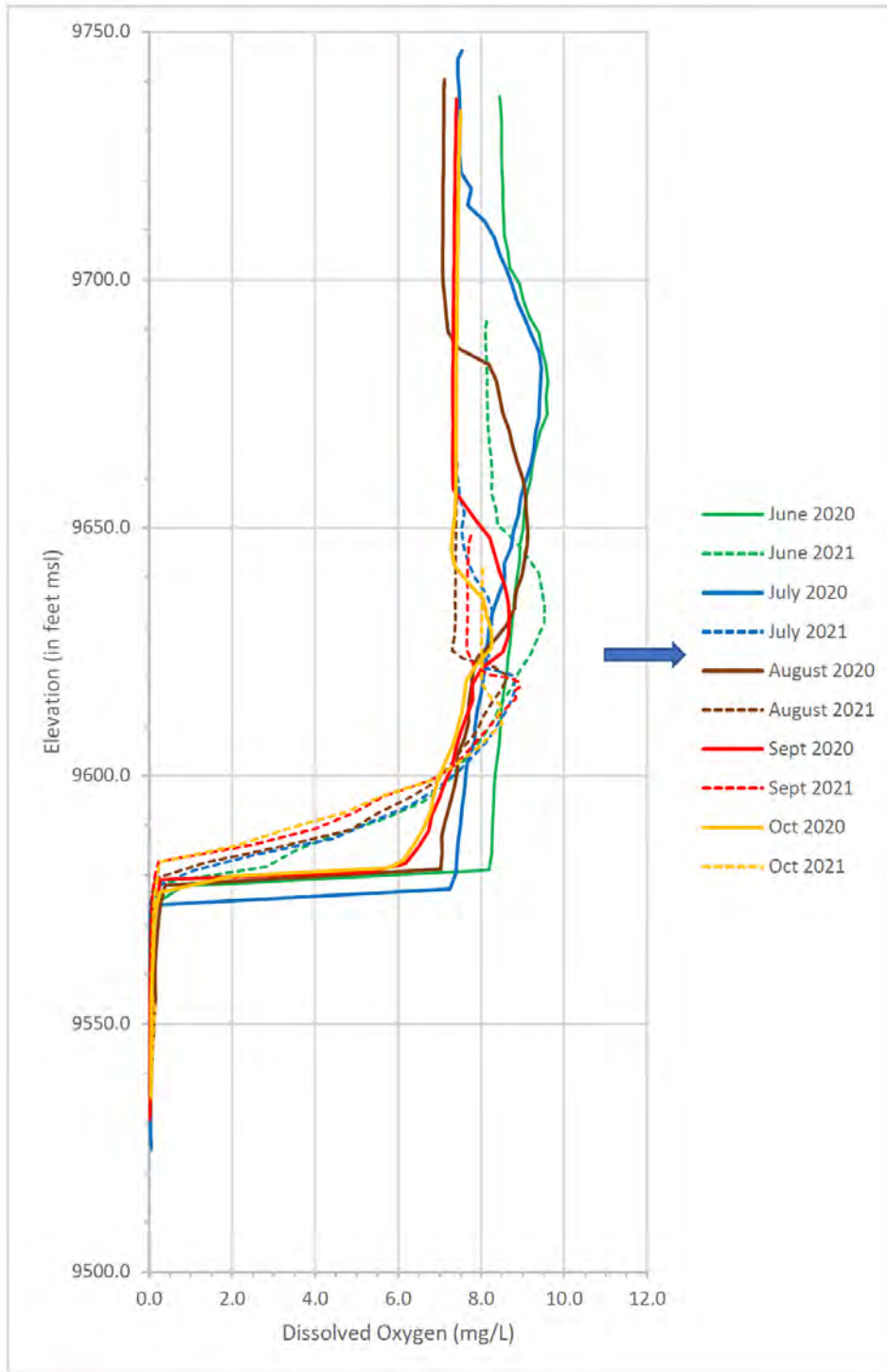
Notes:  
a – Five transects were conducted in each calendar year.  
b – From instantaneous measurements at 1 meter intervals from lake surface to bottom of survey/lake.  
c – Position above or below lake outlet.


Except for the decrease in lake level elevation observed in 2021 versus 2020, the graph for DO versus elevation were similar between monitoring periods (see Figure 1).

### 5.1.2. General Water Quality

During the 2020 monitoring period, total dissolved solids (TDS) ranged from ND<10 mg/L to 1,100 mg/L for all samples with an average of 18 mg/L for samples collected above the outlet. During the 2021 monitoring period, TDS values were similar ranging from ND<10 mg/L to 1,300 mg/L for all samples with an average of 21.5 mg/L for samples collected above the outlet. Total Nitrate as Nitrogen (NO<sub>3</sub>-N) was not detected in any samples for both monitoring periods. Total Nitrogen (Total-N) was detected and ranged from ND<0.30 mg/L to 5.2 mg/L with an average of ND<0.30 mg/L for samples collected above the outlet in the 2020 monitoring period. Total-N had similar values in the 2021 monitoring period and ranged from ND<0.10 mg/L to 5.5 mg/L for all samples with an average of 0.108 mg/L for samples collected above the outlet. Ortho-Phosphate as P (PO<sub>4</sub>-P) was detected but all values were below basin objectives. Table 2 presents a summary of the laboratory results for Bishop Creek.





 - Approximate depth of lake outlet.

**FIGURE 1 – DISSOLVED OXYGEN PROFILES FOR SOUTH LAKE DURING 2020-2021 MONITORING PERIOD**

**TABLE 2  
SUMMARY OF LABORATORY RESULTS FOR SOUTH LAKE  
2020-2021 MONITORING PERIODS**

Year	Parameter	Total Dissolved Solids (mg/L)	Nitrate as N (mg/L)	Total Nitrogen (mg/L)	Ortho phosphate as P (mg/L)
2020	Maximum	1,100*	ND<0.110	5.2*	0.17*
	Minimum	ND<10	ND<0.110	ND<0.30	ND<0.010
	Average**	18	ND<0.110	ND<0.30	0.011
2021	Maximum	1,300*	ND<0.230	5.5*	0.12*
	Minimum	ND<10	ND<0.110	ND<0.10	ND<0.010
	Average**	21.5	ND<0.110	0.108	ND<0.010
Basin Objective (annual average/90 <sup>th</sup> percentile)		12/20	0.1/0.1	0.2/0.4	0.03/0.04
Notes: * Maximum values for these constituents were collected below the outlet. ** Arithmetic average is for samples collected above the outlet. For samples with ND values, 1/2 of the ND value was used to calculate average when more than one sample had detectable values, otherwise the ND value was used.					

### 5.1.3. Bacteriological

A total of seven samples were collected during the 2020 monitoring period and only one sample had a detectable value of *E. coli* with 1 most probable number in 100 milliliters (MPN/100ml). The 2021 monitoring period had no detectable values for *E. coli*. The single value was well below the Inland Surface Water Plan of the geometric mean of 100 MPN/100 ml. Table 3 summarizes the ranges of *E. coli* detected in South Lake.

**TABLE 3  
SUMMARY OF E. COLI LABORATORY RESULTS FOR MONITORED RESERVOIRS  
IN BISHOP CREEK WATERSHED.**

Parameter	Range of E. Coli (MPN/100 ml)		
	South Lake	Lake Sabrina	Intake No. 2 Reservoir
2020 Maximum	1.0	3.1	24.0
2020 Minimum	ND<1.0	ND<1.0	ND<1.0
2020 Geometric Mean	1.0	1.21	4.73
2021 Maximum	ND<1.0	310	210
2021 Minimum	ND<1.0	ND<1.0	2.0
2021 Geometric Mean	ND<1.0	17.0	8.90
Inland Surface Water Objectives for E.coli			
Geometric Mean		100	
90 <sup>th</sup> Percentile		320	

## 5.2. LAKE SABRINA

### 5.2.1. Dissolved Oxygen and Water Temperature

The DO and water temperature profiles for Lake Sabrina were similar for each monitoring period throughout the summer and early fall. Each exhibited elevated DO readings in the upper two thirds of the lake and gradual decline in DO levels in the bottom portion of the lake. When compared to the previous monitoring period, the ranges for dissolved oxygen (DO) in 2021 were similar to ranges observed in 2020 (see Table 4).

**TABLE 4**  
**SUMMARY OF DISSOLVED OXYGEN LEVELS IN LAKE SABRINA**  
**FROM VERTICAL TRANSECTS (a)**

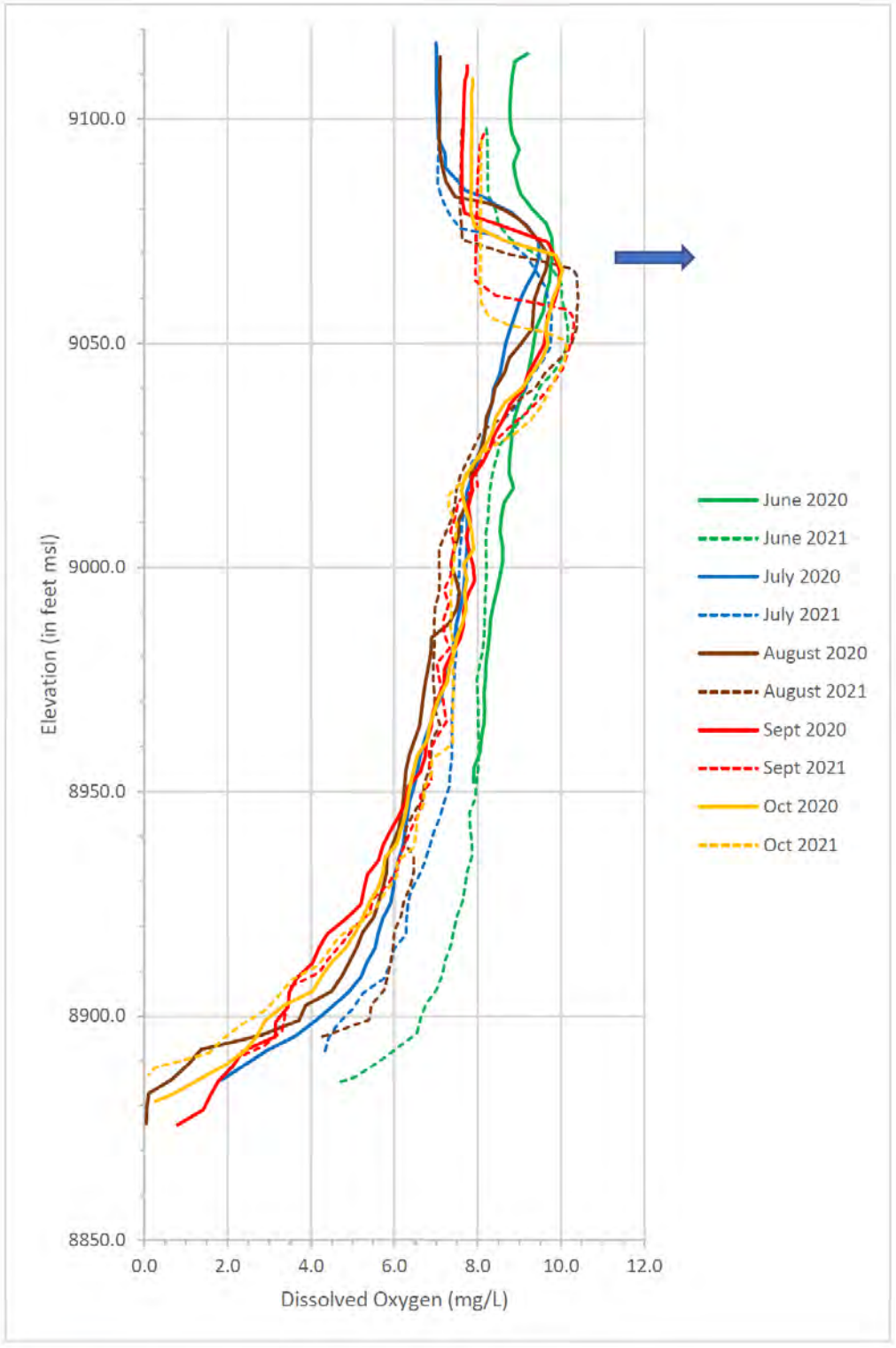
YEAR	LAKE SURFACE ELEVATION RANGE (ft msl)	RANGE OF DISSOLVED OXYGEN ABOVE AND BELOW OUTLET (b)		
		Position (c)	Maximum	Minimum
2020	9118.62 – 9108.97	Above	9.87	7.00
		Below	10.03	0.05
2021	9099.50 – 9095.09	Above	9.78	7.04
		Below	10.41	0.11

Notes:  
a – Five transects were conducted in each calendar year.  
b – From instantaneous measurements at 1 meter intervals from lake surface to bottom of survey/lake.  
c – Position above or below lake outlet.

Except for the decrease in lake level elevation observed in 2021 versus 2020, the graph for DO versus elevation were similar between monitoring periods (see Figure 2).

### 5.2.2. General Water Quality

During the 2020 monitoring period, TDS ranged from 11 mg/L to 39 mg/L for all samples with an average of 21 mg/L for samples collected above the outlet. During the 2021 monitoring period, TDS values were similar ranging from 12 mg/L to 24 mg/L for all samples with an average of 16 mg/L for samples collected above the outlet. NO<sub>3</sub>-N was not detected in any samples for both monitoring periods. Total-N was detected and ranged from ND<0.30 mg/L to 0.52 mg/L for all samples with an average of ND<0.30 mg/L for samples collected above the outlet in the 2020 monitoring period. Total-N had similar values in the 2021 monitoring period and ranged from ND<0.10 mg/L to 0.11 mg/L for all samples with an average of ND<0.10 mg/L for samples collected above the outlet. PO<sub>4</sub>-P was detected once at 0.022 mg/L during the 2020 monitoring period for all samples. PO<sub>4</sub>-P was not detected in the 2021 monitoring period. Table 5 presents a summary of the laboratory results for Bishop Creek.



➡ - Approximate depth of lake outlet.

**FIGURE 2 – DISSOLVED OXYGEN PROFILES FOR LAKE SABRINA DURING 2020-2021 MONITORING PERIOD.**

**TABLE 5**  
**SUMMARY OF LABORATORY RESULTS FOR LAKE SABRINA**  
**2020-2021 MONITORING PERIODS**

Year	Parameter	Total Dissolved Solids (mg/L)	Nitrate as N (mg/L)	Total Nitrogen (mg/L)	Ortho phosphate as P (mg/L)
2020	Maximum	39	ND<0.110	0.52	0.022
	Minimum	11	ND<0.110	ND<0.30	ND<0.010
	Average*	21	ND<0.110	ND<0.30	ND<0.010
2021	Maximum	24	ND<0.230	0.11	ND<0.010
	Minimum	12	ND<0.110	ND<0.10	ND<0.010
	Average*	16	ND<0.110	ND<0.10	ND<0.010
Basin Objective (annual average/90 <sup>th</sup> percentile)		10/17	0.2/0.3	0.3/0.6	0.03/0.05
Notes: * Arithmetic average is for samples collected above the outlet. For samples with ND values, 1/2 of the ND value was used to calculate average when more than one sample had detectable values Otherwise the ND value was used..					

### 5.2.3. Bacteriological

A total of seven samples were collected during the 2020 monitoring period and only one sample had a detectable value of *E. coli* with a value of 3.1 MPN/100 ml. The 2021 monitoring period had five detectable values ranging from 3.1 to 310 MPN/100 ml detectable values for *E. coli*. The geometric mean was calculated at 17 MPN/100 ml and was well below the Inland Surface Water Plan objective of 100 MPN/100 ml. The highest value of 310 MPN/100 ml is below the Inland Surface Water Plan 90<sup>th</sup> percentile level of 320 MPN/100 ml (See Table 3).

## 5.3. INTAKE 2 RESERVOIR

### 5.3.1. Bacteriological

A total of seven samples were collected during the 2020 monitoring period and values ranged from ND<1.0 to 24 MPN/100 ml. The geometric mean was calculated at 4.73 MPN which is well below the Inland Surface Water Plan objective of 100 MPN/100 ml. The 2021 monitoring period ranged from 2.0 to 210 MPN/100 ml for *E. coli*. The geometric mean was calculated at 8.90 MPN/100 ml and was well below the Inland Surface Water Plan objective of 100 MPN/100 ml. The highest value of 210 MPN/100 ml is below the Inland Surface Water Plan 90<sup>th</sup> percentile objective level of 320 MPN/100 ml (See Table 3).

## 5.4. BISHOP CREEK

### 5.4.1. Dissolved Oxygen and Water Temperature

During the 2020 monitoring period, DO ranged from 7.12 mg/L to 9.68 mg/L with an average of 8.62 mg/L. During the 2021 monitoring period, DO values were similar ranging from 7.08 mg/L to 9.74 mg/L with an average of 8.33 mg/L. DO saturation for all values during both monitoring periods was above 98 percent saturation. Table 6 presents a summary of DO and water temperature for Bishop Creek for both monitoring periods.

**TABLE 6  
SUMMARY OF DISSOLVED OXYGEN AND WATER TEMPERATURE  
FOR BISHOP CREEK  
2020-2021 MONITORING PERIODS**

Year	Parameter	Water Temperature (deg C)	Dissolved Oxygen (mg/L)	Barometric Pressure (in Hg)	Calculated DO Saturation (%)
2020	Maximum	17.8	9.68	25.53	124.9%
	Minimum	6.9	7.12	21.15	98.0%
	Average*	12.7	8.62	23.36	104.3%
2021	Maximum	18.4	9.74	25.60	116.6%
	Minimum	8.4	7.08	21.10	98.9%
	Average*	14.1	8.33	23.36	104.0%
Notes: * Arithmetic average is for all samples collected.					

### 5.4.2. General Water Quality

During the 2020 monitoring period, TDS ranged from ND<10 mg/L to 41 mg/L with an average of 26 mg/L. During the 2021 monitoring period, TDS was similar ranging from 14 mg/L to 46 mg/L with an average of 32 mg/L. NO<sub>3</sub>-N was not detected in any samples for both monitoring periods. Total-N was detected and ranged from ND<0.30 mg/L to 1.1 mg/L with an average of 0.19 mg/L in the 2020 monitoring period. Total-N had similar values in the 2021 monitoring period and ranged from ND<0.10 mg/L to 0.37 mg/L with an average of 0.12 mg/L. PO<sub>4</sub>-P was detected but all values were below basin objectives. Table 7 presents a summary of the laboratory results for Bishop Creek.

**TABLE 7  
SUMMARY OF LABORATORY RESULTS FOR BISHOP CREEK  
2020-2021 MONITORING PERIODS**

Year	Parameter	Total Dissolved Solids (mg/L)	Nitrate as N (mg/L)	Total Nitrogen (mg/L)	Ortho phosphate as P (mg/L)
2020	Maximum	41	ND<0.110	1.1	0.044
	Minimum	ND<10	ND<0.110	ND<0.30	ND<0.010
	Average*	26	ND<0.110	0.19	ND<0.010
2021	Maximum	46	ND<0.230	0.37	0.018
	Minimum	14	ND<0.110	ND<0.10	ND<0.010
	Average*	32	ND<0.110	0.12	ND<0.010
Basin Objective (annual average/90 <sup>th</sup> percentile)		27/29	0.1/0.2	0.1/0.4	0.05/0.09
Notes: * Arithmetic average is for all samples collected. For samples with ND values, 1/2 of the ND value was used to calculate average when more than one sample had detectable values, otherwise the ND value was used.					

## 5.5. POWERHOUSE TAILWATER

### 5.5.1. Field Water Temperature and Dissolved Oxygen

During the 2020 monitoring period, water temperature ranged from 10.5°C to 15.4°C with an average of 12.9°C. During the 2021 monitoring period, water temperature of the Powerhouse tailwater was similar ranging from 9.1°C to 16.8°C with an average of 13.8°C. DO ranged from 8.17 mg/L to 9.64 mg/L in 2020 and 7.77 mg/L to 9.72 mg/L in 2021. DO saturation of the Powerhouse tailwater averaged over 100 percent for both monitoring periods. Table 8 summarizes the results for the 2020-2021 monitoring periods.

## 6. OUTSTANDING TASKS AND SCHEDULE

Additional analysis on E. coli samples with values over 50MPN/100 ml is pending and will be reported in the 2021 Annual Report. In addition, a more detailed comparison with existing water data will be conducted and reported in the 2021 Annual Report along with supporting field and laboratory reports. The anticipated schedule is for submission of the 2021 Annual Report in January 2022, concurrent with the filing the Draft License Application (DLA).

**TABLE 8**  
**SUMMARY OF DISSOLVED OXYGEN AND WATER TEMPERATURE**  
**FOR POWERHOUSE TAILWATERS**  
**2020-2021 MONITORING PERIODS**

<b>Year</b>	<b>Parameter</b>	<b>Water Temperature (deg C)</b>	<b>Dissolved Oxygen (mg/L)</b>	<b>Barometric Pressure (in Hg)</b>	<b>Calculated DO Saturation (%)</b>
2020	Maximum	15.4	9.64	25.54	114.1%
	Minimum	10.5	8.17	23.11	95.6%
	Average*	12.9	8.82	24.53	102.9%
2021	Maximum	16.8	9.72	25.60	112.9%
	Minimum	9.1	7.77	23.05	96.5%
	Average*	13.8	8.61	24.49	101.6%
Notes: * Arithmetic average is for all samples collected.					



## **7. REFERENCES**

California Regional Water Quality Control Board Lahontan Region (LRWQCB). 1995. Water Quality Control Plan for the Lahontan Region (Basin Plan).

California State Water Resources Control Board (SWRCB). 2019. Part 3 of the Water Quality Control Plan for Inland Surface Waters, Enclosed Bays, and Estuaries of California. February 4, 2019.

Kleinschmidt. 2020. Bishop Creek Water Quality Study Implementation Plan. April 2020.

Kleinschmidt. 2021. Bishop Creek 2020 Water Quality Annual Report. February 2021.

**UPDATED STUDY REPORT  
ATTACHMENT 4  
REC 1 – RECREATION USE AND NEEDS**

## MEMORANDUM

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**To:** Bishop Creek Recreation & Land Use TWG  
**From:** Bishop Creek Relicensing Team  
**Cc:**  
**Date:** November 4, 2021  
**Re:** 2021 Recreation Use and Needs (REC 1) Study Progress

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### 1.0 INTRODUCTION

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This memorandum provides an update on the implementation of the Recreation Use and Needs (REC 1) study at the Bishop Creek Hydroelectric Project (Federal Energy Regulatory Commission [FERC] Project No. 1394-080; hereinafter referred to as the "Project"). The REC 1 study has been delayed and modified for various reasons over the past two study seasons. Field work was implemented during the 2021 recreation season and is ongoing as of this memo. Due to the timing of ongoing studies and the filing of this Updated Study Report (USR), the intent of this memorandum is to provide an update on data collection efforts to date to be used for preliminary discussion in late November. Much of the data presented here is raw or preliminary; has not yet been fully analyzed; and is not intended to represent a final study report. A more detailed and final report will be prepared at the conclusion of studies and filed with the Draft License Application on January 31, 2022.

## 2.0 BACKGROUND

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On May 1, 2019<sup>1</sup>, SCE filed a Pre-Application Document (PAD), Notice of Intent (NOI), and proposed Technical Study Plans (TSPs) for the relicensing of the Bishop Creek Hydroelectric Project (Project). This filing followed a year of informal outreach and consultation with stakeholders through Technical Working Groups (TWGs). On July 18, 2019<sup>2</sup>, the U.S. Forest Service (USFS) filed comments on the TSP and the Recreation Use and Needs (REC 1) study plan, in particular.

On August 29, 2019, SCE filed updated TSPs to address comments received from stakeholders and FERC staff. SCE continued to collaborate with USFS staff prior to the 2020 field season to determine an appropriate frequency of summer and winter general recreation surveys that would provide a statistically supported assessment of average use and adequate qualitative feedback regarding user perceptions and experience at each site. Based on these conversations, study methods were updated during conference calls and captured in various memos to the USFS (Appendix A).

In January 2020, due to unanticipated construction activity along South Lake Road, SCE and the USFS concluded that any surveys conducted under the REC 1 study plan during the 2020 recreation season would not provide a representative sample of use and should thus be postponed. Ensuing complications from the COVID-19 pandemic and historic wildfires in the area further confirmed this decision. As a result, in-person surveys and spot, traffic, and trail counts were rescheduled for the 2021 recreation season with the expectation that conditions would improve. During these same discussions, the USFS further articulated their preference to develop off-site surveys that, while more general in nature than the on-site surveys, would target questions directly related to use, avoidance of use, or desired use in the Bishop Creek area. While SCE had maintained that previous discussion of off-site surveys aimed to accomplish goals that had no direct nexus to the Project, SCE agreed to take a lead role in the implementation, collection, and analysis of off-site surveys. Through a series of conference calls from January through July 2020, SCE and the USFS finalized an off-site, web-based Bishop Creek Reservoirs Recreation Use

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<sup>1</sup> Accession Number 20190501-5234

<sup>2</sup> Accession Number 20190717-0015

Survey that was placed on both [SCE's relicensing website](#) and the [Inyo National Forest website](#).

The survey remains live and can be found at:

<https://www.surveymonkey.com/r/BishopCreekReservoirs>.

### **2021 Recreation Season**

In preparation for the 2021 recreation season, SCE and the USFS held a conference call on January 19, 2021, to discuss the status of the remaining REC 1 activities. With REC 1 field work scheduled to begin April 2021 and the significant unknowns associated with the COVID-19 pandemic, various options to delay scheduling or alter methods were discussed.

Based on a subsequent call with the USFS on February 9, 2021, conversations with FERC staff, and internal discussions, SCE proposed to move forward with data collection during the 2021 recreation season intending to meet the same goals and objectives outlined in the original REC 1 study plan. This was to be done largely by modifying methods of collecting qualitative data for recreation use and needs at the Project that were to be administered on-site. A summary of the proposed changes was provided to the TWG in a March 12, 2021 memo and discussed during a March 15, 2021 TWG meeting. During the March 15, 2021 TWG meeting and ensuing emails with the TWG, changes to methods were agreed upon – as summarized in Appendix A – and implemented shortly after, as described in the May 28, 2021 Progress Report filed with FERC.

### 3.0 PROGRESS

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REC 1 field activities were initiated in late April prior to “Fishmas” weekend (April 24-25). Traffic and trail counters were installed and laminated fliers with URLs and QR codes for the web-based survey were posted at recreation sites and campground kiosks in the Project Area. On April 25, traffic and trail counters were live, the first spot counts were conducted, and non-laminated fliers were placed on vehicles at each recreation area where spot counts were taken. The potential for complaints related to placement of fliers on vehicles was previously discussed with USFS staff. Per this understanding and due to complaints from concessionaires, staff ceased placing fliers on vehicles in August 2021, though laminated postings remained visible throughout the recreation areas.

Beginning on Memorial Day weekend, angler surveys were initiated at the three recreation areas (Lake Sabrina, South Lake, and Intake No. 2) as well as three campgrounds requested for inclusion by CDFW (Forks, Four Jeffery, and Big Trees).

On August 31, 2021 the USFS temporarily closed all California National Forests – including the Inyo National Forest where the Bishop Creek Project is partially located – due to public safety concerns over extreme fire conditions and strained firefighting resources. The closure was scheduled to be effective from August 31, 2021 at 11:59 p.m. until September 17, 2021 at 11:59 p.m. Due to this closure, no angler surveys or spot counts were conducted at their designated locations within the Inyo National Forest as scheduled during Labor Day weekend. Vehicle and trail counters, along with the web-based survey remained online during the Forest closure, though postings for the online survey were located within the closed area. The Inyo National Forest re-opened at 11:59 p.m. on September 15, 2021, two days prior to the original end date, so only one day – albeit Labor Day weekend – on the spot count and angler survey schedule was ultimately missed.

Angler surveys are now complete. There are two remaining days on the schedule for spot counts, November 11 and 20, 2021. Traffic and vehicle counters were scheduled to collect data through November 2021. Due to anticipation of heavy snowfall in the coming weeks and a notification of gate closures to both Lake Sabrina and South Lake from the USFS, staff plan to conduct one more day of spot counts and retrieve all traffic and trail counter equipment on November 10 or 11, 2021. This will result in the loss of one day of spot counts – November 20, 2021 – on the schedule and any traffic or trail counts through the

rest of November, which would likely be minimal at locations where access will have been restricted for the season.

Drought conditions in the watershed led to extremely low lake levels at Lake Sabrina and South Lake throughout the recreation season. These low levels affected not only the number of visitors for general day use but most notably access for boaters and anglers. Specifically, the boat launch at South Lake was unusable for most, if not all of the 2021 recreation season. This resulted in boating use migrating to other reservoirs, including Lake Sabrina, but largely precluded the use at all at both lakes.

Table 3-1 provides a list of notable events that occurred during the 2021 recreation season that may affect the data collected. Table 3-2 provides the randomly generated schedule according to the parameters agreed upon in the study methods, along with a status update for each scheduled day. Figure 3-1 provides an overview of spot count and angler survey locations, as well as the locations of traffic and trail counters.

The following sections provide a brief summary of data collected to-date. Spot counts are summarized through October 2; angler surveys are summarized through August 25; vehicle and trail counters display data through September 28; and web-based survey results are shown through October 31, 2021.

**Table 3-1 Notable Events During 2021 Field Season**

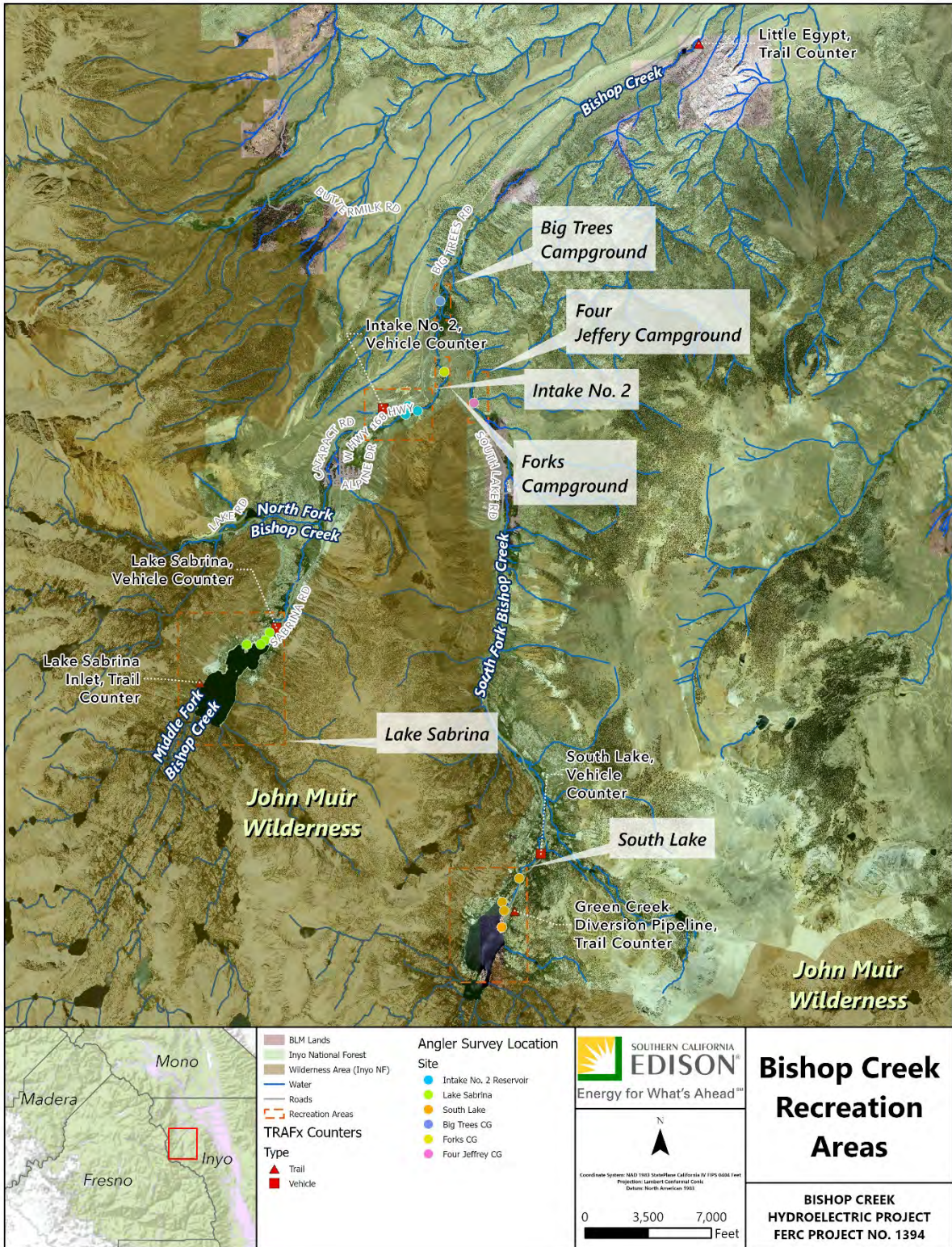
Date	Field Notes
April 24 – May 4, 2021	South Lake Road closed due to road damage and repairs. Re-opened on May 4.
May 5, 2021	TRAFx trail and traffic counter data collection.
May 16 – 22, 2021	CDFW Hatchery Trout planting week of May 16 (Sabrina Lake and South Lake). Date of planting uncertain.
May 29 – 31, 2021	Memorial Day Weekend
June 20 – 26, 2021	CDFW Hatchery Trout planting week of June 20 (Sabrina Lake, South Lake, and Intake No. 2). Date of planting uncertain.
June 29, 2021	TRAFx trail and traffic counter data collection.
July 2 - 4, 2021	Independence Day Weekend
July 11 – 17, 2021	CDFW Hatchery Trout planting week of July 11 (South Lake and Intake No. 2). Date of planting uncertain.
August 31 – September 15, 2021	Inyo National Forest temporary closure (Originally planned to be closed through September 17, 2021)
September 4 – 6, 2021	Labor Day Weekend (Inyo National Forest was temporarily closed)
September 29, 2021	TRAFx trail and traffic counter data collection.
September 26 – October 2, 2021	CDFW Hatchery Trout planting week of September 26 (Sabrina Lake). Date of planting uncertain.
November 11, 2021	Veteran’s Day; Anticipated date of final TRAFx trail and traffic counter data and equipment collection.
Entire 2021 recreation season	Drought conditions in the watershed led to extremely low lake levels at Lake Sabrina and South Lake. These low levels affected not only the number of visitors for general day use but most notably access for boaters and anglers. Specifically, the boat launch at South Lake was unusable for most, if not all of the 2021 recreation season. This resulted in boating use migrating to other reservoirs, including Lake Sabrina, but largely precluded the use at all at both lakes.



**Table 3-2 Randomly Generated Field Schedule and Status Update**

<b>Date</b>	<b>Type</b>	<b>Scheduled Tasks</b>	<b>Status</b>
Sunday, April 25, 2021	PEAK (Fish2)	Spot counts, vehicle fliers, installation of TRAFx counters	<b>Complete</b>
Wednesday, April 28, 2021	Weekday	Spot counts, vehicle fliers	<b>Complete</b>
Tuesday, May 4, 2021	Weekday	Spot counts, vehicle fliers	<b>Complete</b>
Monday, May 24, 2021	Weekday	Spot counts, vehicle fliers	<b>Complete</b>
Saturday, May 29, 2021	PEAK (Mem1)	Angler Surveys, Spot counts, vehicle fliers	<b>Complete</b>
Saturday, June 5, 2021	Weekend	Angler Surveys, Spot counts, vehicle fliers	<b>Complete</b>
Monday, June 7, 2021	Weekday	Angler Surveys, Spot counts, vehicle fliers	<b>Complete</b>
Sunday, June 13, 2021	Weekend	Angler Surveys, Spot counts, vehicle fliers	<b>Complete</b>
Sunday, June 20, 2021	Weekend	Angler Surveys, Spot counts, vehicle fliers	<b>Cancelled (Sick Staff)</b>
Saturday, June 26, 2021	Weekend	Angler Surveys, Spot counts, vehicle fliers	<b>Complete</b>
Saturday, July 3, 2021	PEAK (Ind1)	Angler Surveys, Spot counts, vehicle fliers	<b>Complete</b>
Thursday, July 8, 2021	Weekday	Angler Surveys, Spot counts, vehicle fliers	<b>Complete</b>
Sunday, July 11, 2021	Weekend	Angler Surveys, Spot counts, vehicle fliers	<b>Complete</b>
Sunday, August 1, 2021	Weekend	Angler Surveys, Spot counts, vehicle fliers	<b>Complete</b>
Wednesday, August 4, 2021	Weekday	Angler Surveys, Spot counts, vehicle fliers	<b>Complete</b>
Friday, August 6, 2021	Weekday	Angler Surveys, Spot counts, vehicle fliers	<b>Complete</b>
Tuesday, August 10, 2021	Weekday	Angler Surveys, Spot counts, vehicle fliers	<b>Complete</b>
Thursday, August 12, 2021	Weekday	Angler Surveys, Spot counts, vehicle fliers	<b>Complete</b>

<b>Date</b>	<b>Type</b>	<b>Scheduled Tasks</b>	<b>Status</b>
Saturday, August 14, 2021	Weekend	Angler Surveys, Spot counts, vehicle fliers	<b>Complete</b>
Sunday, August 15, 2021	Weekend	Angler Surveys, Spot counts, vehicle fliers	<b>Complete</b>
Tuesday, August 24, 2021	Weekday	Angler Surveys, Spot counts, vehicle fliers	<b>Complete (vehicle fliers not placed)</b>
Wednesday, August 25, 2021	Weekday	Angler Surveys, Spot counts, vehicle fliers	<b>Complete (vehicle fliers not placed)</b>
Thursday, August 26, 2021	Weekday	Angler Surveys, Spot counts, vehicle fliers	<b>Complete (vehicle fliers not placed)</b>
Sunday, August 29, 2021	Weekend	Angler Surveys, Spot counts, vehicle fliers	<b>Complete (vehicle fliers not placed)</b>
Sunday, September 5, 2021	PEAK (Lab2)	Angler Surveys, Spot counts, vehicle fliers	<b>Cancelled (USFS Closure)</b>
Saturday, October 2, 2021	Weekend	Spot counts, vehicle fliers	<b>Complete (vehicle fliers not placed)</b>
Saturday, October 23, 2021	Weekend	Spot counts, vehicle fliers	<b>Complete (vehicle fliers not placed)</b>
Thursday, November 11, 2021	Weekday (Veteran's Day)	Spot counts, vehicle fliers	<b>Upcoming (vehicle fliers will not be placed; TRAFx equipment will likely be collected at this time)</b>
Saturday, November 20, 2021	Weekend	Spot counts, vehicle fliers, removal of TRAFx equipment	<b>Cancelled (Gate Closures)</b>



**Figure 3-1 REC 1 Angler Survey and Counter Locations**

### 3.1 Web-based Recreation Surveys

The Bishop Creek Reservoirs Recreational Use Survey was first implemented as a web-based survey in December 2020 to gather general information from recreation users in the area. As discussed above, in early 2021, the decision was made to rely more heavily on this web-based survey, with a few minor adjustments, rather than implement an in-person survey at a broad scale due to risk associated with the COVID-19 pandemic. Between December 16, 2020, and April 21, 2021, 58 surveys were completed, largely through postings on the USFS and SCE websites, as well as a USFS post on Facebook.

Beginning “Fishmas” weekend (April 24-25), laminated fliers were posted at kiosks at all recreation areas (South Lake, Lake Sabrina, and Intake No. 2) associated with this study, as well nearby campgrounds in the Project Area. These fliers briefly described the survey and requested that recreation users access the survey via URL or QR code as shown in Figure 3-2. As cellular service is very limited at these locations, and to increase participation, flier handouts were initially also placed on car windshields. In late August, due to concerns from concessionaires, staff ceased the placing of fliers on car windshields. The survey is currently still accessible on both USFS and SCE websites.

From April 24 through October 31, 2021, 290 total survey responses have been received. Of those 290 surveys, 40% indicated that they heard about the survey from a flier or posting in the Inyo National Forest; 23% from social media; 17% from the USFS website; 1% from the SCE website; and 19% Other (mostly word of mouth or incorrectly did not choose flier on windshield). This brings the total of completed surveys since December 2020 to 348. The survey will remain live through November 2021, at which point all data will be compiled and analyzed as part of the REC 1 report and submitted with the Draft License Application.

## BISHOP CREEK RESERVOIRS RECREATION SURVEY



The Inyo National Forest Service and Southern California Edison are gathering information about recreation opportunities related to the Bishop Creek Hydroelectric Project – specifically at Lake Sabrina, South Lake, and Intake No. 2 Reservoir – and are interested in your feedback. The information you provide will help guide current and future management of recreation opportunities, sites, and facilities for visitors to the Bishop Creek Reservoirs.

Please take a moment to access the online survey and provide your thoughts by visiting the following website (either by url or QR code) once you are in cell service or have access to a computer. Thank you for your time and input!

**<https://www.surveymonkey.com/r/BishopCreekReservoirs>**

*Directions for access via QR code:*

- 1. Open the camera app or QR Code reader on your phone.*
- 2. Focus the camera on the QR code by gently tapping the code.*
- 3. Follow the instructions on the screen to complete the action.*



**Figure 3-2 Example Flier Posted at Recreation Sites**

A summary of survey response data to date (December 16, 2020 to October 31, 2021) is provided in Appendix B. Many of these questions are open-ended and meant to collect more qualitative information. For eight of the most popular questions, a summary of responses is provided in Table 3-3, followed by a word cloud for each question in the ensuing pages. For each word cloud, the size of the word directly correlates to the number of times it is used. The larger the word, the more often it appears in answers to that specific question. A compilation of complete answers to the open-ended questions will be provided in the final report to be filed with the Draft License Application.

**Table 3-3 Summary of Responses to Open-Ended Questions**

Question	Responses
Q18 Please provide any additional detail on how we can improve day use opportunities at the Bishop Creek Reservoirs.	137
Q24 Please provide any additional detail on how we can improve fishing opportunities at the Bishop Creek Reservoirs.	59
Q35 Please provide any additional detail on how we can improve boating opportunities at the Bishop Creek Reservoirs.	47
Q39 Please provide any additional detail on why you did not stay at one of the developed campgrounds?	17
Q47 Please provide any additional detail on how we can improve or expand campground facilities near the Bishop Creek Reservoirs.	60
Q50 If driving to the area, please briefly describe where and how you park your vehicle before accessing the John Muir Wilderness.	208
Q51 Please provide any additional detail on how we can improve accessibility to the John Muir Wilderness at the Bishop Creek Reservoirs.	93
Q52 Thank you for taking the time to complete this survey. Please share any additional comments on your visits and recreation activities at Bishop Creek Reservoirs.	88

Q18 Please provide any additional detail on how we can improve day use opportunities at the Bishop Creek Reservoirs.

access don't close Perhaps way make less handicap Sabrina South Lake increase  
spaces developed facilities camping trailhead open spots nice reservoirs trail head  
Intake boat ramps people parking lots use one restrooms allows road  
number south lake put lakes enough fish trailers trail place  
parking add areas experience Need Maybe better  
hikers water RVs trash Stock fish Bishop Bishop Creek Keep many people  
day use trail around lake Sabrina overnight maintained campgrounds  
Lake Sabrina day Please signed improve Thank overnight parking dam years  
bathrooms crowded parking closer picnic areas Keep water levels vehicles Provide

Q24 Please provide any additional detail on how we can improve fishing opportunities at the Bishop Creek Reservoirs.

intake keep lakes consistent years Plant stocking fish plants  
fish areas Stock fish parking creeks trout stocking water  
generation

Q35 Please provide any additional detail on how we can improve boating opportunities at the Bishop Creek Reservoirs.

low use rental Better South Lake launch lakes intake  
boats ramps parking reservoirs water water levels years  
lake levels

Q39 Please provide any additional detail on why you did not stay at one of the developed campgrounds?

available sites camping

Q47 Please provide any additional detail on how we can improve or expand campground facilities near the Bishop Creek Reservoirs.

parking make campsites improve facilities large need areas  
camp tent campgrounds MANY sites fish use  
expanding open Better crowded people

Q50 If driving to the area, please briefly describe where and how you park your vehicle before accessing the John Muir Wilderness.

designated parking close trailhead possible spots designated parking areas hike day hikers  
parking spot Pack station side road allowed available especially  
Lake Sabrina starting road TH North Lake sometimes lot Try  
parking area day trailhead parking Bishop Pass  
trailhead lake parking lot parking spaces  
South Lake trail head park trailhead parking areas  
overnight parking either overnight full Sabrina  
overflow near find day use dam use space area depending usually  
day hiked designated camper parking hiker parking close trail head close  
North Lake Sabrina close trailhead

Q51 Please provide any additional detail on how we can improve accessibility to the John Muir Wilderness at the Bishop Creek Reservoirs.

expand allow overnight parking Better make close walking campgrounds large  
South Lake full use lower day use Provide shuttle parking South Lake  
access overnight use parking areas North Lake trail way  
parking near trailhead trailhead Bishop Pass need bus  
Lake road signage going Sabrina Enforce lot enforcement parking lots really  
improved overnight parking Sabrina overnight parking overnight parking lots Bishop Add

Q52 Thank you for taking the time to complete this survey. Please share any additional comments on your visits and recreation activities at Bishop Creek Reservoirs.

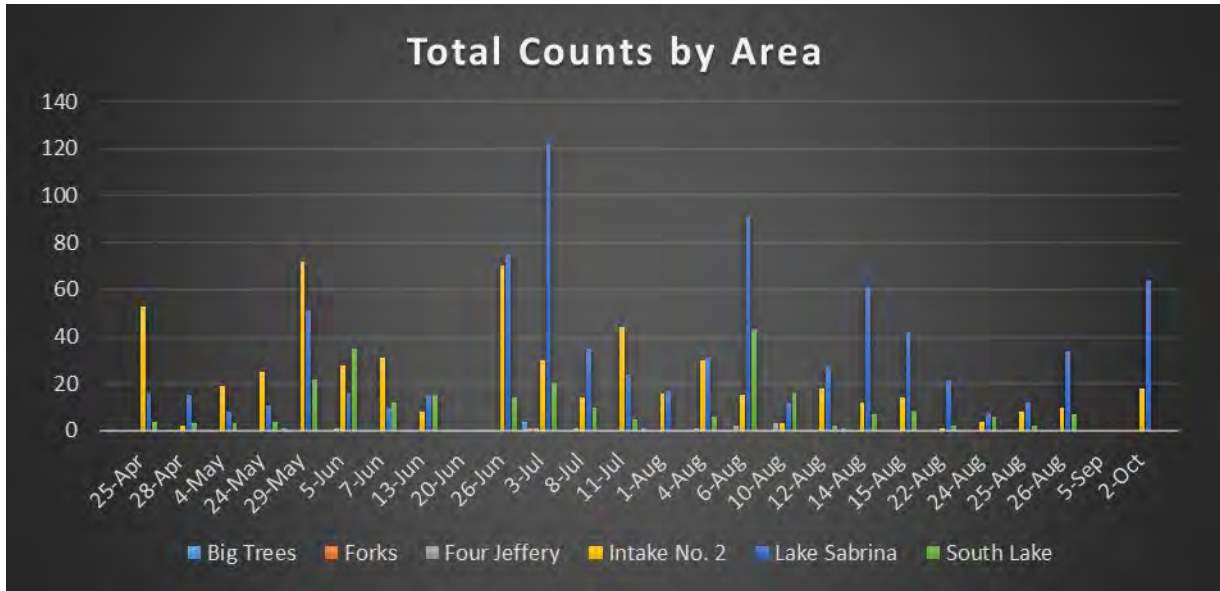
Please love Bishop allowed sites know visit new crowded Lake Sabrina s people experience  
Also true Bishop Creek season South Lake make Lake place use  
hiking years come parking Hope trails Bishop Creek Canyon  
needs many area helps campgrounds access better  
beautiful fishing nice camping trailhead Water high Sabrina enjoy  
love area Improve always manage love great reservoirs users Thanks beautiful area lot



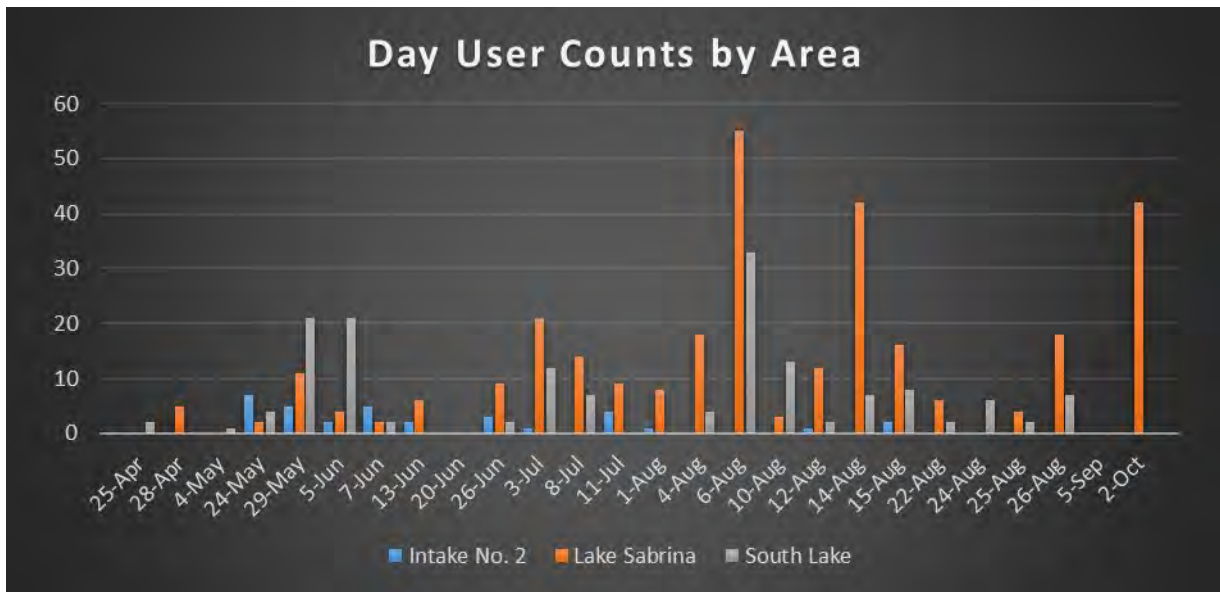
## 3.2 Spot Counts

Spot counts were conducted at each recreation area (South Lake, Lake Sabrina, and Intake No. 2) according to the survey areas delineated on Figure 3-9 through Figure 3-12. Spot count data sheets used in the field are provided as Appendix C. During angler surveys, spot counts were collected for anglers adjacent to the creek that runs alongside that campground (Figure 3-12). For each spot count, an attempt was made to distinguish between general recreators (day users), anglers, and any on-water activities. The data below provides a brief summary of total spot counts by site and type (data will be further delineated in the final report) collected from April 25 through October 2, 2021, according to the schedule provided in Table 3-2. Spot counts are scheduled to conclude mid-November, dependent upon gate closures and weather conditions at the study sites. Below are notable trends from the spot count analysis to date:

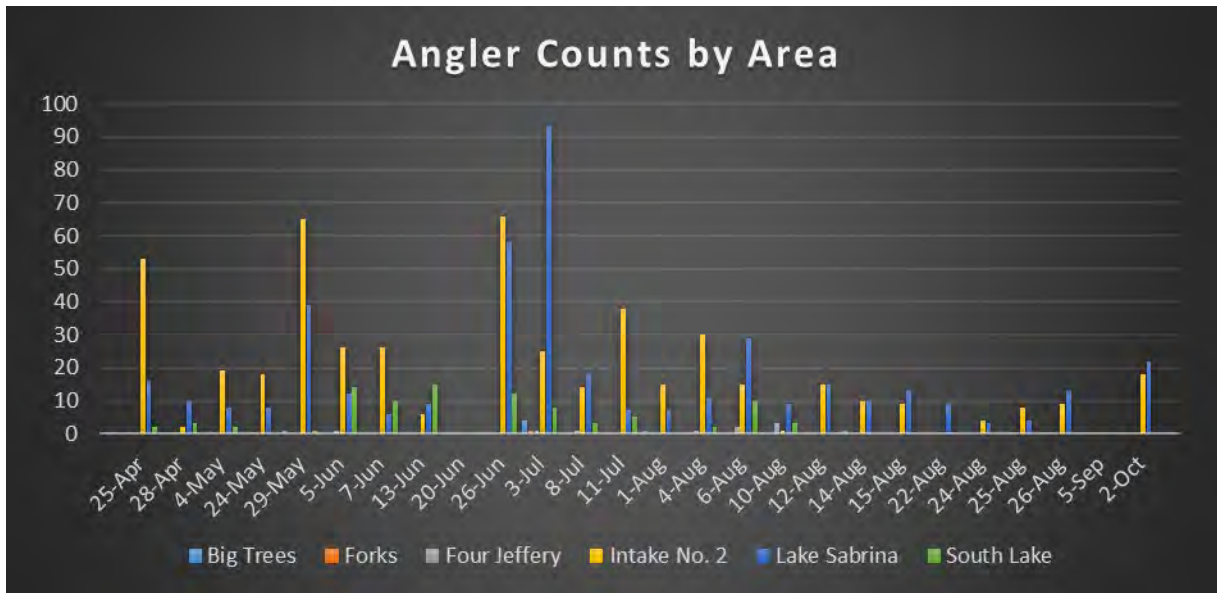
- As noted in Table 3-1, the following events likely had a negative impact on recreation use during the 2021 recreation season: road construction at South Lake until May 4; drought conditions resulting in low lake levels and unusable boat launches; and temporary closure of Inyo National Forest August 31 to September 17, 2021 (includes Labor Day weekend).
- Very few anglers were recorded fishing along the creeks adjacent to Big Trees, Forks, and Four Jeffrey Campgrounds at the time of spot counts.
- Holidays (including "Fishmas") and the days after CDFW fish stocking were the most popular days for anglers.
- The number of users boating on-water and related counts of boat trailers are very low, likely due to the low lake levels from drought conditions at Lake Sabrina and South Lake. Zero on-water users or boat trailers have been recorded at South Lake.
- The number of observed recreators is disproportionate to the number of vehicles observed at Lake Sabrina and South Lake. This is due to a large number of users parking to access hiking trails for day use or overnight use into wilderness areas and will be more evident when analyzed in more detail since specific parking areas are designated for overnight parking.



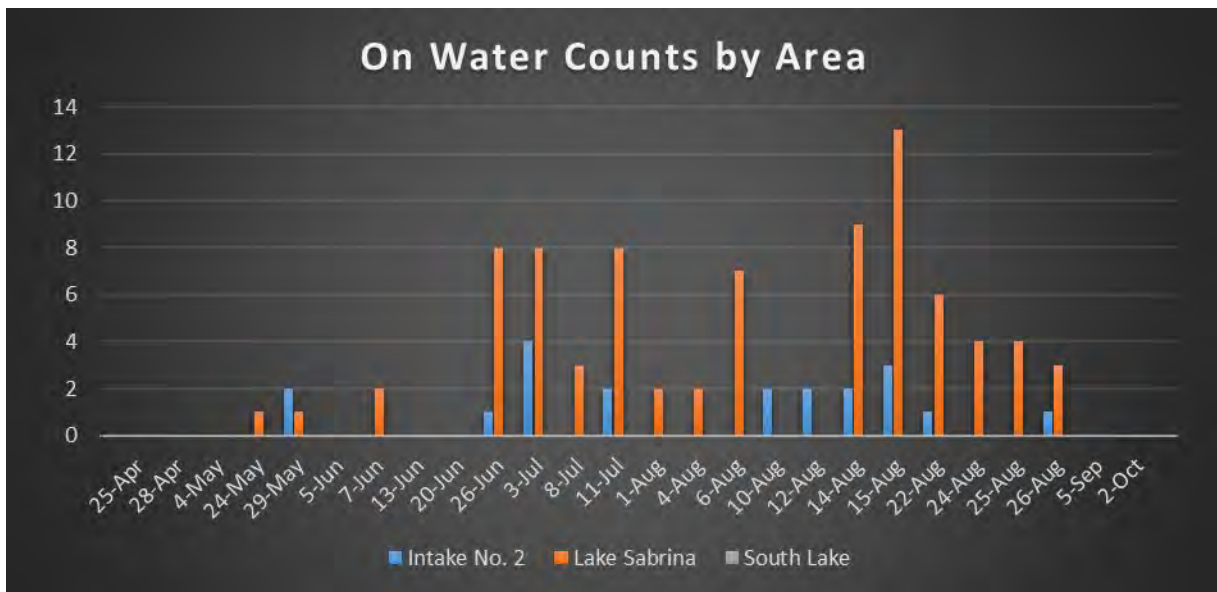
**Figure 3-3 Total Spot Counts by Area**



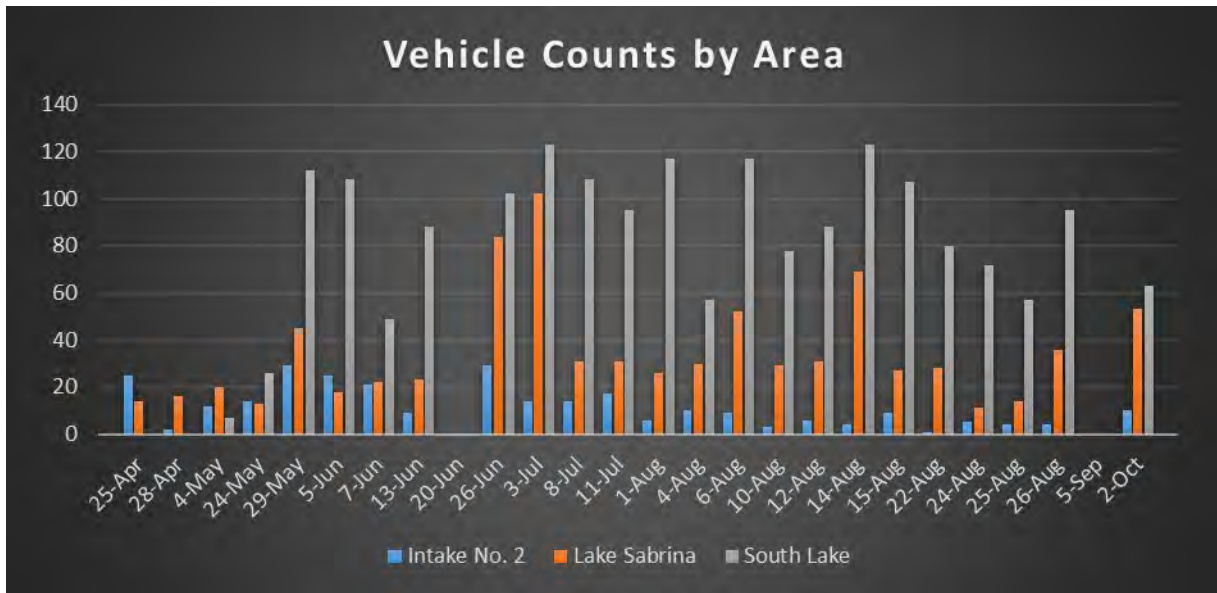
**Figure 3-4 Day User Counts by Area**



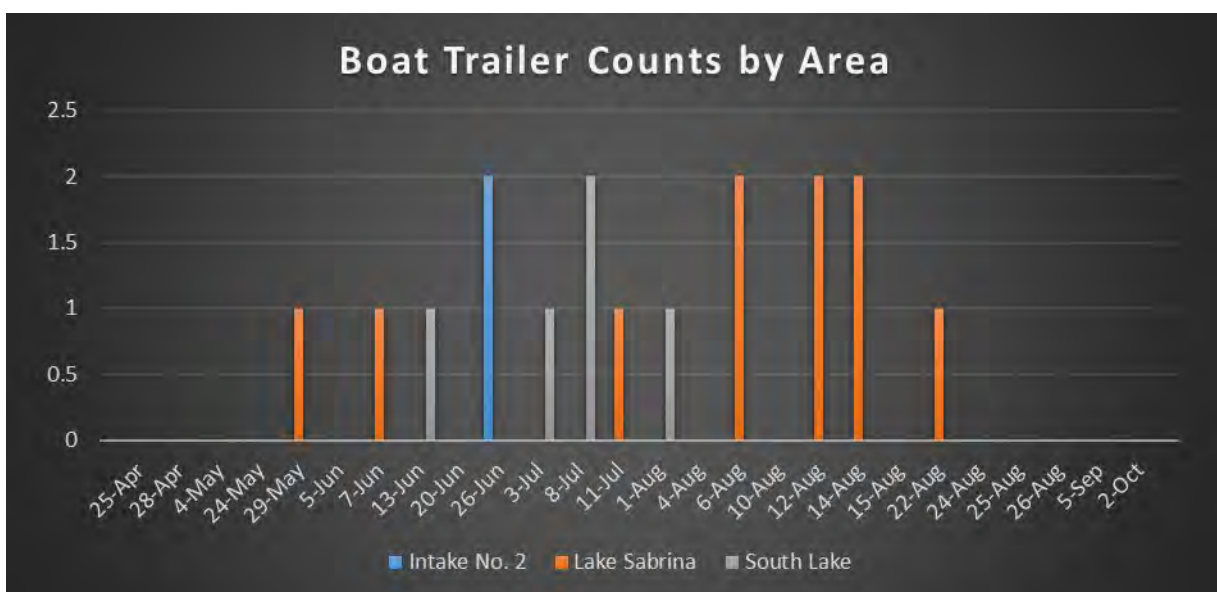
**Figure 3-5 Angler Counts by Area**



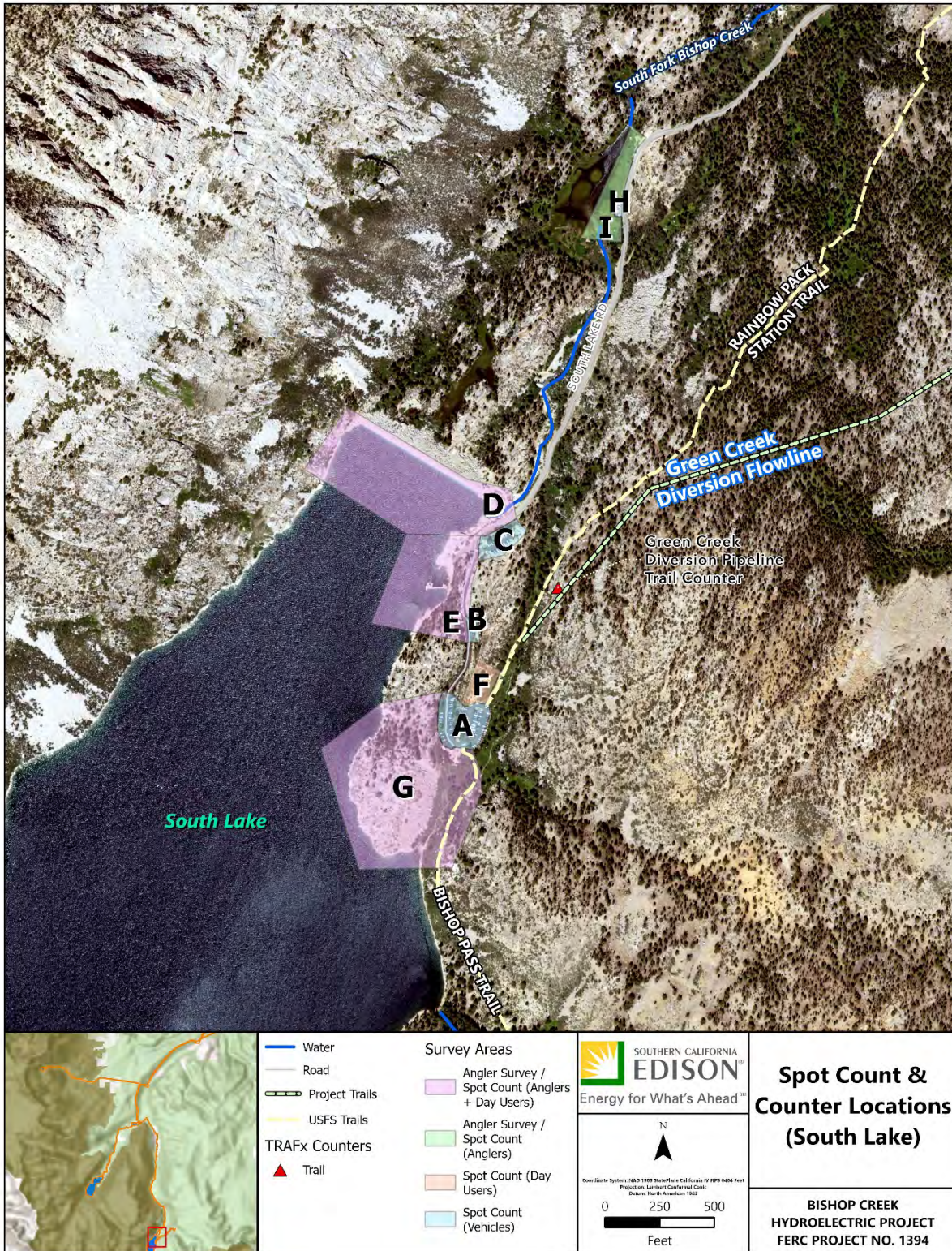
**Figure 3-6 On-Water User Counts by Area**



**Figure 3-7 Vehicle Counts by Area**



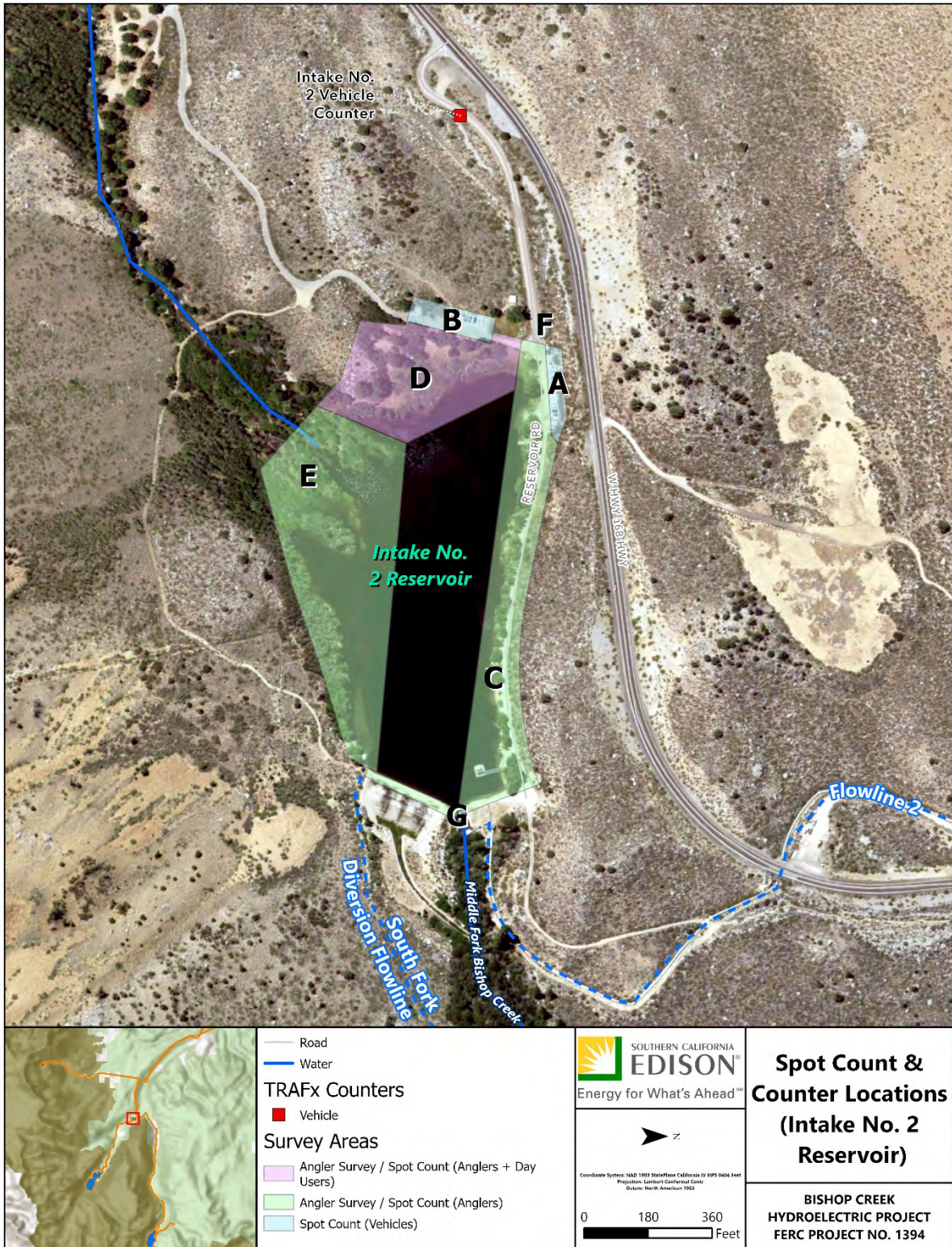
**Figure 3-8 Boat Trailer Counts by Area**



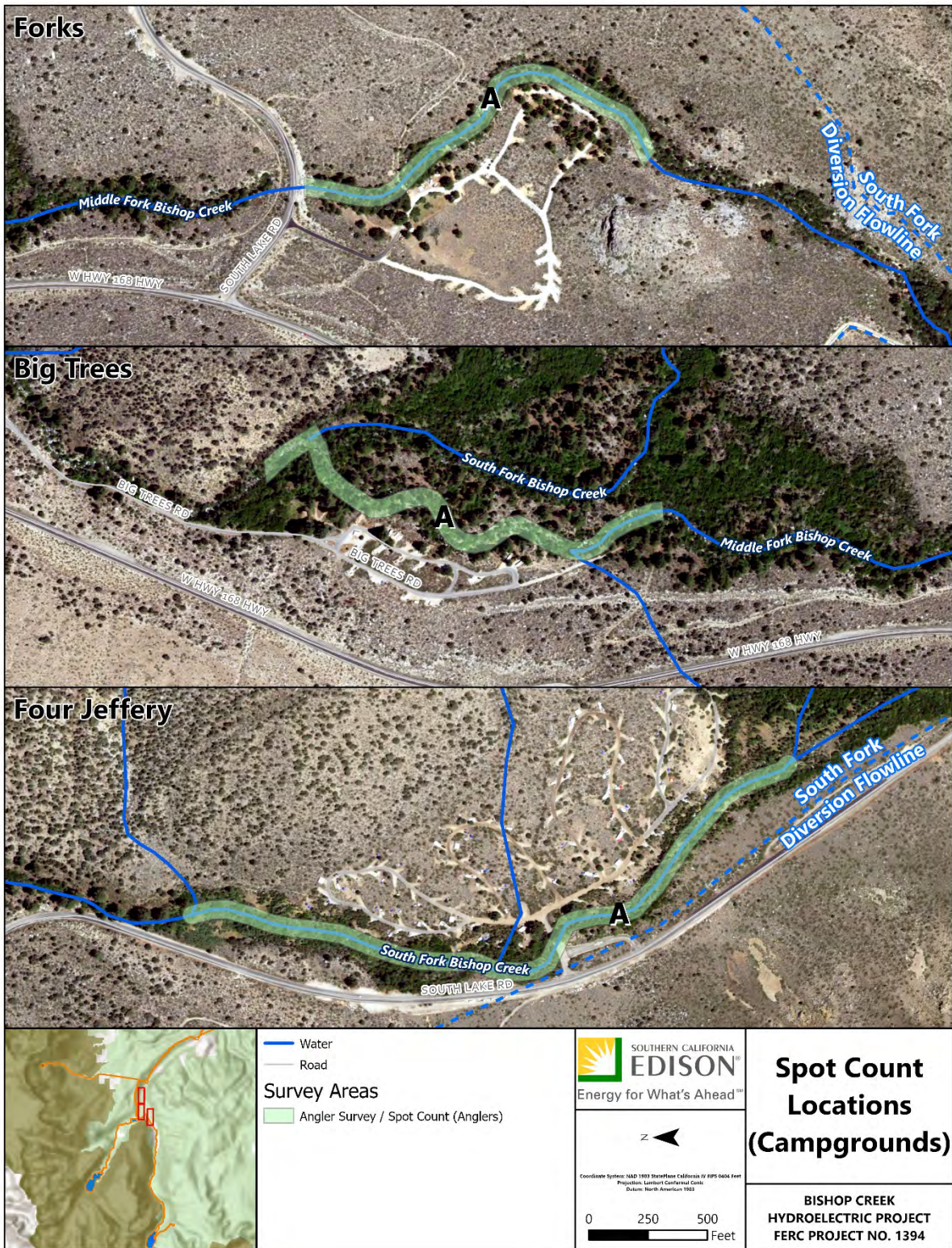
**Figure 3-9 Spot Count and Counter Locations at South Lake**



**Figure 3-10 Spot Count and Counter Locations at Lake Sabrina**



**Figure 3-11 Spot Count and Counter Locations at Intake No. 2 Reservoir**



**Figure 3-12 Angler Survey Locations at Campgrounds**



### 3.3 Vehicle Counters

As depicted on Figure 3-1, vehicle counters were installed at various locations at each recreation area (South Lake, Lake Sabrina, and Intake No. 2) and began collecting data on April 25<sup>3</sup>, 2021 to quantify total vehicle entry in and out of each area. To date, traffic data has been downloaded from the field on May 5, June 29, and September 29. For this analysis, the counts discussed below represent the time period of April 25 through September 28<sup>4</sup>. A final data download is scheduled for mid-November, dependent upon gate closures and weather conditions at the study sites. Each traffic counter has been installed at an access point that would collect all vehicles both entering and leaving the site for the day. The estimate of total and average number of users used throughout this memo is based off of the USFS' estimate of an average of 2.5 people per vehicle provided in their 2016 National Visitor Use Monitoring Results for the Inyo National Forest.

On average, an estimated 9,327 users have visited the three recreation areas **each week** during this time period (1,905 at Intake No. 2; 3,630 at Lake Sabrina; and 3,792 at South Lake). As expected, the highest average use is on weekend days (Friday daily average of 1,437; Saturday daily average of 1,961 users; and Sunday average of 1,523) with the lowest usage Monday to Wednesday (Monday average of 1,029 and Wednesday average of 1,052). Table 3-4 describes the average number of cars detected at each site by day of the week.

As shown on Table 3-5, daily averages also tend to increase beginning in June as peak recreation season ramps up and taper off in August/September. Figure 3-15 shows total vehicle counts by hour of the day. These counts include all activity, both incoming and outgoing, to provide a representative view of traffic throughout the day. As expected, for all sites, traffic increases during the morning as early users arrive, peaks midday, and decreases throughout the evening as users leave the site. Figure 3-16 shows total vehicle counts for each day within the current date range. Of interest on this figure are peaks representing holiday weekends (Memorial Day and Independence Day weekends) and an expected drop in usage during the Forest closure period. Vehicle counts at South Lake

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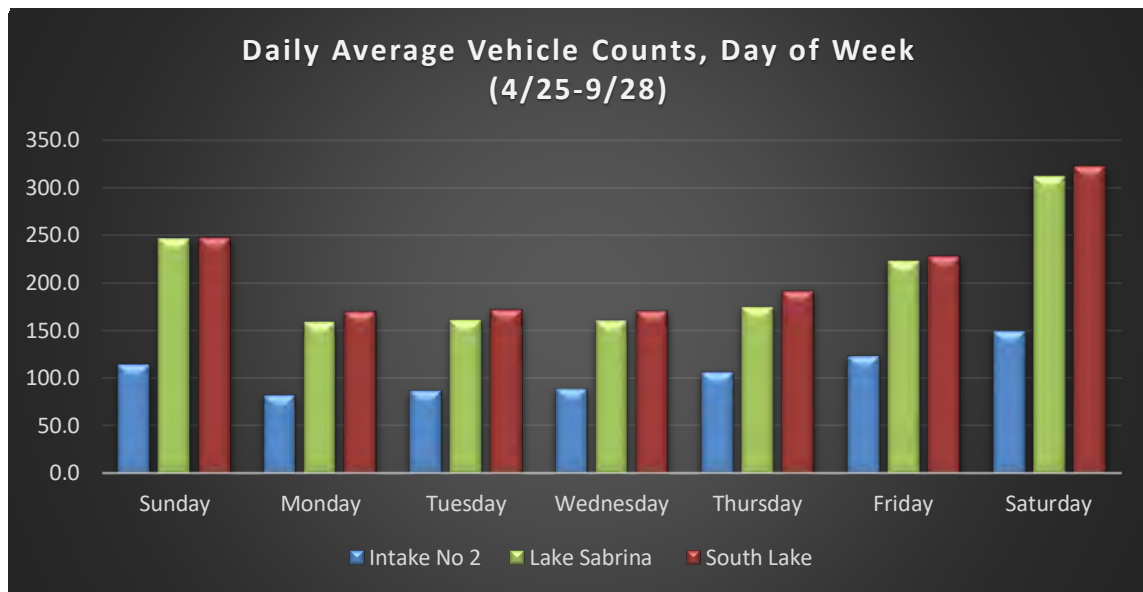
<sup>3</sup> Counters were intended to begin collecting data on April 24, 2021. However, each counter recorded erroneous data the morning of April 24, including at South Lake, which was closed to the public for road construction at the time. For this reason, we have excluded April 24 data from the analysis and begin with April 25 data.

<sup>4</sup> September 29 was not included since data was collected in the middle of that day, leaving the data incomplete until the final collection.

prior to May 5 represent construction crews working on road repairs as the area was closed to the public; this data will be eliminated of the final report.

**Table 3-4 Daily Average Vehicle Counts and Estimated Users, by Day of the Week (4/25 to 9/28)**

Day of Week	Intake No 2.		Lake Sabrina		South Lake	
	<i>Daily Avg. (Vehicles)</i>	<i>Daily Avg. (Users)</i>	<i>Daily Avg. (Vehicles)</i>	<i>Daily Avg. (Users)</i>	<i>Daily Avg. (Vehicles)</i>	<i>Daily Avg. (Users)</i>
Sunday	114.8	287.0	246.8	617.0	247.5	618.8
Monday	82.7	206.6	159.2	397.9	169.9	424.8
Tuesday	87.6	219.0	161.4	403.6	172.1	430.2
Wednesday	89.5	223.8	160.4	400.9	170.8	427.1
Thursday	106.7	266.7	174.9	437.3	191.4	478.4
Friday	123.6	309.0	223.2	558.0	228.0	570.0
Saturday	149.9	374.8	312.0	780.1	322.4	805.9
<b>Weekly Total</b>	754.8	1887.0	1437.9	3594.9	1502.1	3755.2

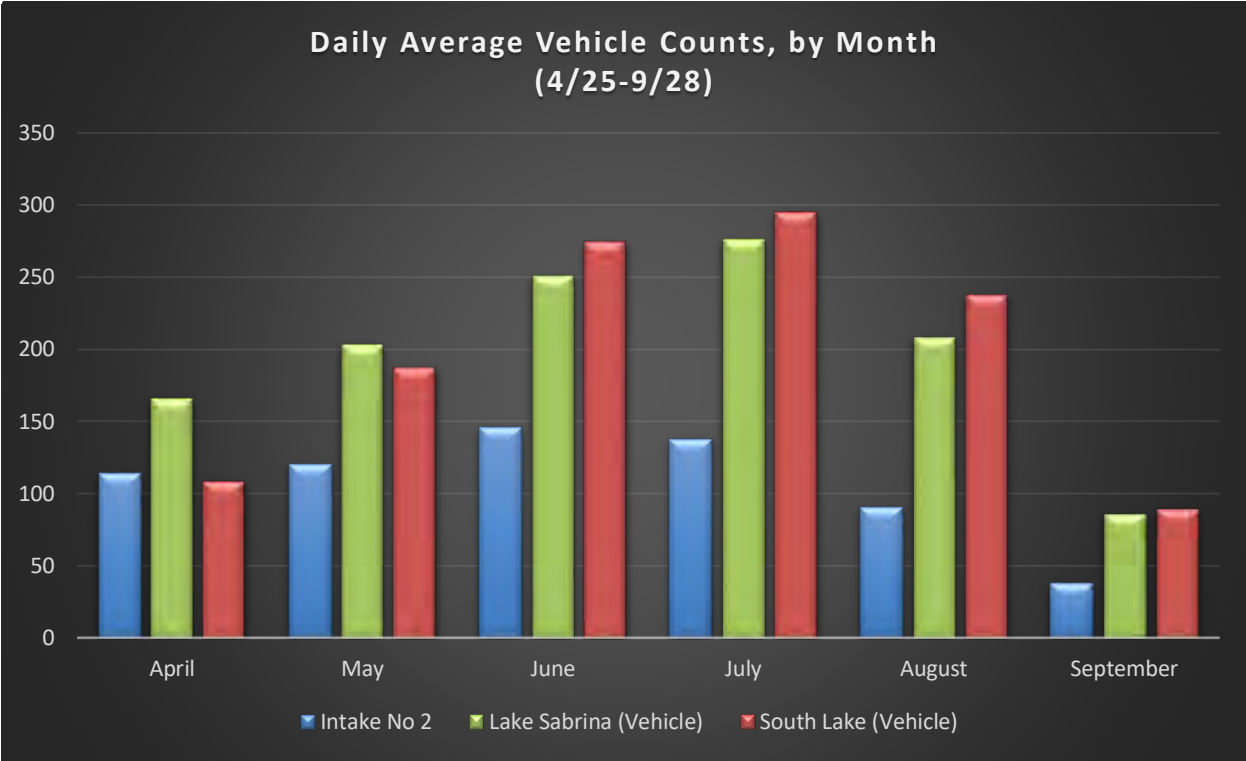


**Figure 3-13 Daily Vehicle Averages, by Day of Week**

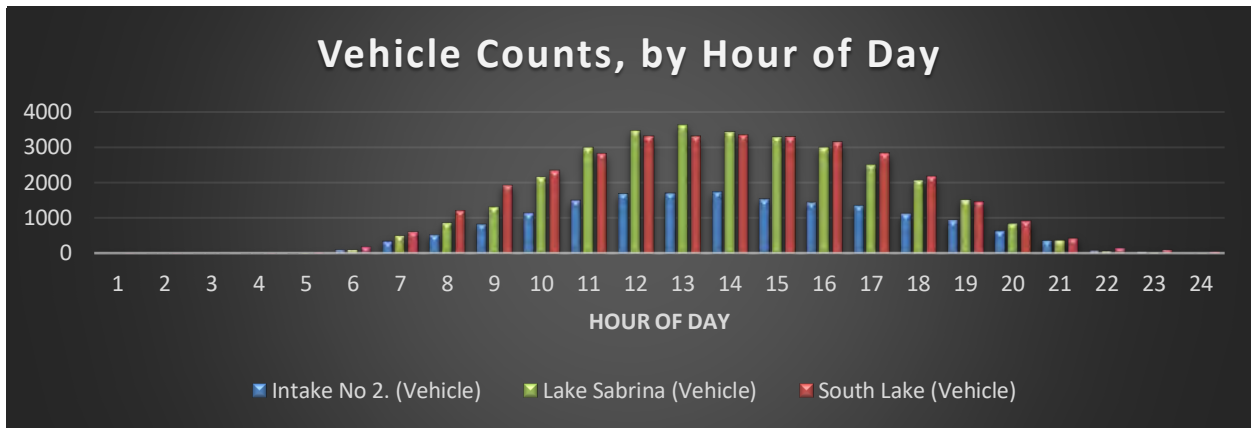
**Table 3-5 Daily Average Vehicle Counts and Estimated Users, by Month (4/25 to 9/29)**

Month	Intake No 2.		Lake Sabrina		South Lake	
	<i>Monthly Avg. (Vehicles)</i>	<i>Daily Avg. (Users)</i>	<i>Daily Avg. (Vehicles)</i>	<i>Daily Avg. (Users)</i>	<i>Daily Avg. (Vehicles)</i>	<i>Daily Avg. (Users)</i>
April	114.0	285.0	166.1	415.2	108.7	271.7
May	120.1	300.3	203.5	508.8	187.2	468.1
June	145.8	364.4	251.1	627.8	274.3	685.8
July	138.0	345.1	276.3	690.6	295.0	737.5
August	90.9	227.1	208.2	520.6	237.7	594.4
September	38.1	95.2	86.4	215.9	89.8	224.6
<b>Total</b>	<b>646.9</b>	<b>1617.1</b>	<b>1191.6</b>	<b>2978.9</b>	<b>1192.8</b>	<b>2982.0</b>

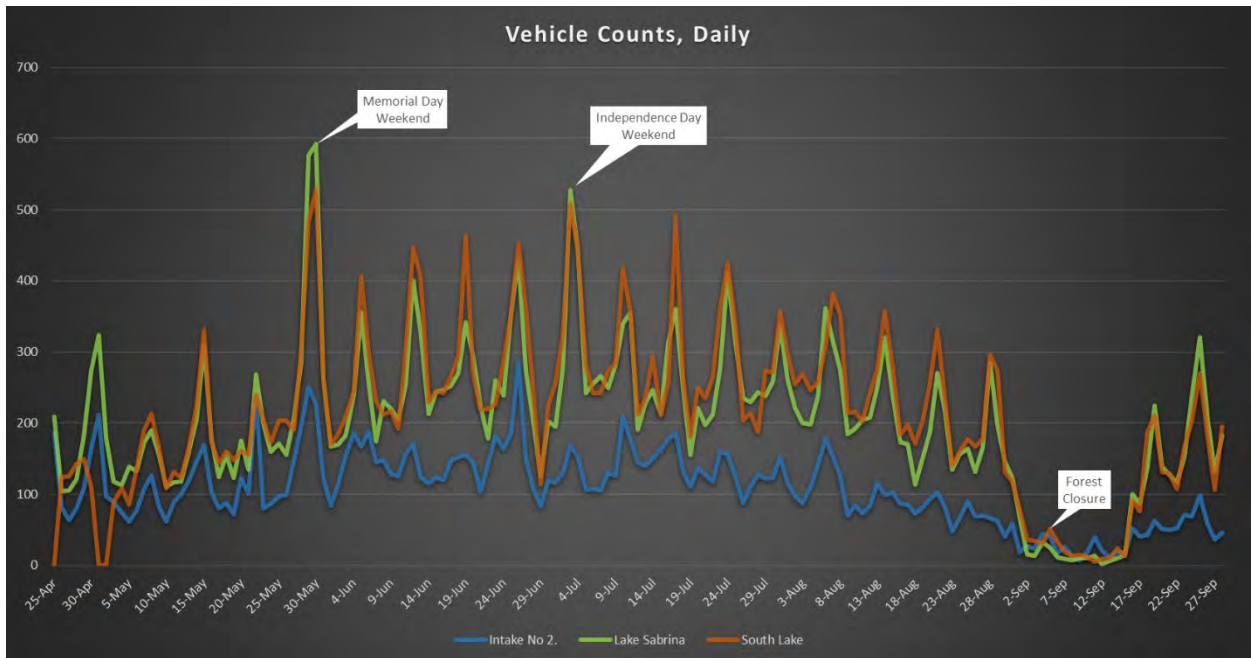
Note: April only consisted of 6 days; September only consisted of 29 days



**Figure 3-14 Daily Vehicle Averages by Month**



**Figure 3-15 Total Vehicle Counts by Hour of Day**



**Figure 3-16 Total Vehicle Counts, Daily**

### 3.4 Trail Counters

As depicted on Figure 3-1, trail counters were installed at the Inlet Trail, Green Creek Diversion Pipeline, and at the trail access to Little Egypt climbing area to characterize total users along each trail or throughway. To date, traffic data has been downloaded from the field on May 5, June 29, and September 29, so the counts discussed below represent the time period of April 25<sup>5</sup> through September 28<sup>6</sup>. A final data collection is scheduled for mid-November, dependent upon gate closures and weather conditions at the study sites. Since each "trail" is essentially an out-and-back, meaning the user has to turn around to return to the trailhead, each trail counter has been installed at an appropriate access point that would collect all hikers both entering and leaving the site for the day. Therefore, to arrive at a total number of vehicles present during a specific time period, the data has been divided by two to account for both the arrival and exit of each hiker. The only caveat is for Green Creek Diversion Pipeline, where hikers may hike up the pipeline but choose to alter course and follow the USFS' trail once the two intersect, so it is assumed that these counts may be slightly underestimated.

Table 3-6 describes the average number of hikers detected on each trail by day of the week. On average, an estimated 42.0 (Green Creek Diversion Pipeline), 21.2 (Inlet Trail), and 32.4 (Little Egypt) hikers used the trails **each week** during this time period. Use along Green Creek Diversion Pipeline appears to be most active on the weekend days of Saturday (9.5 average users) and Sundays (9.1 average users). Use of Inlet Trail, which is largely used to hike to the inlet at the south end of the lake for fishing, is a bit more sporadic, showing highest average daily usage on Mondays (4.5 users) and Saturdays (4.6 users). Access to Little Egypt climbing area is busiest on Fridays (5.9 users), and Saturdays (5.2 users), though use is fairly uniform throughout the entire week.

As shown on Table 3-7, daily averages along the Green Creek Diversion Pipeline tend to increase during summer months and taper into September. Unlike Green Creek Diversion Pipeline, use of which is largely driven by hiking conditions, use at both Inlet Trail (anglers)

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<sup>5</sup> Counters were intended to begin collecting data on April 24, though with each counter, erroneous data was recorded the morning of April 24, including at South Lake, which was closed to the public for road construction at the time. For this reason, we have excluded April 24 data from the analysis and will begin with April 25 data.

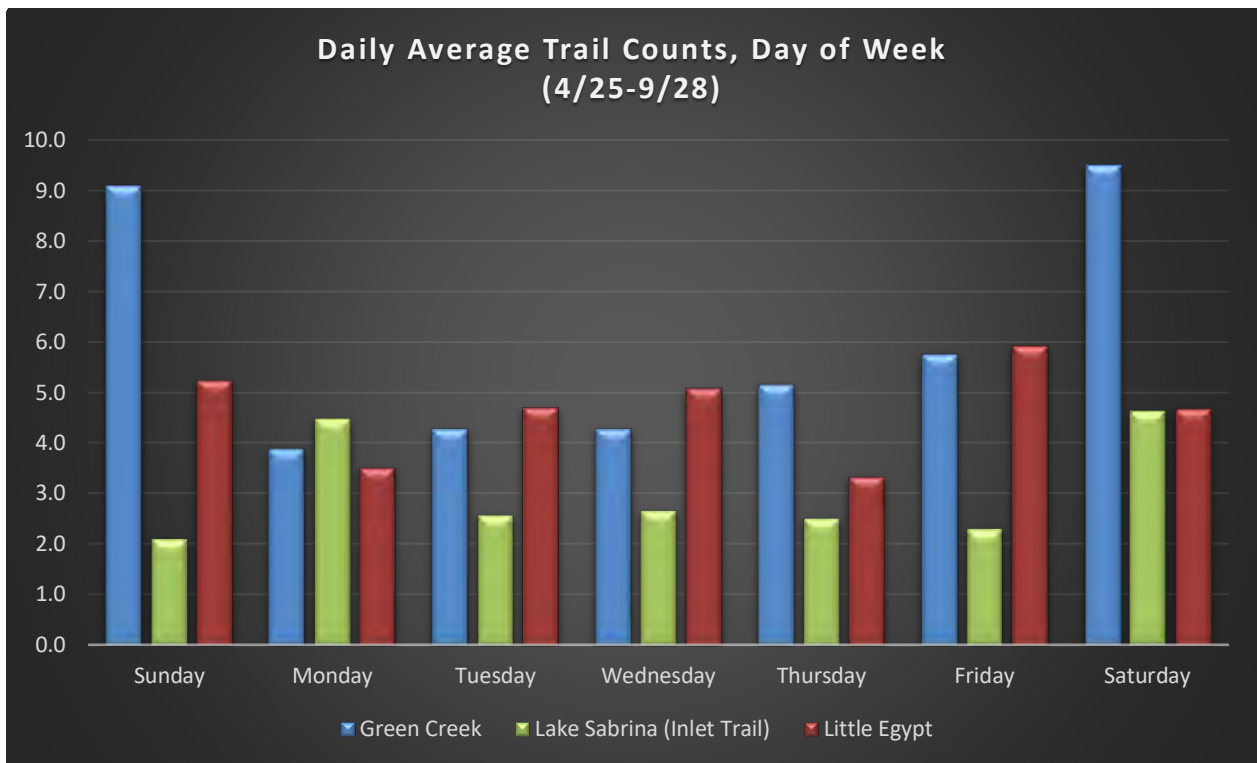
<sup>6</sup> September 29 was not included since data was collected in the middle of that day, leaving the data incomplete until the final collection.

and Little Egypt climbing access (climbers) are fairly uniform throughout the recreation season.

Figure 3-19 shows total hiker counts by hour of the day. These counts include all activity, both incoming and outgoing, to provide a representative view of traffic throughout the day. Green Creek Diversion Pipeline and Inlet Trail show steady use increasing in the morning, peaking mid-day, and receding late afternoon. Access to Little Egypt climbing area is a little more sporadic, showing use during late night and early morning hours, most likely due to climbers either attempting to set up early to climb before the day heats up, or climbing in the evening until the sun goes down before leaving the site. Figure 3-20 shows total trail counts for each day within the current data range. Of interest on this figure are peaks representing holiday weekends (Memorial Day and Independence Day weekends) and an expected drop in usage during the Forest closure period. Little Egypt Climbing area can be accessed without entering the Inyo National Forest, and thus actually saw an increase in usage, largely due to climbing within the forest being inaccessible.

**Table 3-6 Average Trail Users by Day of the Week (4/26 to 9/29)**

Day of Week	Green Creek Diversion Pipeline	Inlet Trail	Little Egypt Climbing Access
Sunday	9.1	2.1	5.2
Monday	3.9	4.5	3.5
Tuesday	4.3	2.6	4.7
Wednesday	4.3	2.7	5.1
Thursday	5.2	2.5	3.3
Friday	5.8	2.3	5.9
Saturday	9.5	4.6	4.7
<b>Weekly Total</b>	<b>42.0</b>	<b>21.2</b>	<b>32.4</b>

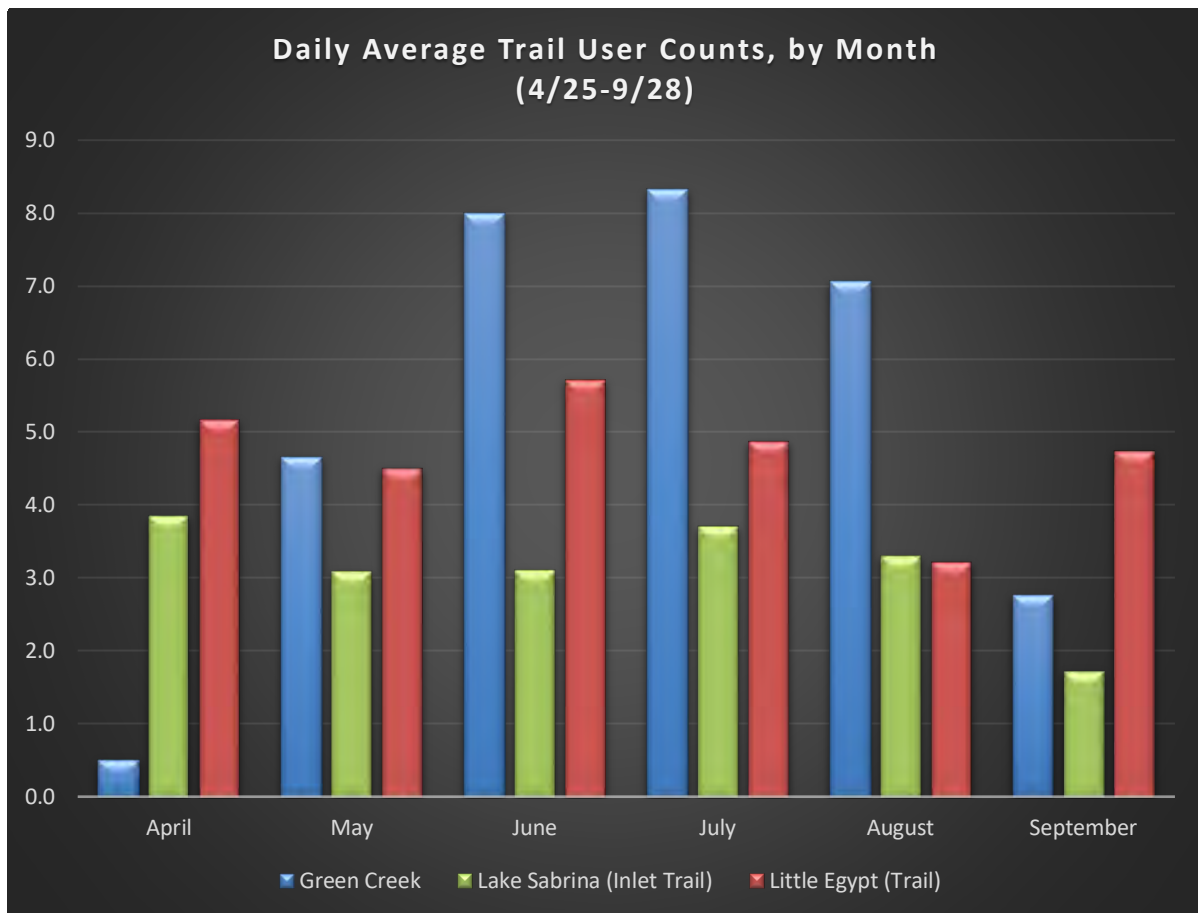


**Figure 3-17 Total Trail Counts by Day of the Week**

**Table 3-7 Daily Average Trail Counts and Estimated Users, by Month (4/25 to 9/28)**

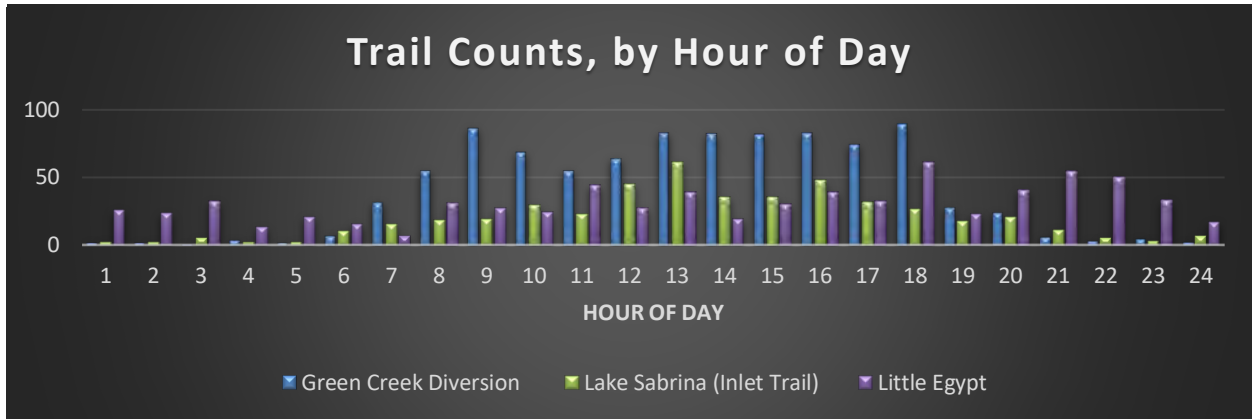
Month	Green Creek Diversion Pipeline	Inlet Trail	Little Egypt Climbing Access
April	0.5	3.8	5.2
May	4.7	3.1	4.5
June	8.0	3.1	5.7
July	8.3	3.7	4.9
August	7.1	3.3	3.2
September	2.8	1.7	4.7
<b>Total</b>	<b>31.3</b>	<b>18.7</b>	<b>28.2</b>

Note: April only consisted of 6 days; September only consisted of 29 days

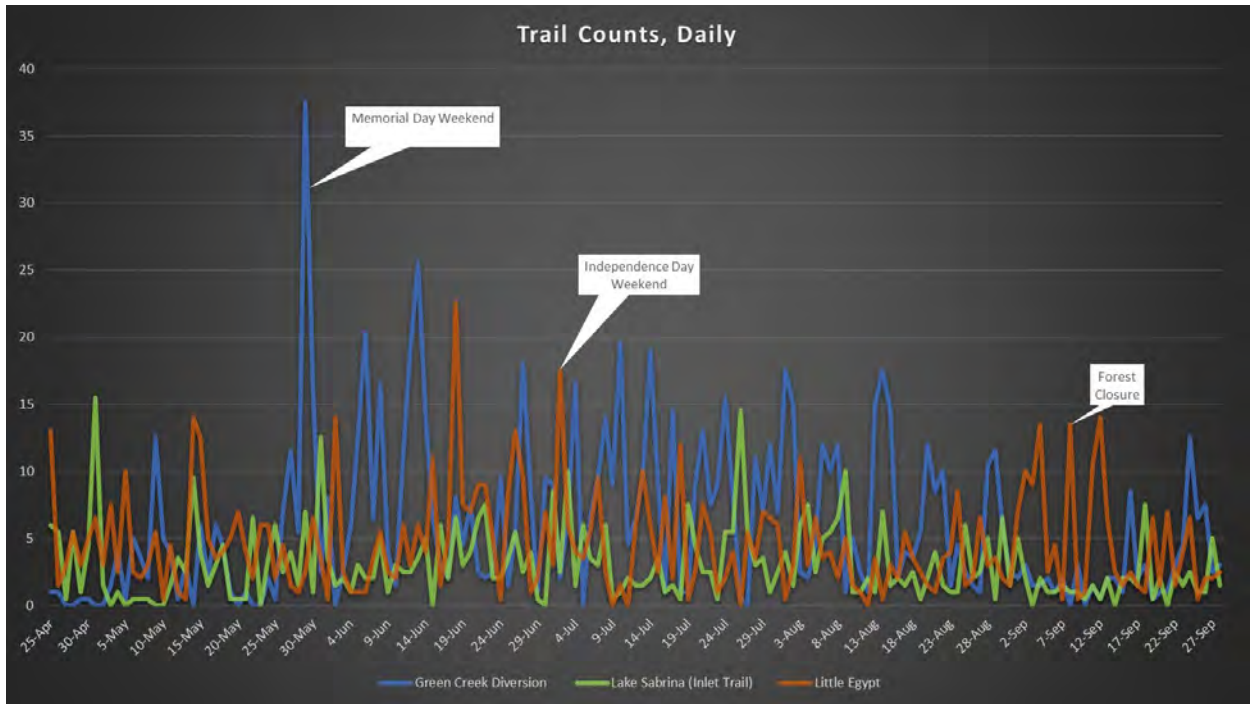


**Figure 3-18 Daily Average Trail Counts by Month**





**Figure 3-19 Total Trail Counts by Hour of Day**



**Figure 3-20 Total Trail Counts by Day for Entire Range**

### 3.5 Angler Surveys

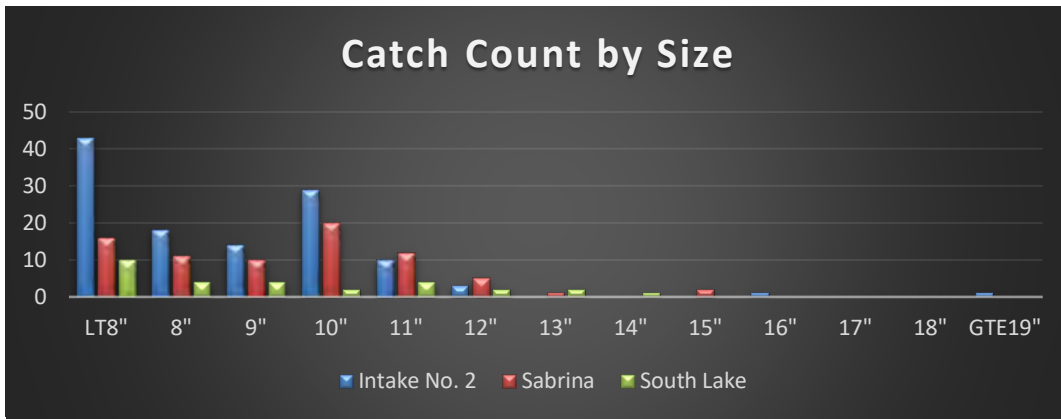
Beginning on Memorial Day weekend, angler surveys were initiated at the three recreation areas (Lake Sabrina, South Lake, and Intake No. 2) as well as three campgrounds at the request of CDFW (Forks, Four Jeffery, and Big Trees). A copy of the field data sheet is provided in Appendix D. The data discussed below compiles all angler surveys from Memorial Day weekend to August 25, a total of 17 survey days<sup>7</sup>. During this time period, 171 angler surveys have been completed (0 at Forks Campground; 1 at Four Jeffrey Campground; 2 at Big Trees Campground; 77 at Intake No. 2; 70 at Lake Sabrina; and 21 at South Lake). The tables and figures below provide a brief summary of angler survey data collected to date.

**Table 3-8 Total Counts of Reported Length of Fish**

<b>Location</b>	<b>&lt;8"</b>	<b>8"</b>	<b>9"</b>	<b>10"</b>	<b>11"</b>	<b>12"</b>	<b>13"</b>	<b>14"</b>	<b>15"</b>	<b>16"</b>	<b>17"</b>	<b>18"</b>	<b>&gt;19"</b>
Big Trees	4	1	1	3	0	0	0	0	0	0	0	0	0
Four Jeffery	2	0	0	0	0	0	0	0	0	0	0	0	0
Intake No. 2	64	19	20	32	13	4	2	0	0	1	0	0	1
Sabrina	34	13	18	24	23	10	5	3	3	2	0	0	0
South Lake	14	5	5	3	6	9	6	2	0	0	0	0	0

Note: Lengths are self-reported by anglers in the field. Assumption for this data is total length of fish.

<sup>7</sup> One survey day (June 20) was missed during this time period due to staff illness, and a second survey day (September 5) was missed due to temporary closure of the Inyo National Forest. Two remaining survey days (Thursday, August 26, 2021 and Sunday, August 29, 2021) will be added to the final dataset submitted with the final report.

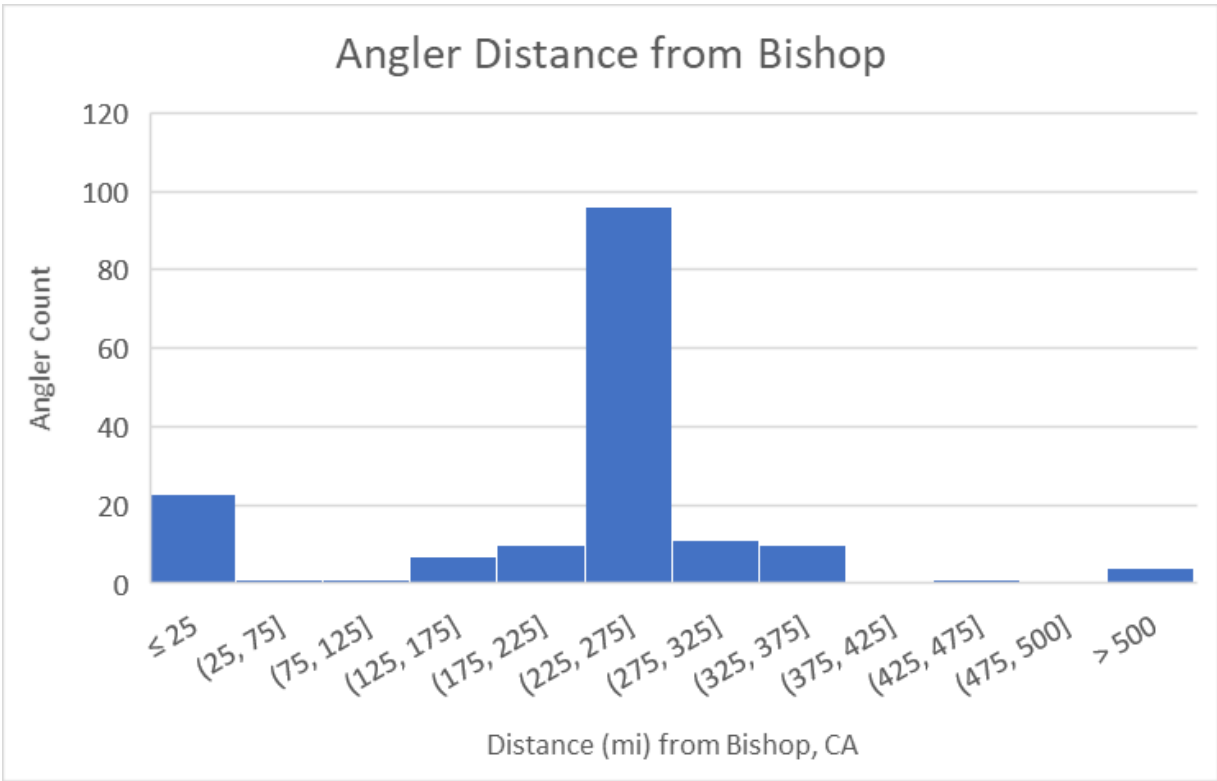


**Figure 3-21 Catch Count by Size**

**Table 3-9 Estimate of Fish Per Effort-Hour**

<b>Location</b>	<b>Hours Spent Fishing</b>	<b>Total Fish Caught</b>	<b>Fish Per Effort-Hour</b>
Four Jeffery	3.25	2	0.62
Big Trees	16.00	9	0.56
Intake No. 2	307.53	156	0.51
Lake Sabrina	276.10	133	0.48
South Lake	91.25	50	0.55
<b>Total</b>	<b>694.13</b>	<b>350</b>	<b>0.50</b>

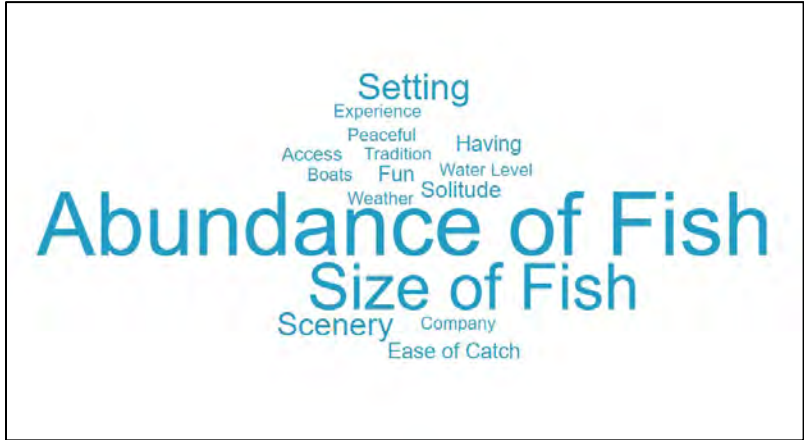
Note: This time represents self-reported time spent fishing by anglers interviewed. As such, times may be off (e.g., Reporting total time at recreation site rather than time spent only fishing).



**Figure 3-22 Distance of Angler’s Home from Bishop Based on ZIP Code Provided**



**Figure 3-23 Word Cloud for Question: How does overall fishing quality compare to the past experiences here?**



**Figure 3-24 Word Cloud for Question: How do you define quality of fishing?**

## 4.0 SCHEDULE AND NEXT STEPS

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While angler surveys are now complete, REC 1 web-based surveys will remain open through November 2021; other remaining field activities (spot counts; trail and traffic counters) are expected to conclude mid-November, dependent upon gate closures and weather conditions at the study sites. This memorandum will accompany the submission of the USR on November 4, 2021, with the data depicted here being discussed in the USR meeting on November 18, 2021. Once all aspects of the study are complete, data will be compiled and analyzed for inclusion in a final study report that will accompany the Draft License Application.

As expected, the 2021 recreation season was not an entirely representative year for typical use in the study areas, and while there have been many complications to the study schedule and methods for the REC 1 study, SCE believes the implementation of the REC 1 study was consistent with the Study Plan Determination and subsequent modifications discussed with the Recreation and Land Use TWG and filed with FERC through previous progress reports. The quantitative data will provide a sufficient picture of the distribution of recreation use throughout the study area, specifically when compared to the site capacity and dispersed use data collected as part of REC 2. The qualitative data collected through web-based and creel surveys sheds light on many of the anticipated issues at the study areas, namely overlapping and often conflicting uses and parking concerns.

## Appendix A: Summary of Changes to Study Methods

**Table A-1 Study Plan Modifications (Changes Since May 28 Progress Report **Highlighted**)**

ACTIVITIES	ORIGINAL STUDY PLAN METHODS	CHANGES TO METHODS
<p>In-Person Interviews (General Recreation Surveys)</p>	<p><b><u>REC 1 Technical Study Plan, as filed on August 29, 2019</u></b>  <i>Visitor surveys will be conducted on-site using a survey form (available in both English and Spanish) at each general recreation survey site listed in Table 4-1 to collect recreation user characteristics and demographics (e.g., origin, gender, age and group size), satisfaction, type of activities, length of stay and perception of crowdedness, site conditions, fees and site needs. The survey form will also be made available online through a web address or QR code advertised at selected INF recreation areas. The data collected will be used to provide a general pattern of recreation use (e.g., type, volume and daily) and assist in the development of recreation use estimates for the Project area. The data will provide recreation user inputs on "crowdedness" and potential facility needs. An example survey form is included in Appendix D, and SCE will work with the INF to develop a final survey form prior to the 2020-2021 field seasons.</i></p> <p><i>SCE will also collaborate with its consultant's data management and statistics team and the INF to determine an appropriate frequency of summer and winter general recreation surveys that would provide a statistically supported assessment of average use and adequate qualitative feedback regarding user perceptions and experience at each site. Surveys will be conducted in the 2020 and 2021 field seasons and will attempt to gather a representative sample of weekday, non-peak weekend, and peak weekend use.</i></p> <p><i>All survey clerks for both the general recreation surveys and creel surveys discussed below will be trained thoroughly as a means of quality control. Survey clerks will be provided with detailed information on the study schedule, appropriate materials to aid in data collection and direction on appropriate interviewing techniques and attire.</i></p> <p><i>While there is no direct nexus to the Project, an off-site survey form will also be developed with the INF prior to the 2020-2021 field seasons for the purpose of engaging users choosing to not visit the Bishop Creek watershed to understand the regional perception of the watershed and what recreational opportunities may not be present but are desirable by the general public. Similarly, INF is interested in learning whether or not there are aspects of the existing recreational opportunities in the Bishop Creek watershed that deter users from visiting the area. This data will be collected predominantly from the INF's White Mountain Ranger District office in Bishop, CA, although online surveys may also be utilized. The off-site survey data will be compiled and analyzed separately from the relicensing general use survey, which will be administered and reported as previously discussed.</i></p>	<p><b><u>Changes to survey methods based on discussions with the USFS in late 2019 and memorialized in a December 10, 2019 memo:</u></b>            SCE resources for conducting on-site surveys will be focused on the three main recreation areas (Lake Sabrina, South Lake, and Intake No. 2 Recreation Areas). Should surveys be collected at INF campgrounds, they will be administered by campground hosts according to a randomly generated schedule.</p> <p>Longley Lake has been removed from the list of sites where on-site surveys will be administered.</p> <p>The recreation season has been expanded to include the entire fishing season (April 25, 2020 – November 15, 2020).</p> <p>As a result of the above, "Fishmas" and Memorial Day weekends have been added to the list of peak weekends. It should be noted that South Lake and Lake Sabrina Recreation Areas may not be open/accessible on April 25, 2020, dependent on weather conditions at that time.</p> <p>Winter recreation surveys have been removed from the schedule. Information regarding winter recreational use will be obtained by examining past backcountry permits and perhaps providing surveys to local recreation groups that may provide qualitative information regarding past and future use of the Bishop Creek National Recreation Area during prime winter conditions.</p> <p>The frequency of surveys have been proposed with the intention of obtaining a representative sample of the population (at least 400 surveys) that visit each of the three main recreation areas (Lake Sabrina, South Lake, and Intake No. 2 Recreation areas). Should surveys also be administered at campgrounds within the Bishop Creek National Recreation Area, they too should meet the standards for a representative sample of the population of campground users as a whole. A sampling day is assumed to be a 6 hour period generally ranging from 11am to 5pm in an attempt to encounter the most recreationists and gather surveys from recreationists exiting in both the morning and afternoon. Calculations for number of surveys assume an average of 4 surveys completed per hour. With these assumptions in place, an estimated 432 surveys would be collected within each main recreation area (1,296 in total). Campground surveys would provide an additional 1,584 surveys for an estimated grand total of 2,880 surveys. For each sampling area or site, the exact days for sampling will be randomly generated throughout the recreation season.</p> <p><b><u>Changes/Update to survey methods based on discussions with the TWG in early 2021:</u></b>            During 2019 and 2020, SCE and the USFS also developed an online survey tool meant to gather recreational use data at a broader level than solely individuals that are on-site at the moment of survey. This tool was successful in gathering important qualitative information regarding the needs and desires of recreators at the Project reservoirs. While the survey was posted on SCE and the USFS websites and social media, it remained largely a passive attempt at collecting data. In an attempt to reduce person-to-person contact during the 2021 recreation season (April 25, 2021 – November 15, 2021), person-to-person, on-site surveys will be replaced with an expanded effort to obtain responses through the web survey, specifically to also target recreation users that are currently on-site or have just been on-site. To do so, QR codes and URLs of the web survey will be posted at the recreation areas; fliers placed on car windshields; and potentially a drop box installed with forms to be filled on site. Concerted efforts will also be made to distribute the web survey via email, social media, and website postings to obtain as many responses as possible.</p> <p>Survey responses will be categorized based on the source of the survey taker (onsite, website, email blast, etc.).</p> <p>Staff will still be needed to post surveys, distribute fliers, install drop boxes, retrieve surveys, etc., though at a reduced frequency and without the need for person-to-person contact. Activities can be conducted at the same time as spot counts.</p>

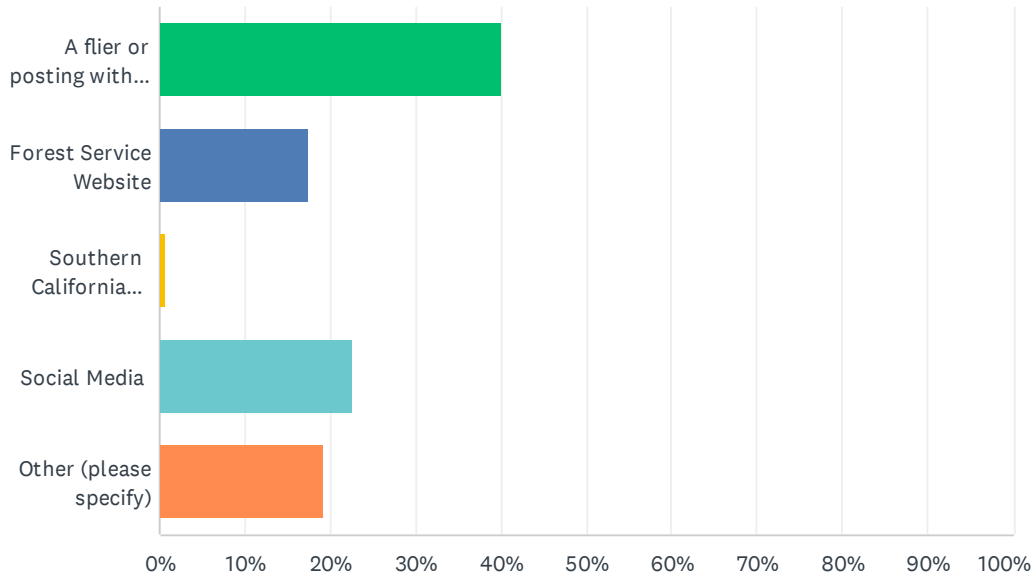


ACTIVITIES	ORIGINAL STUDY PLAN METHODS	CHANGES TO METHODS
<p>In-Person Interviews (Creel Surveys)</p>	<p><b>REC 1 Technical Study Plan, as filed on August 29, 2019</b>  <i>Creel surveys will be conducted using a field data sheet (Appendix E) at each creel survey site listed in Table 4-1 to collect angler characteristics (e.g., origin, gender, age and group size), determine current angler timing, effort, harvest, composition, success, and an estimate of catch-per-unit effort by species.</i></p> <p><i>Creel surveys will be conducted at least monthly on weekends during angling season (approximately May to October) with the intent of spending at least one hour at each designated survey point. Additional surveys may be opportunistically conducted by survey clerks encountering anglers while performing other studies such as the general recreation surveys. The objective will be to complete a combined total of at least 50 surveys at creel survey sites during the field season.</i></p>	<p><b>Changes/Update to survey methods based on discussions with the TWG in early 2021:</b>  The TWG discussed the possibility of also moving angler surveys into a web-based format, but due an expectation of low response from anglers from past experience, the TWG agreed to move forward with angler surveys in-person since the nature of these surveys would be more informal and allow for quick interaction at a safe distance.</p> <p>Based on feedback from CDFG, angler surveys will be collected between Memorial Day and Labor Day weekends, since that is the heaviest concentration of use.</p> <p>To achieve a stratified sample over that period of 20%, an additional ten days of angler sampling was added to the schedule to arrive at a total of 21 sampling days (1 Labor Day, 1 Independence Day, 1 Memorial Day, 9 weekends, 9 weekdays).</p> <p>Given that most anglers fish from 7am to 5pm, with peak effort between 9am and noon, surveys were also randomly sampled into four blocks of time: 930am to 1115am; Noon to 2pm; 2pm to 4pm; and 4pm to 6pm. The four primary areas surveyed in each block included: South Lake, Intake No. 2; Lake Sabrina; and the Campgrounds (Forks, Four Jeffery, and Big Trees).</p>
<p>Spot Counts</p>	<p><b>REC 1 Technical Study Plan, as filed on August 29, 2019</b>  <i>Spot counts will be conducted at each recreation site listed in Table 4-1 in conjunction with the general recreation surveys outlined in Section 4.1.4. Spot counts will allow for documentation of the number of vehicles and trailers at each parking area as a means of estimating the number of users currently at the site along with weather, time, and license plate data.</i></p> <p>As determined in consultation with the USFS following the filing of the Revised Technical Study Plan, the current schedule provides for 7 weekday (non-peak), 7 weekend (non-peak) and 4 holiday (peak) counts for each of the three recreation areas. These counts would be taken at the same time as user surveys, resulting in a total of 55 days in the field. The survey schedule will be randomly generated.</p>	<p><b>Changes/Update to survey methods based on discussions with the TWG in early 2021:</b>  Spot count methods essentially did not change. As user surveys are not scheduled, spot counts for all three recreation areas were feasible within a single morning or afternoon, thus reducing the number of field days from 55 to 18 days, while still conducting the same number of counts.</p> <p>Local, temporary staff was obtained to perform the 18 days of spot counts and related data management, as well as the data collection activities described above for web surveys.</p>
<p>Traffic Counters</p>	<p><b>REC 1 Technical Study Plan, as filed on August 29, 2019</b>  <i>Where traffic counters are currently installed to record the number of vehicles that enter and exit the recreation sites, a minimum of one year of traffic counter data will be collected and analyzed to help determine use and patterns of public access at the site. The number and location of traffic counters will be determined in consultation with the INF prior to the 2020-2021 field seasons.</i></p> <p>As determined in consultation with the USFS following the filing of the Revised Technical Study Plan, traffic counters will be installed to collect total vehicles exiting each of the three recreation areas (Lake Sabrina, South Lake, and Intake No. 2 Reservoir).</p>	<p>Methods did not change.</p>
<p>Trail Counters</p>	<p><b>REC 1 Technical Study Plan, as filed on August 29, 2019</b>  <i>At three locations, trail counter data will be collected and analyzed for a minimum of one year to determine use and patterns of informal access to the following informal trails adjacent to the Project boundary:</i></p> <ul style="list-style-type: none"> <li>• <i>Inlet Trail, as it is labeled on a map at the Lake Sabrina Boat Landing, where an informal trail has been created, extending from the marina along the western shore of Lake Sabrina to the Bishop Creek inlet.</i></li> <li>• <i>Green Creek Diversion Pipeline, where users are informally using of the pipeline right-of-way as a trail.</i></li> <li>• <i>Little Egypt Trail, an informal stream crossing and trail near SCE's Powerhouse No. 3 that is used to access the Little Egypt climbing area.</i></li> </ul>	<p>Methods did not change.</p>

## Appendix B: Summary of Web-based Survey Results

## Q1 Please let us know how you heard about this survey.

Answered: 287 Skipped: 61



ANSWER CHOICES	RESPONSES	
A flier or posting within the Inyo National Forest	40.07%	115
Forest Service Website	17.42%	50
Southern California Edison Website	0.70%	2
Social Media	22.65%	65
Other (please specify)	19.16%	55
<b>TOTAL</b>		<b>287</b>

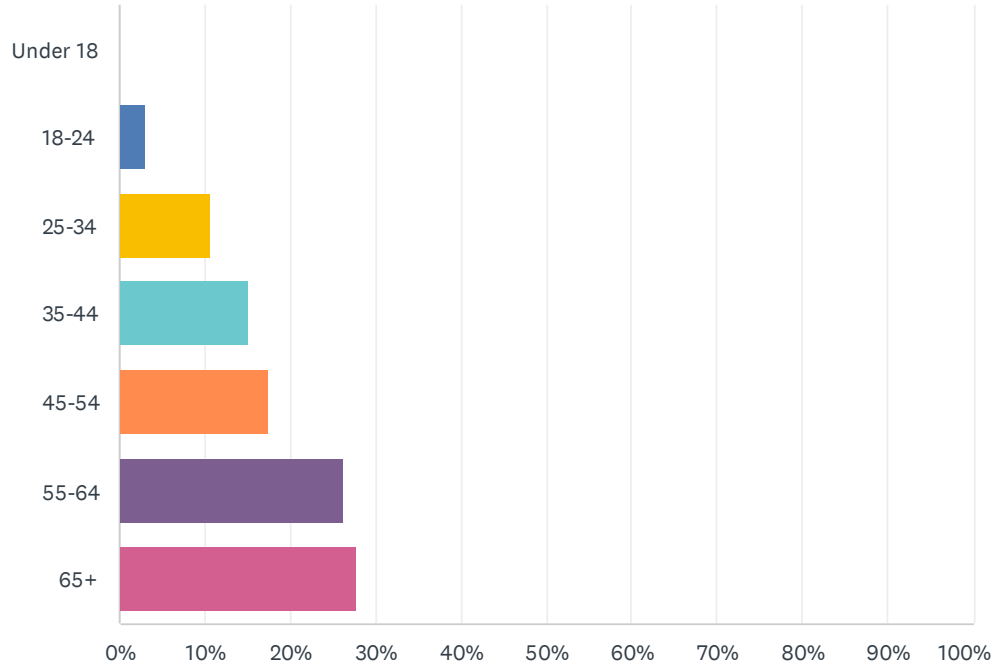
Q2 Would you please provide only the 5-digit zip-code of your primary residence. [Note: No personal information is being sought; rather, SCE is seeking to understand the demographics of its current recreational users.]

Answered: 345 Skipped: 3

ANSWER CHOICES	RESPONSES	
5-digit zip code if residing in the USA	100.00%	345
Country for individuals residing outside the USA	5.80%	20

### Q3 Please provide the age of the individual completing this survey using the ranges provided below.

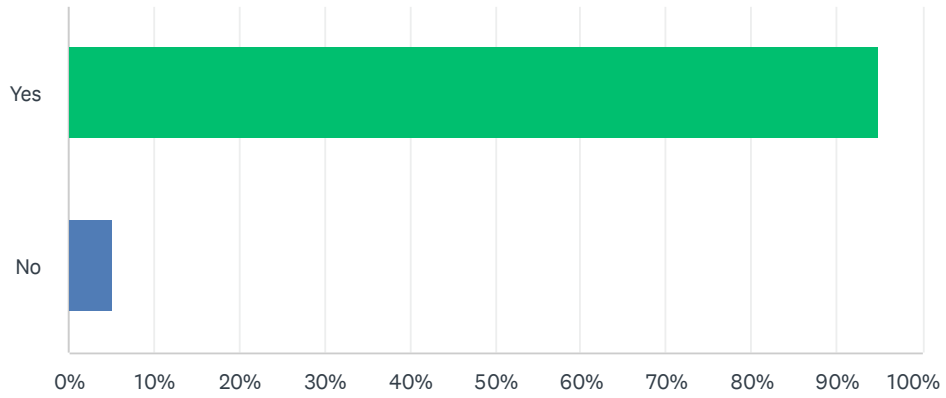
Answered: 344 Skipped: 4



ANSWER CHOICES	RESPONSES	
Under 18	0.00%	0
18-24	2.91%	10
25-34	10.76%	37
35-44	15.12%	52
45-54	17.44%	60
55-64	26.16%	90
65+	27.62%	95
<b>TOTAL</b>		<b>344</b>

## Q4 Have you ever recreated at the Bishop Creek Reservoirs?

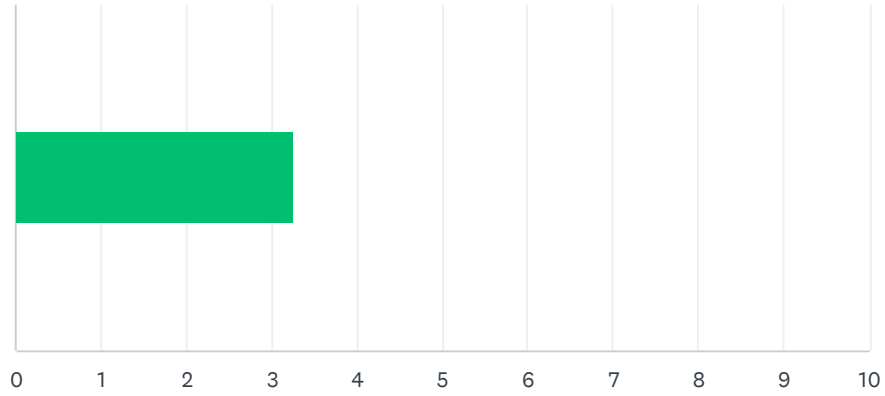
Answered: 348 Skipped: 0



ANSWER CHOICES	RESPONSES	
Yes	94.83%	330
No	5.17%	18
TOTAL		348

## Q5 When visiting the Bishop Creek Reservoirs, how many people are typically in your party?

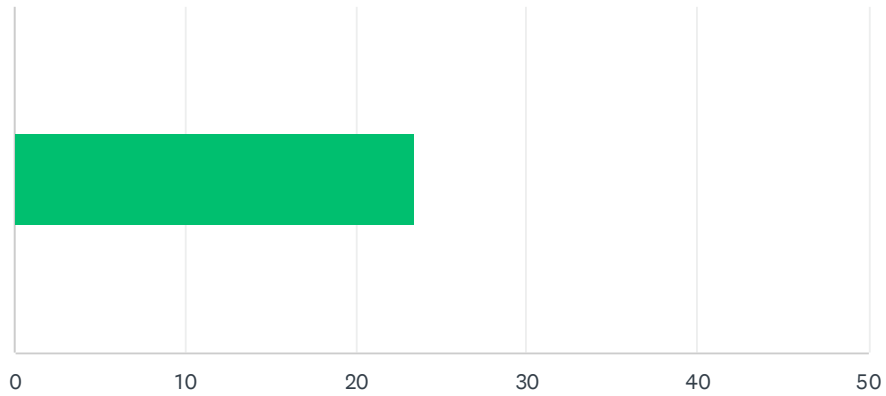
Answered: 316 Skipped: 32



ANSWER CHOICES	AVERAGE NUMBER	TOTAL NUMBER	RESPONSES
	3	1,033	316
Total Respondents: 316			

## Q6 How many years have you been visiting the Bishop Creek Reservoirs?

Answered: 318 Skipped: 30

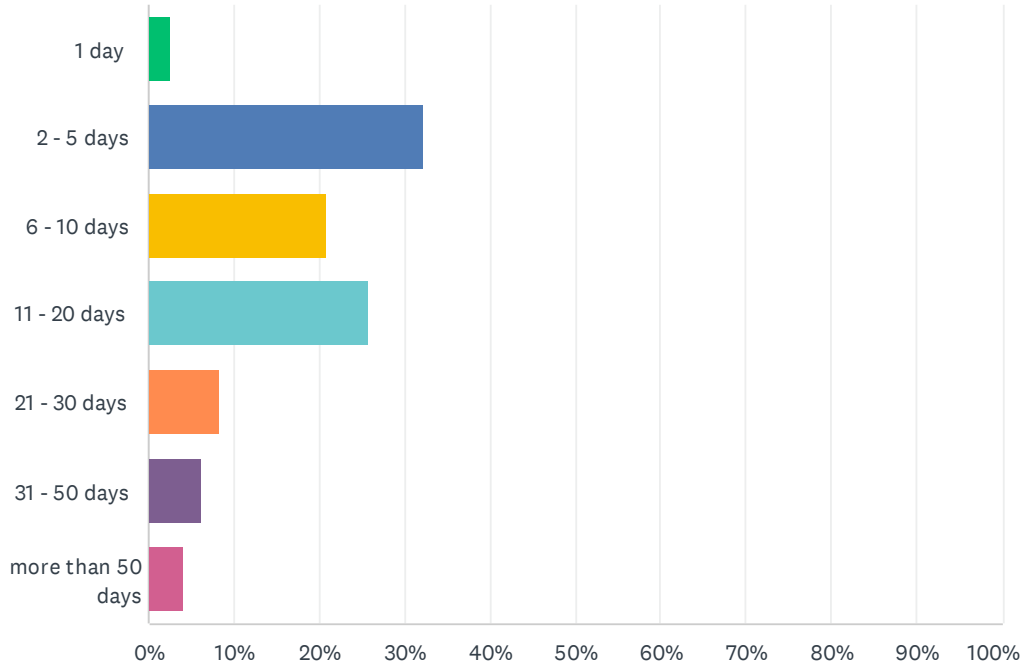


ANSWER CHOICES	AVERAGE NUMBER	TOTAL NUMBER	RESPONSES
	23	7,459	318
Total Respondents: 318			



## Q7 In general, how many days per year do you visit the Bishop Creek Reservoirs?

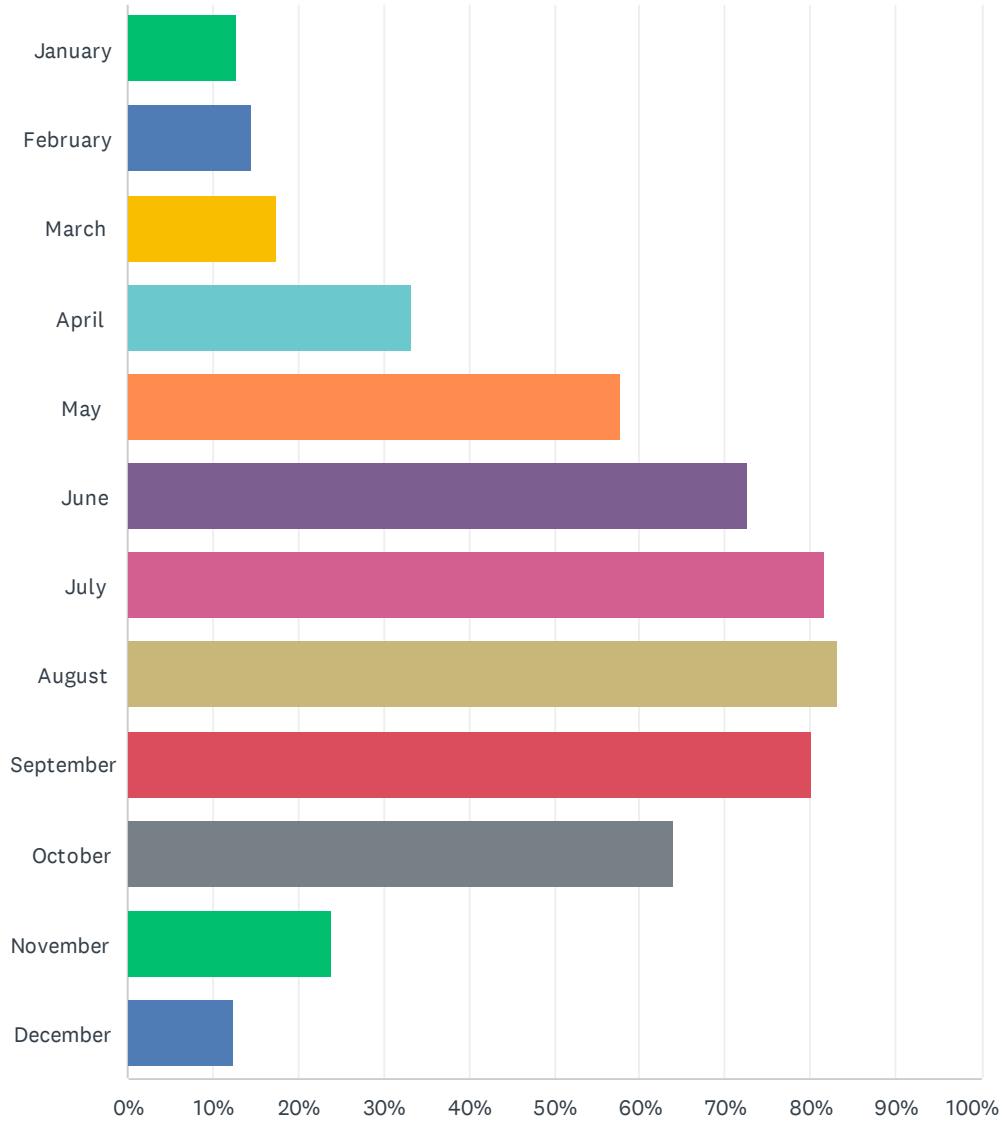
Answered: 322 Skipped: 26



ANSWER CHOICES	RESPONSES	
1 day	2.48%	8
2 - 5 days	32.30%	104
6 - 10 days	20.81%	67
11 - 20 days	25.78%	83
21 - 30 days	8.39%	27
31 - 50 days	6.21%	20
more than 50 days	4.04%	13
<b>TOTAL</b>		<b>322</b>

### Q8 During which months do you typically visit the Bishop Creek Reservoirs? (Select all that apply)

Answered: 322 Skipped: 26

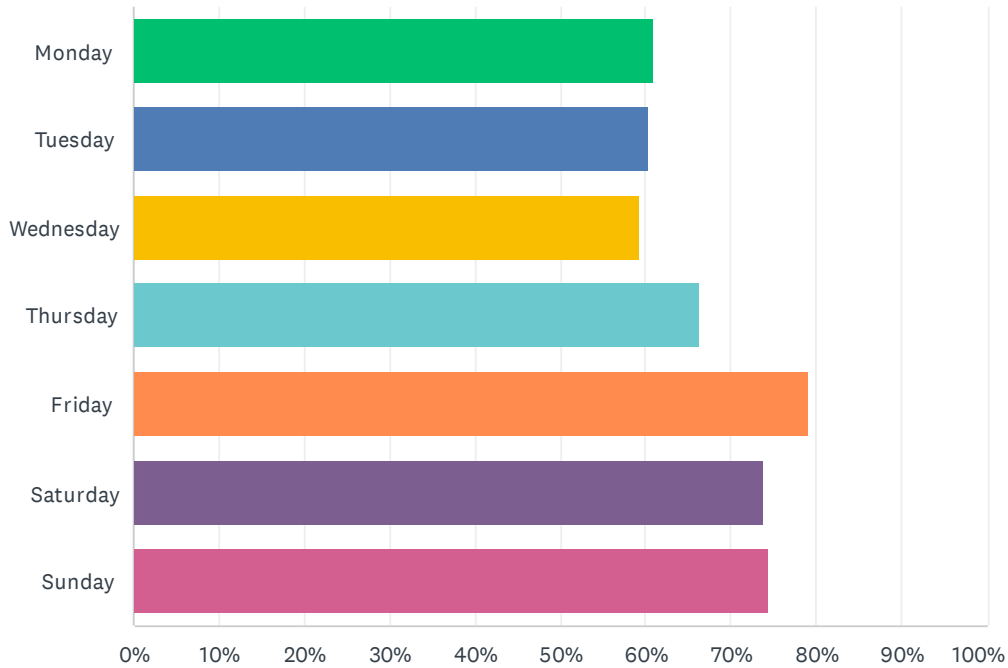


## Bishop Creek Reservoirs: Recreational Use Survey

ANSWER CHOICES	RESPONSES	
January	12.73%	41
February	14.60%	47
March	17.39%	56
April	33.23%	107
May	57.76%	186
June	72.67%	234
July	81.68%	263
August	83.23%	268
September	80.12%	258
October	63.98%	206
November	23.91%	77
December	12.42%	40
Total Respondents: 322		

### Q9 What day(s) of the week do you typically visit the Bishop Creek Reservoirs? (Select all that apply)

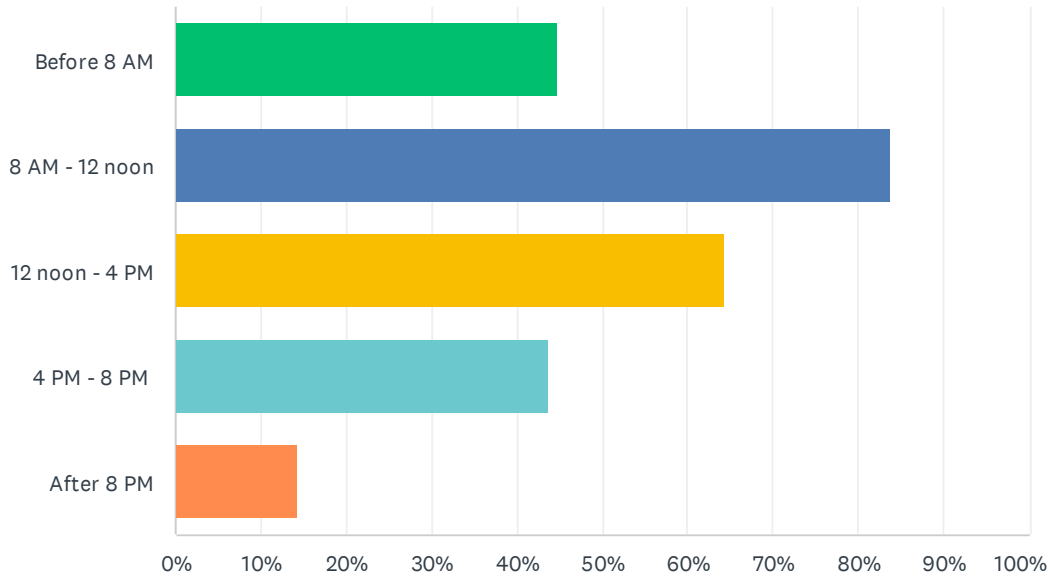
Answered: 321 Skipped: 27



ANSWER CHOICES	RESPONSES
Monday	61.06% 196
Tuesday	60.44% 194
Wednesday	59.19% 190
Thursday	66.36% 213
Friday	79.13% 254
Saturday	73.83% 237
Sunday	74.45% 239
Total Respondents: 321	

### Q10 What time(s) of day do you most like to visit the Bishop Creek Reservoirs? (Select all that apply)

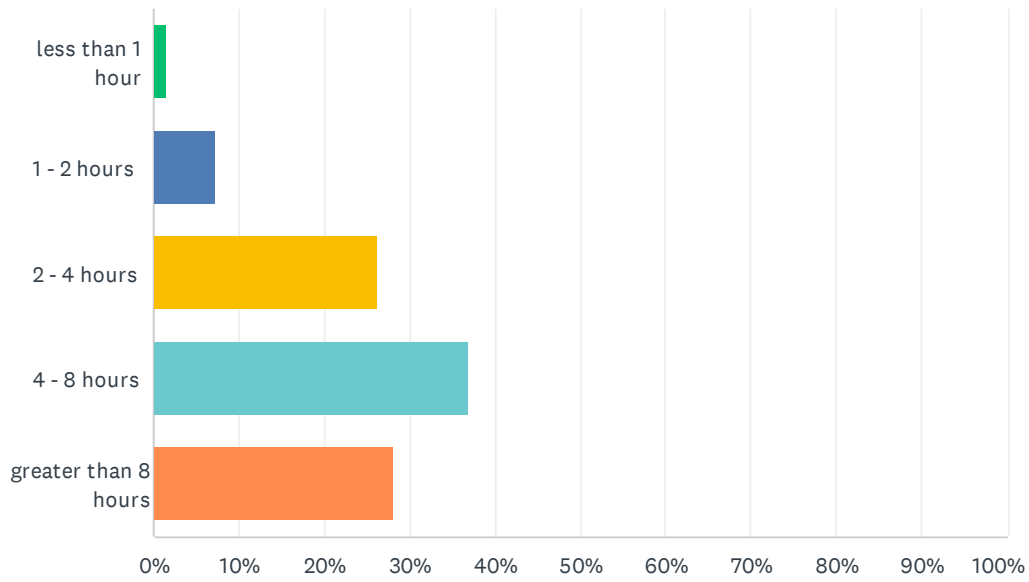
Answered: 321 Skipped: 27



ANSWER CHOICES	RESPONSES	
Before 8 AM	44.86%	144
8 AM - 12 noon	83.80%	269
12 noon - 4 PM	64.49%	207
4 PM - 8 PM	43.61%	140
After 8 PM	14.33%	46
Total Respondents: 321		

### Q11 On average, how long (hours) is a typical visit?

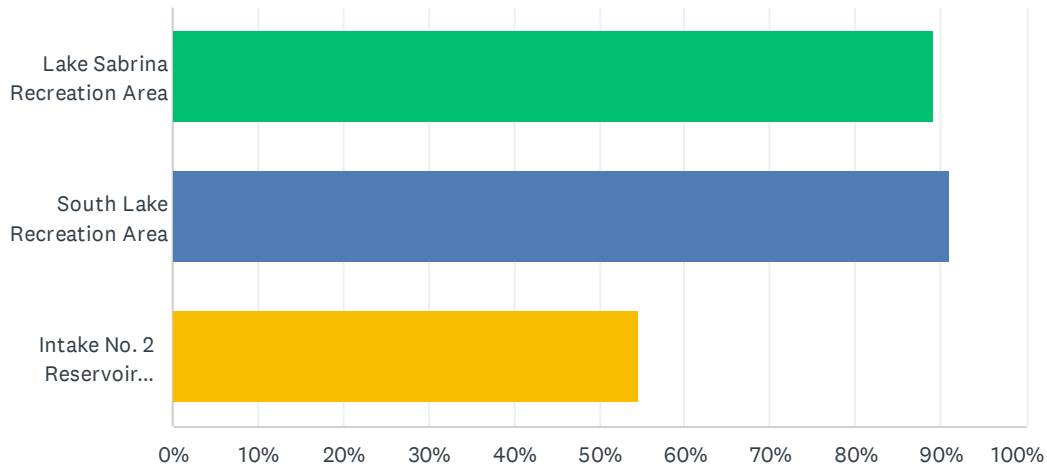
Answered: 320 Skipped: 28



ANSWER CHOICES	RESPONSES	
less than 1 hour	1.56%	5
1 - 2 hours	7.19%	23
2 - 4 hours	26.25%	84
4 - 8 hours	36.88%	118
greater than 8 hours	28.13%	90
<b>TOTAL</b>		<b>320</b>

Q12 The Inyo National Forest maintains a number of developed day use sites at each Bishop Creek Reservoirs recreation area. Using the map below, please indicate at which recreation area(s) you have recreated.  
(Select all that apply)

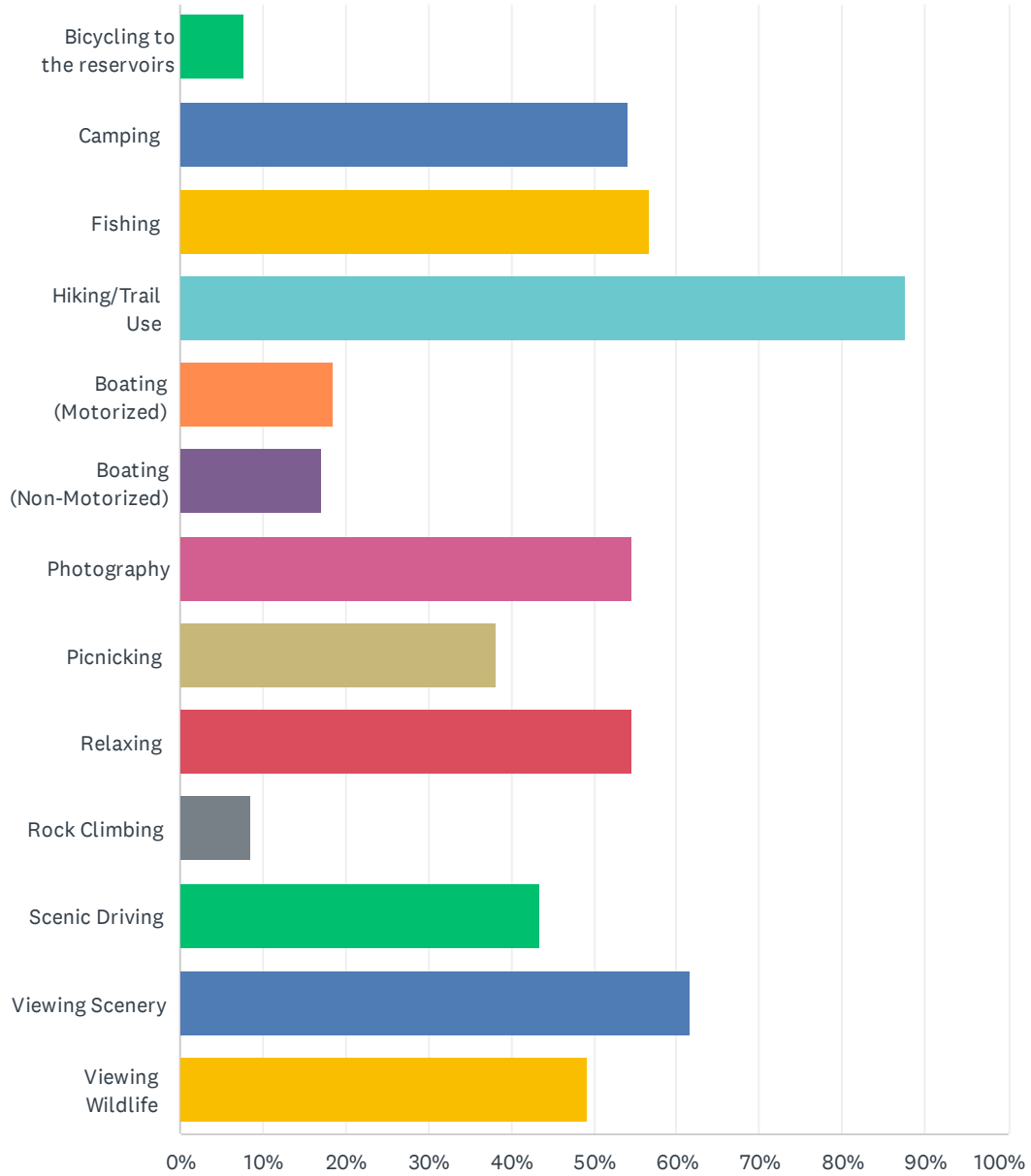
Answered: 312 Skipped: 36



ANSWER CHOICES	RESPONSES	
Lake Sabrina Recreation Area	89.10%	278
South Lake Recreation Area	91.03%	284
Intake No. 2 Reservoir Recreation Area	54.49%	170
Total Respondents: 312		

### Q13 What type of recreational activities do you pursue at the Bishop Creek Reservoirs? (Select all that apply)

Answered: 317 Skipped: 31





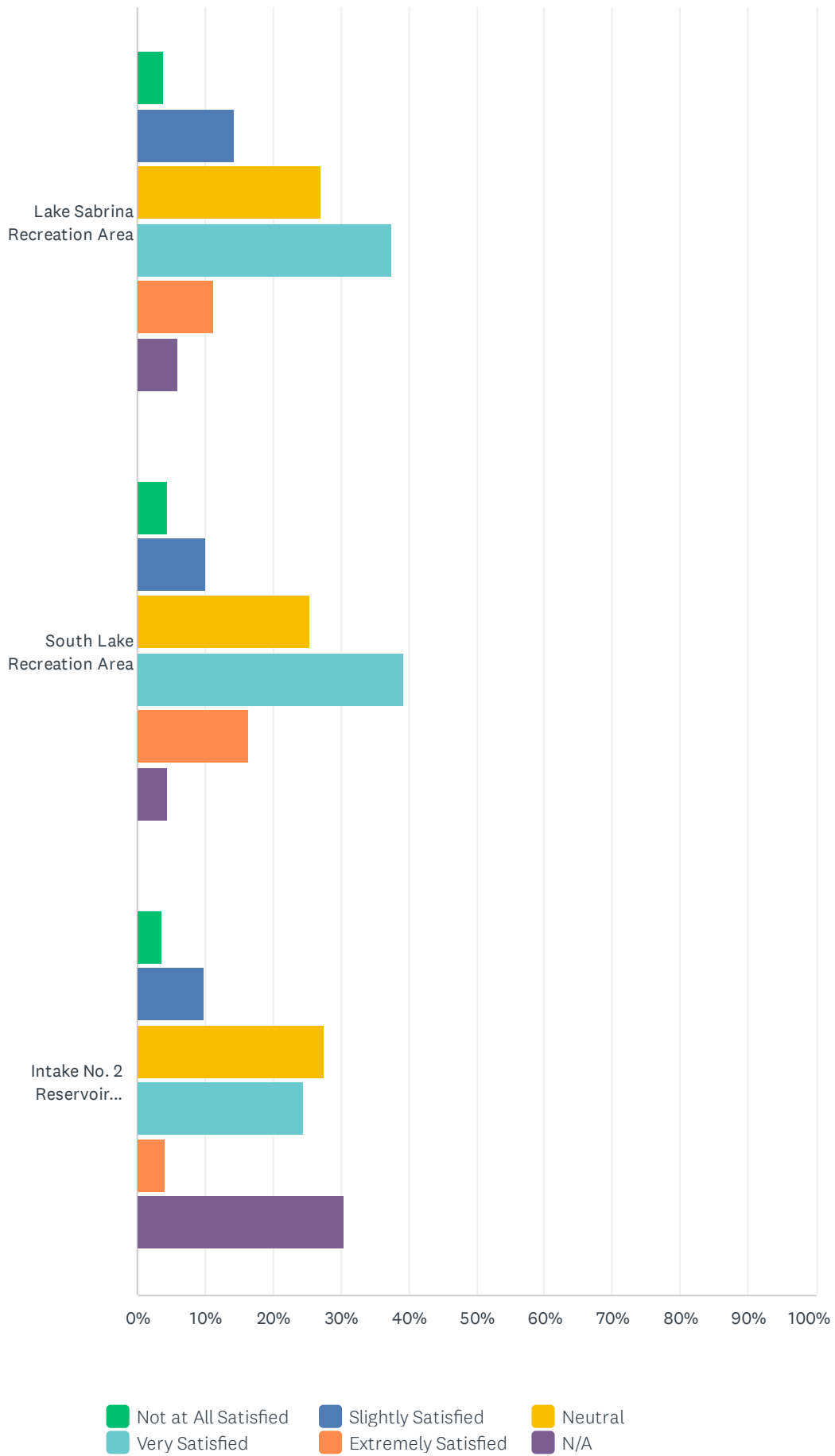
## Bishop Creek Reservoirs: Recreational Use Survey

ANSWER CHOICES	RESPONSES	
Bicycling to the reservoirs	7.57%	24
Camping	54.26%	172
Fishing	56.78%	180
Hiking/Trail Use	87.70%	278
Boating (Motorized)	18.61%	59
Boating (Non-Motorized)	17.03%	54
Photography	54.57%	173
Picnicking	38.17%	121
Relaxing	54.57%	173
Rock Climbing	8.52%	27
Scenic Driving	43.53%	138
Viewing Scenery	61.51%	195
Viewing Wildlife	49.21%	156
Total Respondents: 317		

Q14 For the recreation areas that have you used, how would you rate your overall satisfaction with the facilities at those day use sites? (Select all that apply)

Answered: 295 Skipped: 53

# Bishop Creek Reservoirs: Recreational Use Survey



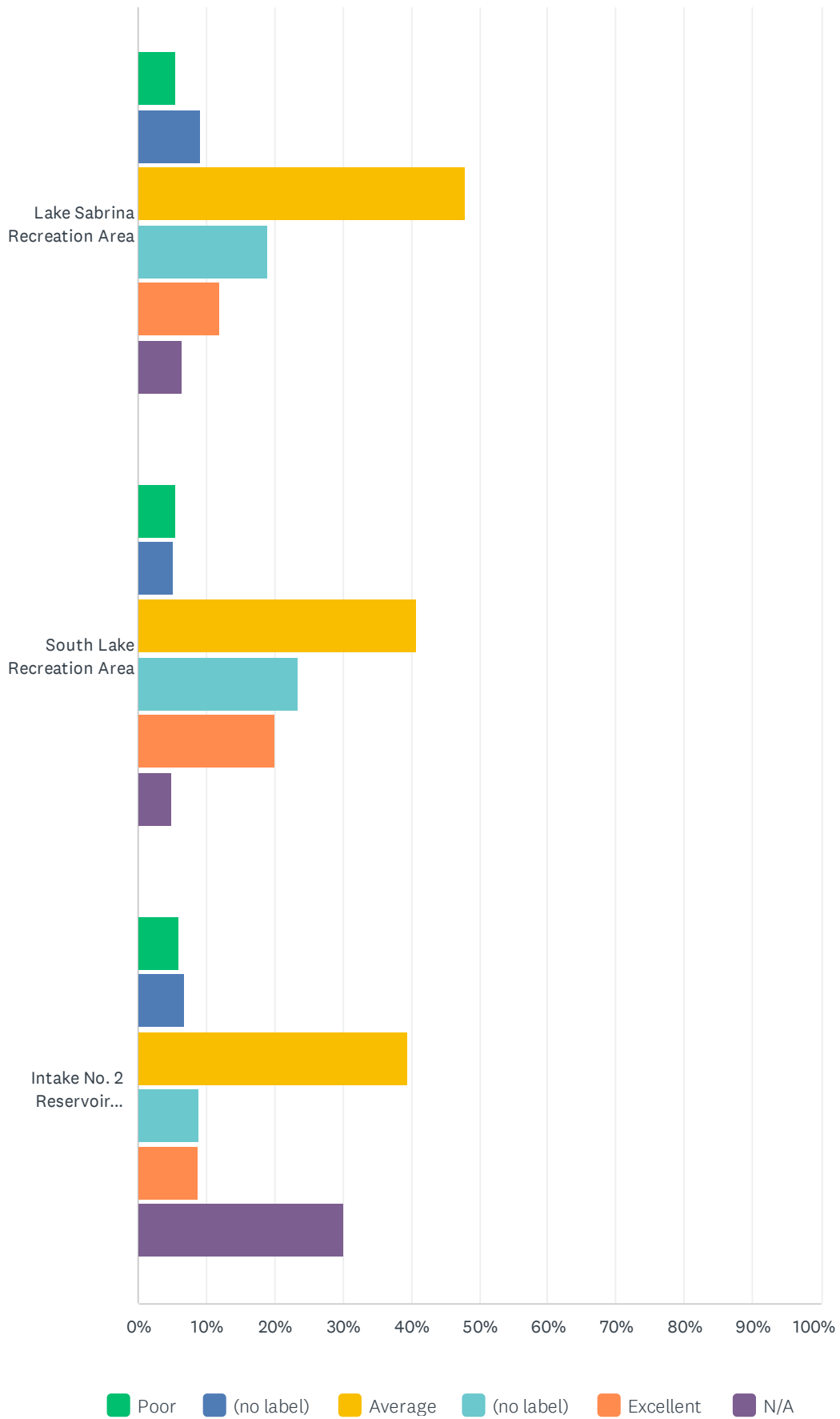
## Bishop Creek Reservoirs: Recreational Use Survey

	NOT AT ALL SATISFIED	SLIGHTLY SATISFIED	NEUTRAL	VERY SATISFIED	EXTREMELY SATISFIED	N/A	TOTAL	WEIGHTED AVERAGE
Lake Sabrina Recreation Area	3.86% 11	14.39% 41	27.02% 77	37.54% 107	11.23% 32	5.96% 17	285	3.40
South Lake Recreation Area	4.51% 13	10.07% 29	25.35% 73	39.24% 113	16.32% 47	4.51% 13	288	3.55
Intake No. 2 Reservoir Recreation Area	3.66% 10	9.89% 27	27.47% 75	24.54% 67	4.03% 11	30.40% 83	273	3.22

Q15 For the recreation areas that have you used, how would you rate the overall condition of the facilities at those day use sites? (Select all that apply)

Answered: 295 Skipped: 53

# Bishop Creek Reservoirs: Recreational Use Survey

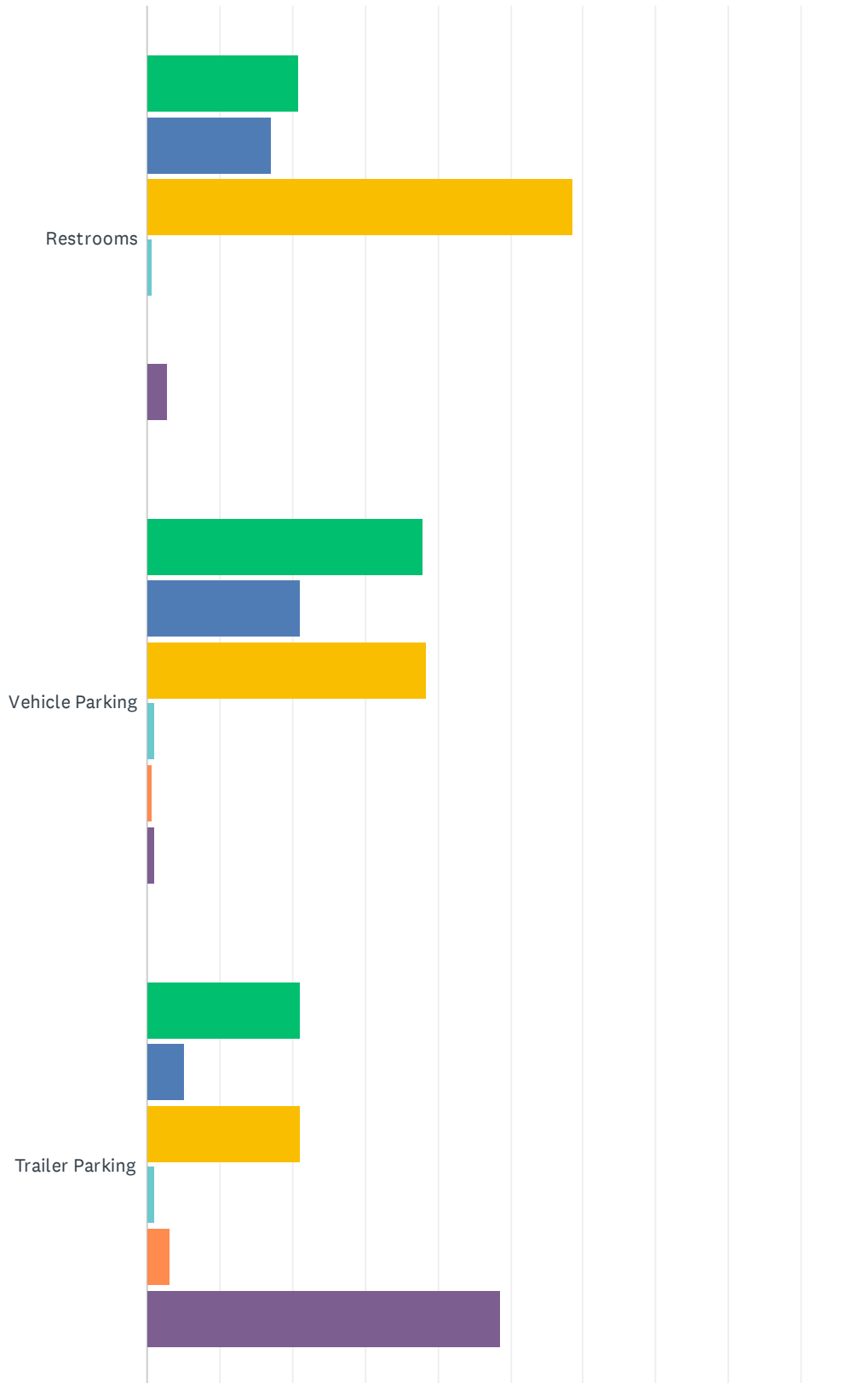


## Bishop Creek Reservoirs: Recreational Use Survey

	POOR	(NO LABEL)	AVERAGE	(NO LABEL)	EXCELLENT	N/A	TOTAL	WEIGHTED AVERAGE
Lake Sabrina Recreation Area	5.63% 16	9.15% 26	47.89% 136	19.01% 54	11.97% 34	6.34% 18	284	3.24
South Lake Recreation Area	5.54% 16	5.19% 15	40.83% 118	23.53% 68	20.07% 58	4.84% 14	289	3.50
Intake No. 2 Reservoir Recreation Area	6.02% 16	6.77% 18	39.47% 105	9.02% 24	8.65% 23	30.08% 80	266	3.11

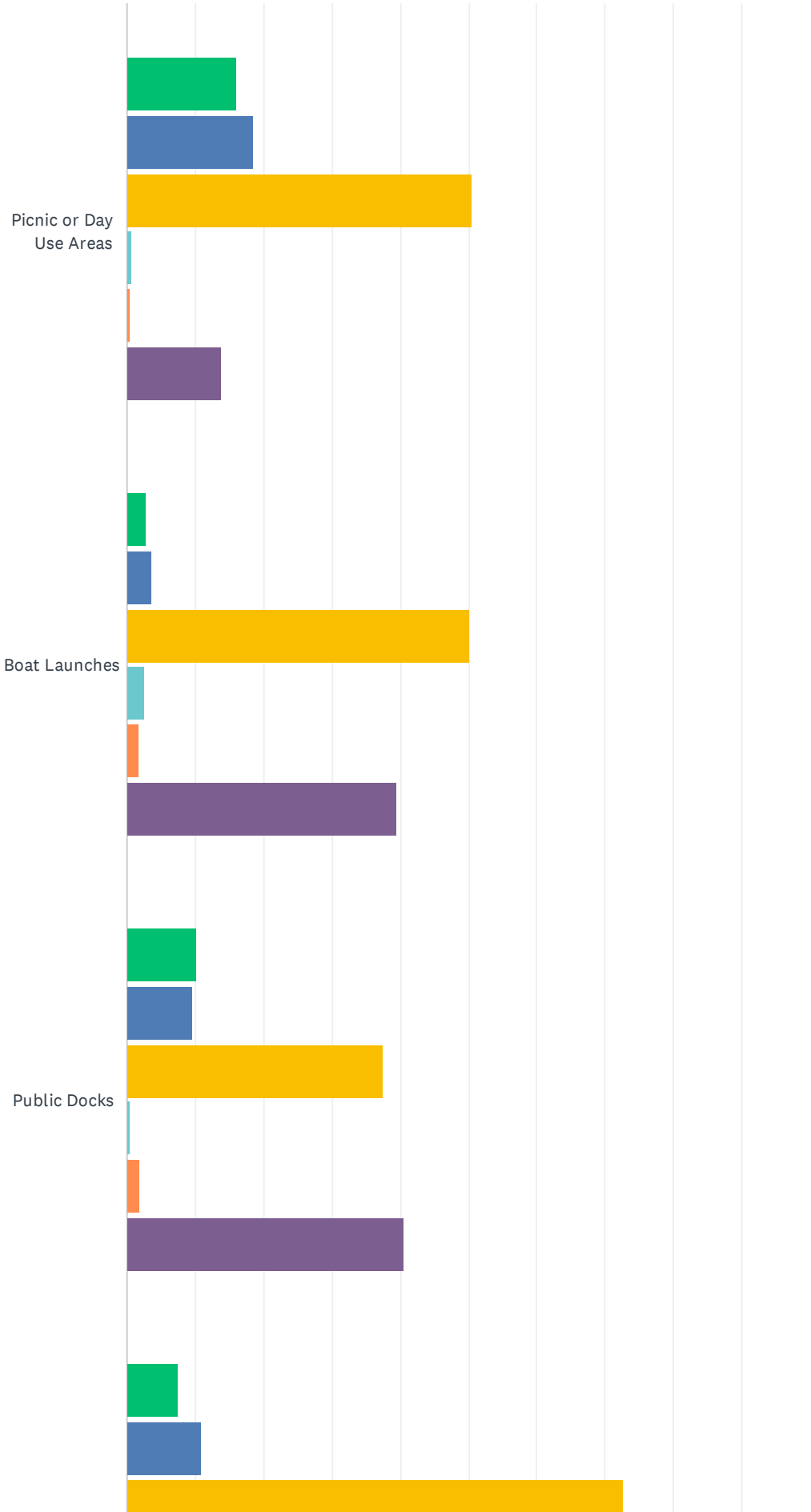
### Q16 In your experience, how would you rate the number of existing day use facilities at the Bishop Creek Reservoirs? (Select all that apply)

Answered: 296 Skipped: 52

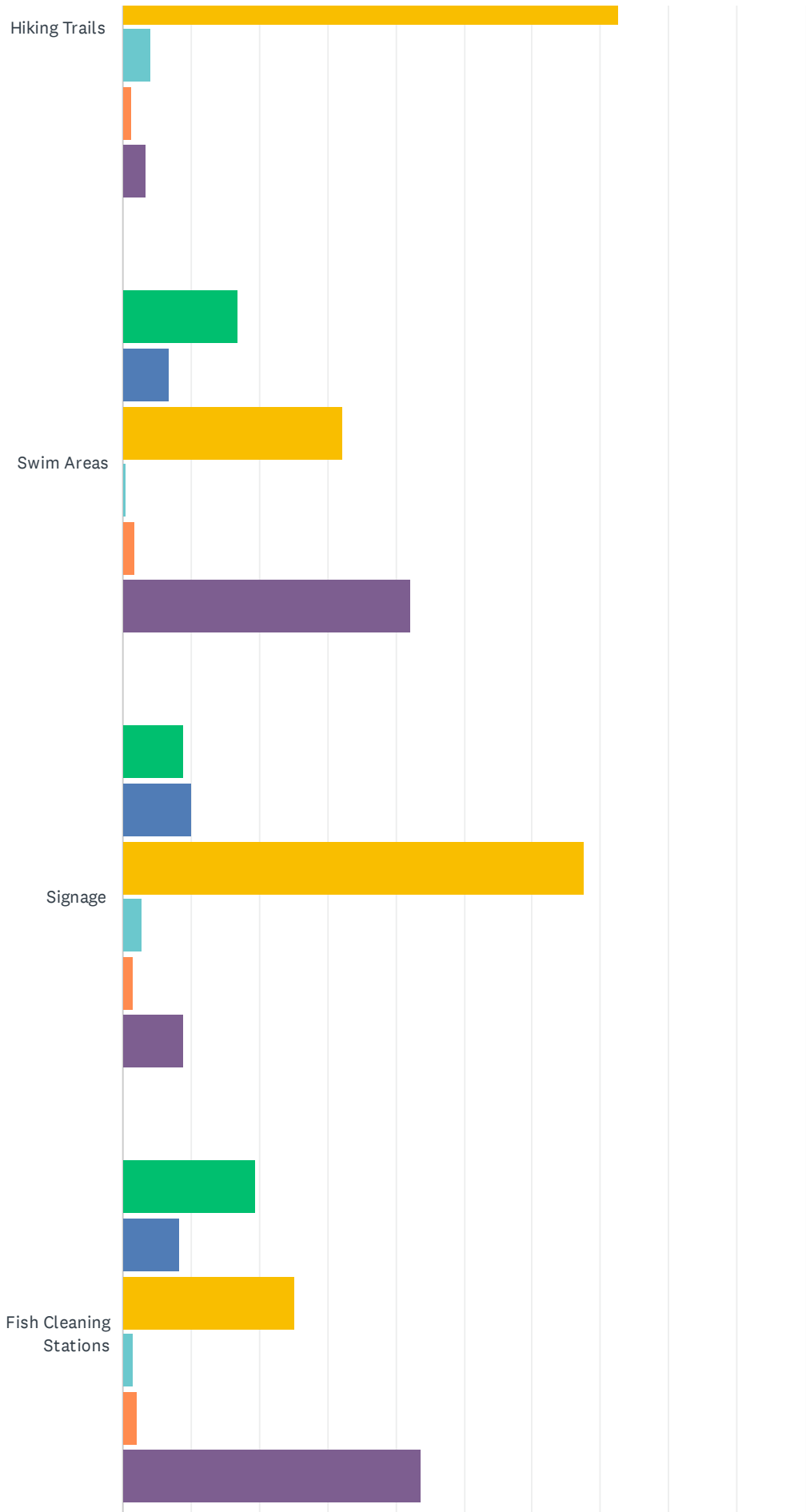




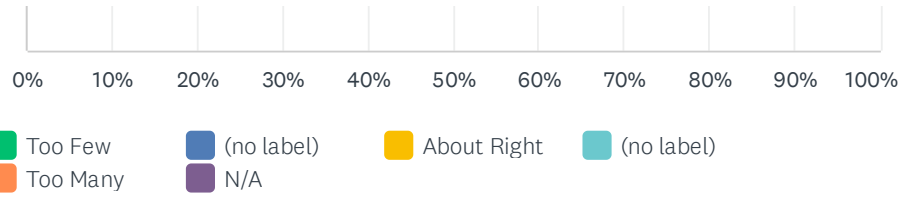
# Bishop Creek Reservoirs: Recreational Use Survey



# Bishop Creek Reservoirs: Recreational Use Survey



## Bishop Creek Reservoirs: Recreational Use Survey

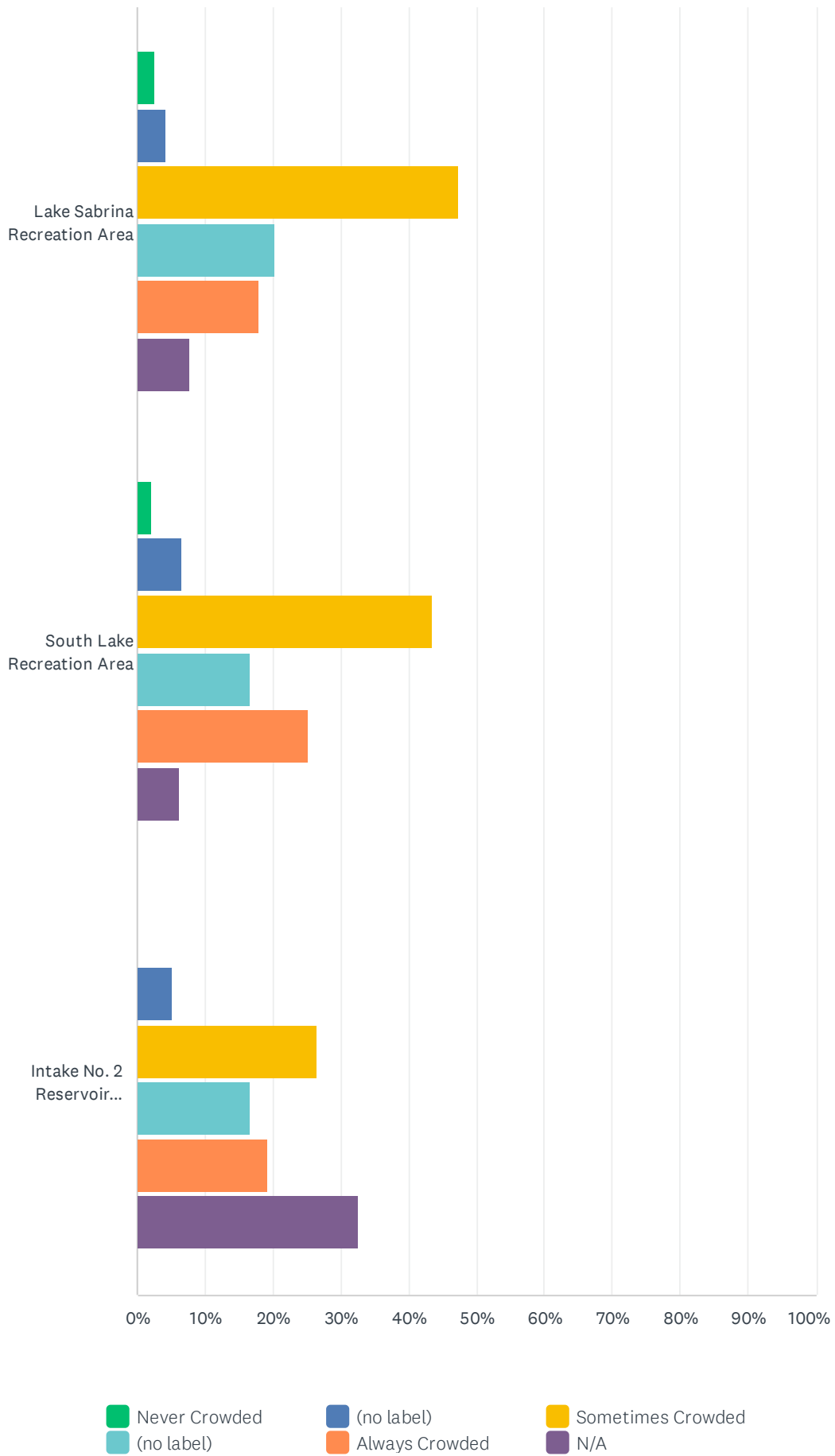


	TOO FEW	(NO LABEL)	ABOUT RIGHT	(NO LABEL)	TOO MANY	N/A	TOTAL	WEIGHTED AVERAGE
Restrooms	20.82% 61	17.06% 50	58.70% 172	0.68% 2	0.00% 0	2.73% 8	293	2.40
Vehicle Parking	37.97% 112	21.02% 62	38.31% 113	1.02% 3	0.68% 2	1.02% 3	295	2.04
Trailer Parking	21.01% 58	5.07% 14	21.01% 58	1.09% 3	3.26% 9	48.55% 134	276	2.23
Picnic or Day Use Areas	16.03% 46	18.47% 53	50.52% 145	0.70% 2	0.35% 1	13.94% 40	287	2.43
Boat Launches	2.84% 8	3.55% 10	50.00% 141	2.48% 7	1.77% 5	39.36% 111	282	2.95
Public Docks	10.22% 28	9.49% 26	37.59% 103	0.36% 1	1.82% 5	40.51% 111	274	2.56
Hiking Trails	7.51% 22	10.92% 32	72.70% 213	4.10% 12	1.37% 4	3.41% 10	293	2.80
Swim Areas	16.79% 47	6.79% 19	32.14% 90	0.36% 1	1.79% 5	42.14% 118	280	2.37
Signage	9.06% 26	10.10% 29	67.60% 194	2.79% 8	1.39% 4	9.06% 26	287	2.75
Fish Cleaning Stations	19.35% 54	8.24% 23	25.09% 70	1.43% 4	2.15% 6	43.73% 122	279	2.27

Q17 In general, for your combined trips to day use sites at the Bishop Creek Reservoirs, how crowded do you feel at the following locations?  
(Rate one per row)

Answered: 296 Skipped: 52

# Bishop Creek Reservoirs: Recreational Use Survey



## Bishop Creek Reservoirs: Recreational Use Survey

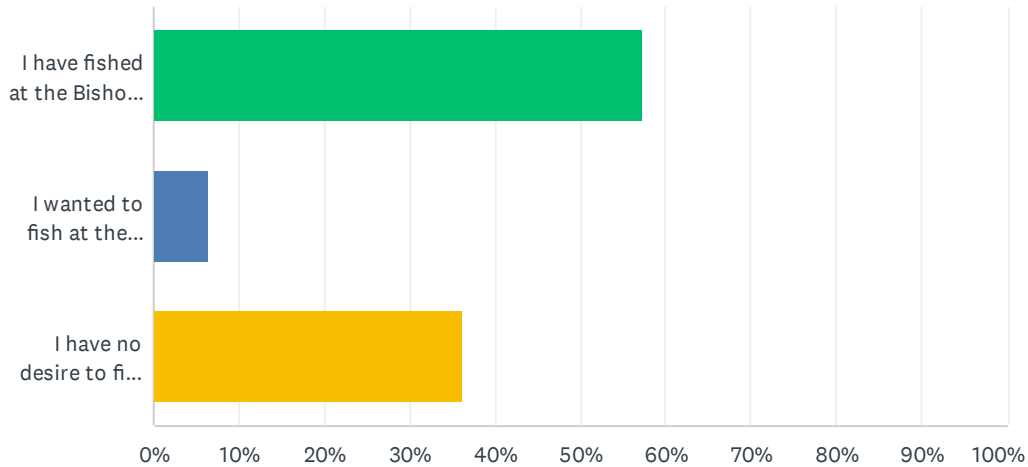
	NEVER CROWDED	(NO LABEL)	SOMETIMES CROWDED	(NO LABEL)	ALWAYS CROWDED	N/A	TOTAL	WEIGHTED AVERAGE
Lake Sabrina Recreation Area	2.46% 7	4.21% 12	47.37% 135	20.35% 58	17.89% 51	7.72% 22	285	3.51
South Lake Recreation Area	2.07% 6	6.55% 19	43.45% 126	16.55% 48	25.17% 73	6.21% 18	290	3.60
Intake No. 2 Reservoir Recreation Area	0.00% 0	5.07% 14	26.45% 73	16.67% 46	19.20% 53	32.61% 90	276	3.74

**Q18 Please provide any additional detail on how we can improve day use opportunities at the Bishop Creek Reservoirs.**

Answered: 137 Skipped: 211

## Q19 Have you fished or are you interested in fishing at the Bishop Creek Reservoirs?

Answered: 296 Skipped: 52

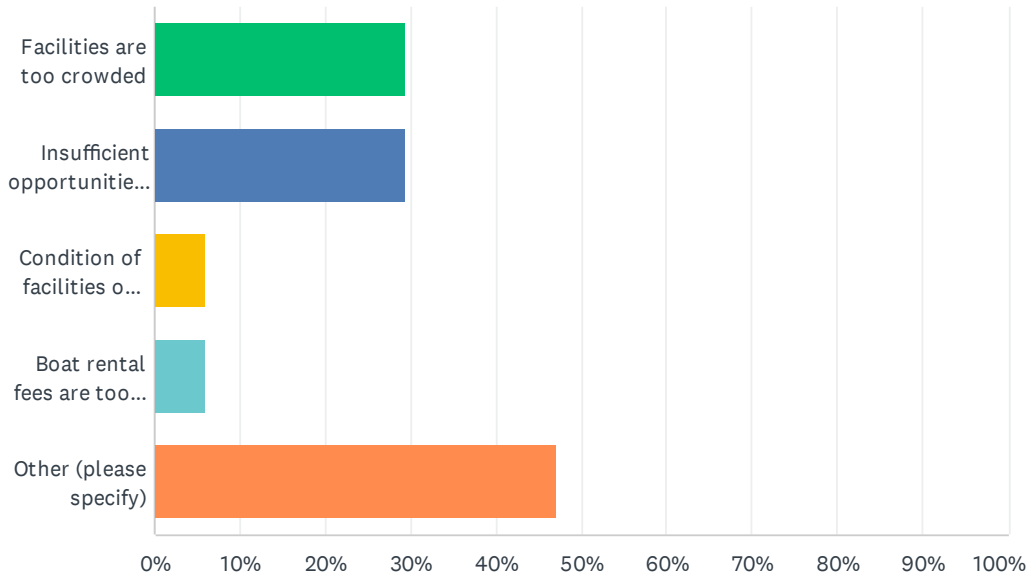


ANSWER CHOICES	RESPONSES	
I have fished at the Bishop Creek Reservoirs	57.43%	170
I wanted to fish at the Bishop Creek Reservoirs, but something prevented me from doing so	6.42%	19
I have no desire to fish at the Bishop Creek Reservoirs	36.15%	107
<b>TOTAL</b>		<b>296</b>



## Q20 Which of the following describes what prevented you from fishing at the Bishop Creek Reservoirs? (Select all that apply)

Answered: 17 Skipped: 331



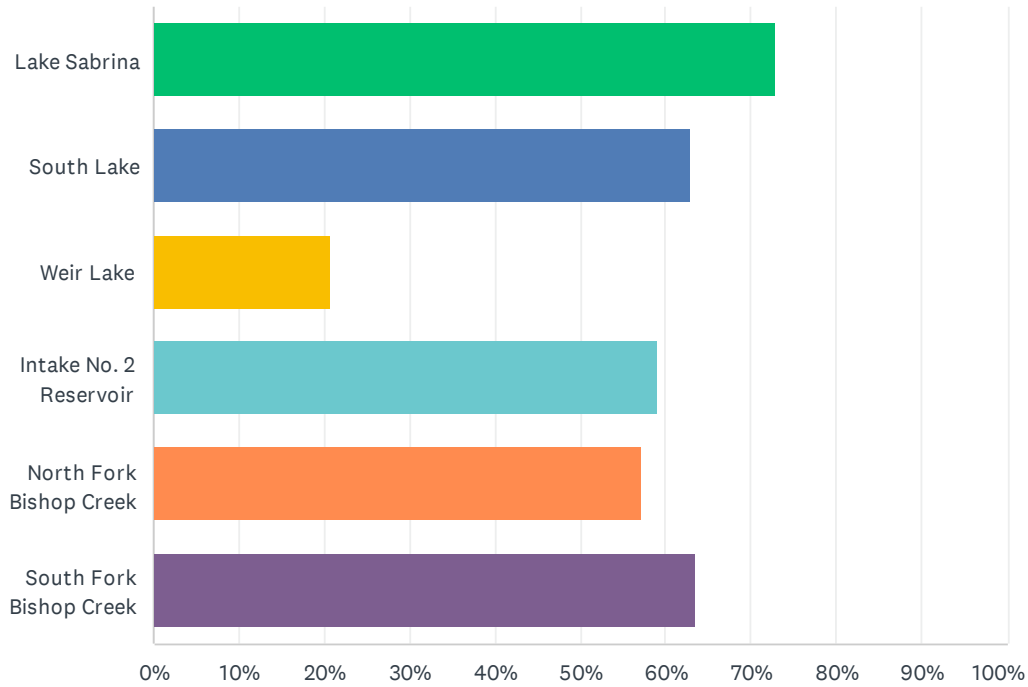
ANSWER CHOICES	RESPONSES	
Facilities are too crowded	29.41%	5
Insufficient opportunities and accessibility	29.41%	5
Condition of facilities or access points are not well maintained	5.88%	1
Boat rental fees are too high	5.88%	1
Other (please specify)	47.06%	8
Total Respondents: 17		

**Q21 Please provide any additional detail on how we can improve fishing opportunities at the Bishop Creek Reservoirs.**

Answered: 3 Skipped: 345

## Q22 Where do you typically spend your time fishing at the Bishop Creek Reservoirs? (Select all that apply)

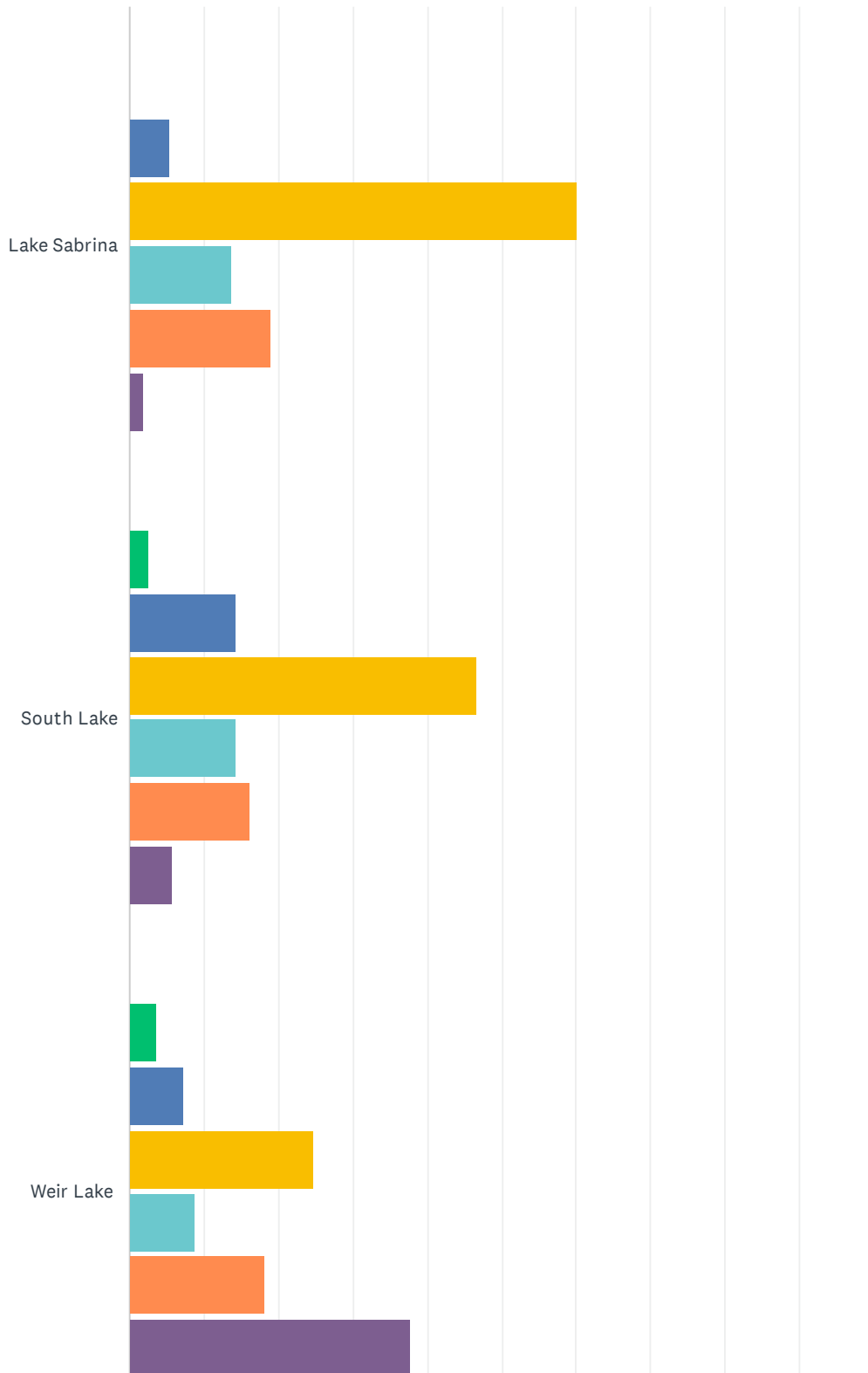
Answered: 159 Skipped: 189



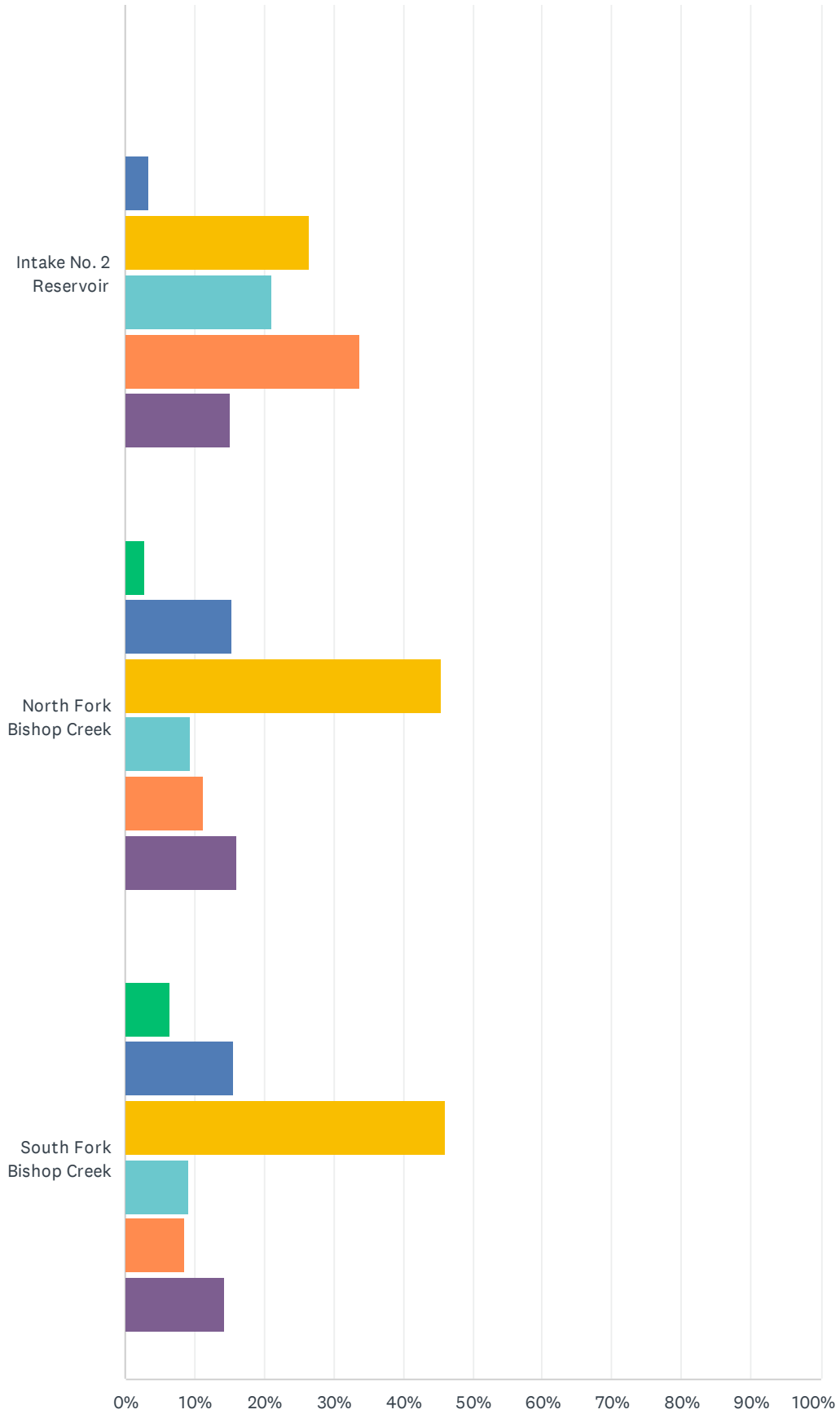
ANSWER CHOICES	RESPONSES	
Lake Sabrina	72.96%	116
South Lake	62.89%	100
Weir Lake	20.75%	33
Intake No. 2 Reservoir	59.12%	94
North Fork Bishop Creek	57.23%	91
South Fork Bishop Creek	63.52%	101
Total Respondents: 159		

### Q23 In general, for your combined fishing trips to the Bishop Creek Reservoirs, how crowded do you feel at the following locations? (Rate one per row)

Answered: 162 Skipped: 186



# Bishop Creek Reservoirs: Recreational Use Survey



Legend:  
Never Crowded (green), (no label) (blue), Always Crowded (orange), Sometimes Crowded (yellow), N/A (purple)

## Bishop Creek Reservoirs: Recreational Use Survey

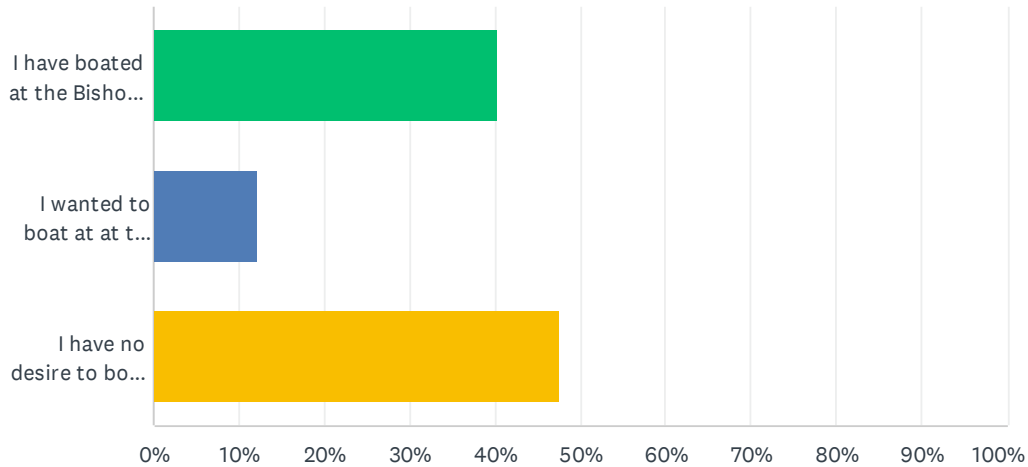
	NEVER CROWDED	(NO LABEL)	SOMETIMES CROWDED	(NO LABEL)	ALWAYS CROWDED	N/A	TOTAL	WEIGHTED AVERAGE
Lake Sabrina	0.00% 0	5.23% 8	60.13% 92	13.73% 21	18.95% 29	1.96% 3	153	3.47
South Lake	2.60% 4	14.29% 22	46.75% 72	14.29% 22	16.23% 25	5.84% 9	154	3.29
Weir Lake	3.62% 5	7.25% 10	24.64% 34	8.70% 12	18.12% 25	37.68% 52	138	3.49
Intake No. 2 Reservoir	0.00% 0	3.31% 5	26.49% 40	21.19% 32	33.77% 51	15.23% 23	151	4.01
North Fork Bishop Creek	2.67% 4	15.33% 23	45.33% 68	9.33% 14	11.33% 17	16.00% 24	150	3.13
South Fork Bishop Creek	6.49% 10	15.58% 24	46.10% 71	9.09% 14	8.44% 13	14.29% 22	154	2.97

**Q24 Please provide any additional detail on how we can improve fishing opportunities at the Bishop Creek Reservoirs.**

Answered: 59 Skipped: 289

## Q25 Please select the answer that describes your interest in or experience boating at the Bishop Creek Reservoirs?

Answered: 286 Skipped: 62

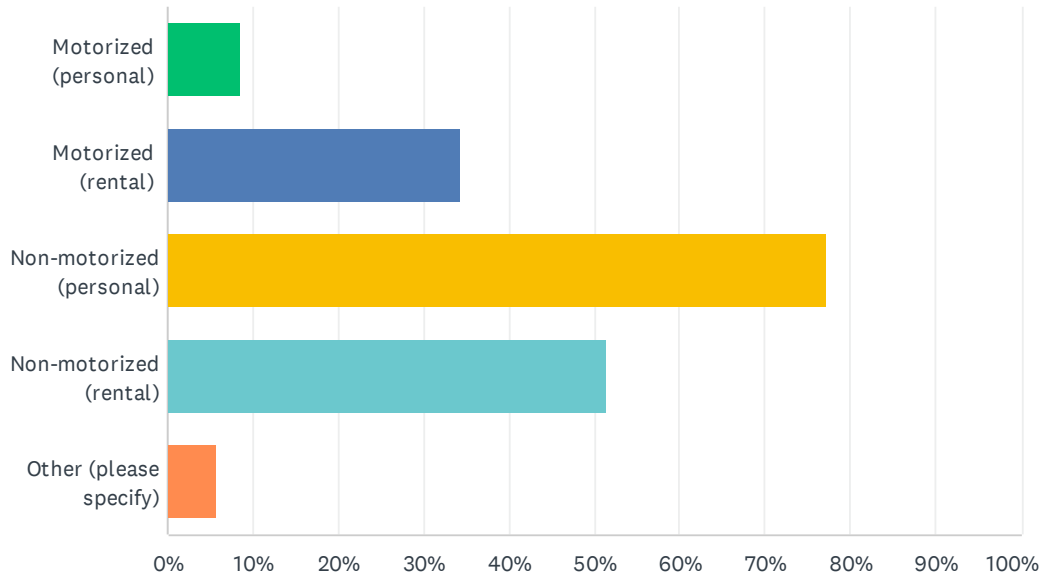


ANSWER CHOICES	RESPONSES	
I have boated at the Bishop Creek Reservoirs	40.21%	115
I wanted to boat at at the Bishop Creek Reservoirs, but something prevented me from doing so	12.24%	35
I have no desire to boat at the Bishop Creek Reservoirs	47.55%	136
<b>TOTAL</b>		<b>286</b>



## Q26 Which of the following types of watercraft do you prefer at the Bishop Creek Reservoirs? (Select all that apply)

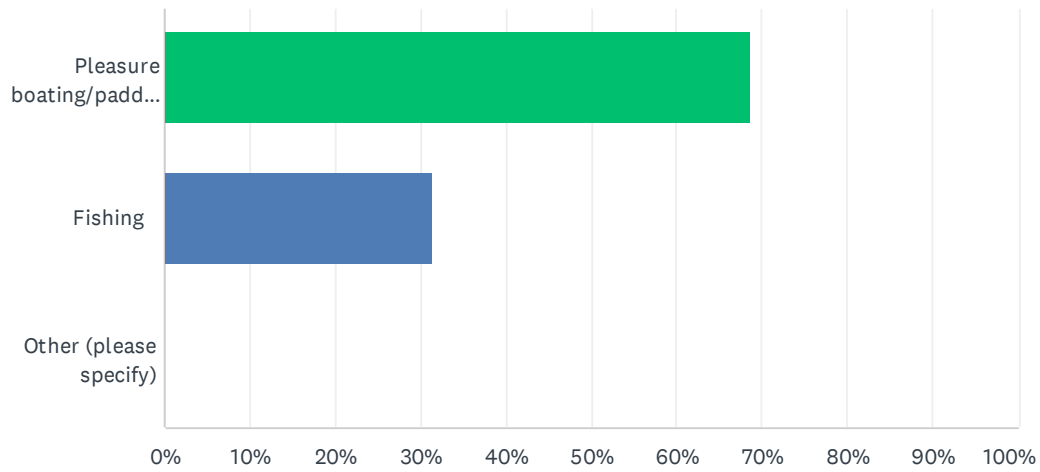
Answered: 35 Skipped: 313



ANSWER CHOICES	RESPONSES
Motorized (personal)	8.57% 3
Motorized (rental)	34.29% 12
Non-motorized (personal)	77.14% 27
Non-motorized (rental)	51.43% 18
Other (please specify)	5.71% 2
Total Respondents: 35	

## Q27 Which of the following best describes your type of boating activity?

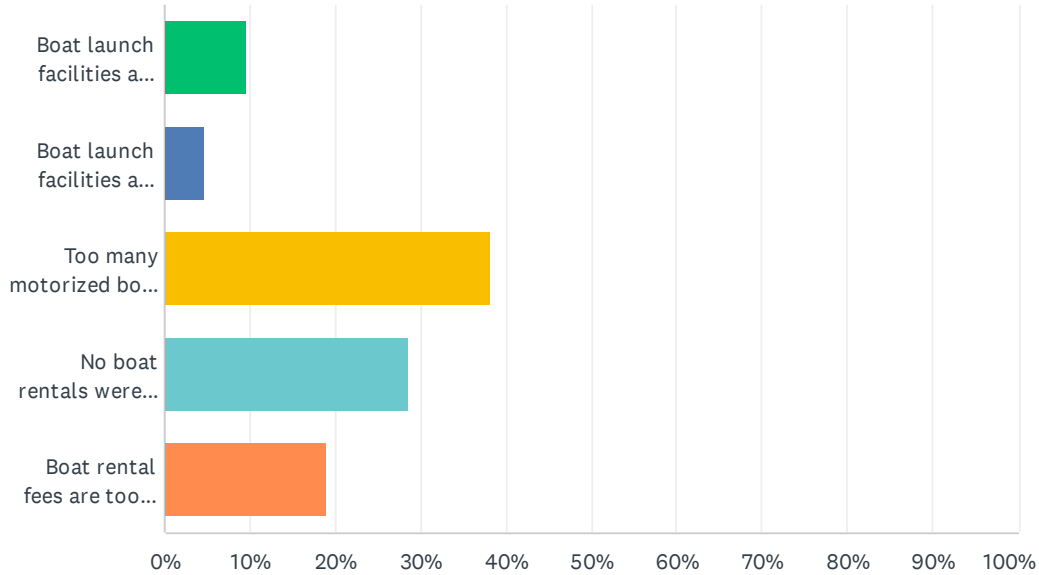
Answered: 35 Skipped: 313



ANSWER CHOICES	RESPONSES	
Pleasure boating/paddling	68.57%	24
Fishing	31.43%	11
Other (please specify)	0.00%	0
<b>TOTAL</b>		<b>35</b>

## Q28 Which of the following best describes what prevented you from boating at the Bishop Creek Reservoirs?

Answered: 21 Skipped: 327



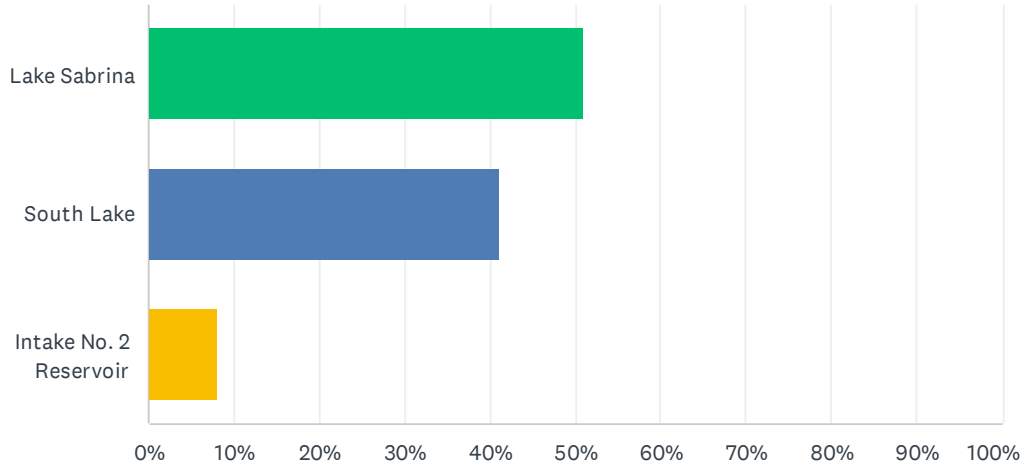
ANSWER CHOICES	RESPONSES	
Boat launch facilities are inadequate	9.52%	2
Boat launch facilities are poorly managed and maintained	4.76%	1
Too many motorized boats on the reservoirs	38.10%	8
No boat rentals were available	28.57%	6
Boat rental fees are too high	19.05%	4
<b>TOTAL</b>		<b>21</b>

**Q29 Please provide any additional detail on why you were unable to or chose not to boat at the Bishop Creek Reservoirs?**

Answered: 13 Skipped: 335

### Q30 At which Bishop Creek Reservoir do you typically spend your time boating ?

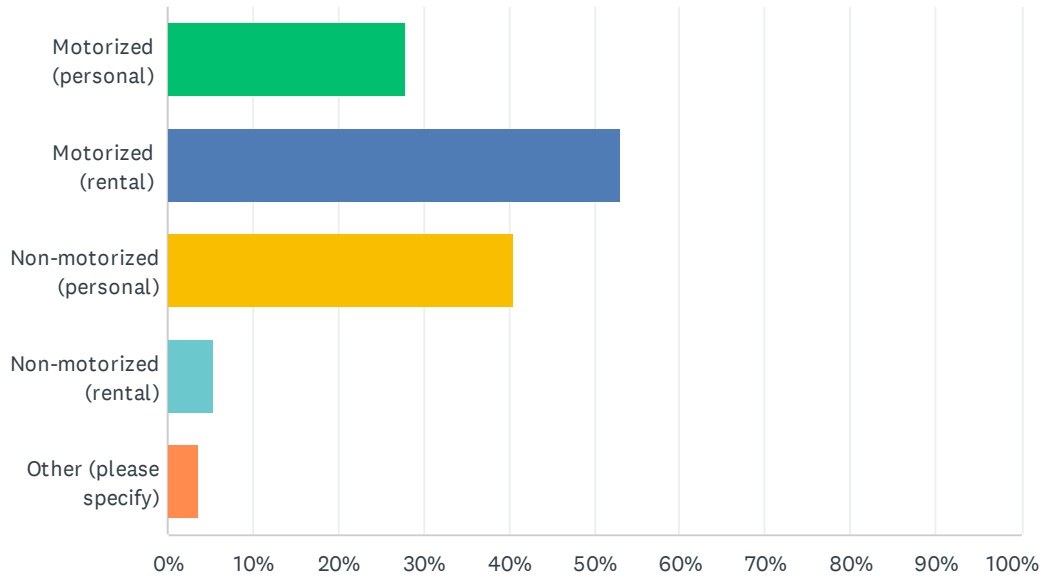
Answered: 112 Skipped: 236



ANSWER CHOICES	RESPONSES	
Lake Sabrina	50.89%	57
South Lake	41.07%	46
Intake No. 2 Reservoir	8.04%	9
<b>TOTAL</b>		<b>112</b>

### Q31 Which of the following types of watercraft do you prefer at the Bishop Creek Reservoirs? (Select all that apply)

Answered: 111 Skipped: 237

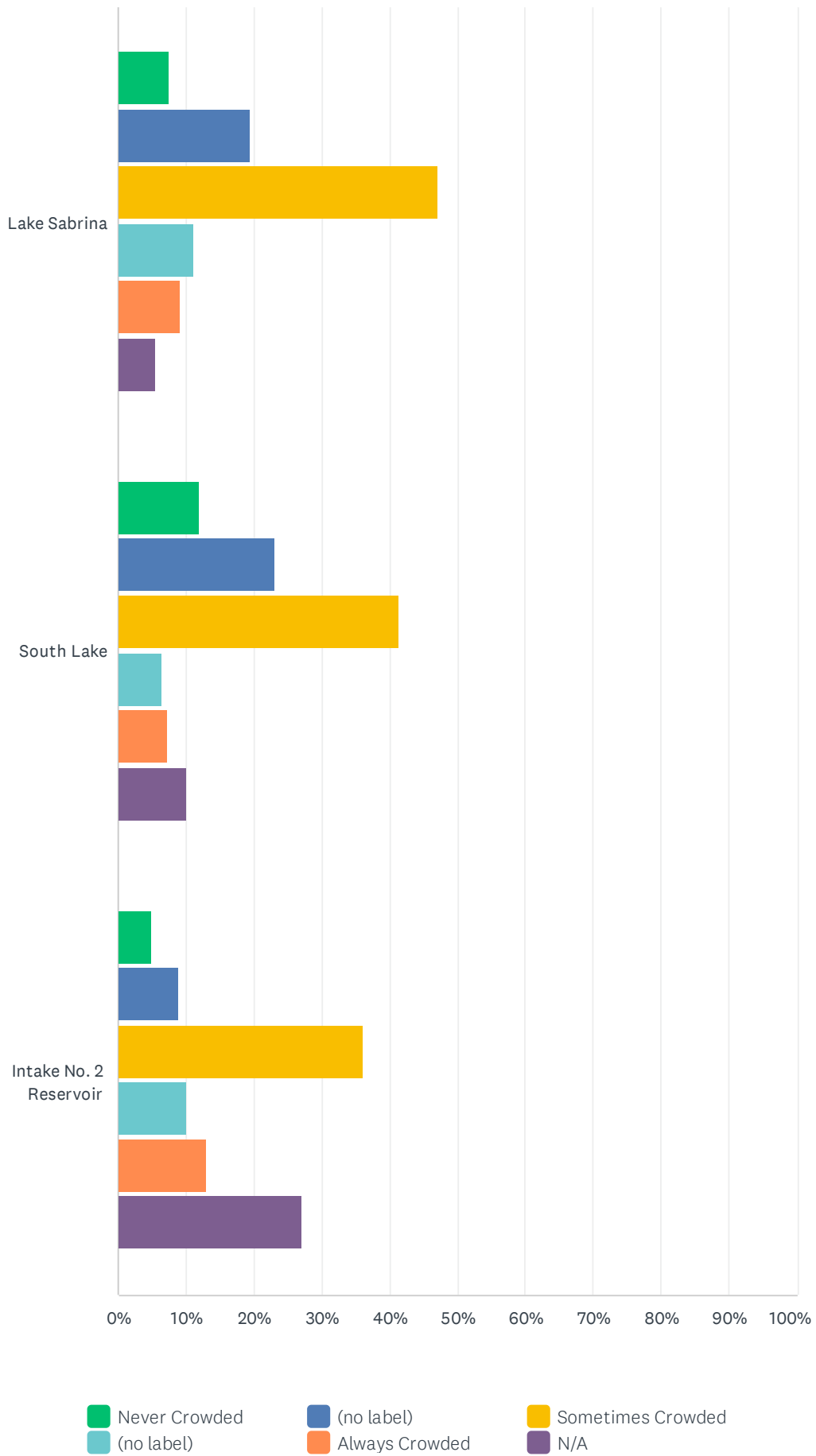


ANSWER CHOICES	RESPONSES	
Motorized (personal)	27.93%	31
Motorized (rental)	53.15%	59
Non-motorized (personal)	40.54%	45
Non-motorized (rental)	5.41%	6
Other (please specify)	3.60%	4
Total Respondents: 111		

Q32 In general, for your combined boating activity at the Bishop Creek Reservoirs, how crowded do you feel at each reservoir? (Rate one per row)

Answered: 111 Skipped: 237

# Bishop Creek Reservoirs: Recreational Use Survey



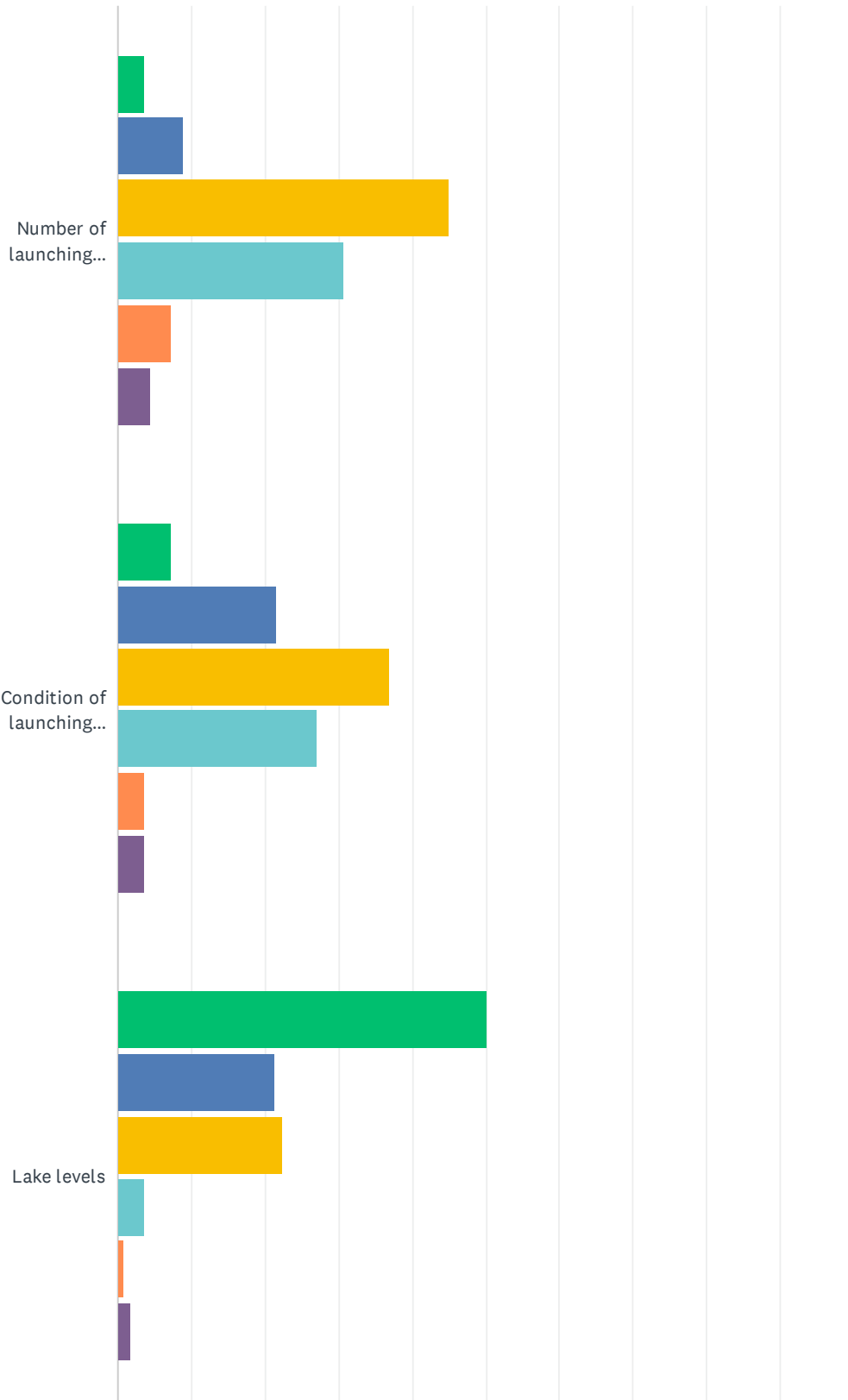


## Bishop Creek Reservoirs: Recreational Use Survey

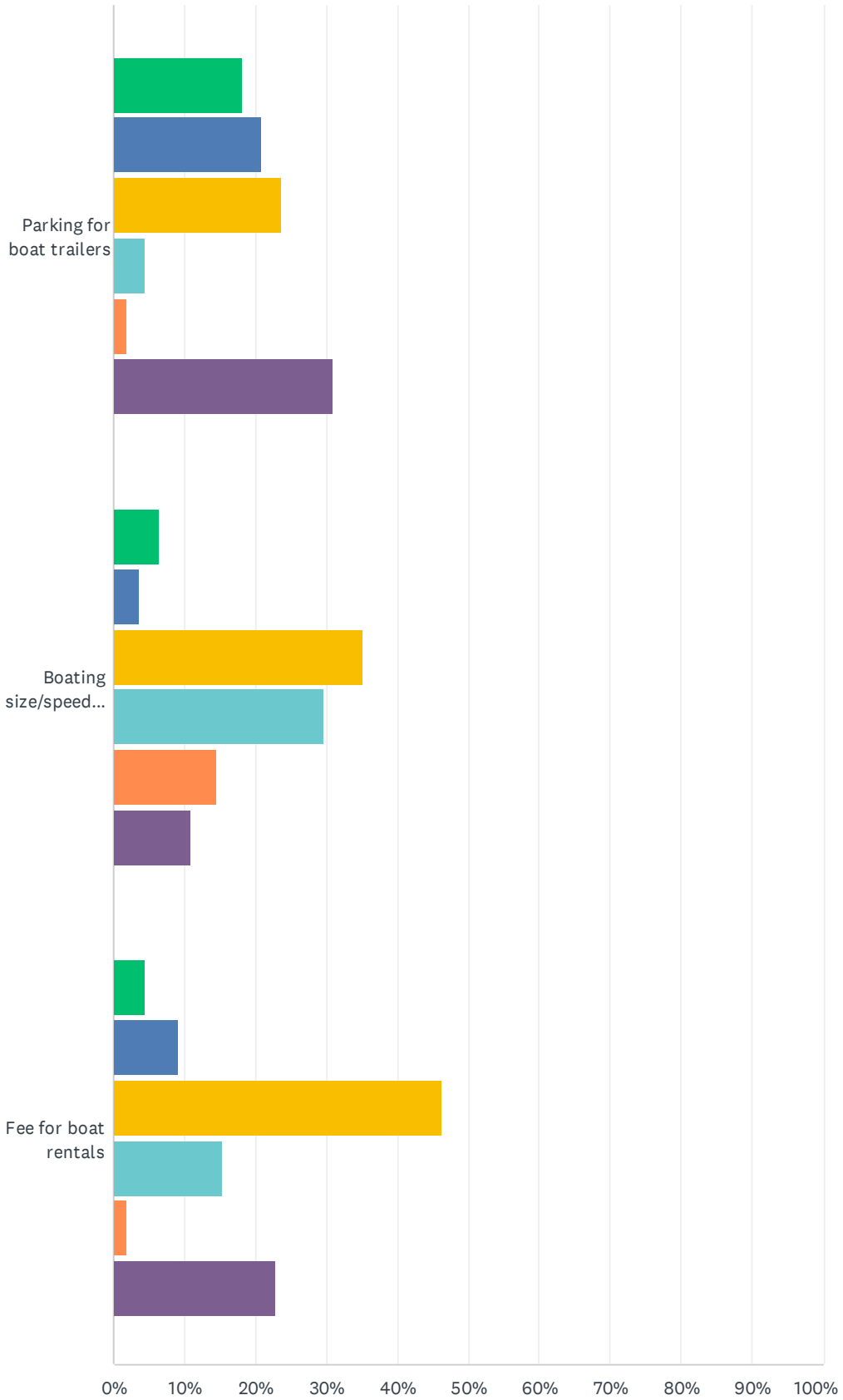
	NEVER CROWDED	(NO LABEL)	SOMETIMES CROWDED	(NO LABEL)	ALWAYS CROWDED	N/A	TOTAL	WEIGHTED AVERAGE
Lake Sabrina	7.41% 8	19.44% 21	47.22% 51	11.11% 12	9.26% 10	5.56% 6	108	2.95
South Lake	11.93% 13	22.94% 25	41.28% 45	6.42% 7	7.34% 8	10.09% 11	109	2.71
Intake No. 2 Reservoir	5.00% 5	9.00% 9	36.00% 36	10.00% 10	13.00% 13	27.00% 27	100	3.23

### Q33 How would you rate your overall satisfaction with boating access at the Bishop Creek Reservoirs? (Select all that apply)

Answered: 112 Skipped: 236



# Bishop Creek Reservoirs: Recreational Use Survey



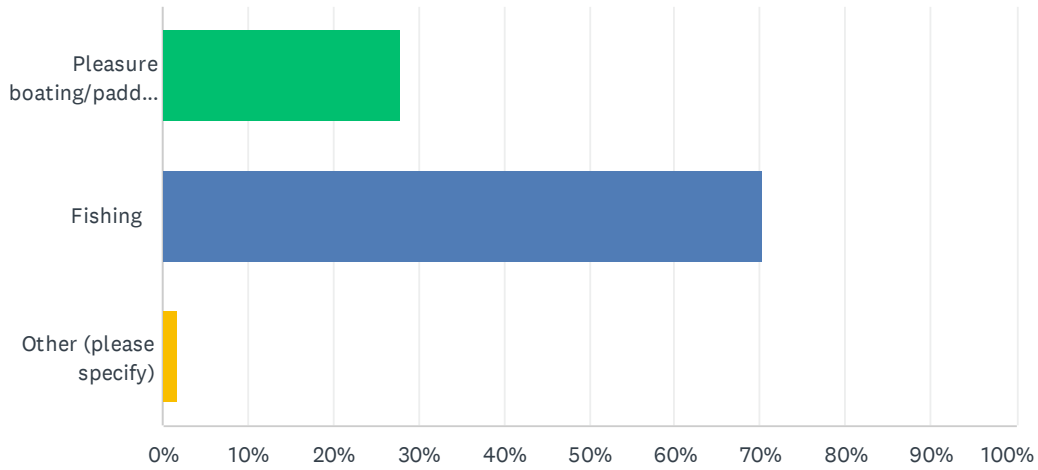
Not at All Satisfied Slightly Satisfied Neutral  
Very Satisfied Extremely Satisfied N/A

## Bishop Creek Reservoirs: Recreational Use Survey

	NOT AT ALL SATISFIED	SLIGHTLY SATISFIED	NEUTRAL	VERY SATISFIED	EXTREMELY SATISFIED	N/A	TOTAL	WEIGHTED AVERAGE
Number of launching facilities	3.60% 4	9.01% 10	45.05% 50	30.63% 34	7.21% 8	4.50% 5	111	3.30
Condition of launching facilities	7.21% 8	21.62% 24	36.94% 41	27.03% 30	3.60% 4	3.60% 4	111	2.98
Lake levels	50.00% 56	21.43% 24	22.32% 25	3.57% 4	0.89% 1	1.79% 2	112	1.82
Parking for boat trailers	18.18% 20	20.91% 23	23.64% 26	4.55% 5	1.82% 2	30.91% 34	110	2.29
Boating size/speed restrictions	6.31% 7	3.60% 4	35.14% 39	29.73% 33	14.41% 16	10.81% 12	111	3.47
Fee for boat rentals	4.55% 5	9.09% 10	46.36% 51	15.45% 17	1.82% 2	22.73% 25	110	3.01

### Q34 Which of the following best describes your type of boating activity?

Answered: 111 Skipped: 237



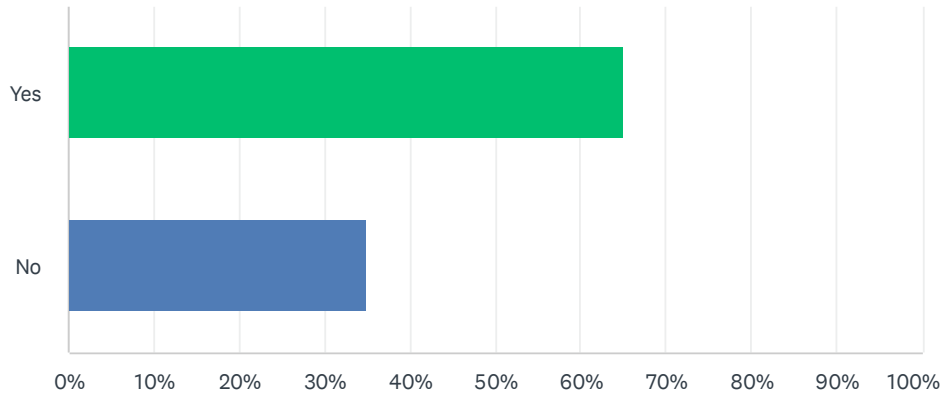
ANSWER CHOICES	RESPONSES	
Pleasure boating/paddling	27.93%	31
Fishing	70.27%	78
Other (please specify)	1.80%	2
<b>TOTAL</b>		<b>111</b>

**Q35 Please provide any additional detail on how we can improve boating opportunities at the Bishop Creek Reservoirs.**

Answered: 47 Skipped: 301

### Q36 If overnight facilities were available at the Bishop Creek Reservoirs, would you utilize them?

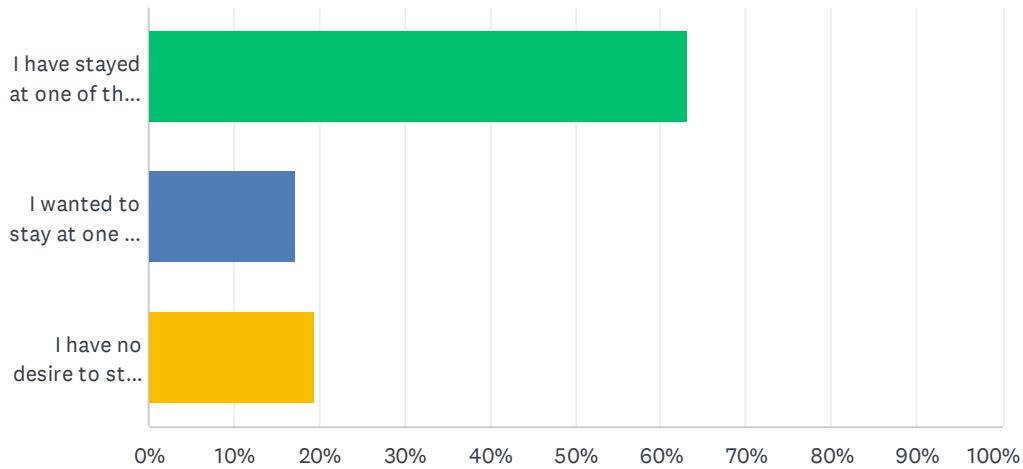
Answered: 283 Skipped: 65



ANSWER CHOICES	RESPONSES	
Yes	65.02%	184
No	34.98%	99
TOTAL		283

### Q37 Have you previously stayed or wanted to stay at a developed campground near the Bishop Creek Reservoirs? (The following questions will simply refer to these as, "the campgrounds".)

Answered: 282 Skipped: 66

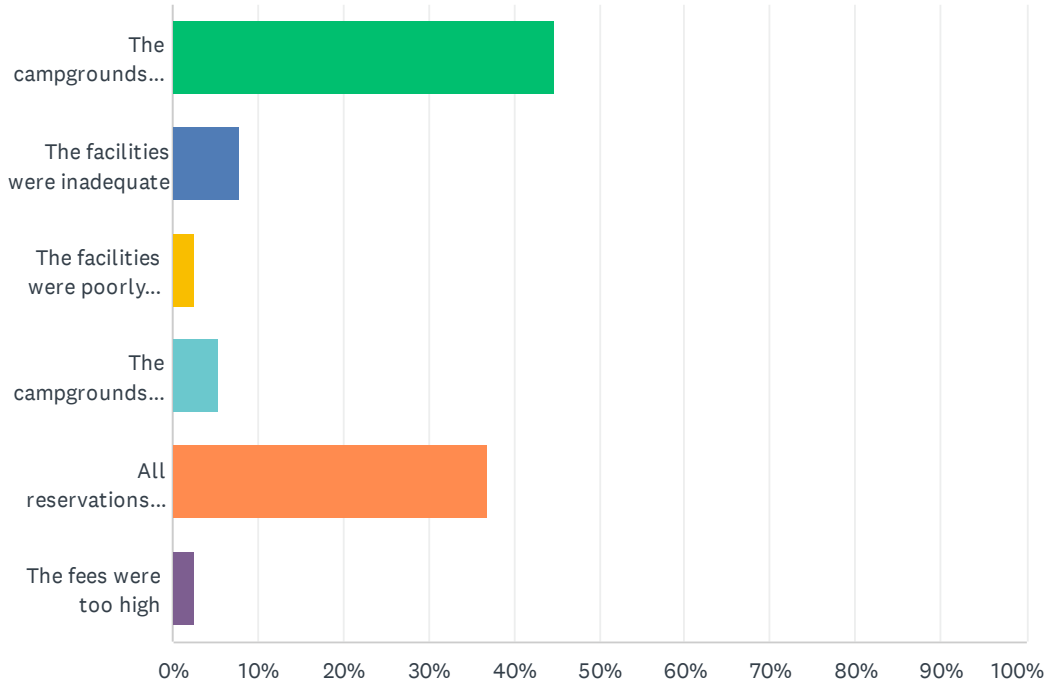


ANSWER CHOICES	RESPONSES	
I have stayed at one of the developed campgrounds	63.12%	178
I wanted to stay at one of the developed campgrounds, but something prevented me from doing so	17.38%	49
I have no desire to stay at a developed campground near the Bishop Creek Reservoirs	19.50%	55
<b>TOTAL</b>		<b>282</b>



### Q38 Which of the following best describes what prevented you from using one of the developed campgrounds in the past?

Answered: 38 Skipped: 310



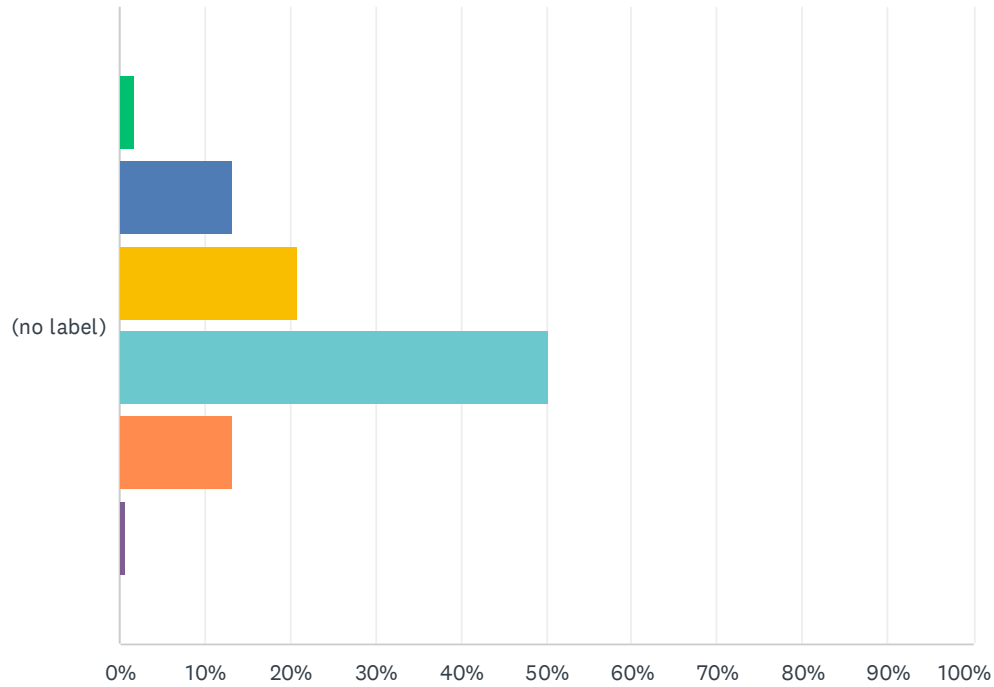
ANSWER CHOICES	RESPONSES	
The campgrounds were too crowded	44.74%	17
The facilities were inadequate	7.89%	3
The facilities were poorly managed and maintained	2.63%	1
The campgrounds were not in the location I desired	5.26%	2
All reservations were booked	36.84%	14
The fees were too high	2.63%	1
<b>TOTAL</b>		<b>38</b>

**Q39 Please provide any additional detail on why you did not stay at one of the developed campgrounds?**

Answered: 17 Skipped: 331

## Q40 How would you rate your overall satisfaction with the campgrounds you have used?

Answered: 173 Skipped: 175

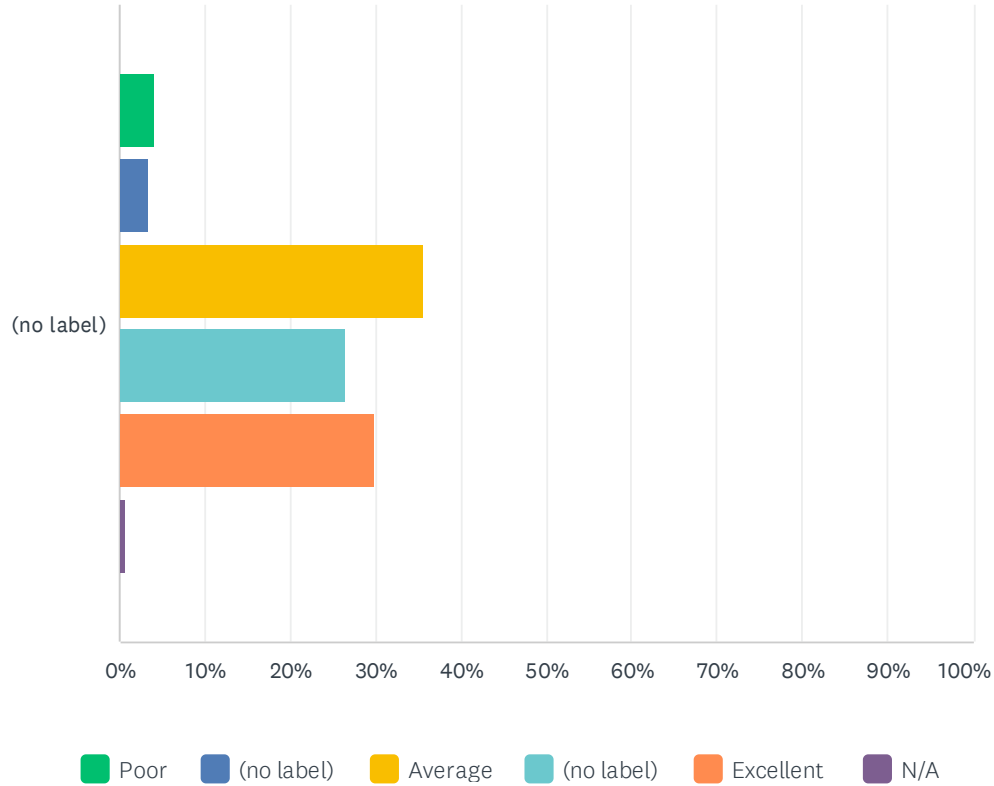


■ Not at All Satisfied   
 ■ Slightly Satisfied   
 ■ Neutral  
■ Very Satisfied   
 ■ Extremely Satisfied   
 ■ N/A

	NOT AT ALL SATISFIED	SLIGHTLY SATISFIED	NEUTRAL	VERY SATISFIED	EXTREMELY SATISFIED	N/A	TOTAL	WEIGHTED AVERAGE
(no label)	1.73% 3	13.29% 23	20.81% 36	50.29% 87	13.29% 23	0.58% 1	173	3.60

### Q41 How would you rate the condition, management, and cleanliness of the campgrounds you have used?

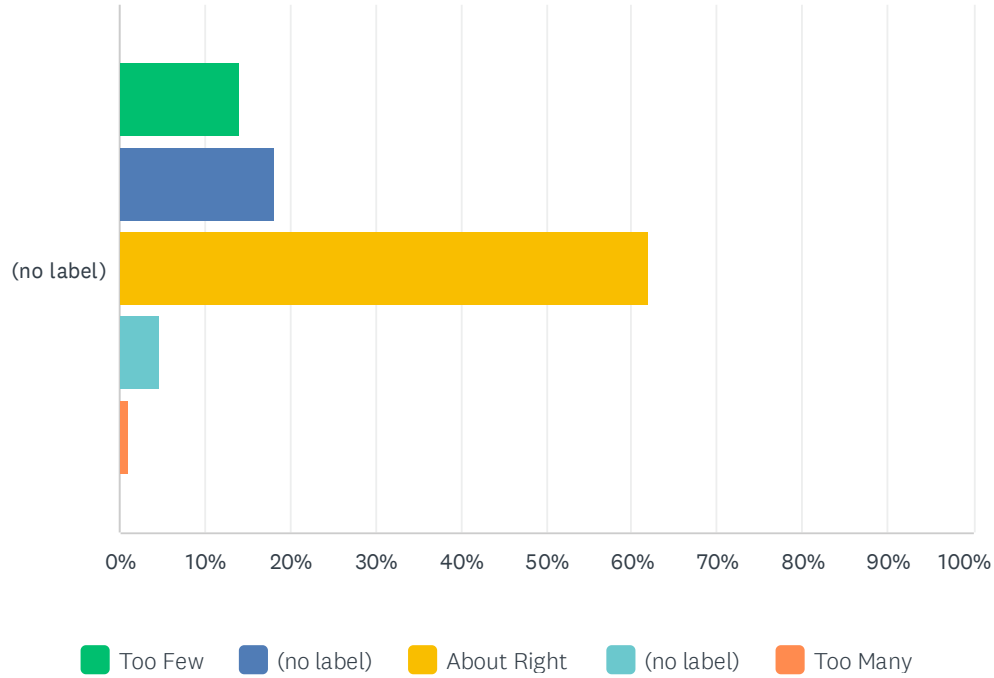
Answered: 174 Skipped: 174



	POOR	(NO LABEL)	AVERAGE	(NO LABEL)	EXCELLENT	N/A	TOTAL	WEIGHTED AVERAGE
(no label)	4.02%	3.45%	35.63%	26.44%	29.89%	0.57%	174	3.75
	7	6	62	46	52	1		

## Q42 How would you rate the number of campgrounds near the Bishop Creek Reservoirs?

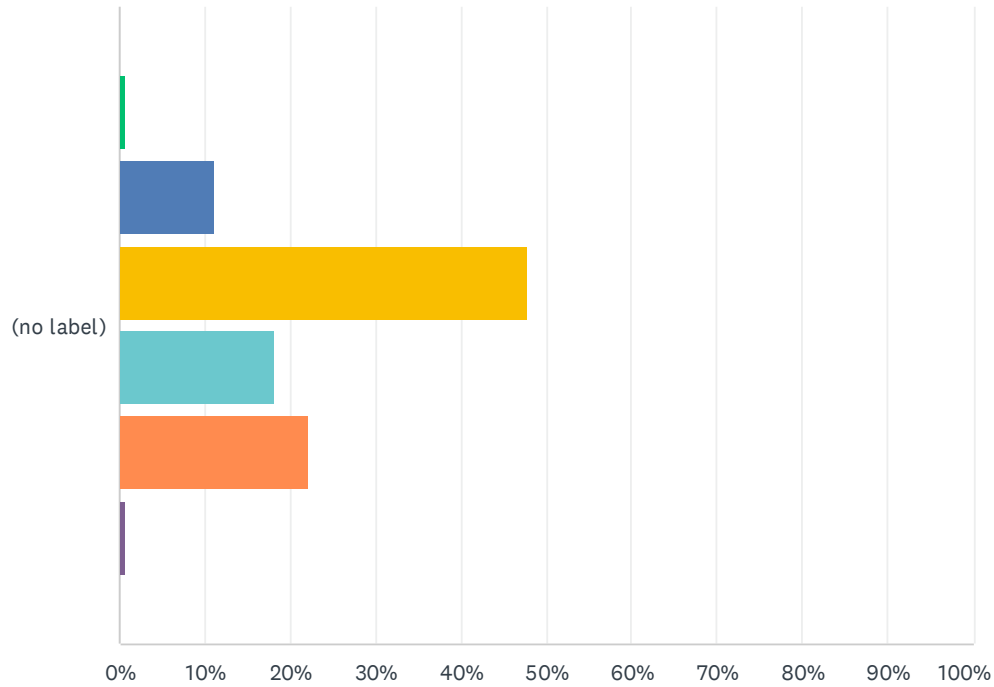
Answered: 171 Skipped: 177



	TOO FEW	(NO LABEL)	ABOUT RIGHT	(NO LABEL)	TOO MANY	TOTAL	WEIGHTED AVERAGE
(no label)	14.04%	18.13%	61.99%	4.68%	1.17%	171	2.61
	24	31	106	8	2		

### Q43 In general, for your combined trips to the campgrounds, how crowded do you usually feel?

Answered: 172 Skipped: 176

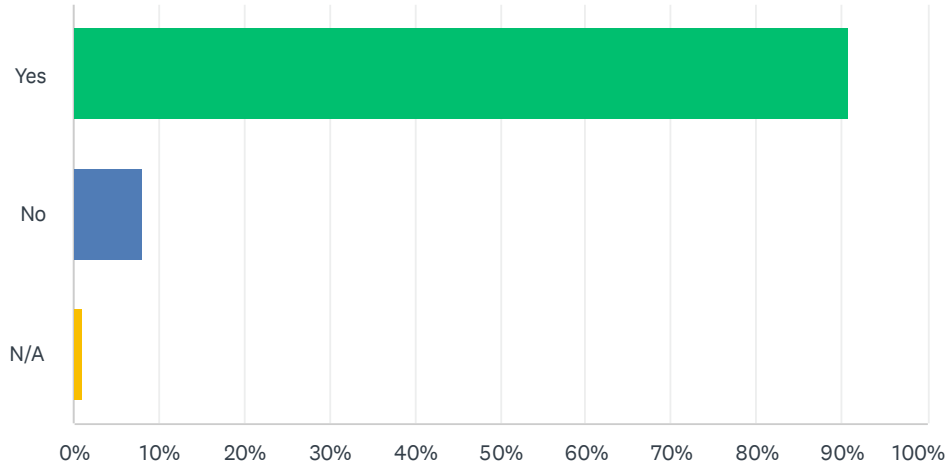


■ Never Crowded    
 ■ (no label)    
 ■ Sometimes Crowded  
■ (no label)    
 ■ Always Crowded    
 ■ N/A

	NEVER CROWDED	(NO LABEL)	SOMETIMES CROWDED	(NO LABEL)	ALWAYS CROWDED	N/A	TOTAL	WEIGHTED AVERAGE
(no label)	0.58%	11.05%	47.67%	18.02%	22.09%	0.58%	172	3.50
	1	19	82	31	38	1		

### Q44 If the campgrounds were more crowded, would your experience diminish?

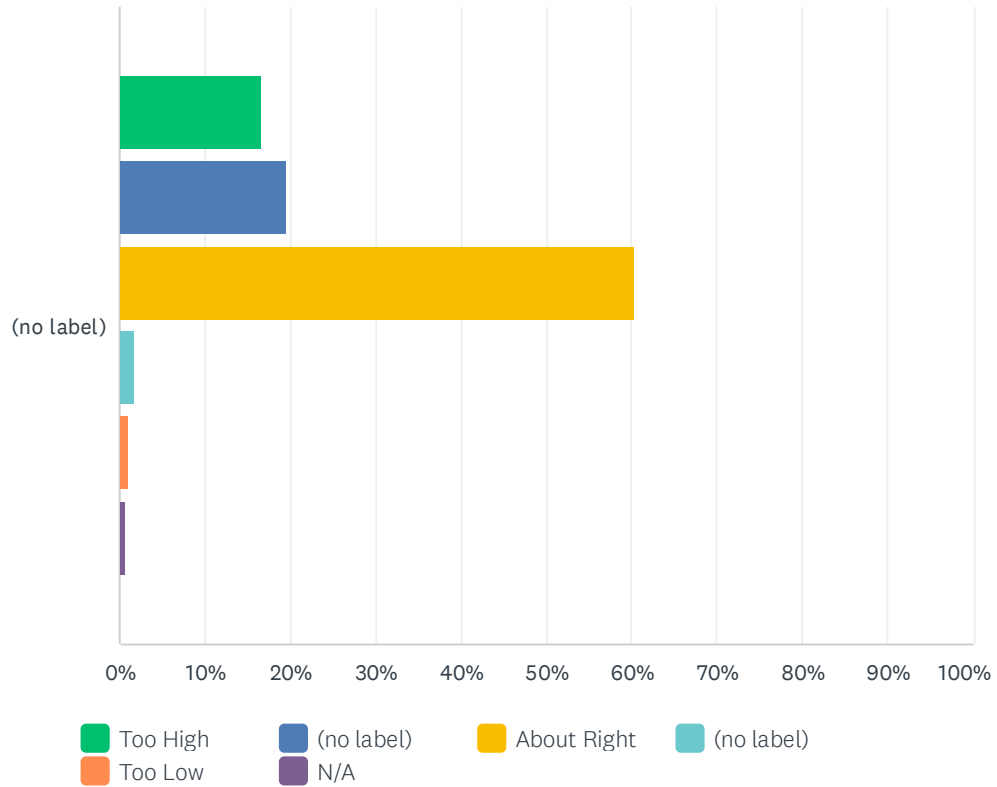
Answered: 174 Skipped: 174



ANSWER CHOICES	RESPONSES	
Yes	90.80%	158
No	8.05%	14
N/A	1.15%	2
TOTAL		174

### Q45 How would you rate the fees associated with the campgrounds?

Answered: 174 Skipped: 174

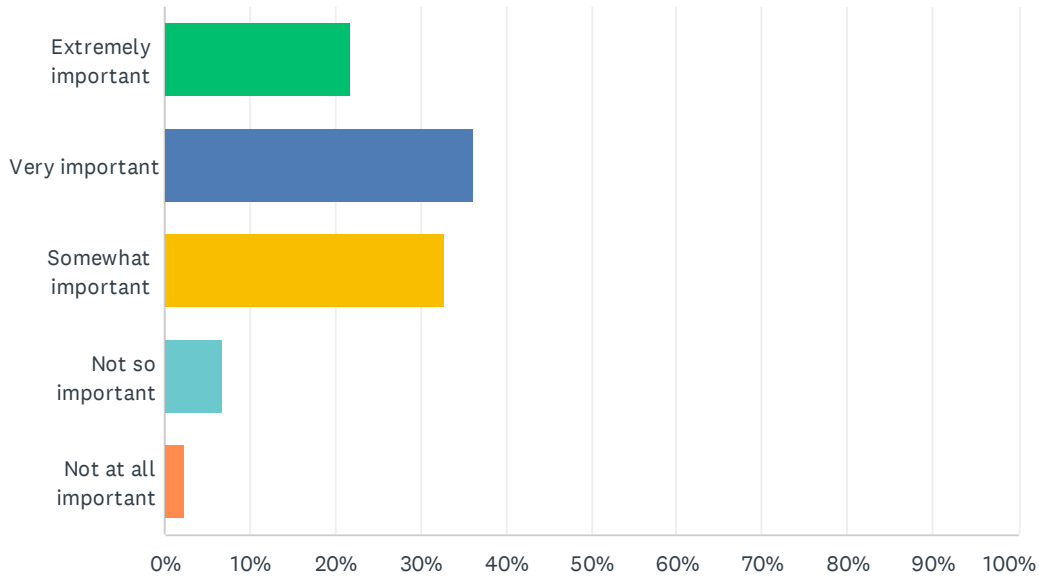


	TOO HIGH	(NO LABEL)	ABOUT RIGHT	(NO LABEL)	TOO LOW	N/A	TOTAL	WEIGHTED AVERAGE
(no label)	16.67% 29	19.54% 34	60.34% 105	1.72% 3	1.15% 2	0.57% 1	174	2.51



### Q46 How important is the location or proximity of campgrounds to your preferred recreational activity?

Answered: 174 Skipped: 174



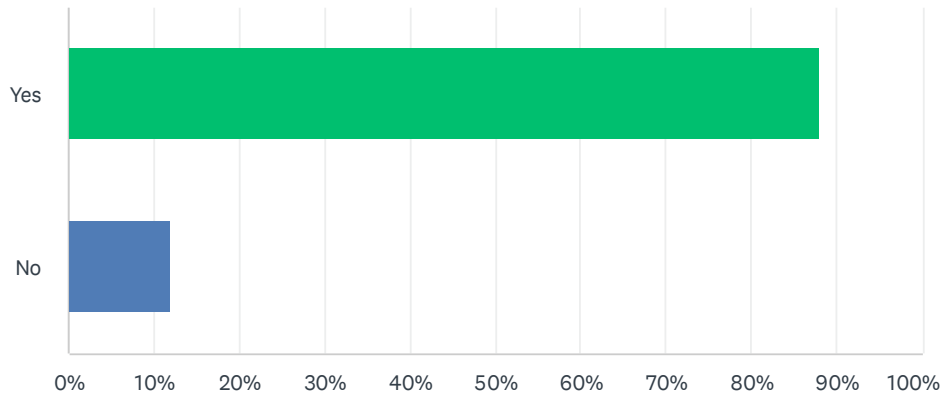
ANSWER CHOICES	RESPONSES	
Extremely important	21.84%	38
Very important	36.21%	63
Somewhat important	32.76%	57
Not so important	6.90%	12
Not at all important	2.30%	4
<b>TOTAL</b>		<b>174</b>

**Q47 Please provide any additional detail on how we can improve or expand campground facilities near the Bishop Creek Reservoirs.**

Answered: 60 Skipped: 288

### Q48 Have you ever used trailheads at the Bishop Creek Reservoirs (e.g., Sabrina Basin Trailhead; Bishop Pass Trailhead) to access the John Muir Wilderness?

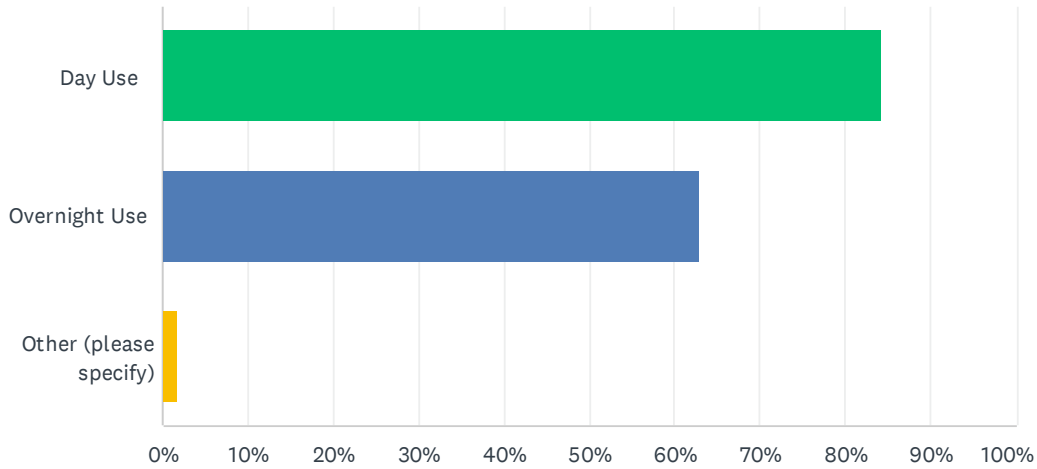
Answered: 277 Skipped: 71



ANSWER CHOICES	RESPONSES	
Yes	88.09%	244
No	11.91%	33
TOTAL		277

### Q49 Which type of use do you prefer when accessing the John Muir Wilderness? (Select all that apply)

Answered: 242 Skipped: 106



ANSWER CHOICES	RESPONSES	
Day Use	84.30%	204
Overnight Use	62.81%	152
Other (please specify)	1.65%	4
Total Respondents: 242		

**Q50 If driving to the area, please briefly describe where and how you park your vehicle before accessing the John Muir Wilderness.**

Answered: 208 Skipped: 140

**Q51 Please provide any additional detail on how we can improve accessibility to the John Muir Wilderness at the Bishop Creek Reservoirs.**

Answered: 93 Skipped: 255

**Q52 Thank you for taking the time to complete this survey. Please share any additional comments on your visits and recreation activities at Bishop Creek Reservoirs.**

Answered: 88 Skipped: 260

**Q53 Are there any specific reasons why you have not recreated at the Bishop Creek Reservoirs in the past?**

Answered: 17 Skipped: 331



**Q54 Are there specific changes or additions to opportunities and/or facilities that would make you want to recreate at the Bishop Creek Reservoirs in the future?**

Answered: 17 Skipped: 331

**Q55 Thank you for taking the time to complete this survey. Please share any additional comments on your visits and recreation activities at Bishop Creek Reservoirs.**

Answered: 5 Skipped: 343

## Appendix C: Spot Count Field Sheet

# Field Checklist

## Spot Counts

- Lake Sabrina
- South Lake
- Intake No. 2
- Forks Campground
- Four Jeffery Campground
- Big Trees Campground
- Lake Sabrina Overflow Parking at North Lake Road

## Angler Surveys

- Lake Sabrina; Areas D, E, F, G
- South Lake; Areas D, E, G, I
- Intake No. 2 Areas C, D, E, G
- Forks Campground
- Four Jeffery Campground
- Big Trees Campground



Site: South Lake

Date & Time:

Weather conditions:

General Observations:

A) Parking Lot Spot Count

i) Vehicle Count (add states as needed)

CA \_\_\_\_\_ NV \_\_\_\_\_  
\_\_\_\_\_

ii) Trailer Count \_\_\_\_\_

iii) Angler Count - \_\_\_\_\_ Day User Count - \_\_\_\_\_

B) Parking Lot Spot Count

i) Vehicle Count (add states as needed)

CA \_\_\_\_\_ NV \_\_\_\_\_  
\_\_\_\_\_

ii) Trailer Count \_\_\_\_\_

iii) Angler Count - \_\_\_\_\_ Day User Count - \_\_\_\_\_

C) Parking Lot Spot Count

i) Vehicle Count (add states as needed)

CA \_\_\_\_\_ NV \_\_\_\_\_  
\_\_\_\_\_

ii) Trailer Count \_\_\_\_\_

iii) Angler Count - \_\_\_\_\_ Day User Count - \_\_\_\_\_

D) Angler Survey / Spot Count

i) Angler - \_\_\_\_\_

ii) Day Users - \_\_\_\_\_

E) Angler Survey / Spot Count

i) Angler - \_\_\_\_\_

ii) Day Users - \_\_\_\_\_

F) Day User Spot Count

i) Day User - \_\_\_\_\_

G) Angler Survey / Spot Count

i) Angler - \_\_\_\_\_

ii) Day Users - \_\_\_\_\_

H) Parking Lot Spot Count

i) Vehicle Count (add states as needed)

CA \_\_\_\_\_ NV \_\_\_\_\_  
\_\_\_\_\_

ii) Trailer Count - \_\_\_\_\_

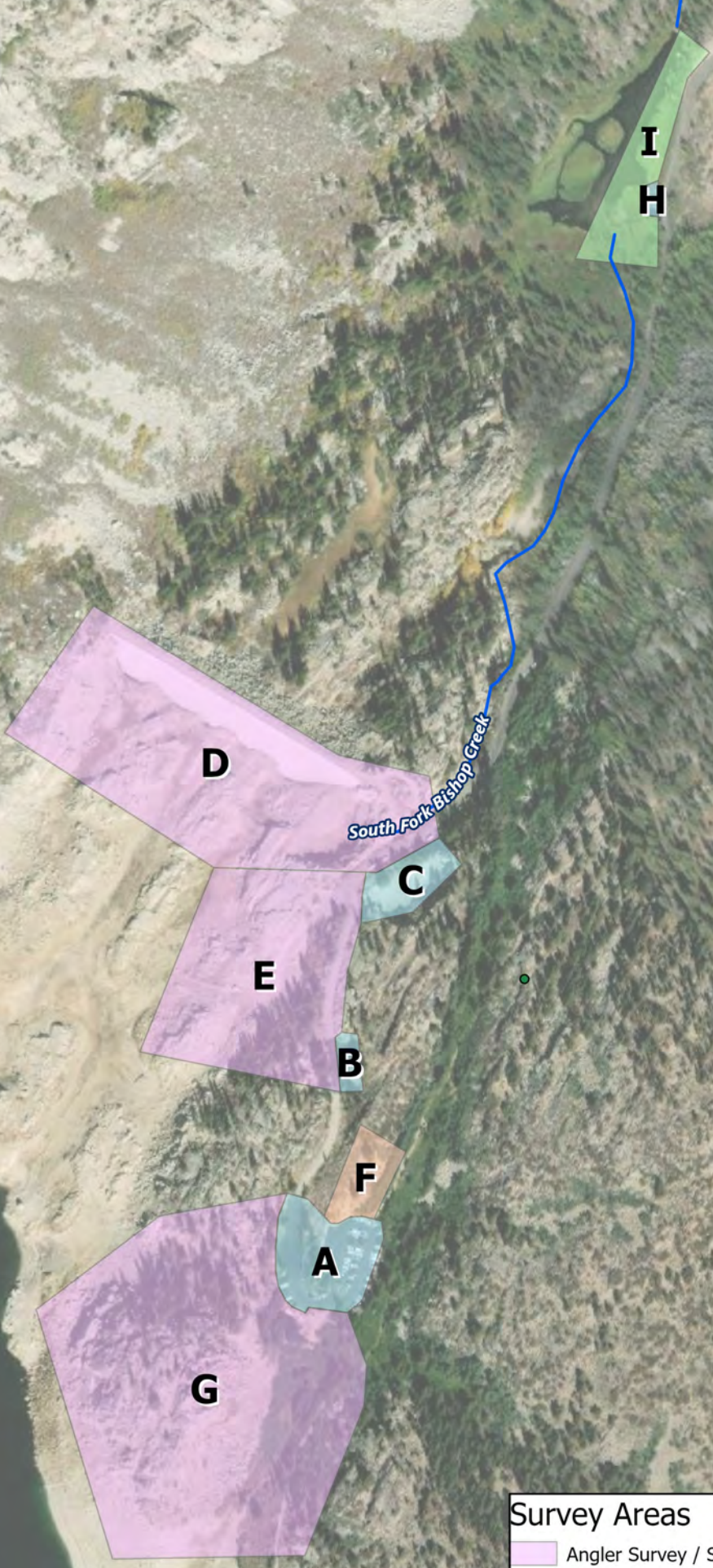
iii) Angler Count - \_\_\_\_\_ Day User Count - \_\_\_\_\_

I) Angler Survey / Spot Count

i) Angler - \_\_\_\_\_





J) On reservoir \_\_\_\_\_

# South Lake



1,000 US Feet

**Survey Areas**

-  Angler Survey / Spot Count (Anglers + Day Users)
-  Angler Survey / Spot Count (Anglers)
-  Spot Count (Day Users)
-  Spot Count (Vehicles)

Site: Lake Sabrina

Date & Time:

Weather conditions:

General Observations:

A) Parking Lot Spot Count

i) Vehicle Count (add states as needed)

CA \_\_\_\_\_ NV \_\_\_\_\_  
\_\_\_\_\_

ii) Trailer Count \_\_\_\_\_

iii) Angler Count - \_\_\_\_\_ Day User Count - \_\_\_\_\_

B) Parking Lot Spot Count

i) Vehicle Count (add states as needed)

CA \_\_\_\_\_ NV \_\_\_\_\_  
\_\_\_\_\_

ii) Trailer Count \_\_\_\_\_

iii) Angler Count - \_\_\_\_\_ Day User Count - \_\_\_\_\_

C) Parking Lot Spot Count

i) Vehicle Count (add states as needed)

CA \_\_\_\_\_ NV \_\_\_\_\_  
\_\_\_\_\_

ii) Trailer Count \_\_\_\_\_

iii) Angler Count - \_\_\_\_\_ Day User Count - \_\_\_\_\_

D) Angler Survey / Spot Count

i) Angler - \_\_\_\_\_

ii) Day User - \_\_\_\_\_

E) Angler Survey / Spot Count

i) Angler - \_\_\_\_\_

ii) Day User - \_\_\_\_\_

F) Angler Spot Count

i) Angler - \_\_\_\_\_

G) Angler Spot Count

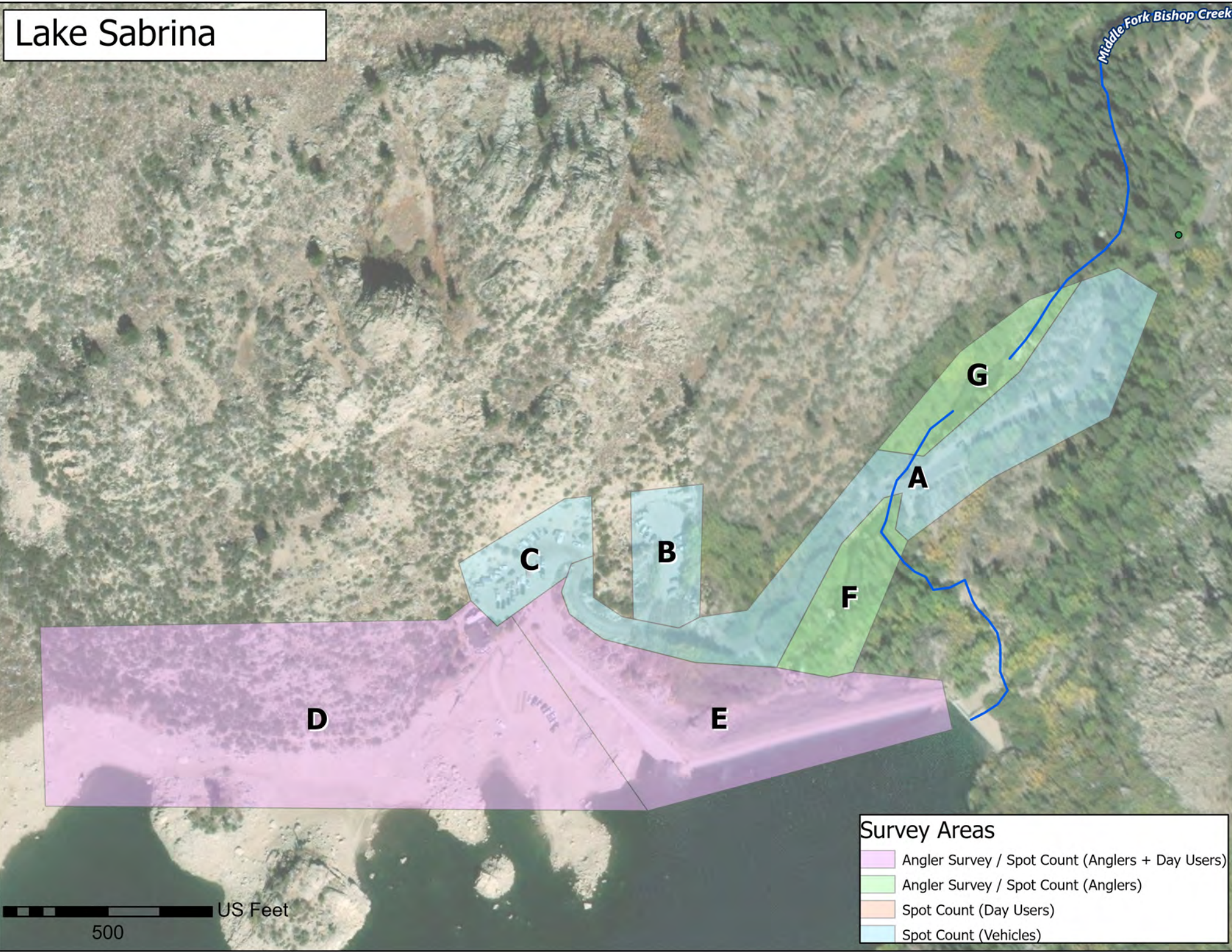
i) Angler - \_\_\_\_\_

H) On Reservoir \_\_\_\_\_



# Lake Sabrina

Middle Fork Bishop Creek



500 US Feet

**Survey Areas**

- Angler Survey / Spot Count (Anglers + Day Users)
- Angler Survey / Spot Count (Anglers)
- Spot Count (Day Users)
- Spot Count (Vehicles)

Site: Intake No. 2 Reservoir

Date & Time:

Weather conditions:

General Observations:

A) Parking Lot Spot Count

i) Vehicle Count (add states as needed)

CA \_\_\_\_\_ NV \_\_\_\_\_  
\_\_\_\_\_

ii) Trailer Count \_\_\_\_\_

iii) Angler Count - \_\_\_\_\_ Day User Count - \_\_\_\_\_

B) Parking Lot Spot Count

i) Vehicle Count (add states as needed)

CA \_\_\_\_\_ NV \_\_\_\_\_  
\_\_\_\_\_

ii) Trailer Count \_\_\_\_\_

iii) Angler Count - \_\_\_\_\_ Day User Count - \_\_\_\_\_

C) Angler Survey / Spot Count

i) Angler - \_\_\_\_\_

D) Angler Survey / Spot Count

i) Angler - \_\_\_\_\_

ii) Day User - \_\_\_\_\_

E) Angler Spot Count

i) Angler - \_\_\_\_\_

F) Parking Lot Spot Count

i) Vehicle Count (add states as needed)

CA \_\_\_\_\_ NV \_\_\_\_\_  
\_\_\_\_\_

ii) Trailer Count \_\_\_\_\_

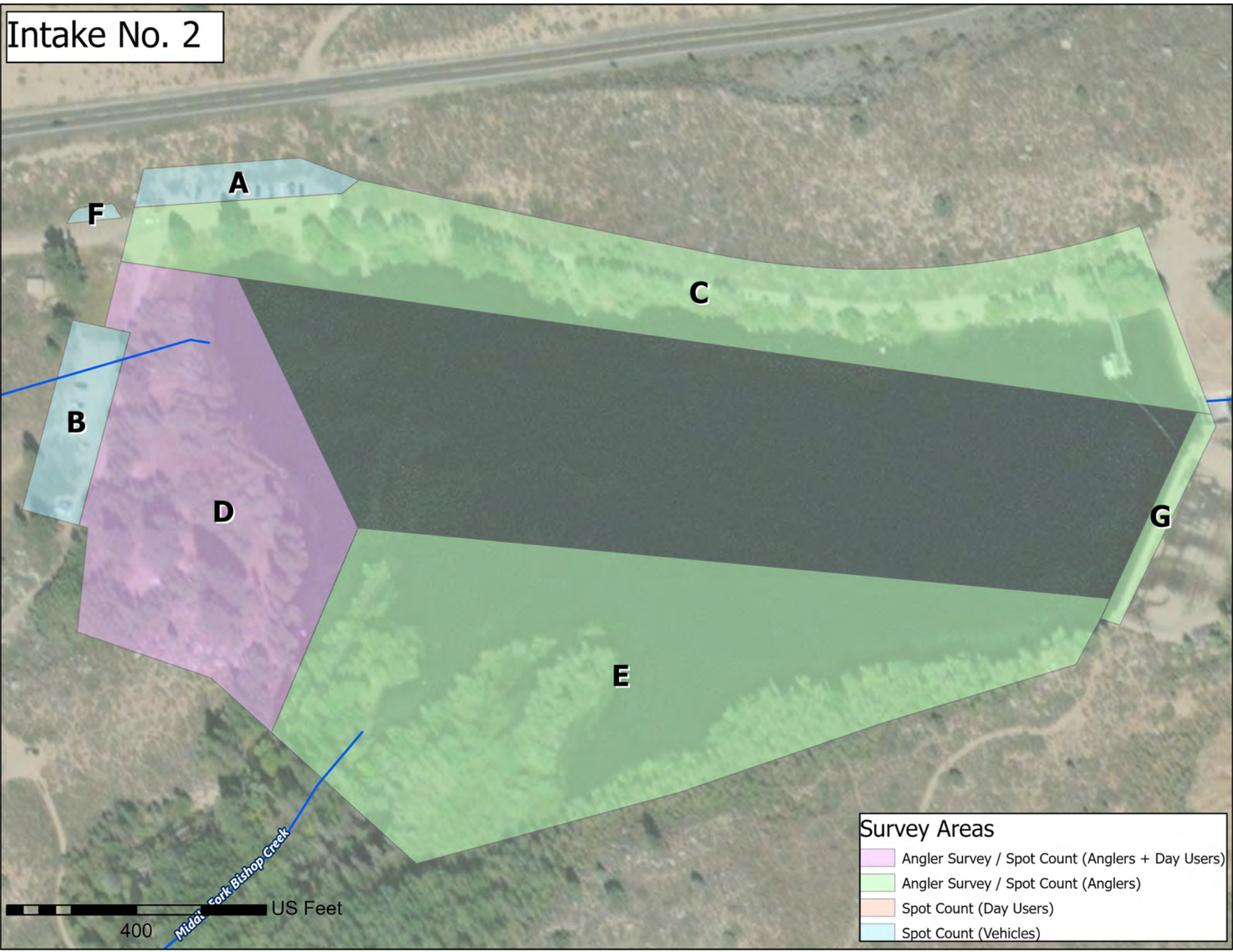
iii) Angler Count - \_\_\_\_\_ Day User Count - \_\_\_\_\_

G) Angler Survey / Spot Count

i) Angler - \_\_\_\_\_

H) On Reservoir \_\_\_\_\_

# Intake No. 2



# Campground Spot Counts

Site: Forks Campground

Date & Time:

Weather conditions:

General Observations:

A) Angler Survey / Spot Count

i) Angler - \_\_\_\_\_

Site: Four Jeffery Campground

Time:

General Observations:

Angler Survey / Spot Count

i) Angler - \_\_\_\_\_

Site: Big Trees Campground

Time:

General Observations:

Angler Survey / Spot Count

i) Angler - \_\_\_\_\_

Site: Sabrina Overflow Parking (at North Lake Road)

Time:

Parking Lot Spot Count

i) Vehicle Count (add states as needed)

CA \_\_\_\_\_ NV \_\_\_\_\_ \_\_\_\_\_ \_\_\_\_\_

\_\_\_\_\_ \_\_\_\_\_ \_\_\_\_\_ \_\_\_\_\_

ii) Trailer Count \_\_\_\_\_

Four Jeffery  
Campground



Maxar, Microsoft

Forks  
Campground



Maxft

Big Trees  
Campground



Maxar

## Appendix D: Creel Survey Field Sheet



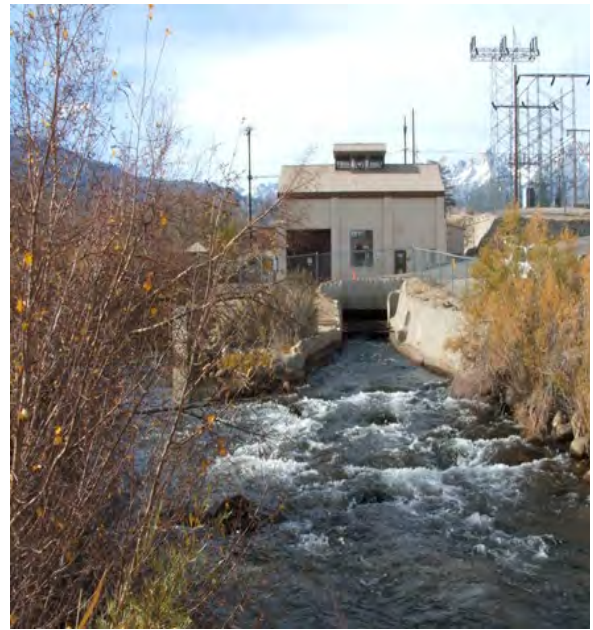
**UPDATED STUDY REPORT**  
**ATTACHMENT 5**  
**REC 2 – RECREATION FACILITIES CONDITION AND PUBLIC ACCESSIBILITY**



# **SOUTHERN CALIFORNIA EDISON**

## **Bishop Creek Hydroelectric Project**

### **(FERC Project No. 1394)**



## **FINAL TECHNICAL REPORT**

### **RECREATION FACILITIES CONDITION**

### **AND PUBLIC ACCESSIBILITY STUDY**



October 2021

# **SOUTHERN CALIFORNIA EDISON**

## **Bishop Creek Hydroelectric Project (FERC Project No. 1394)**

### **FINAL TECHNICAL REPORT**

#### **RECREATION FACILITIES CONDITION AND PUBLIC ACCESSIBILITY STUDY**

Southern California Edison  
1515 Walnut Grove Ave  
Rosemead, CA 91770

October 2021

Support from:

***Kleinschmidt***

**TABLE OF CONTENTS**

1	Introduction.....	1
2	Study Objectives.....	2
3	Study Area.....	3
4	Methods.....	5
4.1	Facility Condition and Public Accessibility Assessment.....	5
4.2	Dispersed Use Assessment.....	7
4.3	Operations and Maintenance Economics Assessment.....	7
5	Results .....	9
5.1	Lake Sabrina Recreation Area.....	9
5.1.1	Site Overview.....	9
5.1.2	Facility Condition Assessment.....	11
5.1.3	Dispersed Use Assessment.....	18
5.2	South Lake Recreation Area.....	27
5.2.1	Site Overview.....	27
5.2.2	Facility Condition Assessment.....	29
5.2.3	Dispersed Use Assessment.....	35
5.3	Intake No. 2 Reservoir Recreation Area .....	49
5.3.1	Site Overview.....	49
5.3.2	Facility Condition Assessment.....	51
5.3.3	Dispersed Use Assessment.....	56
6	Discussion .....	66
7	Consultation Summary .....	72
8	References .....	80

**List of Figures**

Figure 5-1	Lake Sabrina Site Elements.....	10
Figure 5-2	Overview of Dispersed Use at Lake Sabrina Recreation Area.....	19
Figure 5-3	Detail Figure of Area A.....	21
Figure 5-4	Detail Figure of Area D. ....	24
Figure 5-5	Detail Figure of Area E.....	26
Figure 5-6	South Lake Site Elements.....	28

Figure 5-7	Overview of Dispersed Use at South Lake Recreation Area.....	37
Figure 5-8	Overview of Dispersed Use at South Lake Recreation Area.....	39
Figure 5-9	Detail Figure of Area D. ....	41
Figure 5-10	Detail Figure of Area E.....	43
Figure 5-11	Detail Figure of Area F.....	45
Figure 5-12	Detail Figure of Area G. ....	47
Figure 5-13	Intake No. 2 Reservoir Site Elements. ....	50
Figure 5-14	Overview of Dispersed Use at Intake No. 2 Reservoir Recreation Area. .	57
Figure 5-15	Detail Figure of Area A.....	59
Figure 5-16	Detail Figure of Area B.....	61
Figure 5-17	Detail Figure of Area C. ....	63
Figure 5-18	Detail Figure of Area D. ....	65

**List of Tables**

Table 4-1	Facility Condition Ratings Table.....	6
Table 4-2	Paving Assessment Categories .....	6
Table 5-1	Lake Sabrina Recreation Area Access Roads .....	11
Table 5-2	Lake Sabrina Recreation Area Parking .....	11
Table 5-3	Lake Sabrina Recreation Area Site Elements .....	13
Table 5-4	Lake Sabrina Site Buildings .....	14
Table 5-5	Signage at Lake Sabrina Recreation Area .....	15
Table 5-6	Summary of Dispersed Use at the Lake Sabrina Recreation Area.....	18
Table 5-7	South Lake Recreation Area Access Roads .....	29
Table 5-8	South Lake Recreation Area Parking .....	29
Table 5-9	South Lake Recreation Area Site Elements .....	30
Table 5-10	South Lake Recreation Area Site Buildings.....	32
Table 5-11	Signage at South Lake Recreation Area .....	33
Table 5-12	Summary of Dispersed Use at South Lake Recreation Area.....	36
Table 5-13	Intake No. 2 Reservoir Recreation Area Access Roads.....	51
Table 5-14	Intake No. 2 Reservoir Recreation Area Parking.....	51
Table 5-15	Intake No. 2 Reservoir Recreation Area Site Elements.....	52
Table 5-16	Signage at Intake No. 2 Recreation Area .....	54

Table 5-17 Summary of Dispersed Use at Intake No. 2 Reservoir Recreation Area .... 56  
Table 6-1 Summary of Notable Findings ..... 67  
Table 7-1 Consultation Since Filing of Revised Study Plans (REC 1 and REC 2)..... 73

**List of Appendices**

- Appendix A Lake Sabrina Day Use Parking Nodes Inventory Checklist
- Appendix B Lake Sabrina ADA Compliance Checklist
- Appendix C South Lake Launching Facility FSORAG Compliance Checklist
- Appendix D South Lake Trailhead Compliance Checklist
- Appendix E Intake No. 2 Compliance Checklist
- Appendix F List of Photos

## Acronyms

### **A**

ABAAS	Architectural Barriers Act Accessibility Standards
ADA	Americans with Disabilities Act

### **C**

CMU	concrete masonry unit
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### **F**

FERC	Federal Energy Regulatory Commission
FSORAG	Forest Service Outdoor Recreation Accessibility Guidelines
FSTAG	Forest Service Trail Accessibility Guidelines

### **G**

GIS	geographic information system
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### **O**

O&M	Operation and Maintenance
ODAAG	Outdoor Developed Area Accessibility Guidelines

### **Q**

QA/QC	quality assessment/quality control
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### **R**

REC 1	Recreation Use and Needs Study
REC 2	Recreation Facilities Condition and Public Accessibility Study

### **S**

SCE	Southern California Edison
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### **T**

TWG	Technical Working Group
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### **U**

U.S. Access Board	Architectural and Transportation Barriers Compliance Board
USFS	U.S. Forest Service

## **1 INTRODUCTION**

During the Technical Working Group Meeting (TWG) meetings, Southern California Edison (SCE) and stakeholders identified the need to conduct a Recreation Facilities Condition and Public Accessibility Study (REC 2) to assess the condition of and accessibility to existing recreation facilities at the SCE Project. For the purposes of the REC 2 Study, Project-related recreation facilities are considered all facilities related to the South Lake, Lake Sabrina, and Intake No. 2 Reservoir recreation areas regardless of ownership or management. An associated Study Plan was developed with the TWGs and adopted through the Federal Energy Regulatory Commissions (FERC) Study Plan Determination, dated November 4, 2019. This report provides findings for the REC 2 Study.

## 2 STUDY OBJECTIVES

This study included the following goals and objectives:

- Assess the condition of existing recreation facilities for Project-related recreation areas
- Facility condition assessment and inventory at existing recreation facilities directly related to the SCE Project, including an evaluation of signage, public safety features, and visual and aesthetic qualities
- Assess the condition and potential for universal accessibility, where feasible
- Assess the condition of access roads and parking areas associated with Project-related recreation
- Document the presence of dispersed use outside of the boundary of developed recreation sites
- Assess the carrying capacity and potential need for expansion, or alteration of existing recreation facilities
- Assess the need to formalize or reclaim (due to environmental concerns) dispersed or informal use areas
- Analyze economics of current and future Project-related O&M of recreation facilities
- Conduct an economic analysis to understand the current cost of ownership and maintenance performance by concessionaires
- Analyze options for improving concessionaire agreements and/or leveraging funds or resources to help offset costs of facility improvements and ongoing O&M for recreation facilities
- Ensure that future Project facilities and operations are consistent with the desired conditions, goals, standards, and guidelines described in the Land Management Plan for the Inyo National Forest Service (USFS, 2019) for Social and Economic Sustainability and Multiple Uses



### 3 STUDY AREA

A facility condition and public accessibility assessment along with a dispersed use assessment were performed at each of the three recreation areas directly related to the Project: Lake Sabrina, South Lake, and Intake No. 2 Reservoir recreation areas. Dispersed use assessments were generally conducted at all developed facilities, reservoir shorelines, and islands within each reservoir, including but not limited to the following locations:

#### Lake Sabrina

- Trailhead, Sabrina Basin Trailhead, and associated information kiosk
- Fishing access, small lake behind weir below dam and south of bridge
- Informal parking, fishing access and Sabrina Basin Trailhead along road
- Boat launch area, Lake Sabrina Launching Facility
- Marina, Lake Sabrina Boat Landing
- Parking, Lake Sabrina Boat Landing, two lots, including restroom facilities
- Informal trail, along western shore of reservoir, called Inlet Trail on map at marina, much of this is outside of Project boundary and in wilderness
- Informal camping, on south shore of reservoir, accessed by Inlet Trail and by boat, much of which is outside the Project boundary and within the John Muir Wilderness

#### South Lake

- Bishop fishing access, Weir Lake
- Parking, Weir Lake
- Informal parking, along road between dam and Weir Lake
- Boat launch area, South Lake Launching Facility
- Marina, South Lake Landing
- Parking, for boat launch
- Day use area, picnic tables along shore, between marina and dam
- Day use area, fishing/dock access south of ramp
- Parking, day use area, including restroom facilities
- Trailhead, Bishop Pass Trailhead, and associated information kiosk
- Parking, for Bishop Pass Trailhead and Green Creek Diversion trail, including restroom facilities
- Picnic/day use area, two picnic tables along diversion trail just above parking area
- Informal camping, on ridge above boat ramp parking, on island in southern portion of reservoir, and at various locations on the south end of the reservoir
- Informal trail, connecting Pass and Green Creek Diversion trails
- Informal trails and fishing access, at Bishop Pass Trailhead

### Intake No. 2 Reservoir

- Day use area adjacent to campground, including restroom facility and day use parking
- Fishing access, universally accessible fishing pier
- Fishing access, bank fishing along northern shore up to dam
- Informal trails, day use area to southeast side of reservoir
- Informal trails and camping areas, south side of reservoir between inlet and dam

## 4 METHODS

### 4.1 FACILITY CONDITION AND PUBLIC ACCESSIBILITY ASSESSMENT

A facility condition and public accessibility assessment was performed by MacKay Sposito from August 4 to 6, 2020, at facilities associated with the recreation areas of Lake Sabrina, South Lake, and Intake No. 2. Generally, the study included an inventory and cursory condition assessment of the following, within the study area:

- Specialized systems (e.g., water, electrical, septic)
- Building envelope, structural elements, and interior soundness
- Systems and equipment to ensure proper and effective operation
- Visual and aesthetic quality of facilities
- Americans with Disabilities Act (ADA) accessibility of facilities
- Public safety measures
- Signage and wayfinding
- Access roads, internal circulation roads, campsite spurs and parking areas

The survey documented items in need of correction, repair, replacement, or similar action, noting facility condition according to Table 4-1. All inventories were documented with photographs and integrated into a geographic information system (GIS) database with relevant attributes to facilitate future analysis and ongoing assessments.

With the exception of ADA accessibility, the methodology for assessing the facilities included a visual inspection, analysis, and documentation in field notes and photographs. The technical level of assessment represented in this report does not include structural, mechanical, electrical, or geotechnical engineering investigation and testing.

The methodology utilized to conduct the ADA accessibility assessments consisted of developing a detailed checklist based on the applicable standards, including:

- Forest Service Outdoor Recreation Accessibility Guidelines (FSORAG)
- Forest Service Trail Accessibility Guidelines (FSTAG)

These guidelines, in part, incorporate sections of the Architectural Barriers Act Accessibility Standards (ABAAS) and the Outdoor Developed Area Accessibility Guidelines (ODAAG), developed by the Architectural and Transportation Barriers Compliance Board (U.S. Access Board).

Each facility was assessed for ADA compliance in detail and recorded on the checklist, along with supporting photographs and field notes. The information and description provided in the Universal Accessibility section of this report are general in nature; however, the detailed checklists for each facility are included in Appendices A through E.

The methodology utilized for paving assessments consisted of visual analysis and categorization based on standard levels of pavement distresses and levels of maintenance required to remediate them (Table 4-2).

**Table 4-1 Facility Condition Ratings Table**

ID	CATEGORY	DESCRIPTION
N	Needs replacement	Facility is non-functional or has broken or missing components
R	Needs repair	Facility has structural damage or is in an obvious state of disrepair
M	Needs maintenance	Facility needs maintenance, such as cleaning or painting
G	Good condition	Facility is functional and well maintained

**Table 4-2 Paving Assessment Categories**

CATEGORY	DESCRIPTION	ACTION NEEDED
<b>Good Condition</b>	No significant general cracking or signs of distress, good wear course.	<i>No maintenance or repairs needed</i>
<b>General Cracking</b>	Single crack or a series of cracks in seemingly random locations.	<i>Needs maintenance: Crack sealing</i>
<b>Block Cracking</b>	Interconnection of several cracks that develop as the pavement ages.	<i>Needs maintenance: Crack sealing and/or seal coating</i>
<b>Fatigue Cracking</b>	Series of interconnected cracks typically described as resembling alligator skin. It is a structural distress, caused by overloading thin pavements or a weak aggregate base or subgrade. This distress can occur in small, localized areas or can be widespread.	<i>Needs Repairs: Full-depth patching is recommended in areas with localized fatigue cracking; however, reconstruction is required if the fatigue cracking is a widespread problem</i>
<b>Deformations and Depressions</b>	Vertical movements of the asphalt pavement caused by overloading or settlement of a weak subgrade	<i>Needs Repairs: Mill patching can be used to repair these deformations and depressions</i>
<b>Potholes</b>	Localized loss of pavement material typically caused by structural failures, poor drainage, or severe raveling.	<i>Needs Repairs: Full-depth patching</i>
<b>Pavement Failure</b>	Widespread occurrences of fatigue cracking, deformations and depressions, potholes and obvious structural failures which make the general overall surfacing hazardous to drive.	<i>Needs Replacement: Base rock repair and replacement as needed to repair structural damage and new paving</i>

Non-paved roads, parking areas, and trails consisting of compacted, native material and/or crushed aggregate were visually assessed based on the evenness of grade and stability of material. Areas observed that have uneven grades and loose, displaced material are identified as *needs maintenance*. Otherwise, the areas were ranked as *good*.

#### **4.2 DISPERSED USE ASSESSMENT**

A dispersed use assessment was conducted from August 4 to 7, 2020, at all developed facilities, reservoir shorelines, and islands within each reservoir. The study initially consisted of a desktop exercise to scan aerial imagery for evidence of dispersed use or informal access areas such as social trails, brown out areas, or impromptu parking around the perimeter of each study area.

These initial indications of dispersed use, along with personal communication with Inyo National Forest Service regarding sites of concern, provided a basis for ground-truthing dispersed use in the study area. For each recreation area, special attention was given to previously identified areas of potential dispersed use while in the field; however, all perimeters of developed facilities were assessed on foot. Any sign of potential foot traffic was investigated until no further evidence of use was detected. In addition to perimeters and natural lands within and surrounding developed areas, special attention was given to the perimeters of Project waters, as feasible. This included hiking along the user-created Inlet Trail along the western shoreline of Lake Sabrina and investigating use at the south end of the lake; walking the perimeter of Intake No. 2 Reservoir; and kayaking to the southern end of South Lake to investigate the island and observe day use and camping areas along the southern shorelines. As dispersed use was discovered, GIS data, photographs, calculations, and notes were collected at each site, which were subject to a quality assessment/quality control (QA/QC) process to formalize the dataset and relevant attributes (e.g., spatial location, number of fire rings, area affected, or length of roads or trails). During the assessment phase, each observance was compared to underlying ownership or management, most notably its location relevant to SCE or U.S. Forest Service (USFS) ownership, the John Muir Wilderness, and the FERC Project boundary. Observances within the Inyo National Forest or John Muir Wilderness are noted since the Inyo National Forest does not allow dispersed camping outside of a designated campground, and the John Muir Wilderness does not allow overnight camping without a valid wilderness permit nor camping within 100 feet of lakes, streams or trails (terrain permitting), and never less than 50 feet of lakes or streams or within 25 feet of trails.

#### **4.3 OPERATIONS AND MAINTENANCE ECONOMICS ASSESSMENT**

A desktop study was originally proposed to analyze the current economics of the O&M of the three recreation areas directly related to the Project: Lake Sabrina, South Lake, and Intake No. 2 recreation areas. Concessionaire agreements and past operational and maintenance data were to be collected from Inyo National Forest Service and its concessionaires to perform this economic analysis. To date, SCE is still coordinating with the Inyo National Forest Service to determine what operational and maintenance data

may be provided for inclusion in this analysis. Once provided, this study plan will be supplemented with an analysis and summary of the data provided.

## **5 RESULTS**

### **5.1 LAKE SABRINA RECREATION AREA**

#### **5.1.1 SITE OVERVIEW**

Lake Sabrina Recreation Area is located at the terminus of CA Highway 168 at approximately 9,100-feet above sea level where Sabrina Dam impounds the Middle Fork Bishop Creek to create Lake Sabrina. Developed recreation amenities generally included a boat ramp, piers, marina, fish cleaning station, restroom, and trailhead for Sabrina Basin Trail, all of which are owned and operated by the Inyo National Forest Service or its concessionaires. The following sections provide facility condition assessment of the roads and parking, site elements, site buildings, signage, visual and aesthetic qualities, universal accessibility, and public safety measures associated with those amenities. Figure 5-1 provides an overview of all site elements discussed in the following sections.

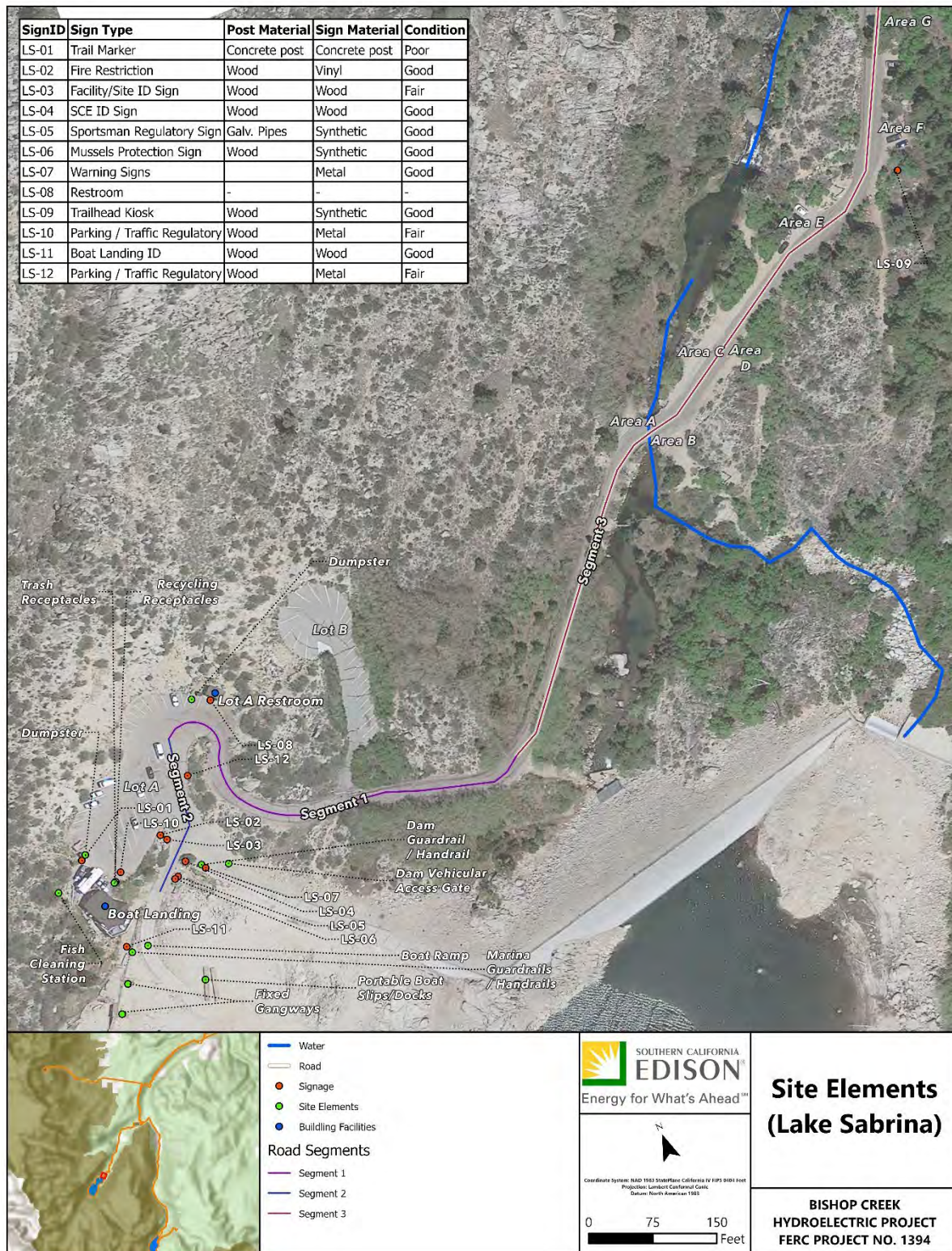


Figure 5-1 Lake Sabrina Site Elements.



## 5.1.2 FACILITY CONDITION ASSESSMENT

### 5.1.2.1 Roads and Parking

Lake Sabrina Road terminates at Lake Sabrina, providing sole vehicular access to the Lake Sabrina Recreation Area. To facilitate discussion, the access road was divided into three segments (Road Segments 1, 2, and 3), as shown on Figure 5-1 and described in Table 5-1. Parking consists of two paved parking lots (Parking Lot A and B) near the marina and seven non-paved, day use parking areas located along both sides of Road Segment 3. The paved surfaces consist of asphalt paving. Non-paved surfaces consist of compacted native earthen materials that have naturally occurring, decomposed crushed aggregate mixed with soil material. The majority of the paved surfaces are in fair condition with frequent cracks, areas of alligator cracking, eroding edges, and occasional potholes. Both parking lots are in need of re-striping and a minimum of two ADA accessible (with at least one van accessible) parking stalls should be designed and designated in Parking Lot A (Appendix A).

**Table 5-1 Lake Sabrina Recreation Area Access Roads**

Site	Surface Material	Road Width (ft)	Circulation Type	Condition
Road Segment 1 (Lot A and Lot B)	Asphalt	± 20 ft	2-way	Needs Maintenance
Road Segment 2 (Lot A to Boat Launch)	Asphalt	± 14 ft	2-way	Good
Road Segment 3 (Along Day Use Parking Areas)	Asphalt	± 20 ft	2-way	Needs Replacement

**Table 5-2 Lake Sabrina Recreation Area Parking**

Site	Sub-site	Parking with Striping	Parking without Striping (ft)	Surface	
				Material	Condition
Marina	Lot A	36 stalls (no designated ADA stalls)		Asphalt	Needs Maintenance
	Lot B	24 stalls (no designated ADA stalls)		Asphalt	Needs Maintenance
Day Use Parking Areas	Area A		21 ft X 18 ft (Approximately 1-2 Head-in Spaces)	Earthen	Needs Maintenance

Site	Sub-site	Parking with Striping	Parking without Striping (ft)	Surface	
				Material	Condition
	Area B		33 ft X 15 ft (Approximately 1-2 Head-in Spaces)	Earthen	Needs Replacement
	Area C		162 ft X 10 ft (Approximately 8 Parallel Spaces)	Earthen	Needs Maintenance
	Area D		150 ft X 9 ft (Approximately 7-8 Parallel Spaces)	Earthen	Needs Maintenance
	Area E		42 ft X 9 ft (Approximately 2 Parallel Spaces) 40 ft X 23 ft (Approximately 3 Head-in Spaces)	Earthen	Needs Maintenance
	Area F		24 ft X 24 ft (Approximately 2 Head-in Spaces)	Earthen	Needs Maintenance
	Area G		25 ft X 30 ft (Approximately 3 Head-in Spaces)	Earthen	Needs Maintenance

### 5.1.2.2 Site Elements

Table 5-3 provides a detailed inventory of all elements assessed at this site. During the assessment, the reservoir water level was at the low operating level. As such, the gangways were not operable and were not assessed for function. The movable, floating boat docks were in use but were not on an accessible route and, by nature of design, do not meet ADA accessibility compliance. The boat launch ramp was observed in use and was operable; however, the boat launch facility as designed does not provide ADA accessibility. The fish cleaning station was not operable and should be replaced with a facility that meets ADA accessibility criteria and relocated to an area to which an accessible route is provided.

**Table 5-3 Lake Sabrina Recreation Area Site Elements**

Site Element	Parameter	Assessment
Boat Ramp	No. of Lanes	1
	Material(s)	Concrete
	Condition	Good
Portable Boat Slips/Docks	No. of Structures	2
	Type	Floating
	Material(s)	Wood
	Condition	Needs Maintenance
Fixed Gangways	No. of Structures	2
	Type	Hinged / Floating
	Material(s)	Wood / Steel Railings
	Condition	Needs Repairs
Fish Cleaning Station	No. of Stations	1
	Material(s)	Wood
	Condition	Needs Replacement
Trash Receptacles	Quantity	3
	Type	Movable
	Material	Plastic
	Condition	Needs Replacement
Recycling Receptacles	Quantity	1
	Type	Movable
	Material	Plastic
	Condition	Needs Replacement
Dumpster	Quantity	2
	Type	Bear proof
	Material	Metal
	Condition	Good
Marina Guardrails / Handrails	Location	Gangway Platform
	Material	Steel Tubing and Chain
	Condition	Needs Repairs
Dam Guardrail / Handrail	Location	Dam Pathway
	Material	Painted Steel Tubing
	Condition	Good

Site Element	Parameter	Assessment
Dam Vehicular Access Gate	Type	Single Swing
	Material	Galvanized Steel
	Condition	Good

### 5.1.2.3 Site Buildings

Two buildings were evaluated: the Lake Sabrina Boat Landing building and the restroom building located in Parking Lot A (Table 5-4).

The Boat Landing building consists of a wooden structure, with wood siding and a metal roof. Based on the visual assessment of the exterior of the building, there were no significant repairs identified that require immediate maintenance or repairs.

The restroom building consists of a pre-engineered, concrete masonry unit (CMU) structure, on a slab with a standing-seam metal roof and wooden columns supporting the extended roof overhang. Based on general observations, it appeared that the building components were in good condition and structurally sound. A thorough ADA accessibility assessment checklist was completed, which is provided in Appendix B.

**Table 5-4 Lake Sabrina Site Buildings**

Building ID	Exterior		Roof		Interior		
	Material	Condition	Material	Condition	# Toilets	Type	Condition
Lake Sabrina Boat Landing	Wood Siding	Good	Metal	Good	N/A	N/A	N/A
Parking Lot A Restroom	Concrete Masonry Unit	Excellent	Metal	Good	2	Pit	Good

### 5.1.2.4 Signage and Wayfinding

There is a wide variety of sign types, styles and sizes as depicted in Table 5-5. Many are standardized across the various Bishop Creek Facilities such as the facility identification signs and the regulatory signs. Other signs are unique to the specific site where they are located. Another general observation, during the site assessment, is that the placement

of the signs are somewhat sprawling throughout the site. See Photos 1 through 8 in Appendix F for representative photos of the items referenced above. Based on the assessment, the following issues were identified for consideration:

- Current sign design standards should be reviewed for ADA compliance (e.g. letter sizes, contrast, color).
- Sign mounting heights require review throughout the site and adjusted as needed to meet the regulatory standards for each type, ADA compliance and general visibility. Several of the parking signs observed are mounted very low to the ground and are in conflict with some surrounding plant material.
- Regulatory signs that have been modified should be replaced. Some signs have graffiti on them with non-retroreflective material that will not be visible at night.
- The Lake Sabrina Launch Facility sign is in need of re-painting and maintenance.
- Consider standardizing the sign mounting systems and materials used for the various informational signs to help add continuity to the overall signage system. Some are mounted on round timbers, others on square posts, others on galvanized pipe frame systems; simplifying maintenance and replacement efforts in the long term.
- Consider consolidating the placement of signs to reduce clutter and improve the aesthetic quality of the facility.

**Table 5-5 Signage at Lake Sabrina Recreation Area**

Sign Type	Material		Qty	Condition	Comments
	Posts	Sign			
<b>Marina / Boat Launch Facility</b>					
Facility/Site ID	Wood	Wood	1	Fair	Repaint
SCE ID Sign	Wood	Wood	1	Good	
Boat Landing ID	Wood	Wood	1	Good	Touch-up paint
Fire Restriction	Wood	Vinyl	1	Good	Stapled to post structure
Sportsman Regulatory	Galvanized Pipes	Synthetic	1	Good	
Mussels Protection Sign	Wood	Synthetic	1	Good	
Trail Marker	Painted Concrete Post		1	Poor	Remove and replace
Parking / Traffic Regulatory	Wood	Metal	3	Poor	Replace and verify mounting height
Warning Signs		Metal	2	Good	Mounted on dam guardrail
Restroom	-	-	-	-	Missing ADA plaques

Sign Type	Material		Qty	Condition	Comments
	Posts	Sign			
<b>Day Use Parking Areas</b>					
Trailhead Kiosk	Wood	Synthetic	1	Good	Review ADA Sign Standards
Parking / Traffic Regulatory	Wood	Metal	2	Fair	

#### 5.1.2.5 Visual and Aesthetic Quality

The overall visual quality of the site is very nice by virtue of the natural surroundings. Aesthetics of the building facilities are somewhat dated but appear to be well maintained and consistent with current adopted standards. The primary areas that have potential for improving the visual and aesthetic quality of the overall facility are:

- Upgrades to the signage system through more standardized graphics, mounting structures, and general placement and organization.
- Upgrades, replacement, and/or organization of site furnishings such as recycling and trash receptacles, dumpsters, and fish cleaning station (See Photo 9 in Appendix F).
- Additional plantings for buffering, screening, and enhancement.

#### 5.1.2.6 Universal Accessibility

A detailed ADA checklist has been completed for the site (Appendix B) which identifies the various non-compliance issues that should be addressed. The purpose of the checklist is to locate and assess site components within existing public outdoor recreation facilities, for compliance with FSORAG and FSTAG are the legally enforceable standards for use on guidelines discussed in Section 4.1.

The most significant non-compliance issues consist of a lack of accessible routes to the following amenities:

- Lake Shoreline / Beach Access
- Boat Launch and Boat Docks
- Recycling / Trash Receptacles
- ADA Accessible Parking (no designated spaces)
- Viewing Areas/Overlook at Dam
- Fish Cleaning Station
- Trailheads/Trails

Aside from improvements to extend accessible routes, there are various site amenities that should be modified, added, or replaced to conform with ADA standards. Among them are:

- Fish Cleaning Station
- Recycling / Trash Receptacles
- ADA Parking Spaces and Signage
- Tactile Signage at the Restroom

#### 5.1.2.7 Public Safety Measures

Based on a general assessment of potential public safety concerns, there were relatively few identified. Among them are the following:

- The pathway along the crest of the dam has very steep slopes on both edges of the pathway. The lake side of the pathway is protected by a continuous guardrail system while the opposite edge of the pathway is currently unprotected. There are remnants of a past fence or rail system that was removed. A new edge treatment should be considered (railing, cable fence, curb rail, plantings, boulders or other) to better define the edge and reduce the public risk. See Photo 10 in Appendix F.
- The accessible route from the Marina Parking Lot A to various site amenities is shared use with the access drive and parking lot drive aisles. Future considerations to reduce potential for pedestrian and vehicular conflicts should be considered, including strategic striping at crossings, detectable warning pavement (truncated domes), and/or separated pedestrian access routes.
- Repair eroded edges and sections of pathways, roadways and parking areas to alleviate tripping hazards and potential damage to vehicles. See Photo 11 in Appendix F.

### 5.1.3 DISPERSED USE ASSESSMENT

As summarized in Table 5-6 and depicted in Figure 5-2, five distinct concentrations of dispersed use were observed at the Lake Sabrina Recreation Area:

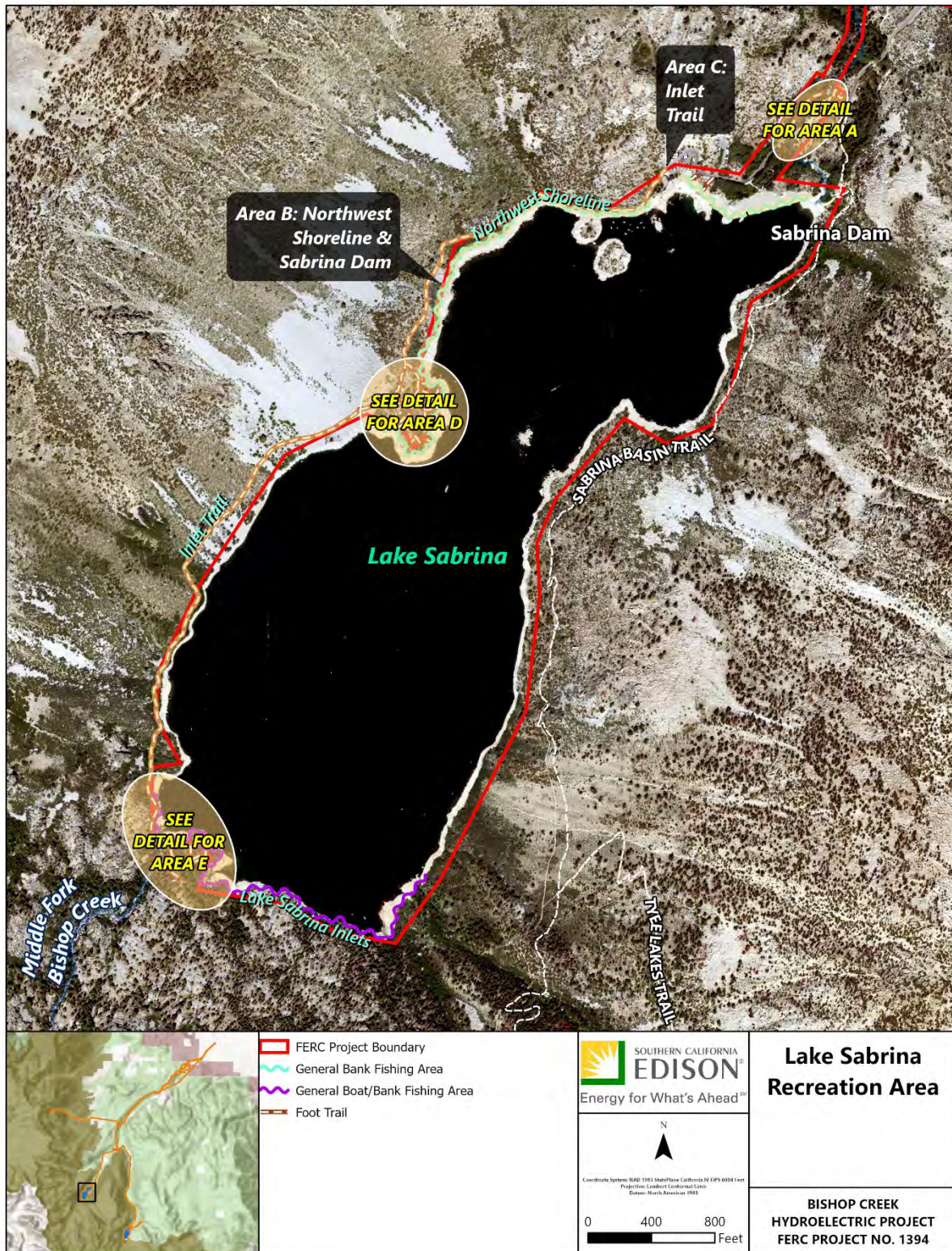
- Area A: Shallow impoundment upstream of the weir below Sabrina Dam
- Area B: Northwest shoreline of Lake Sabrina and Sabrina Dam
- Area C: Inlet Trail
- Area D: Peninsula on the western shoreline of Lake Sabrina at the approximate midpoint of the lake and along Inlet Trail
- Area E: Middle Fork Bishop Creek inlet and shoreline located at the southern end of Lake Sabrina

Observations resulted in an estimate of approximately 47 potential campsites; 6 fire pits; 2.0 miles of user created trails; 20 visibly evident bank access points; and 1.3 miles of shoreline used for bank fishing or general recreation. Each area is described in more detail in the following sections.

**Table 5-6 Summary of Dispersed Use at the Lake Sabrina Recreation Area**

Area	Name	Potential Campsite	Fire Pit	User Created Trails	Visible Bank Access Point	Shoreline Generally Used for Boat/Bank Fishing (ft)
A	Weir below Sabrina Dam	n/a	n/a	777 ft	20	n/a
B	Northwest Shoreline & Sabrina Dam	n/a	n/a	182 ft	n/a	4,140
C	Inlet Trail	n/a	n/a	6,488 ft	n/a	n/a
D	Mid Lake Sabrina Peninsula	16	2	2,004 ft	n/a	n/a
E	Middle Fork Bishop Creek Inlet	31	4	1,086 ft	n/a	2,941
<b>TOTAL</b>		<b>47</b>	<b>6</b>	<b>10,536 ft</b>	<b>20</b>	<b>7,081</b>

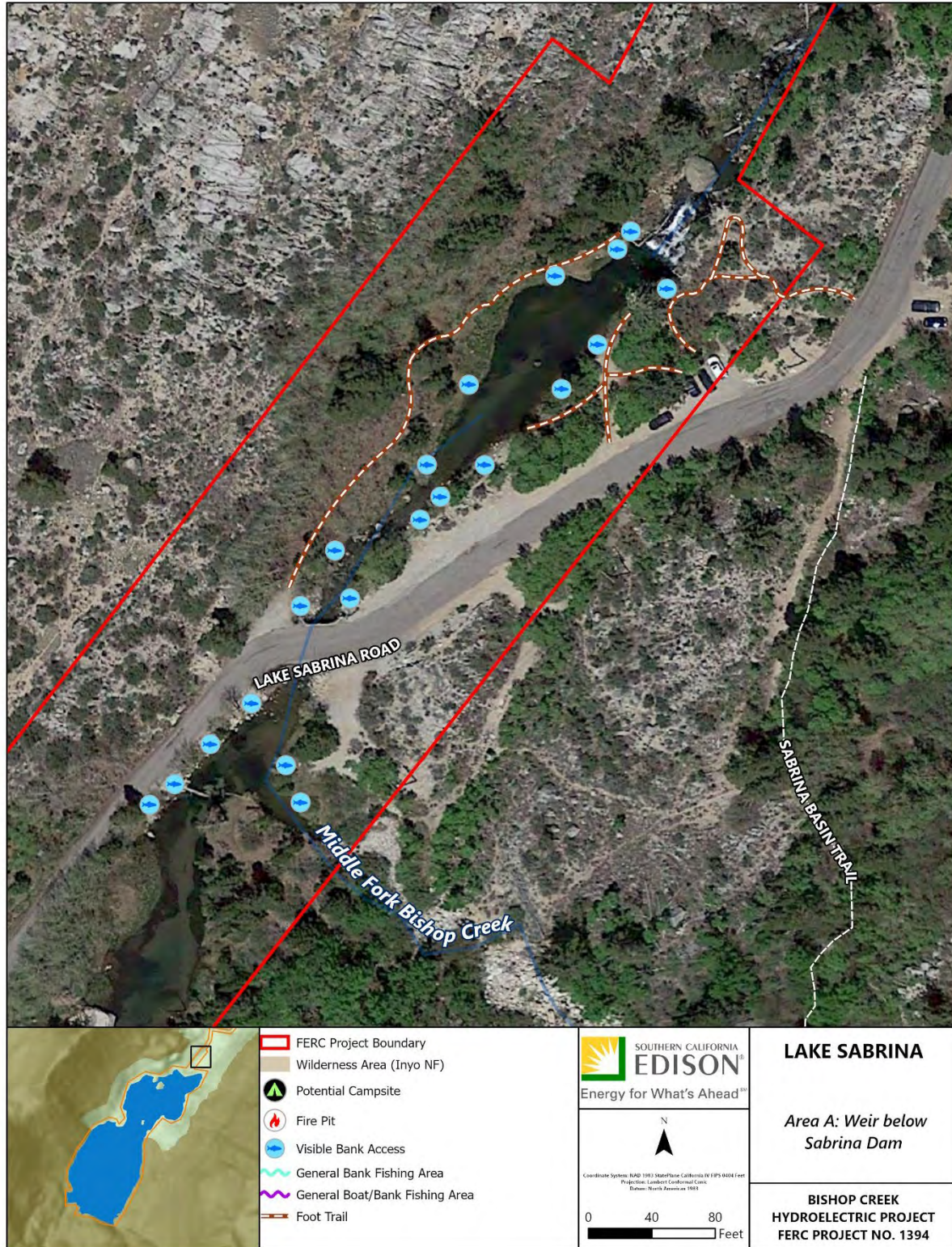




**Figure 5-2 Overview of Dispersed Use at Lake Sabrina Recreation Area.**

#### 5.1.3.1 Area A: Weir below Sabrina Dam

Below Sabrina Dam, a Project weir backs up the flow for the Middle Fork Bishop Creek, creating a popular area for bank fishing. As shown on Figure 5-3, approximately 20 visible bank access points were noted along this reach; however, most of the shoreline is accessible for fishing. The more easily accessible sections are those adjacent to the Lake Sabrina Road, however, there is a user created trail on the western bank leading from the bridge to the weir. Other short spurs have been established from the road or parking areas to the eastern bank of the creek. In total, approximately 777 feet of user created trails were observed. Activities observed are wholly within the current FERC Project boundary and Inyo National Forest. See Photos 12 through 17 in Appendix F for representative photos of Area A.



**Figure 5-3 Detail Figure of Area A.**

### 5.1.3.2 Area B: Northwest Shoreline and Sabrina Dam

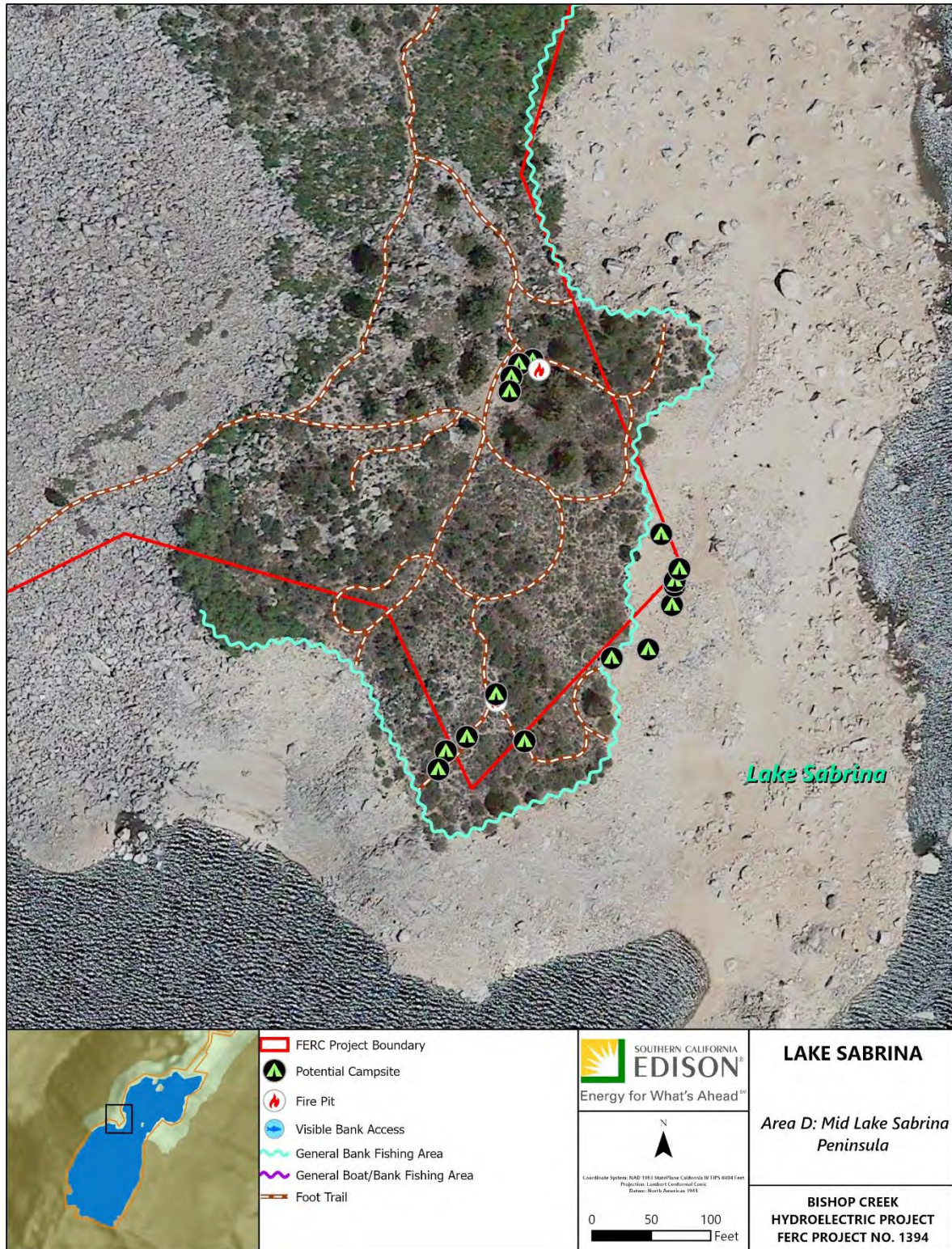
As illustrated in the overview (Figure 5-2), approximately 4,140 feet of shoreline extending from the marina to the talus field just south of the peninsula on the western shoreline of Lake Sabrina is a popular bank fishing area. During periods of low water levels, much of the lakebed is exposed and users walk along the shoreline and lake bed to access the current waterline. Vehicles are commonly observed driving down the boat ramp and onto various portions of the lakebed for fishing and general recreation. During maximum or normal water levels, anglers access the area via the Inlet Trail (discussed in more detail in Section 5.1.3.3). Two short cut-off trails were observed from the Sabrina Dam to the access road leading to parking areas. Activities observed are wholly within the current FERC Project boundary and Inyo National Forest. See Photos 18 through 22 in Appendix F for representative photos of Area B.

### 5.1.3.3 Area C: Inlet Trail

As depicted in Figure 5-2, a user created trail extends approximately 1.2 miles from the marina to the inlet of Middle Fork Bishop Creek at the southeastern corner of Lake Sabrina. A white wooden post located adjacent to the dumpsters behind the marina serves as a trailhead marker for this informal trail. The trail is well worn and defined for the 0.5 mile stretch from the marina to the talus field just south of the peninsula on the western shoreline of Lake Sabrina. From there, a less defined but obviously marked 0.2 mile scramble exists through the talus field prior to reaching a well-defined dirt path that extends another 0.5 miles to the inlet of Middle Fork Bishop Creek, a popular area for fishermen to access both by trail or by foot. The inlet appears to be the obvious destination for the trail, although other activities along the southern shoreline and forest of Lake Sabrina occur and are discussed in Section 3 and 5.1.3.4. During this field assessment, likely the case most of the year, there is no easy access across the inlet due to strong flows. Activities observed, specifically the final third of the trail from the end of the talus field to the inlet, are wholly within the Inyo National Forest, and partially within the John Muir Wilderness. The trail meanders in and out of the current FERC Project boundary, which is intended to represent the maximum operating level of the reservoir at this location. See Photos 23 through 31 in Appendix F for representative photos of Area C.

#### 5.1.3.4 Area D: Mid Lake Sabrina Peninsula

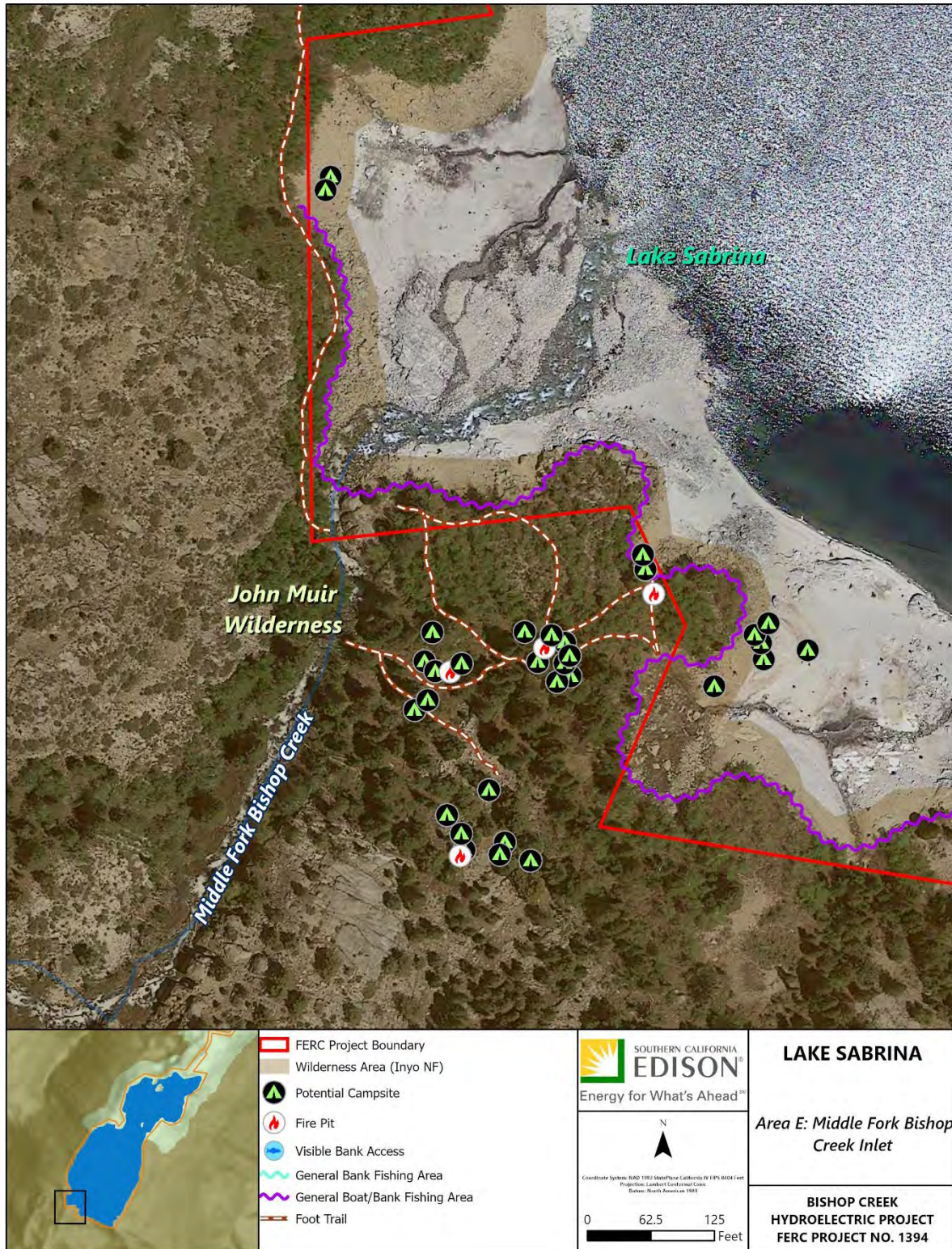
At approximately midpoint of the Inlet Trail, a small peninsula extends to the western shoreline of Lake Sabrina (Figure 5-4). The peninsula appears to be a popular destination for day use, fishing, and potentially overnight camping with approximately 16 potential campsites; two established fire pits; and 2,004 feet of user created trails were observed on the peninsula. Seven of the potential campsites observed are cleared, flat spaces within the lakebed just east of the peninsula. Activities observed are wholly within the Inyo National Forest, and partially within the current FERC Project boundary, which represents the maximum operating level of the reservoir at this location. See Photos 32 through 36 in Appendix F for representative photos of Area D.



**Figure 5-4 Detail Figure of Area D.**

### 5.1.3.5 Area E: Middle Fork Bishop Creek Inlet

At the southwestern corner of Lake Sabrina, Middle Fork Bishop Creek inlet to the lake is a popular area for bank and boat fishing, general day use, and overnight camping (Figure 5-5). Users may access the area either by hiking along the 1.2 mile, informal Inlet Trail and crossing the creek, or by boat or personal watercraft. The shoreline and forest directly west of the inlet shows evidence of heavy use and overnight camping. Approximately 31 potential campsites; 4 fire pits; and 1,086 user created trails were observed in the area. An approximate 2,941 feet of shoreline on the south end of the lake is a popular fishing bank and general day use area for users at the back of the lake that launched from the boat ramp or accessed the area via the informal Inlet Trail. The area is entirely within the Inyo National Forest, and – excluding a handful of potential campsites observed in the lakebed – the activities observed are wholly within the John Muir Wilderness. Activities are partially within the current FERC Project boundary, which represents the maximum operating level of the reservoir in this location. See Photos 37 through 41 in Appendix F for representative photos of Area E.



**Figure 5-5 Detail Figure of Area E.**



## **5.2 SOUTH LAKE RECREATION AREA**

### **5.2.1 SITE OVERVIEW**

South Lake Recreation Area is located at the terminus of South Lake Road at approximately 9,800-feet above sea level where Hillside Dam impounds the South Fork Bishop Creek to create South Lake. Developed recreation amenities generally include a boat ramp, pier, marina, restrooms, picnic tables, and trailheads for Bishop Pass and Rainbow Pack Station Trails, all of which are owned and operated by the Inyo National Forest Service or its concessionaires. The following sections provide facility condition assessments of the roads and parking, site elements, site buildings, signage, visual and aesthetic qualities, universal accessibility, and public safety measures associated with those amenities. Figure 5-6 provides an overview of all site elements discussed in the following sections.

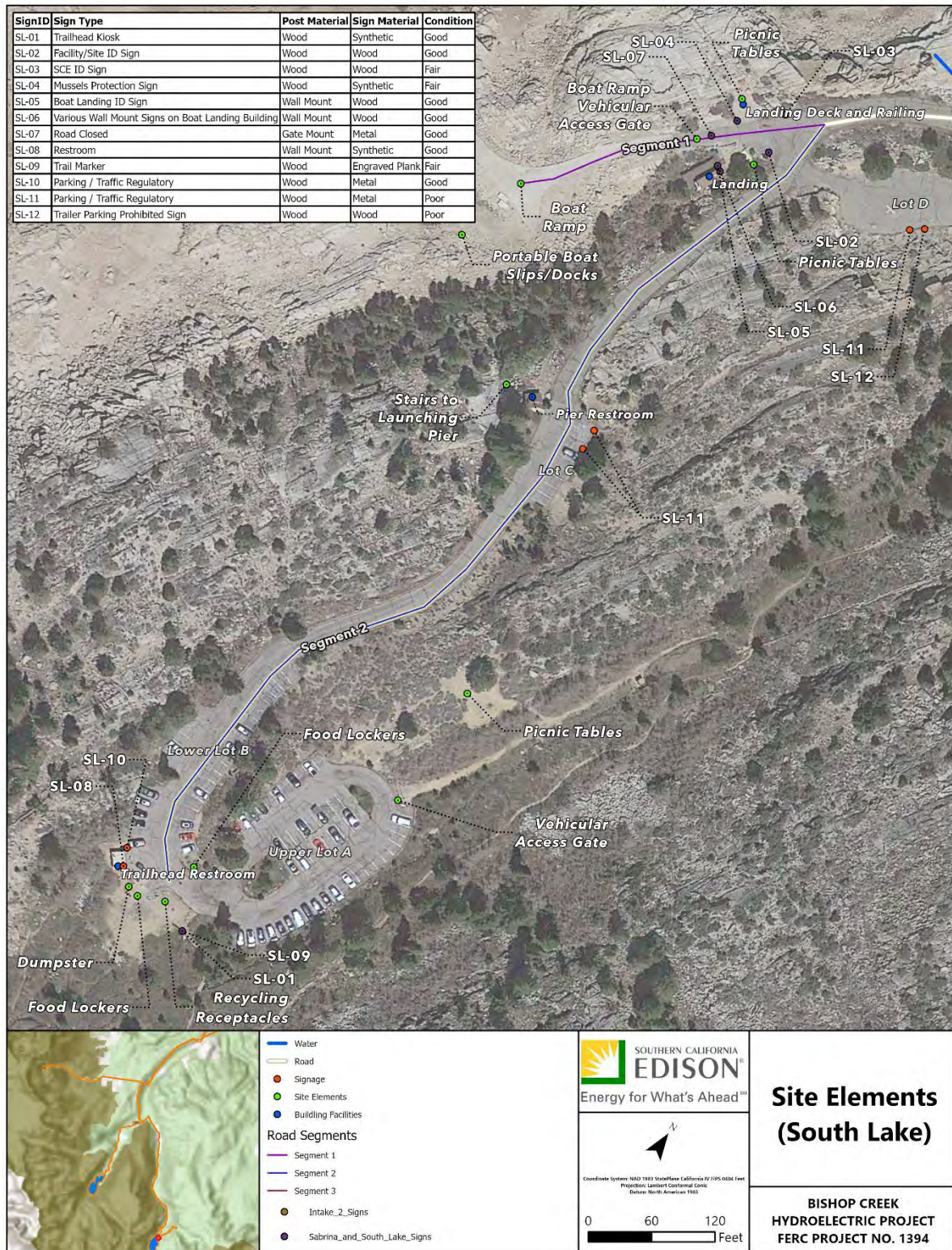


Figure 5-6 South Lake Site Elements.

## 5.2.2 FACILITY CONDITION ASSESSMENT

### 5.2.2.1 Roads and Parking

South Lake Road terminates at South Lake, providing sole access to the South Lake Recreation Area. To facilitate discussion, the access road has been divided into two segments (Road Segments 1 and 2), as shown on Figure 5-6 and described in Figure 5-7. Parking consists of four paved parking lots: Parking Lots A, B, C, and D. Parking Lot A and B are associated with the trailhead, while Parking Lot C and D are associated with the launching facility. At the time of the initial assessment in August 2020, Parking Lots A, B, and D had been recently resurfaced but were not yet striped. The Access Road and Lot C were in poor condition. Based upon updated photos received in June 2021, it appears that all paving and striping work is complete and that the roads and parking facilities associated with both the launching facility and the trailhead are in excellent condition. As shown on Photo 42 in Appendix F, paving stopped approximately 30 feet from the boat ramp and the staff parking.

**Table 5-7 South Lake Recreation Area Access Roads**

Site	Surface Material	Road Width (ft)	Circulation Type	Condition
Road Segment 1 (Main Access Road to Boat Launch)	Asphalt	± 20'	2-way	Good <sup>a</sup>
Road Segment 2 (Launch Facility to Trailhead Parking)	Asphalt	± 24'	2-way	Good <sup>a</sup>

<sup>a</sup>Roads were under construction during site assessment originally completed August 2020. Based on photos provided in June 2021, parking lots and access roads have been newly paved.

**Table 5-8 South Lake Recreation Area Parking**

Site	Sub-site	Parking with Striping	Parking w/o Striping	Surface	
				Material	Condition
South Lake Trailhead Parking	Lot A	50 stalls		Asphalt	Good <sup>a</sup>
	Lot B	36 stalls		Asphalt	Good <sup>a</sup>
South Lake Launching Facility Parking	Lot C	8 stalls		Asphalt	Good <sup>a</sup>
	Lot D	15 stalls		Asphalt	Good <sup>a</sup>
	Staff Parking		20' X 25' (Head-in Spaces)	Gravel	Good

<sup>a</sup>Site assessment updated from original August 2020 site visit based on June 2021 photos

### 5.2.2.2 Site Elements

Table 5-9 provides a detailed inventory of all elements assessed at this site. During the assessment site visit, the reservoir water level was at the low operating level. The movable floating boat docks were in use but were not on an accessible route and by nature of design do not meet ADA accessibility compliance. The boat launch ramp was observed in use and was operable; however, the boat launch facility as designed does not provide ADA accessibility. The food lockers located at the trailhead appear to be in good condition. See Photos 43 through 45 in Appendix F for representative photos of the items referenced above.

**Table 5-9 South Lake Recreation Area Site Elements**

Site Element	Parameter	Assessment
<b>South Lake Launching Facility</b>		
Boat Ramp	No. of Lanes	2
	Material(s)	Concrete
	Condition	Good
Portable Boat Slips/Docks	No. of Structures	1
	Type	Floating
	Material(s)	Wood /Synthetic
	Condition	Good
Picnic Tables	No. of Structures	3
	Material(s)	Wood
	Condition	Needs Repair
Stairs to Launching Pier	Location	Near Parking Lot C
	Material	Timber and Earthen
	Condition	Needs Replacement
Boat Ramp Vehicular Access Gate	Type	Single Swing
	Material	Painted Galvanized Steel
	Condition	Needs Replacement
<b>South Lake Trailhead</b>		
Recycling Receptacles	Quantity	1
	Type	Combo (3) compartment
	Material	Metal
	Condition	Good
Dumpster	Quantity	1
	Type	Bear proof

Site Element	Parameter	Assessment
	Material	Metal
	Condition	Good
Food Lockers	Quantity	6
	Material	Painted Metal
	Condition	Good
Picnic Tables	No. of Structures	2
	Material(s)	Wood
	Condition	Need Repair
Vehicular Access Gate	Type	Posts and Chain
	Material	Metal
	Condition	Need Repair

### 5.2.2.3 Site Buildings

The two restrooms located at the trailhead and across from Parking Lot C were reviewed based on visual condition assessment and as part of the ADA accessibility assessment.

The trailhead restroom, a pit toilet with no supporting utilities, is a relatively new, pre-cast concrete structure which is in excellent condition and ADA compliant.

The Parking Lot C restroom, a pit toilet with no supporting utilities, is a pre-engineered CMU structure on a slab with a standing seam metal roof. The restroom is somewhat dated and, based on the ADA assessment, has deficiencies that require attention. The CMU block and roof appear to be in good condition. The interior is in poor condition and needs repairs and maintenance upgrades.

The South Lake Landing building was reviewed based on visual assessment of the exterior only. The building consists of painted wood panel siding and wood trim, all of which appears to be in good shape. The roof consists of a very flat, sloped shed roof with composite shingles that appears to be at the end or near end of lifespan (Appendix F, Photo 47). It is recommended that it be replaced soon. The partially surrounding deck with built-in seating and railing appears to be in good condition. The ramp that accesses the deck is structurally in good condition; however, the transition from earthen path to the ramp is not flush with the edge of ramp and requires modification to accommodate ADA accessibility (Appendix F, Photo 46).

**Table 5-10 South Lake Recreation Area Site Buildings**

Building ID	Exterior		Roof		Interior		
	Material	Condition	Material	Condition	# Toilets	Type	Condition
<b>South Lake Launching Facility</b>							
South Lake Landing	Wood Siding & Trim	Good	Composite	Needs Replacement	N/A	N/A	N/A
* South Lake Landing Deck and Railing	Wood	Needs Maintenance and Ramp Repair	N/A	N/A	N/A	N/A	N/A
** Restroom Near Stairs to Launching Pier	CMU	Good	Metal	Good	2	Pit	Needs Repairs and Maintenance
<b>South Lake Trailhead</b>							
Trailhead Restroom	Pre-cast Concrete	Good	Pre-cast Concrete	Good	2	Pit	Good

\* Deck entry ramp transition is not ADA accessible and should be modified. See ADA Accessibility Checklist for detailed information.

\*\* Interior needs material replacement, door hardware should be upgraded, restrooms are not ADA accessible; a sign should be added to direct patrons to the trailhead restroom. See ADA Accessibility Checklist for detailed information.

#### 5.2.2.4 Signage and Wayfinding

There is a wide variety of sign types, styles and sizes (Table 5-11). Many are standardized across the various Bishop Creek facilities such as the facility identification and regulatory signs. Other signs are unique to the specific installation site. Sign placements are somewhat sprawling throughout the site. Based on the assessment, the following issues were identified and should be considered.

- Current sign design standards should be reviewed for ADA compliance (e.g. letter sizes, contrast, color).
- Sign mounting heights should be adjusted as needed to meet the regulatory standards for each type, ADA compliance and general visibility.
- Consider standardizing the sign mounting systems and materials used for the various informational signs to help add continuity to the overall signage system. Some are mounted on round timbers, others on square posts, others on galvanized pipe frame systems. This will also simplify maintenance and replacement efforts in the long term.
- Consider consolidating the placement of signs to reduce visual clutter and improve the aesthetic quality of the facility.

**Table 5-11 Signage at South Lake Recreation Area**

Sign Type	Material		Qty	Condition	Comments
	Posts	Sign			
<b>South Lake Launching Facility</b>					
Facility/Site ID	Wood	Wood	1	Good	
SCE ID Sign	Wood	Wood	1	Fair	Weathered
Boat Landing ID	Wall Mount	Wood	1	Good	
Various Wall Mount Signs on Boat Landing Building	Wall Mount	Wood	3	Good	
Mussels Protection Sign	Wood	Synthetic	1	Fair	Missing mounting bolts
Parking / Traffic Regulatory	Wood	Metal	3	Poor	1 at Parking Lot D and 2 at Parking Lot C
Road Closed	Gate Mount	Metal	1	Good	
Trailer Parking Prohibited Sign	Wood	Wood	1	Poor	Observed torn down and laying on the ground
<b>South Lake Trailhead</b>					
Trailhead Kiosk	Wood	Synthetic	1	Good	Review ADA Sign Standards
Parking / Traffic Regulatory	Wood	Metal	1	Good	
Restroom	Wall Mount	Synthetic	2	Good	
Trail Marker	Wood	Engraved Plank	1	Fair	

### 5.2.2.5 Visual and Aesthetic Quality

The overall visual quality of the site is very nice by virtue of the natural surroundings. Aesthetics of the building facilities are somewhat dated but appear to be well maintained and consistent with current adopted standards. The main areas that have potential for improving the visual and aesthetic quality of the overall facility are:

- Upgrades to the signage system through more standardized graphics, mounting structures, and general placement and organization.
- Upgrades, replacement, and/or organization of site furnishings such as recycling and trash receptacles, dumpsters, food lockers.

- Additional plantings for buffering, screening, and enhancement.

#### 5.2.2.6 Universal Accessibility

A detailed ADA checklist was completed for the site (Appendices C and D) that identifies the various non-compliance issues that should be addressed. The most significant deficiencies consist of a lack of accessible routes to the following amenities:

- Lake Shoreline / Beach Access (Appendix F, Photo 49)
- South Lake Landing Building
- Boat Launch and Boat Docks
- Recycling / Trash Receptacles
- Picnic Tables (Appendix F, Photo 48)
- Trailheads/Trails

#### 5.2.2.7 Public Safety Measures

Based on a general assessment of potential public safety concerns, there were relatively few identified. Of those that should be addressed are:

- The stairs to the launching pier are in poor condition and pose safety hazards. The stairs should be rebuilt. Consider adding a handrail. (Appendix F, Photo 50)
- Repair eroded edges and sections of pathways and paved surfaces to alleviate tripping hazards and potential damage to vehicles. (Appendix F, Photo 51)



### 5.2.3 DISPERSED USE ASSESSMENT

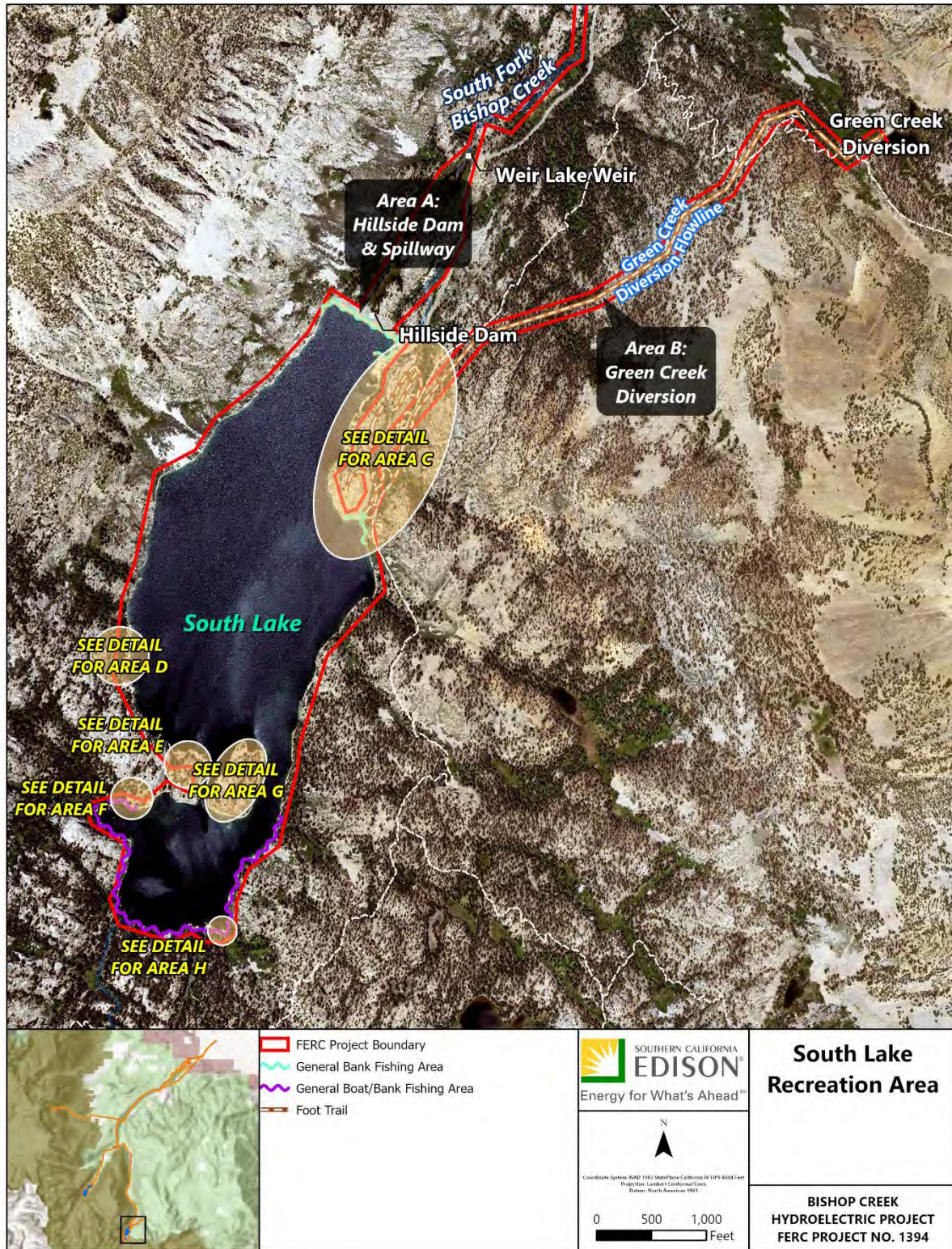
As summarized in Table 5-12 and depicted on Figure 5-7, nine distinct concentrations of dispersed use were observed at the South Lake Recreation Area:

- Area A: Hillside Dam and Spillway
- Area B: Green Creek Diversion Pipeline
- Area C: Main recreation area
- Area D: Use along the southern shoreline of South Lake
- Area E: General use of the shoreline and areas around the southern inlets to Lake Sabrina
- Area F: Use along the southern shoreline of South Lake
- Area G: Use on the island in the southern portion of South Lake
- Area H: Use along the southern shoreline of South Lake

Observations resulted in an estimate of approximately 82 potential campsites; 20 fire pits; 1.9 miles of user created trails; and 1.0 miles of shoreline used for bank fishing or general recreation. Each area is described in more detail in the following sections.

**Table 5-12 Summary of Dispersed Use at South Lake Recreation Area**

Area	Name	Potential Campsite	Fire Pit	User Created Trails	Visible Bank Access Point	Shoreline Generally Used for Boat/Bank Fishing (ft)
A	Hillside Dam and Spillway	n/a	n/a	n/a	n/a	1,101
B	Green Creek Diversion	n/a	??	5,667 ft	n/a	n/a
C	Main Recreation Area	14	1	4,373 ft	n/a	480
D	Southern Shorelines of South Lake	8	2	n/a	n/a	n/a
E	Southern Shorelines of South Lake	13	4	n/a	n/a	n/a
F	Southern Shorelines of South Lake	8	1	n/a	n/a	n/a
G	Island	36	11	n/a	n/a	n/a
H	Southern Shorelines of South Lake	3	1	n/a	n/a	3,832
<b>TOTAL</b>		<b>82</b>	<b>20</b>	<b>10,040</b>	<b>0</b>	<b>5,413</b>



**Figure 5-7 Overview of Dispersed Use at South Lake Recreation Area.**

### 5.2.3.1 Area A: Hillside Dam and Spillway

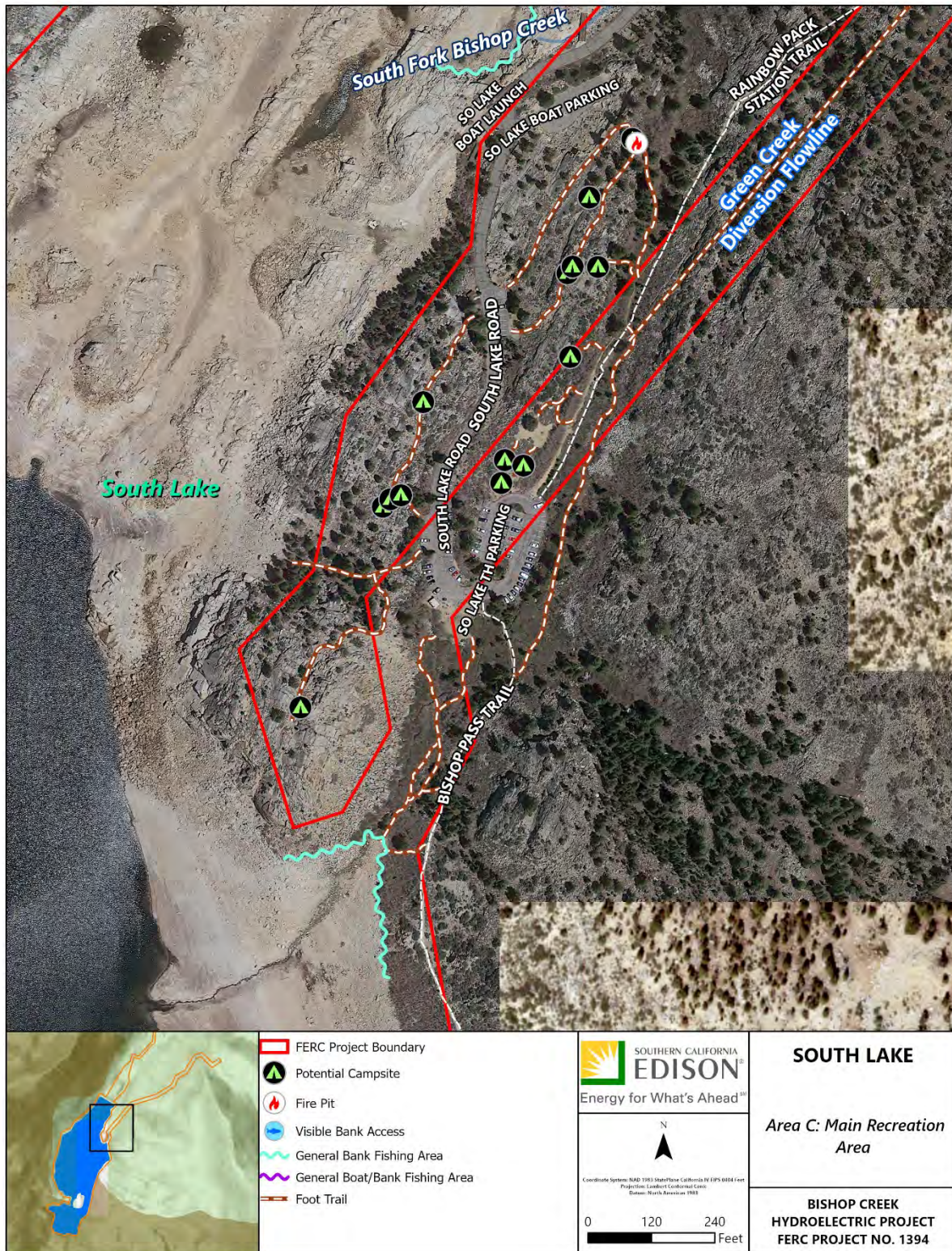
As shown on Figure 5-8, both Hillside Dam and Spillway are commonly used by anglers for fishing. Anglers cross the dam and fish on the western bank of the lake just upstream of the dam. This accounts for approximately 1,101 feet used for bank fishing. These facilities are fully within the FERC Project boundary and on Inyo National Forest lands. See Photos 52 through 54 in Appendix F for representative photos of Area A.

### 5.2.3.2 Area B: Green Creek Diversion

The Green Creek Diversion Pipeline (Figure 5-8) is an out-of-commission Project feature that extends approximately 1.1 miles from the Green Creek Diversion to the South Lake recreation parking area associated with the Bishop Pass and Rainbow Pack Station Trailheads. Based upon conversations with the Inyo National Forest Service, there appears to be hiking activity along the pipeline instead of using the USFS' Baker Summit Trail, further north to access wilderness areas to the east. At the request of the Inyo National Forest Service, a trail counter was installed to collect foot traffic activity that will be presented as part of the Recreation Use and Needs study (REC 1) that is currently underway. Activities observed are wholly within both the Inyo National Forest and the current FERC Project boundary, which is intended to represent a 150-foot buffer (75 feet to each side of centerline) around the Green Creek Diversion Pipeline at this location. See Photos 55 through 61 in Appendix F for representative photos of Area B.

### 5.2.3.3 Area C: Main Recreation Area

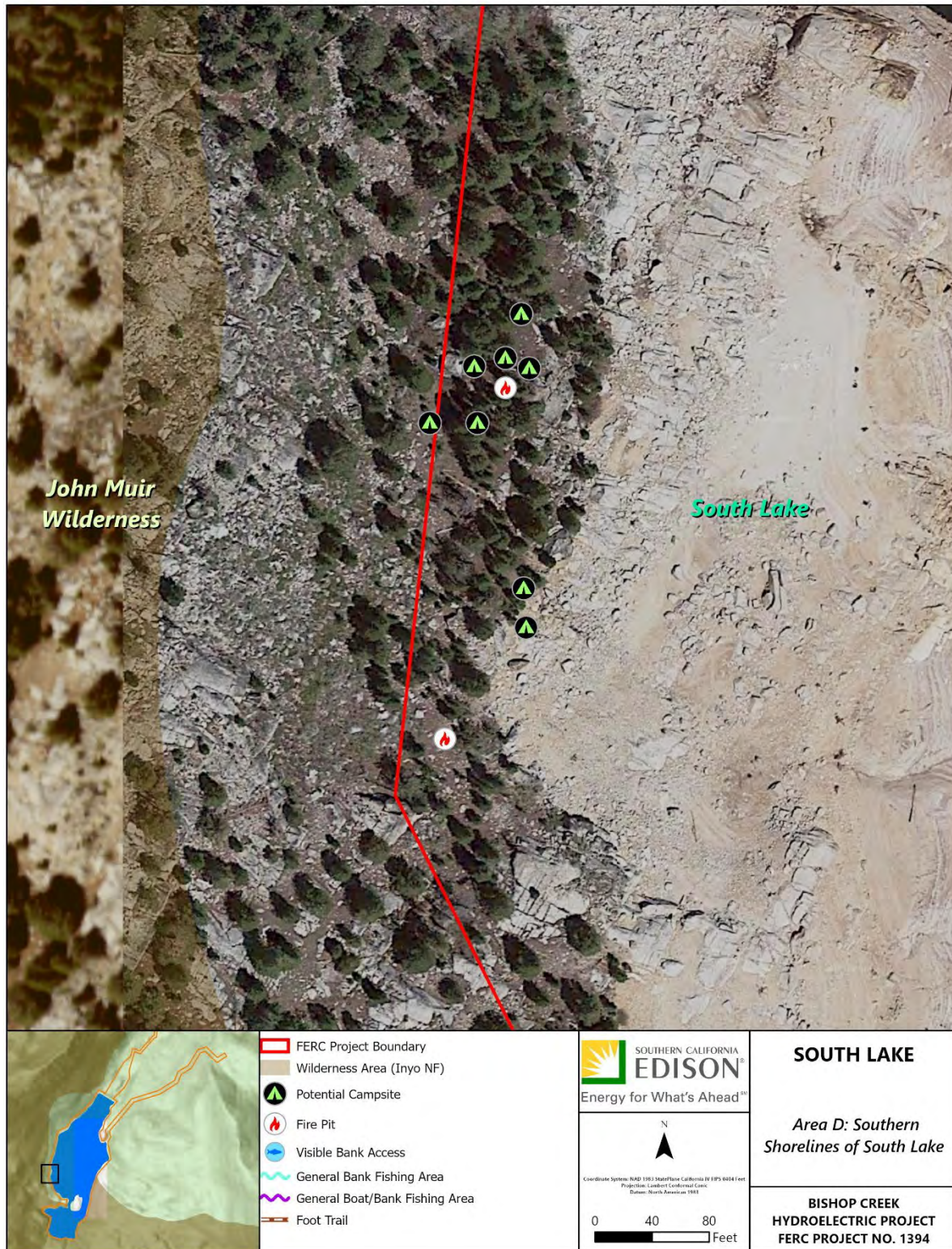
As depicted in Figure 5-8, the developed portion of the South Lake Recreation Area is primarily focused in this area, providing a boat ramp, marina, restrooms, picnic area, and trailheads to Bishop Pass and Rainbow Pack Station Trails, as well as an extensive arrangement of parking areas to accommodate the high activity. As expected with a high degree of use in developed areas, dispersed activity outside of those developed sites was observed. Approximately 14 potential campsites; one fire pit; and 4,373 feet of user created trails were observed in the area. Potential campsites were observed largely along the ridges to the east and west of the access road and above the developed facilities; the majority of the user created trails observed were leading to these locations. Just south of the Bishop Pass Trailhead, a small network of trails leads to a small cove that is popular for bank fishing along approximately 480 feet of shoreline. Activities observed are wholly within the Inyo National Forest and partially within the current FERC Project boundary, which represents the maximum operating level of the reservoir and a 150-foot buffer (75 foot to each side of centerline) around the Green Creek Diversion Pipeline at this location. See Photos 62 through 66 in Appendix F for representative photos of Area C.



**Figure 5-8 Overview of Dispersed Use at South Lake Recreation Area.**

#### 5.2.3.4 Area D: Southern Shorelines of South Lake

Area D (Figure 5-9) is one of a handful of areas along the southern shoreline of South Lake where potential camping and other day use activities were observed. Area D is located on the western shoreline of the lake, just upstream of the island. At this location, approximately eight potential campsites and two fire pits were observed. A tarp and nails in trees were also observed, which suggest long term camping activity may have occurred. All but one of the potential campsites appears to be within the current FERC Project boundary as it is currently drawn; however, that boundary represents the maximum operating level of the reservoir at this location. The observed activity is wholly within the Inyo National Forest. Activity is near the boundary of the John Muir Wilderness, and it is unclear whether the boundary in this location is also meant to represent the maximum operating level of South Lake or to provide a buffer on that water line. See Photos 67 through 71 in Appendix F for representative photos of Area D.

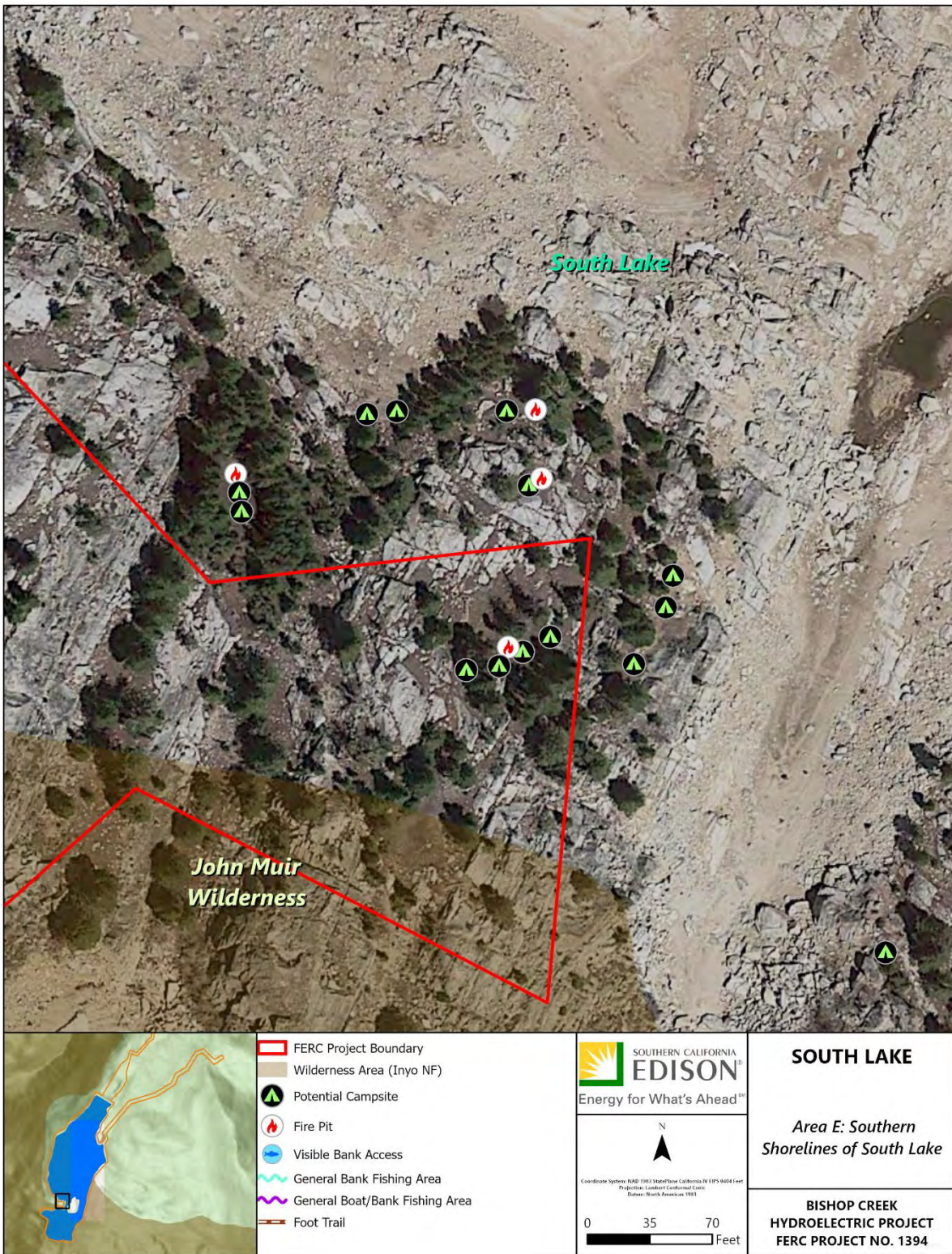


**Figure 5-9 Detail Figure of Area D.**

### 5.2.3.5 Area E: Southern Shorelines of South Lake

Area E is another area along the southern shoreline of South Lake where potential camping and other day use activities were observed (Figure 5-10). Area E is located on the western shoreline of the lake, just south of Area D and directly west of the island. At this location, approximately 13 potential campsites and four fire pits were observed. A portion of activity is within the current FERC Project boundary as it is currently drawn; however, that boundary is intended to represent the maximum operating level of the reservoir at this location. The observed activity is within the Inyo National Forest, though a portion of the lands are owned by SCE. Activity is near the boundary of the John Muir Wilderness, and it is unclear whether the boundary in this location is also meant to represent the maximum operating level of South Lake or to provide a buffer on that water line. See Photos 72 through 76 in Appendix F for representative photos of Area E.

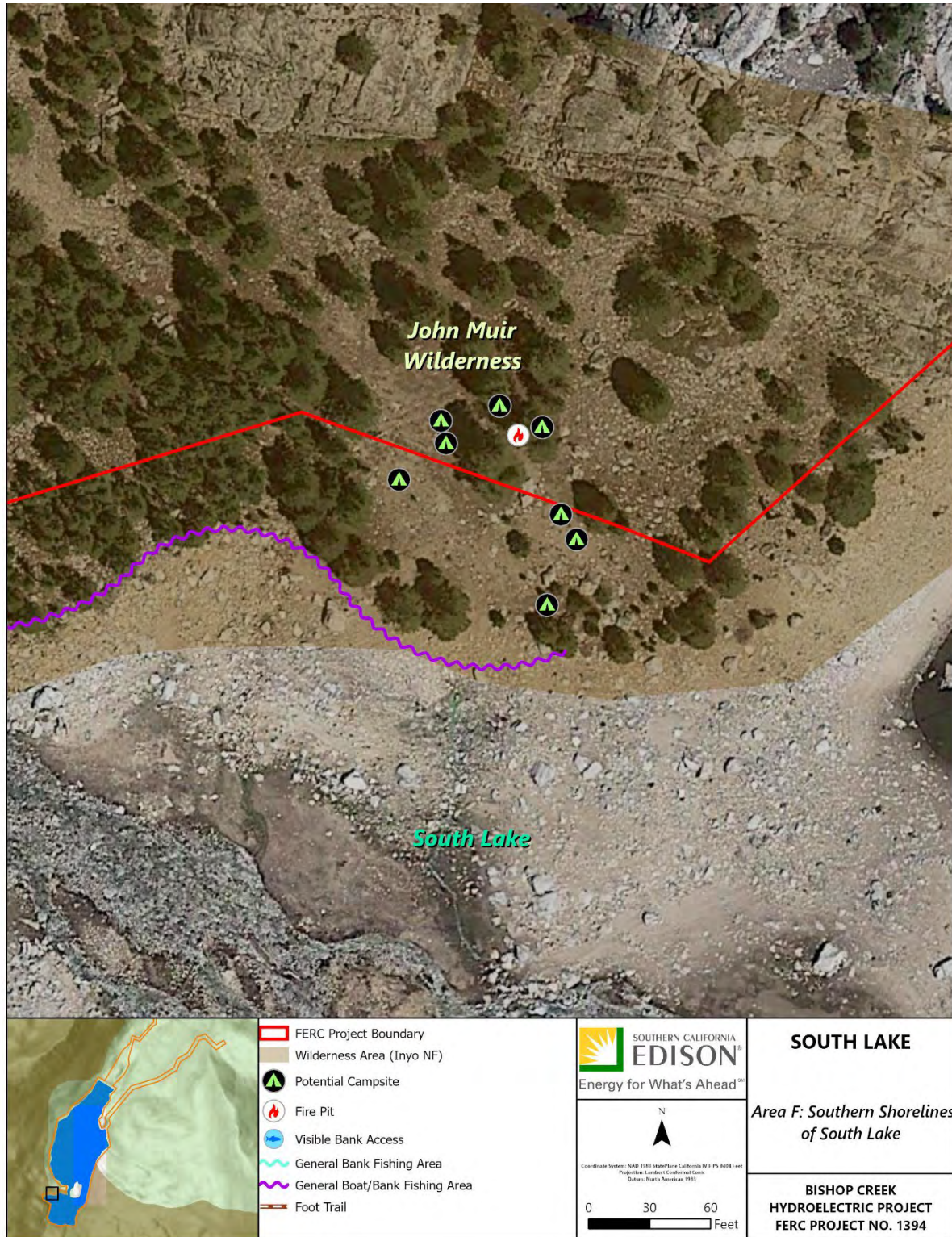




**Figure 5-10 Detail Figure of Area E.**

### 5.2.3.6 Area F: Southern Shorelines of South Lake

Area F (Figure 5-11) is area along the southern shoreline of South Lake where potential camping and other day use activities were observed. Area F is located on the western shoreline of the lake, just southwest of Area E and the island. At this location, approximately eight potential campsites and one fire pit were observed. A portion of activity is within the FERC Project boundary as it is currently drawn; however, that boundary is intended to represent the maximum operating level of the reservoir at this location. The observed activity is wholly within the Inyo National Forest and John Muir Wilderness. See Photo 77 in Appendix F for a representative photo of Area F.

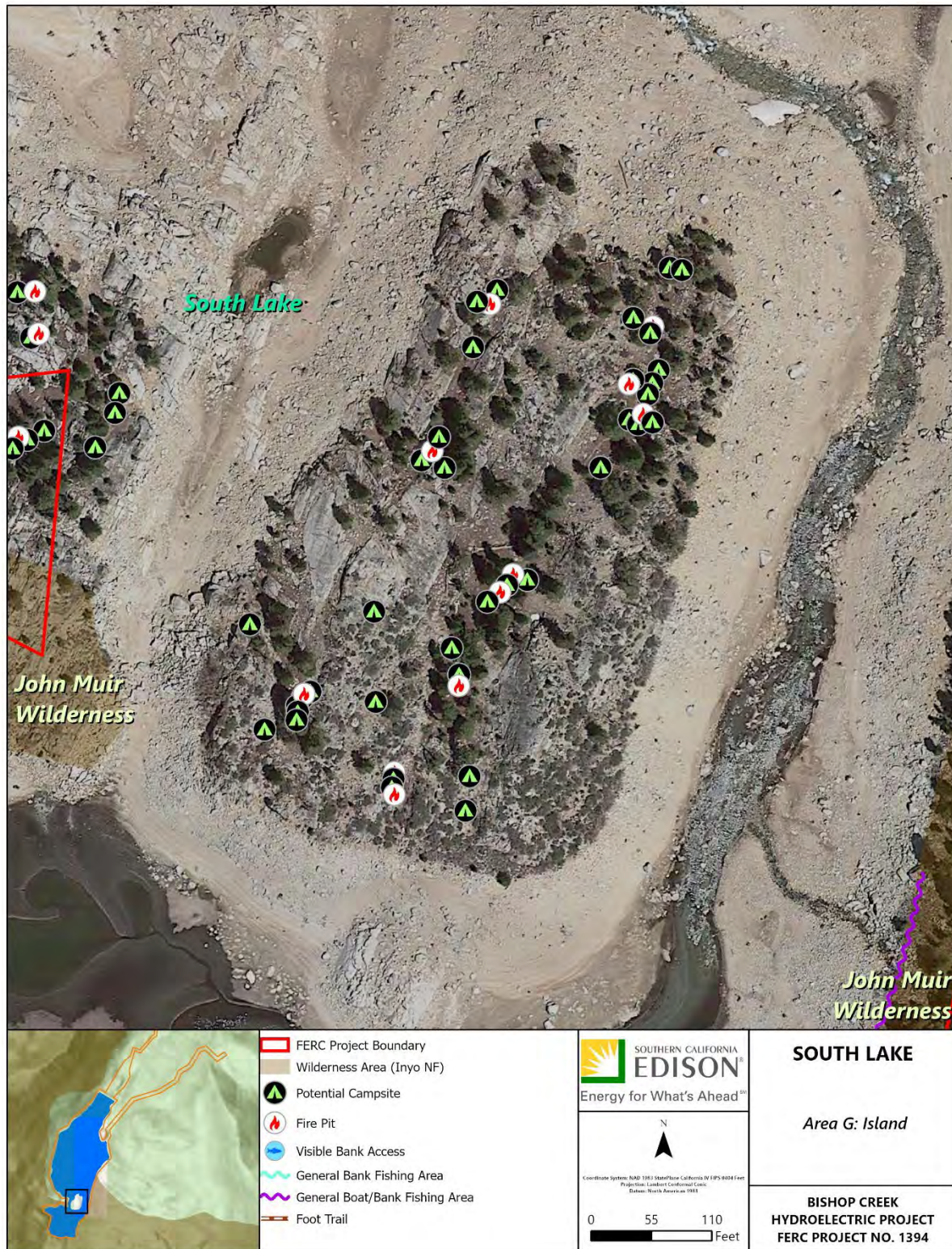


**Figure 5-11 Detail Figure of Area F.**

### 5.2.3.7 Area G: Island

Area G (Figure 5-12) is an island located at the southern end of South Lake where a high degree of potential camping and other day use activities were observed. The island is located directly west of Area E and is accessed by boat users, often, it appears, for overnight activities. At this location, approximately 36 potential campsites and 11 fire pits were observed at various locations throughout the island.

All but one of the potential campsites appears to be within the FERC Project boundary as it is currently draw; however, that boundary is intended to represent the maximum operating level of the reservoir at this location. The observed activity is wholly within the Inyo National Forest. Activity is near the boundary of the John Muir Wilderness, and it is unclear whether the boundary in this location is meant to represent the maximum operating level of South Lake or to provide a buffer on that water line. See Photos 78 through 84 in Appendix F for representative photos of Area G.



**Figure 5-12 Detail Figure of Area G.**

#### 5.2.3.8 Area H: Southern Shorelines of South Lake

Area H is located adjacent to an inlet at the southern end of South Lake where approximately three potential campsites, one fire pit, and other day use activities were observed. All observed activity is located below the high-water mark and thus is within the FERC Project boundary. The observed activity is wholly within the Inyo National Forest; all activity below the high-water mark is outside of John Muir Wilderness, but any activity above that high-water mark would be within the John Muir Wilderness. See Photos 85 through 87 in Appendix F for representative photos of Area H.

## **5.3 INTAKE NO. 2 RESERVOIR RECREATION AREA**

### **5.3.1 SITE OVERVIEW**

Intake No. 2 Reservoir Recreation Area (Figure 5-13) is located along CA Highway 168 at approximately 8,100 feet above sea level where Intake No. 2 Dam impounds the Middle Fork Bishop Creek to create Intake No. 2 Reservoir. Developed recreation amenities generally include a fishing pier and picnic tables, all of which are owned and operated by the Inyo National Forest Service or its concessionaires. The following sections provide facility condition assessment of the roads and parking, site elements, site buildings, signage, visual and aesthetic qualities, universal accessibility, and public safety measures associated with those amenities.

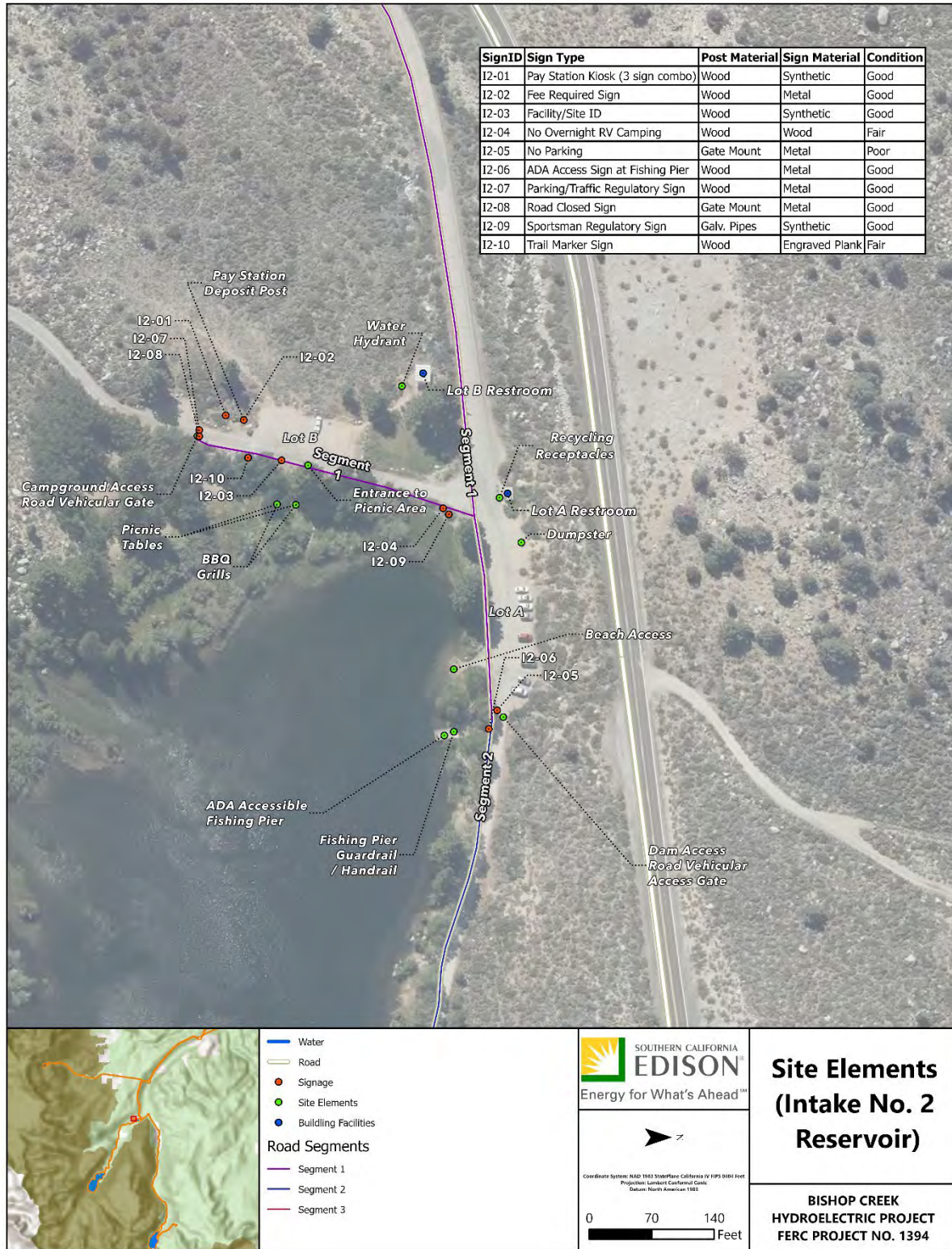


Figure 5-13 Intake No. 2 Reservoir Site Elements.



### 5.3.2 FACILITY CONDITION ASSESSMENT

#### 5.3.2.1 Roads and Parking

The roads and parking facilities assessed at Intake No. 2 consist of asphalt paved access drives and earthen/gravel paved parking and access. Asphalt paved surfacing has been repaired numerous times with crack sealers and patches. The edges of the asphalt paved surfaces are eroded and irregular. An entire asphalt overlay should be considered when economically feasible.

The earthen/gravel paved surfaces for the access road and parking areas are in good condition overall. There are poor transitions between the asphalt and earthen/gravel paving that should be addressed.

**Table 5-13 Intake No. 2 Reservoir Recreation Area Access Roads**

Site	Surface Material	Road Width (ft)	Circulation Type	Condition
Road Segment 1 (CA-168 to Parking Lots A and B)	Asphalt	± 24 ft	2-way	Needs Replacement
Road Segment 2 (East end of Parking Lot A to Dam [mostly gate restricted access])	Earthen / Crushed Rock	± 20 ft	2-way	Good

**Table 5-14 Intake No. 2 Reservoir Recreation Area Parking**

Site	Sub-site	Parking with Striping	Parking without Striping (ft)	Surface	
				Material	Condition
Intake No. 2 Reservoir	Lot A <sup>a</sup>		± 24 ft x 200 ft (Room for approx. 20 head-in stalls)	Earthen / crushed rock	Needs Maintenance
	Lot B <sup>a</sup>	36 stalls	± 24 ft x 12 ft' (Room for approx. 12 head-in stalls)	Earthen / crushed rock	Needs Maintenance

### 5.3.2.2 Site Elements

Table 5-15 provides a detailed inventory of all elements assessed at this site. The BBQ grills appeared to be in fair/good condition. They were not located along accessible routes and they have been further assessed in the ADA assessment documentation located in Appendix E of this report. The water hydrant was inoperable and is not ADA accessible (Appendix F, Photo 88).

**Table 5-15 Intake No. 2 Reservoir Recreation Area Site Elements**

Site Element	Parameter	Assessment
<b>Intake 2</b>		
ADA Accessible Fishing Pier	Material(s)	Concrete Ramp and Wood Pier
	Condition	Good
Fishing Pier Guardrail / Handrail	Location	Surrounding Pier
	Material	Galv. Steel Tubing
	Condition	Needs Maintenance
Picnic Tables	No. of Structures	2
	Material(s)	Wood
	Condition	Needs Maintenance
Dam Access Road Vehicular Access Gate	Type	Single Swing
	Material	Painted Galvanized Steel
	Condition	Good
Campground Access Road Vehicular Gate	Type	Double Swing
	Material	Painted Galv. Steel
	Condition	Good
Recycling Receptacles	Quantity	1
	Type	Combo (3) compartment
	Material	Metal
	Condition	Good
Dumpster	Quantity	1
	Type	Bear proof
	Material	Metal
	Condition	Good
BBQ Grills	Quantity	2
	Material	Metal

Site Element	Parameter	Assessment
	Condition	Good
Water Hydrant	Quantity	1
	Material	Painted Metal
	Condition	Needs Replacement
Pay Station Deposit Post	Quantity	1
	Material	Painted Metal
	Condition	Good

### 5.3.2.3 Site Buildings

The restroom located nearest to Parking Lot A is a pre-cast concrete structure consisting of a single occupancy pit toilet which is in good condition and is ADA compliant. The restroom nearest Parking Lot B was locked and signed as out of order. From visual analysis of the exterior, it consists of CMU block construction with a metal roof supported by wood framing. No formal structural assessment was conducted.

### 5.3.2.4 Signage and Wayfinding

There is a wide variety of sign types, styles and sizes. Many are standardized across the various Bishop Creek Facilities such as Facility Identification Signs and Regulatory Signs. Other signs are unique to the specific site at which they are installed. Another general observation during the site assessment is that the placement of the signs are somewhat sprawling throughout the site. Based on the assessment the following issues were identified and should be considered:

- Review current sign design standards for ADA compliance (letter sizes, contrast, color).
- Sign mounting heights, throughout the site, should be adjusted to meet the regulatory standards for each type, ADA compliance and general visibility.
- Regulatory signs that have been modified should be replaced. Some signs have had text added to them using non-retroreflective material that will not be visible at night.
- Standardized sign mounting systems and materials would add continuity to the overall signage system. Some are mounted on round timbers, others on square posts, and others on galvanized pipe frame systems. This would simplify maintenance and replacement efforts in the long term.
- Consider consolidating the placement of signs to reduce clutter and improve the aesthetic quality of the facility.

**Table 5-16 Signage at Intake No. 2 Recreation Area**

Sign Type	Material		Qty	Condition	Comments
	Posts	Sign			
Facility/Site ID	Wood	Synthetic	1	Good	Lower Intake 2 Campground
No Parking	Gate Mount	Metal	1	Poor	Located on Dam Access Gate
Road Closed	Gate Mount	Metal	1	Good	Located on Campground Access Gate
ADA Access Sign at Fishing Pier	Wood	Metal	1	Good	
Fee Required Sign	Wood	Metal	1	Good	
Pay Station Kiosk (3 sign combo)	Wood	Synthetic	1	Good	Adjacent to Campground Access Gate
Parking / Traffic Regulatory	Wood	Metal	1	Good	Adjacent to Campground Access Gate
Sportsman Regulatory	Galv. Pipes	Synthetic	1	Good	
No Overnight RV Camping	Wood	Wood	1	Fair	Needs to be repainted
Trail Marker	Wood	Engraved Plank	1	Fair	Weathered

### 5.3.2.5 Visual and Aesthetic Quality

The overall visual quality of the site is very nice by virtue of the natural surroundings. Aesthetics of the building facilities are somewhat dated but appear to be well maintained and consistent with current adopted standards. The main areas that have potential for improving the visual and aesthetic quality of the overall facility are:

- Upgrades to the signage system through more standardized graphics, mounting structures, and general placement and organization.
- Upgrade, replacement, and/or organization of site furnishings to include but limited to recycling and trash receptacles, dumpsters, food lockers.
- Additional plantings for buffering, screening, and enhancement.

### 5.3.2.6 Universal Accessibility

A detailed ADA accessibility checklist was completed for the site (Appendix E) which identifies the various non-compliance issues that should be addressed. The most significant deficiencies consist of a lack of accessible routes to the following amenities:

- Lake Shoreline / Beach Access
- Picnic Areas (Appendix F, Photo 89)
- Recycling / Trash Receptacles
- Water Hydrant
- Fee Deposit Post
- Restrooms
- Fishing Piers

### 5.3.2.7 Public Safety Measures

Based on a general assessment of potential public safety concerns, there were relatively few identified. Among them are the following:

- The accessible route from Parking Lots A and B to various site amenities is shared use with the access drive and parking lot drive aisles. Future considerations to reduce potential for pedestrian and vehicular conflicts should be considered, including strategic striping at crossings, detectable warning pavement (truncated domes), and/or separated pedestrian access routes.
- Repair eroded edges and sections of pathways and paved surfaces to alleviate tripping hazards and potential damage to vehicles. (Appendix F, Photo 90)

### 5.3.3 DISPERSED USE ASSESSMENT

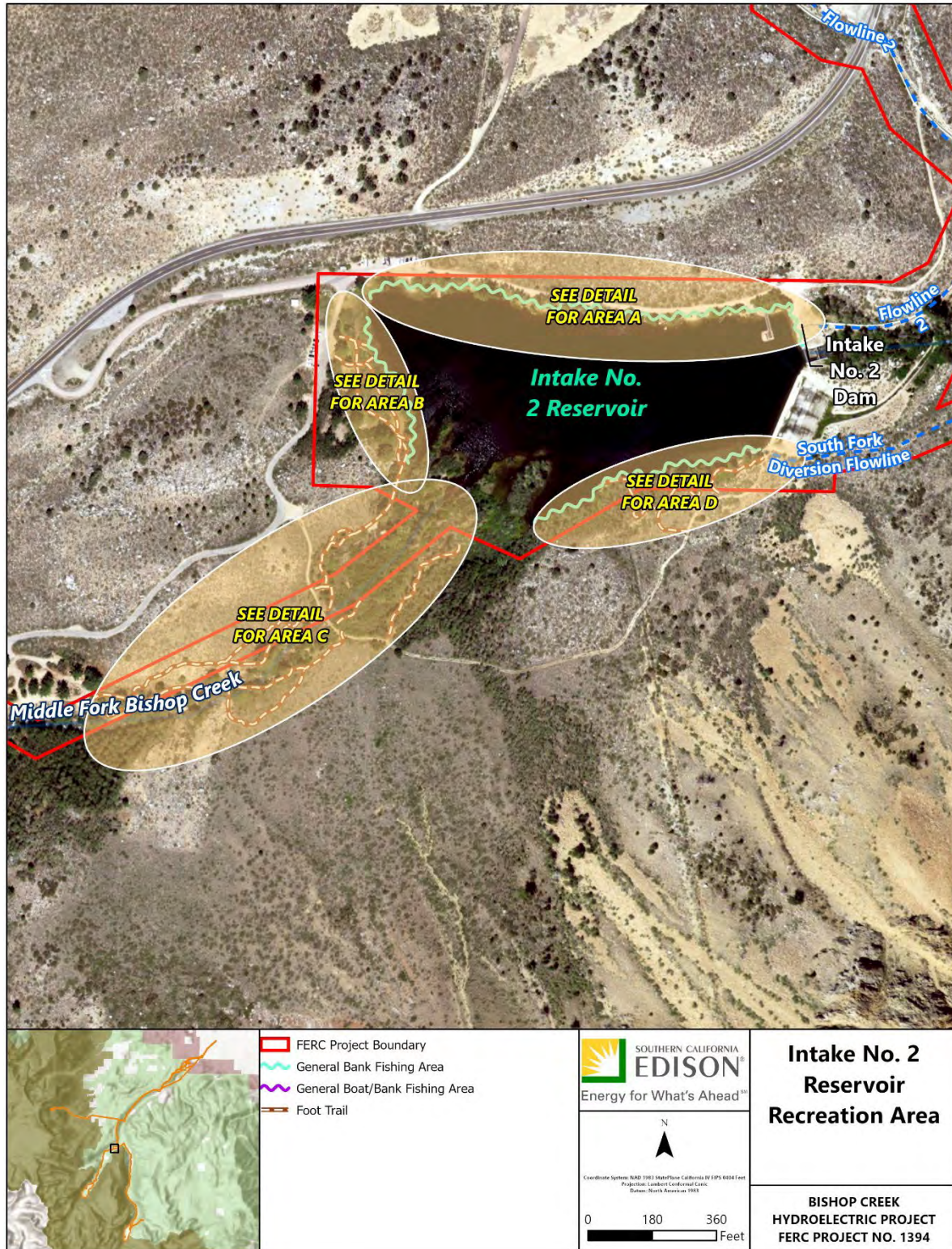
As summarized in and depicted in Table 5-17, four distinct concentrations of dispersed use were observed at the Intake No. 2 Reservoir Recreation Area:

- Area A: Northern shoreline of the reservoir and Intake No. 2 Dam
- Area B: Day use area on western shoreline of the reservoir
- Area C: Use along Middle Fork Bishop Creek just upstream of its confluence with Intake No. 2 Reservoir
- Area D: Southeastern shoreline of the reservoir

Observations resulted in an estimate of approximately 5 potential campsites; 1.0 mile of user created trails; 61 visibly evident bank access points; and 0.7 mile of shoreline used for bank fishing or general recreation. Each area is described in more detail in the following sections.

**Table 5-17 Summary of Dispersed Use at Intake No. 2 Reservoir Recreation Area**

Area	Name	Potential Campsite	Fire Pit	User Created Trails (ft)	Visible Bank Access Point	Shoreline Generally Used for Boat/Bank Fishing (ft)
A	Northern Shoreline & Intake No. 2 Dam	n/a	n/a	n/a	22	1,344
B	Day Use Area	n/a	n/a	1,201	7	446
C	Middle Fork Bishop Creek	5	1	3,222	25	1,244
D	Southeastern Shoreline	n/a	n/a	1,062	7	690
<b>TOTAL</b>		<b>5</b>	<b>1</b>	<b>5,485</b>	<b>61</b>	<b>3,724</b>



**Figure 5-14 Overview of Dispersed Use at Intake No. 2 Reservoir Recreation Area.**

### 5.3.3.1 Area A: Northern Shoreline and Intake No. 2 Dam

As depicted on Figure 5-15, the northern shoreline of Intake No. 2 Reservoir and the Intake No. 2 Dam are popular for bank fishing and general access to the water. While the access road along the northern shoreline is gated to preclude public vehicle access to the dam facilities, the shoreline is open to public access by foot. Along the 1,344-foot stretch of shoreline, approximately 22 visibly worn access points to the reservoir were observed. All observations are wholly within the FERC Project boundary and on SCE lands. See Photos 91 through 97 in Appendix F for representative photos of Area A.





**Figure 5-15 Detail Figure of Area A.**

### 5.3.3.2 Area B: Day Use Area

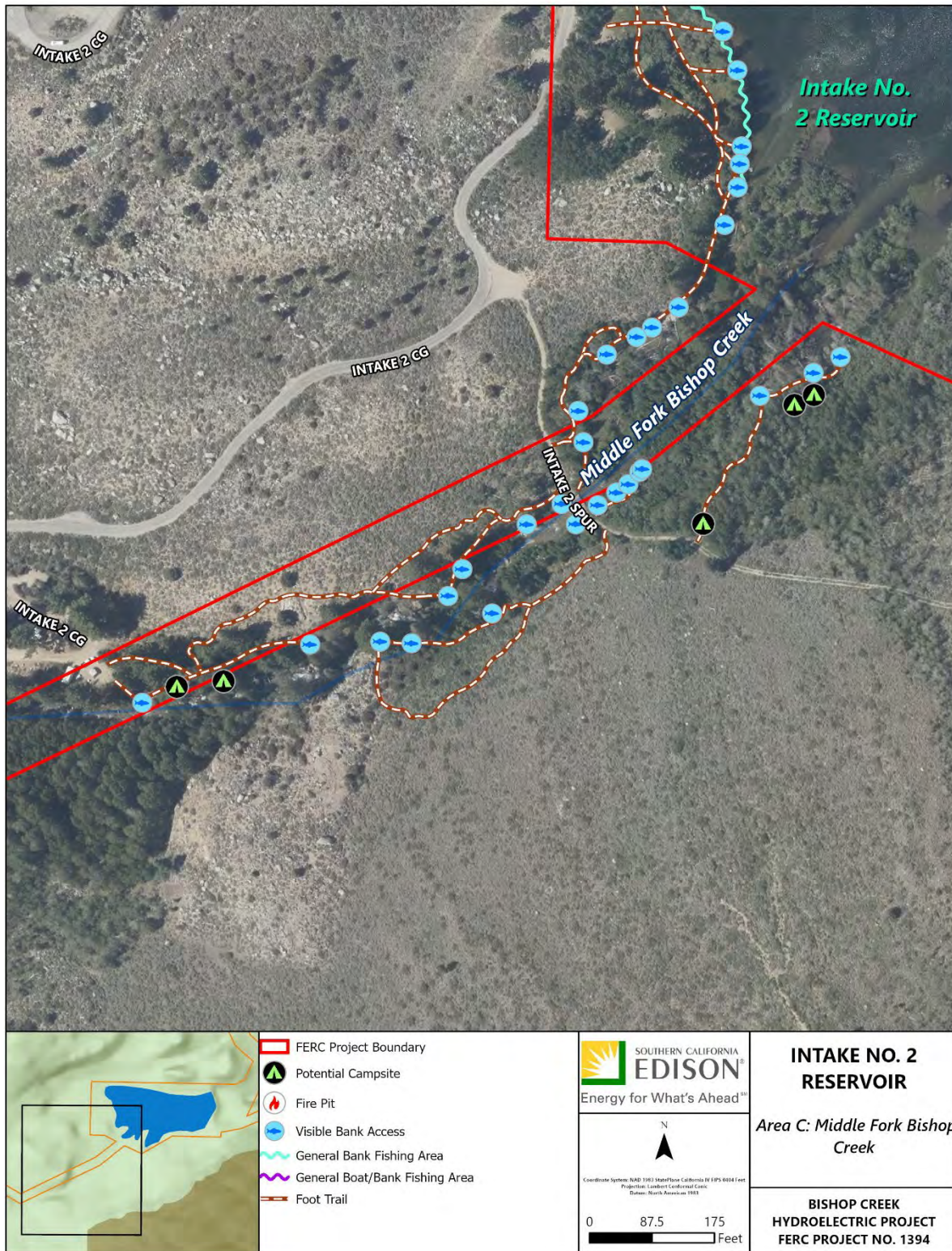
As depicted in Figure 5-16, access to the western shoreline of the reservoir at the day use area is popular for bank fishing and general access to the water. A network of approximately 1,201 feet of user-created foottrails leads between picnic areas and the shoreline, one of which appears to be commonly used as a kayak launching point. Along the 446-foot stretch of shoreline, approximately seven visibly worn access points to the reservoir were observed. All observations are wholly within the FERC Project boundary and on SCE lands. See Photos 98 through 100 in Appendix F for representative photos of Area B.



**Figure 5-16 Detail Figure of Area B.**

### 5.3.3.3 Area C: Middle Fork Bishop Creek

As depicted in Figure 5-17 the approximately 1,244-foot reach of Middle Fork Bishop Creek between Intake No. 2 Reservoir and Intake No. 2 Campground is heavily used for general bank and fishing access on both sides of the creek. A network of approximately 3,222 feet of user-created foottrails leads along the creek and to approximately 25 access points to the creek. Five potential campsites were observed along this reach, including presumed use of the remnants of a chimney as a fire pit on the southern shore of the creek just before its confluence with the reservoir. All observations are wholly within the FERC Project boundary and on SCE lands. Activities observed are located wholly on the Inyo National Forest lands and partially within the current FERC Project boundary, which is intended to represent a 100-foot buffer (50 feet to each side of centerline) around the creek at this location. See Photos 101 through 107 in Appendix F for representative photos of Area C.



**Figure 5-17 Detail Figure of Area C.**

#### 5.3.3.4 Area D: Southeastern Shoreline

As depicted in Figure 5-18, the southeastern shoreline of Intake No. 2 Reservoir is popular for bank fishing and general access to the water. The southeastern shoreline is generally accessed through a series of approximately 1,062 feet of user-created trails leading from the spur road that runs east to west to the south of the reservoir. Along the approximately 690-foot stretch of shoreline, approximately seven visibly worn access points to the reservoir were observed. Activities observed are located on both Inyo National Forest and SCE lands and partially within the current FERC Project boundary. See Photos 108 through 112 in Appendix F for representative photos of Area D.

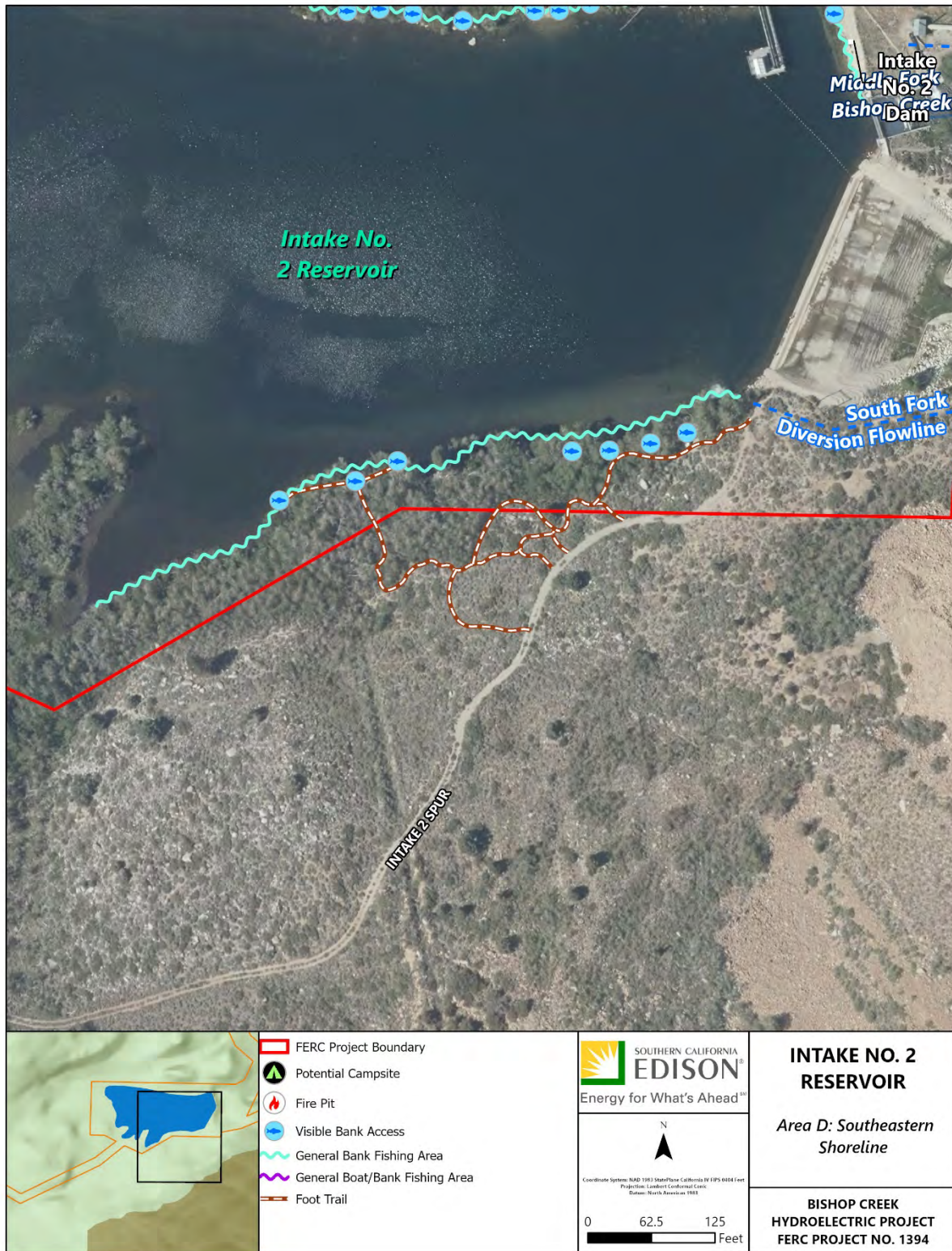


Figure 5-18 Detail Figure of Area D.

## 6 DISCUSSION

The results of this study will inform where there are new recreation opportunities, new site development, or modification of existing recreation resources to address future Project facilities and operations, consistent with the Desired Conditions described in the Land Management Plan for the Inyo National Forest Service (USFS, 2019), and then discussed with the TWG. The degree to which these potential modifications and enhancements (including dispersed use areas) are to be part of the proposed action for the new license will rely, in part, on the results of the Recreation Use and Needs (REC 1) study results, which will help describe the Project's recreation facilities. Table 6-1 provides a summary of notable findings within this report.



**Table 6-1 Summary of Notable Findings**

Category	Lake Sabrina	South Lake	Intake No. 2
<p><i>Roads and Parking</i></p>	<p>The majority of the paved surfaces were found to be in fair condition, with frequent cracks, areas of alligator cracking, eroding edges and occasional potholes.</p> <p>Both paved parking lots need re-striping and a minimum of two ADA accessible (with at least one van accessible)</p> <p>Parking stalls should be designed and designated in Parking Lot A.</p> <p>Day Use Parking Areas (earthen pull-offs described as Areas A - G) are all generally in need of maintenance.</p>	<p>All access roads and parking have been re-paved and striped since the completion of this field work and should be in good condition.</p>	<p>The roads and parking facilities assessed at Intake No. 2 consist of asphalt paved access drives and earthen/gravel paved parking and access. Asphalt paved surfacing has been repaired numerous times with crack sealers and patches. The edges of the asphalt paved surfaces are eroded and irregular. An entire asphalt overlay should be considered when economically feasible.</p> <p>The earthen/gravel paved surfaces for the access road and parking areas are in good condition overall, however transitions between the asphalt and earthen/gravel paving that should be addressed.</p>
<p><i>Site Elements</i></p>	<p>The movable, floating boat docks were in use but were not on an accessible route and, by nature of design, do not meet ADA accessibility compliance. The boat launch ramp was observed in use and was operable; however, the boat launch facility as designed does not provide ADA accessibility. The fish cleaning station was not operable and should be replaced with a facility meeting ADA accessibility criteria and relocated to an area with an accessible route.</p> <p>In summary, the portable boat slips/docks, fixed gangways, fish cleaning station, trash and recycling receptacles, and marina</p>	<p>The movable floating boat docks were in use but were not on an accessible route and by nature of design do not meet ADA accessibility compliance. The boat launch facility, as designed, does not provide ADA accessibility.</p> <p>In summary, the picnic tables, stairs to launching pier, boat ramp vehicular access gate, and vehicular access gate at the trailhead were noted as either needing repairs or replacement.</p>	<p>BBQ grills were not located along accessible routes. Water hydrant was inoperable and was not ADA accessible.</p> <p>In summary, the fishing pier guardrail/handrail, picnic tables, and water hydrant were noted as either needing repairs or replacement.</p>

Category	Lake Sabrina	South Lake	Intake No. 2
	guardrails/handrails were noted as either needing repairs or replacement.		
<i>Site Buildings</i>	Buildings were noted as being in good condition.	<p>The Parking Lot C restroom is a pre-engineered CMU structure, on a slab with a standing seam metal roof. The restroom is somewhat dated and based on the ADA assessment, has deficiencies that should be addressed. The interior is in poor condition and needs repairs and maintenance upgrades.</p> <p>The South Lake Landing building was reviewed based on visual assessment of the exterior only. The roof consists of a very flat, sloped shed roof with composite shingles. It appears to be at the end or near end of lifespan. It is recommended that it be replaced soon. The ramp that accesses the deck is structurally in good condition; however, the transition from earthen path to the ramp is not flush with the edge of ramp and should be modified to accommodate ADA accessibility.</p>	Buildings were noted as being in good condition.
<i>Signage and Wayfinding</i>	<p>Current sign design standards should be reviewed for ADA compliance (letter sizes, contrast, color)</p> <p>Review sign mounting heights throughout the site to meet the regulatory standards for each type, ADA compliance, and general visibility. Several of the parking signs observed are mounted very low to the ground and are in conflict with some surrounding plant material.</p>	<p>Review current sign design standards for ADA compliance (letter sizes, contrast)</p> <p>Review sign mounting heights throughout the site to meet the regulatory standards for each type, ADA compliance and general visibility.</p> <p>Standardize the sign mounting system and materials used for the various informational signs to add continuity to the overall</p>	<p>Current sign design standards should be reviewed for ADA compliance (letter sizes, contrast)</p> <p>Review sign mounting heights throughout the site to meet the regulatory standards for each type, ADA compliance and general visibility.</p> <p>Regulatory signs that have been modified should be replaced. Some signs have had</p>

Category	Lake Sabrina	South Lake	Intake No. 2
	<p>Regulatory signs that have been modified should be replaced. Some signs have had text added to them using non-reflective material that is not be visible at night.</p> <p>The Lake Sabrina Launch Facility sign requires re-painting and maintenance.</p> <p>Standardize the sign mounting systems and materials used for the various informational signs for continuity to the overall signage system. Signs are mounted on round timbers, others on square posts, others on galvanized pipe frame systems. This would simplify maintenance and replacement efforts in the long term.</p> <p>Consolidate the placement of signs to reduce clutter and improve the aesthetic quality of the facility.</p>	<p>signage system. Some are mounted on round timbers, others on square posts, others on galvanized pipe frame systems. This will also simplify maintenance and replacement efforts in the long term.</p> <p>Consolidate the placement of signs to reduce clutter and improve the aesthetic quality of the facility.</p>	<p>text added to them using non-reflective material that would not be visible at night.</p> <p>Standardize the sign mounting systems and materials used for the various informational signs to help add continuity to the overall signage system. Some are mounted on round timbers, others on square posts, others on galvanized pipe frame systems. This will also simplify maintenance and replacement efforts in the long term.</p> <p>Consolidate the placement of signs to reduce clutter and improve the aesthetic quality of the facility.</p>
<i>Visual and Aesthetic Quality</i>	<p>Upgrade signage system to standardized graphics, mounting structures, and general placement and organization.</p> <p>Upgrade, replace, and/or organize site furnishings such as recycling and trash receptacles, dumpsters, and fish cleaning station.</p> <p>Add plantings for buffering, screening, and enhancement.</p>	<p>Upgrade signage system to standardized graphics, mounting structures, and general placement and organization.</p> <p>Upgrade, replace, and/or organize site furnishings such as recycling and trash receptacles, dumpsters, and food lockers.</p> <p>Add plantings for buffering, screening, and enhancement.</p>	<p>Upgrade signage system to standardized graphics, mounting structures, and general placement and organization.</p> <p>Upgrades, replace, and/or organize site furnishings such as recycling and trash receptacles, dumpsters, and food lockers.</p> <p>Add plantings for buffering, screening, and enhancement.</p>
<i>Universal Accessibility</i>	<p>The most significant non-compliance issues consist of a lack of accessible routes to the</p>	<p>The most significant non-compliance issues consist of a lack of accessible routes to the</p>	<p>The most significant non-compliance issues consist of a lack of accessible routes to the</p>

Category	Lake Sabrina	South Lake	Intake No. 2
	<p>following amenities: lake shoreline / beach access, boat launch, boat docks, recycling / trash receptacles, viewing areas/overlook at dam, fish cleaning station, trailheads/trails, and ADA accessible parking (no designated spaces).</p> <p>Modify other site amenities, added, or replaced to make them ADA compliant, including: fish cleaning station, recycling / trash receptacles, ADA parking spaces and signage, and tactile signage at the restroom.</p>	<p>following amenities: lake shoreline / beach access, south lake landing building, boat launch, boat docks, recycling / trash receptacles, picnic tables, and trailheads/trails.</p>	<p>following amenities: lake shoreline / beach access, picnic areas, recycling / trash receptacles, water hydrant, fee deposit post, restrooms, and fishing piers.</p>
<p><i>Public Safety Measures</i></p>	<p>The pathway along the crest of the dam has very steep slopes on both edges of the pathway. The lake side of the pathway is protected by a continuous guardrail system. The opposite edge of the pathway is currently unprotected. There are remnants of a past fence or rail system that was removed. A new edge treatment should be considered (railing, cable fence, curb rail, plantings, boulders or other) to better define the edge and reduce the public risk.</p> <p>The accessible route from the Marina Parking Lot A to various site amenities is shared use with the access drive and parking lot drive aisles. Future considerations to reduce potential for pedestrian and vehicular conflicts should be considered, including strategic striping at crossings, detectable warning pavement (truncated domes), and/or separated pedestrian access routes.</p>	<p>The stairs to the launching pier are in poor condition and pose safety hazards. The stairs should be rebuilt. Handrail is needed.</p> <p>Repair eroded edges and sections of pathways and paved surfaces to alleviate tripping hazards and potential damage to vehicles.</p>	<p>The accessible route from Parking Lots A and B to various site amenities is shared use with the access drive and parking lot drive aisles. Future considerations to reduce potential for pedestrian and vehicular conflicts should be considered, including strategic striping at crossings, detectable warning pavement (truncated domes), and/or separated pedestrian access routes.</p> <p>Repair eroded edges and sections of pathways and paved surfaces to alleviate tripping hazards and potential damage to vehicles.</p>

Category	Lake Sabrina	South Lake	Intake No. 2
	<p>Repair eroded edges and sections of pathways, roadways and parking areas to alleviate tripping hazards and potential damage to vehicles.</p>		
<p><i>Dispersed Use</i></p>	<p>Observations resulted in an estimate of approximately 47 potential campsites; 6 fire pits; 2.0 miles of user created trails; 20 visibly evident bank access points; and 1.3 miles of shoreline used for bank fishing or general recreation.</p> <p>Notable observations include:</p> <ul style="list-style-type: none"> <li>• Heavy access for bank fishing to the impounded water upstream of the weir and below the dam.</li> <li>• A user-created trail (Inlet Trail) that extends from the marina to the Middle Fork Bishop Creek Inlet. Bank fishing is very common for much of this trail. Portions of the trail pass through the John Muir Wilderness.</li> <li>• Heavy day use and evidence of overnight camping at the peninsula on the western shores and near the center of the lake. Access to this peninsula is largely by use of the Inlet Trail.</li> <li>• Heavy day use and evidence of overnight camping at the south end of the lake, near the inlet. Activities are within the John Muir Wilderness.</li> </ul>	<p>Observations resulted in an estimate of approximately 82 potential campsites; 20 fire pits; 1.9 miles of user created trails; and 1.0 miles of shoreline used for bank fishing or general recreation.</p> <p>Notable observations include:</p> <ul style="list-style-type: none"> <li>• Apparent use of the Green Creek Diversion pipeline as a hiking trail rather than the USFS Baker Summit Trail located further north to access wilderness areas to the east. A trail counter was installed along the pipeline as part of the ongoing REC 1 study.</li> <li>• Evidence of overnight camping along the ridges above the main recreation area.</li> <li>• Heavy day use and evidence of overnight camping at various locations at the south end of the lake, including the island. Many of these locations are within the John Muir Wilderness.</li> </ul>	<p>Observations resulted in an estimate of approximately 5 potential campsites; 1.0 miles of user created trails; 61 visibly evident bank access points; and 0.7 miles of shoreline used for bank fishing or general recreation.</p> <p>Notable observations include:</p> <ul style="list-style-type: none"> <li>• Heavy day use and bank access for fishing along most of the shoreline.</li> <li>• Heavy day use and potential overnight camping along Middle Fork Bishop Creek before it enters Intake No. 2 Reservoir.</li> </ul>

## **7 CONSULTATION SUMMARY**

A summary of correspondence since the Revised Study Plans were filed for REC 1 and REC 2 study plans are provided in Table 7-1.

**Table 7-1 Consultation Since Filing of Revised Study Plans (REC 1 and REC 2)**

Date of Consultation	Entities Involved	Description
September 30, 2019  (Email to USFS)	Tristan Leong, USFS Diana Pietrasanta, USFS Sheila Irons, USFS Nora Gamino, USFS Matthew Woodhall, SCE Kelly Larimer, Kleinschmidt Finlay Anderson, Kleinschmidt Matthew Harper, Kleinschmidt	Email in preparation of an October 30, 2019 conference call providing a tentative agenda to discuss two goals of continued consultation:  (1) develop and finalize both on-site and off-site survey instruments and methodologies; and (2) determine an appropriate frequency of summer and winter general recreation surveys that would provide a statistically supported assessment of average use and adequate qualitative feedback regarding user perceptions and experience at each site.
October 28, 2019  (Email and Memo to USFS)	Tristan Leong, USFS Diana Pietrasanta, USFS Sheila Irons, USFS Nora Gamino, USFS Matthew Woodhall, SCE Kelly Larimer, Kleinschmidt Finlay Anderson, Kleinschmidt Matthew Harper, Kleinschmidt	Email in preparation of a November 7, 2019 conference call (moved from October 30 <sup>th</sup> ). Memo proposing an appropriate frequency of summer and winter general recreation surveys that would provide a statistically supported assessment of average use and adequate qualitative feedback regarding user perceptions and experience at each site.
November 07, 2019  (Conference Call with USFS)	Tristan Leong, USFS Diana Pietrasanta, USFS Sheila Irons, USFS Nora Gamino, USFS Matthew Woodhall, SCE Kelly Larimer, Kleinschmidt Finlay Anderson, Kleinschmidt Matthew Harper, Kleinschmidt	Conference call to discuss an appropriate frequency of summer and winter general recreation surveys that would provide a statistically supported assessment of average use and adequate qualitative feedback regarding user perceptions and experience at each site. Many changes to study plans discussed as detailed in a 12/10/2019 memo.
December 10, 2019  (Email, Memo, Survey Instrument, and Meeting Notes to USFS)	Tristan Leong, USFS Diana Pietrasanta, USFS Sheila Irons, USFS Nora Gamino, USFS Matthew Woodhall, SCE Kelly Larimer, Kleinschmidt Finlay Anderson, Kleinschmidt	Email to schedule an upcoming call and provide a draft revised recreation survey instrument, meeting notes from November 7, 2019, and a memo regarding survey frequency, schedule, and instruments based on the previous conversation.

Date of Consultation	Entities Involved	Description
	Matthew Harper, Kleinschmidt	
January 8, 2020  (Email, Survey, and Conference Call with USFS)	Tristan Leong, USFS Diana Pietrasanta, USFS Sheila Irons, USFS Nora Gamino, USFS Matthew Woodhall, SCE Kelly Larimer, Kleinschmidt Finlay Anderson, Kleinschmidt Matthew Harper, Kleinschmidt	Email providing revised general recreation survey instrument for discussion. Conference call to discuss survey frequency, schedule, and instruments based on the previous conversation. USFS provided news of a recent development in the Bishop Creek area – construction activity along South Lake Road – that would negatively affect the scheduled activities for the 2020 recreation season, most notably user counts and surveys.
January 14, 2020  (Email and Memo to USFS)	Tristan Leong, USFS Diana Pietrasanta, USFS Sheila Irons, USFS Nora Gamino, USFS Phillip Desenze, USFS Matthew Woodhall, SCE Kelly Larimer, Kleinschmidt Finlay Anderson, Kleinschmidt Matthew Harper, Kleinschmidt	Email providing memo regarding January 8, 2020 conference call. General recreation survey instrument finalized. Revisions to survey frequency and implementation schedule based on discussion, including altering of schedule based on news of South Lake Road construction that would negatively affect the scheduled activities for the 2020 recreation season, most notably user counts and surveys.
January 15, 2020  (Conference Call with USFS)	Tristan Leong, USFS Diana Pietrasanta, USFS Sheila Irons, USFS Nora Gamino, USFS Phillip Desenzo, USFS Matthew Woodhall, SCE Kelly Larimer, Kleinschmidt Finlay Anderson, Kleinschmidt Matthew Harper, Kleinschmidt	Conference call discussing whether, despite road construction, both on-site and off-site surveys should be considered for both the 2020 and 2021 recreation seasons. SCE believed that on-site recreation use surveys and counts in 2020 would not provide a representative sample of use, given this major disruption to recreational access to one of the three major recreation areas (South Lake, Lake Sabrina, and Intake 2 recreation areas). The likelihood of skewed data would make determination of Project-related effects and identification of appropriate protection, mitigation, and enhancement measures difficult. Therefore, SCE proposed to move the relicensing recreation use surveys and counts to 2021 and will assist the USFS in the development off-site surveys (supplemental data) requested by the USFS in late 2019.



Date of Consultation	Entities Involved	Description
January 15, 2020  (Email and Survey to USFS)	Tristan Leong, USFS Diana Pietrasanta, USFS Sheila Irons, USFS Nora Gamino, USFS Phillip Desenzo, USFS Matthew Woodhall, SCE Kelly Larimer, Kleinschmidt Finlay Anderson, Kleinschmidt Matthew Harper, Kleinschmidt	Follow up to conference call providing Microsoft Word version of the provided survey instrument allowing USFS to make edits in tracked changes.
January 22, 2020  (Email and Memo to USFS)	Tristan Leong, USFS Diana Pietrasanta, USFS Sheila Irons, USFS Nora Gamino, USFS Phillip Desenzo, USFS Matthew Woodhall, SCE Kelly Larimer, Kleinschmidt Finlay Anderson, Kleinschmidt Matthew Harper, Kleinschmidt	Email providing a memo discussing a revised implementation schedule and proposed roles and responsibilities regarding off-site surveys, to be discussed in January 23, 2020 conference call.
January 23, 2020  (Conference Call with USFS)	Tristan Leong, USFS Diana Pietrasanta, USFS Sheila Irons, USFS Phillip Desenzo, USFS Nora Gamino, USFS Matthew Woodhall, SCE Kelly Larimer, Kleinschmidt Finlay Anderson, Kleinschmidt Matthew Harper, Kleinschmidt	Conference call discussing January 22, 2020 memo.
January 23, 2020  (Follow-Up Email with USFS)	Tristan Leong, USFS Diana Pietrasanta, USFS Sheila Irons, USFS Phillip Desenzo, USFS Matthew Woodhall, SCE Kelly Larimer, Kleinschmidt Finlay Anderson, Kleinschmidt Matthew Harper, Kleinschmidt	Follow up email providing a Microsoft Word version of the same survey instrument allowing USFS to provide edits in tracked changes.

Date of Consultation	Entities Involved	Description
February 6, 2020 (Email and Memo to USFS)	Tristan Leong, USFS Diana Pietrasanta, USFS Sheila Irons, USFS Nora Gamino, USFS Phillip Desenzo, USFS Matthew Woodhall, SCE Kelly Larimer, Kleinschmidt Finlay Anderson, Kleinschmidt Matthew Harper, Kleinschmidt	Email providing memo regarding January 23, 2020 discussion.
February 6, 2020 (Email and Survey to USFS)	Tristan Leong, USFS Diana Pietrasanta, USFS Sheila Irons, USFS Nora Gamino, USFS Phillip Desenzo, USFS Matthew Woodhall, SCE Kelly Larimer, Kleinschmidt Finlay Anderson, Kleinschmidt Matthew Harper, Kleinschmidt	Email providing a Spanish version of the approved on-site recreation survey instrument.
March 13, 2020 (Conference Call with USFS)	Tristan Leong, USFS Diana Pietrasanta, USFS Sheila Irons, USFS Nora Gamino, USFS Phillip Desenzo, USFS Matthew Woodhall, SCE Kelly Larimer, Kleinschmidt Finlay Anderson, Kleinschmidt Matthew Harper, Kleinschmidt	
March 25, 2020 (Email from USFS)	Tristan Leong, USFS Diana Pietrasanta, USFS Sheila Irons, USFS Nora Gamino, USFS Phillip Desenzo, USFS Matthew Woodhall, SCE Kelly Larimer, Kleinschmidt Finlay Anderson, Kleinschmidt	Email from USFS regarding staff unavailability due to COVID-19 response.

Date of Consultation	Entities Involved	Description
	Matthew Harper, Kleinschmidt	
April 4, 2020  (Conference Call with USFS and Survey Comments from USFS)	Tristan Leong, USFS Sheila Irons, USFS Matthew Woodhall, SCE Kelly Larimer, Kleinschmidt Finlay Anderson, Kleinschmidt Matthew Harper, Kleinschmidt	Call to discuss off-site recreation survey and comments provided by the USFS.
May 13, 2020  (Email and Survey to USFS)	Tristan Leong, USFS Diana Pietrasanta, USFS Sheila Irons, USFS Nora Gamino, USFS Phillip Desenzo, USFS Matthew Woodhall, SCE Kelly Larimer, Kleinschmidt Finlay Anderson, Kleinschmidt Matthew Harper, Kleinschmidt	Incorporation of USFS comments and porting of off-site survey into a web-based format.
May 13, 2020  (Conference Call with USFS)	Tristan Leong, USFS Sheila Irons, USFS Matthew Woodhall, SCE Kelly Larimer, Kleinschmidt Finlay Anderson, Kleinschmidt Matthew Harper, Kleinschmidt	Discussion of web-based survey to be used off-site.
May 13, 2020  (Follow-Up Email and Survey to USFS)	Tristan Leong, USFS Diana Pietrasanta, USFS Sheila Irons, USFS Nora Gamino, USFS Phillip Desenzo, USFS Matthew Woodhall, SCE Kelly Larimer, Kleinschmidt Finlay Anderson, Kleinschmidt Matthew Harper, Kleinschmidt	Incorporation of USFS comments during May 13, 2020 call and redistribution.

Date of Consultation	Entities Involved	Description
May 13, 2020 (Email to USFS)	Diana Pietrasanta, USFS Sheila Irons, USFS Nora Gamino, USFS Matthew Harper, Kleinschmidt	Email regarding upcoming REC 2 fieldwork.
May 26, 2020 (Email to USFS)	Tristan Leong, USFS Diana Pietrasanta, USFS Sheila Irons, USFS Nora Gamino, USFS Phillip Desenzo, USFS Matthew Woodhall, SCE Kelly Larimer, Kleinschmidt Finlay Anderson, Kleinschmidt Matthew Harper, Kleinschmidt	Follow-up with revised link to most recent web-based, off-site survey.
May 27, 2020 (Conference Call and Survey with USFS)	Tristan Leong, USFS Sheila Irons, USFS Matthew Woodhall, SCE Kelly Larimer, Kleinschmidt Finlay Anderson, Kleinschmidt Matthew Harper, Kleinschmidt	Discussion of most recent version of web-based, off-site survey.
July 7, 2020 (Email to USFS)	Diana Pietrasanta, USFS Sheila Irons, USFS Nora Gamino, USFS Matthew Harper, Kleinschmidt Bryan Cole, MacKay Sposito	Email regarding upcoming REC 2 fieldwork and requesting conference call.
July 9, 2020 (Conference Call with USFS)	Tristan Leong, USFS Sheila Irons, USFS Matthew Harper, Kleinschmidt	Discussion of most recent version of web-based, off-site survey.
July 21, 2020 (Emails with USFS)	Tristan Leong, USFS Diana Pietrasanta, USFS Sheila Irons, USFS Nora Gamino, USFS Phillip Desenzo, USFS Matthew Woodhall, SCE Kelly Larimer, Kleinschmidt	Follow-up with revised link to most recent web-based, off-site survey. Concurrence emails from Tristan Leong, Diana Pietrasanta, and Phillip Desenzo. Follow up with final link to live survey to be embedded on USFS and SCE websites.

Date of Consultation	Entities Involved	Description
	Finlay Anderson, Kleinschmidt Matthew Harper, Kleinschmidt	
July 7, 2020 (Emails with USFS)	Diana Pietrasanta, USFS Sheila Irons, USFS Nora Gamino, USFS Matthew Harper, Kleinschmidt	Emails regarding upcoming REC 2 fieldwork.
January 27, 2021 (Email to USFS)	Nora Gamino, USFS Matthew Harper, Kleinschmidt	Email requesting past operation and maintenance cost data for use in an O&M Economics Assessment of the facilities associated with the three recreation areas.
January 28, 2021 (Email from USFS)	Nora Gamino, USFS Matthew Harper, Kleinschmidt	Email suggesting we reach out to Adam Barnett and stating that what past operation and maintenance data exists would not truly reflect actual costs due to a lack of funding in the area.
February 1, 2021 (Emails with USFS)	Nora Gamino, USFS Adam Barnett, USFS Matthew Harper, Kleinschmidt	Emails discussing general breakdown of operational costs and identifying areas where detailed information may be provided.
July 9, 2021 (Email to USFS)	Nora Gamino, USFS Adam Barnett, USFS Matthew Harper, Kleinschmidt	Follow up email regarding past operation and maintenance cost data.
September 30, 2021 (Email to USFS)	Nora Gamino, USFS Adam Barnett, USFS Matthew Harper, Kleinschmidt	Follow up email regarding past operation and maintenance cost data.

## 8 REFERENCES

- U.S. Forest Service (USFS). 2019. Land Management Plan for the Inyo National Forest. Fresno, Inyo, Madera, Mono and Tulare Counties, California; Esmeralda and Mineral Counties, Nevada. R5-MB-323a. Pacific Southwest Region. September. Accessed: August 24, 2020. Available online:  
[https://www.fs.usda.gov/Internet/FSE\\_DOCUMENTS/fseprd664404.pdf](https://www.fs.usda.gov/Internet/FSE_DOCUMENTS/fseprd664404.pdf).
- U.S. Forest Service (USFS). 2013. Inyo National Forest Alternative Transportation System Study. United States Department of Agriculture.

## **APPENDIX A**

### **LAKE SABRINA DAY USE PARKING NODES INVENTORY CHECKLIST**

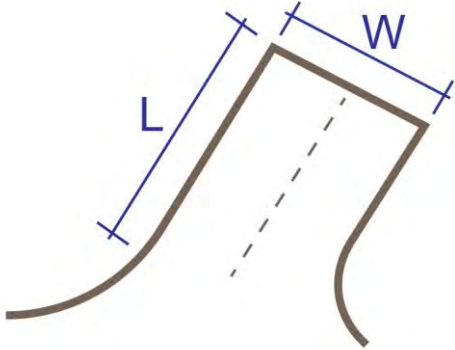

# Lake Sabrina Day Use Parking Nodes

## Inventory Checklist

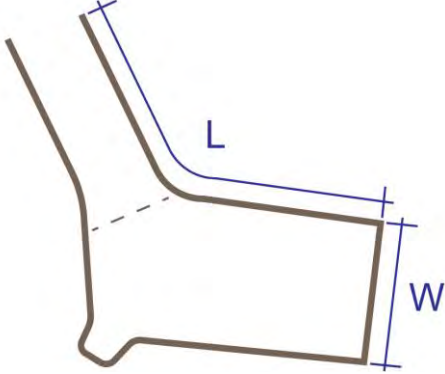

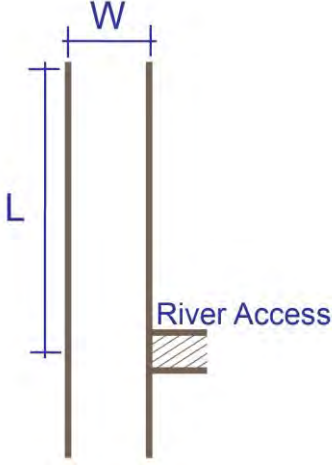

**Facility Name:** LAKE SABRINA – DAY USE PARKING NODE INVENTORY  
**Date Surveyed:** 08/04/2020  
**Surveyor(s):** E. MILLS; J. SANDLIN

The following information is the result of a request to review and inventory various day use parking areas, not designated for overnight parking, that provide access to nearby trailheads.

The following sites were not assessed for ADA accessibility compliance.



Parking Area 'A'	Field Notes
<p>1. Dimensions and Layout</p>  <p style="text-align: center;">Approx. shape Not to scale</p>	<p>(L) Length: 21-feet (W) Width: 18-feet</p> 
2. Approx. number of stalls accommodated	1-2(max)
3. Surfacing	Compacted native earthen material
4. Signs	None
5. Amenities	Water access



Parking Area 'B'	Field Notes
<p>1. Dimensions and Layout</p>  <p>Approx. shape Not to scale</p>	<p>(L) Length: 33-feet (W) Width: 15-feet</p> 
<p>2. Approx. number of stalls accommodated</p>	<p>1-2</p>
<p>3. Surfacing</p>	<p>Compacted native earthen material</p>
<p>4. Signs</p>	<p>None</p>
<p>5. Amenities</p>	<p>Water access; not accessible</p>
Parking Area 'C'	Field Notes
<p>1. Dimensions and Layout</p>  <p>Approx. shape Not to scale</p>	<p>(L) Length: 162-feet (W) Width: 10-feet</p> 

2. Approx. number of stalls accommodated	Approx. 8
3. Surfacing	Compacted native earthen material
4. Signs	Day Use
5. Amenities	River access

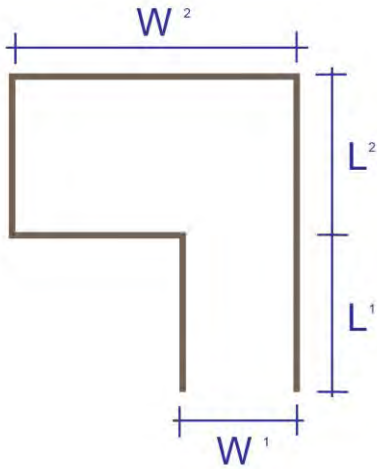
<b>Parking Area 'D'</b>	<b>Field Notes</b>
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1. Dimensions and Layout	<p>(L) Length: 150-feet (W) Width: 9-feet</p>  <p>Approx. shape Not to scale</p> 
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2. Approx. number of stalls accommodated	7-8
3. Surfacing	Compacted native earthen material
4. Signs	Day Use
5. Amenities	none

<b>Parking Area 'E'</b>	<b>Field Notes</b>
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1. Dimensions and Layout	<p>(L) Length 1: 42-feet (L) Length 2: 40-feet</p> <p>(W) Width 1: 9-feet (W) Width 2: 23-feet</p>
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Approx. shape  
Not to scale



2. Approx. number of stalls accommodated

5

3. Surfacing

Compacted native earthen material

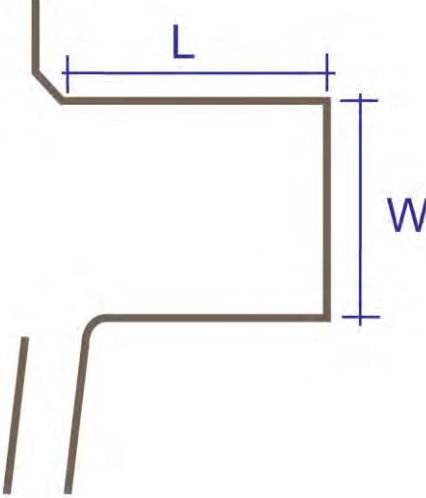


4. Signs

No Overnight Parking

5. Amenities

Water access / Day use



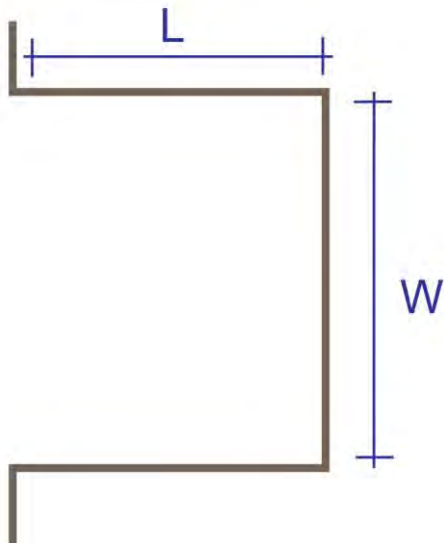
Parking Area 'F'	Field Notes
<p>1. Dimensions and Layout</p>  <p>Approx. shape Not to scale</p>	<p>(L) Length: 24-feet (steep) (W) Width: 24-feet</p> 
<p>2. Approx. number of stalls accommodated</p>	<p>2</p>
<p>3. Surfacing</p>	<p>Compacted native earthen material</p>
<p>4. Signs</p>	<p>Kiosk, No Overnight Parking</p> 
<p>5. Amenities</p>	<ul style="list-style-type: none"> <li>• Trail Head with Kiosk</li> <li>• Portable toilets (3)</li> </ul>



**Parking Area 'G'**

**Field Notes**

1. Dimensions and Layout



Approx. shape  
Not to scale

(L) Length: 25-feet

(W) Width: 30-feet



2. Approx. number of stalls accommodated

3

3. Surfacing

Compacted native earthen material

4. Signs

No Overnight Parking

5. Amenities

none

**APPENDIX B**  
**LAKE SABRINA ADA COMPLIANCE CHECKLIST**

# Forest Service Outdoor Recreation Accessibility Guidelines (FSORAG)

## Compliance Checklist

The purpose of this checklist is to locate and assess site components within existing public outdoor recreation facilities, for compliance with the Forest Service Outdoor Recreation Accessibility Guidelines (FSORG). The Forest Service Outdoor Recreation Accessibility Guidelines (FSORAG) and the Forest Service Trail Accessibility Guidelines (FSTAG) are the legally enforceable standards for use on the National Forest System for the facilities and features addressed in those guidelines. They, in part, incorporate sections of the Architectural Barriers Act Accessibility Standards (ABAAS), and the Outdoor Developed Area Accessibility Guidelines (ODAAG), developed by the Architectural and Transportation Barriers Compliance Board (U.S. Access Board).

This checklist serves as a planning tool to assist with identifying accessibility deficiencies within a facility and possible actions to be considered for correcting them.

**Facility Name:** LAKE SABRINA  
**Date Surveyed:** 08/05/2020  
**Surveyor(s):** E. MILLS; J. SANDLIN

Site Component	Compliant			Comments / Possible Action												
Parking	n/a	Yes	No													
<input type="checkbox"/> Check here if section does not apply to this site and move to next section.																
<p>1. Are an adequate number of accessible parking spaces available? The table below gives the ADAAG requirement for new construction and alterations (for lots with more than 100 spaces refer to ADAAG).</p> <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="text-align: left;">Accessible Spaces per Total Spaces</th> <th style="text-align: left;">Overall spaces Required</th> </tr> </thead> <tbody> <tr> <td>Total Spaces</td> <td>Accessible Spaces Required</td> </tr> <tr> <td>1 to 25</td> <td>1 space</td> </tr> <tr> <td>26 to 50</td> <td>2 spaces</td> </tr> <tr> <td><b>51 to 75</b></td> <td><b>3 spaces</b></td> </tr> <tr> <td>76 to 100</td> <td>4 spaces</td> </tr> </tbody> </table>	Accessible Spaces per Total Spaces	Overall spaces Required	Total Spaces	Accessible Spaces Required	1 to 25	1 space	26 to 50	2 spaces	<b>51 to 75</b>	<b>3 spaces</b>	76 to 100	4 spaces	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<p><b>Comments:</b>                  2 separated parking lots assessed separately:  <b>PARKING LOT A</b> (main parking lot)</p> <ul style="list-style-type: none"> <li>• Pavement quality is in fair condition with some pothole repair needed.</li> <li>• Parking Lot A – has 36 stalls                         <ul style="list-style-type: none"> <li>○ Needs to be re-striped.</li> <li>○ No designated boat trailer spaces.</li> <li>○ No accessible boat loading areas.</li> </ul> </li> <li>• There are no designated accessible parking spaces.                         <ul style="list-style-type: none"> <li>○ Minimum of 2 accessible space required, with at least one being Van Accessible.</li> </ul> </li> </ul> <p><b>PARKING LOT B</b> (overflow parking lot)</p> <ul style="list-style-type: none"> <li>• Pavement quality is in fair condition.</li> <li>• Parking Lot B – has 24 stalls                         <ul style="list-style-type: none"> <li>○ Needs to be re-striped.</li> <li>○ No designated boat trailer spaces.</li> </ul> </li> <li>• There are no designated accessible</li> </ul>
Accessible Spaces per Total Spaces	Overall spaces Required															
Total Spaces	Accessible Spaces Required															
1 to 25	1 space															
26 to 50	2 spaces															
<b>51 to 75</b>	<b>3 spaces</b>															
76 to 100	4 spaces															

					<p>parking spaces.</p> <ul style="list-style-type: none"> <li>○ Minimum of 1 accessible space required, with at least one being Van Accessible.</li> </ul> <p><b>Recommendation:</b> Parking Lot B does not have any ADA accessible amenities and the route between Lot A and Lot B is not ADA accessible. Therefore, it is recommended that the combined total of 3 ADA Parking Stalls be placed in Parking Lot A.</p> <p><b>Possible Action:</b></p> <ul style="list-style-type: none"> <li>• Design and Construct minimum of 3 Accessible Parking spaces (1- minimum Van Accessible), along accessible route to Restroom, Trailhead, Boat Launch area, Lake Sabrina Boat Landing Building any supporting amenities.</li> <li>• Construct ADA Boat Loading and Parking areas.</li> <li>• Upgrade striping to include demarcation of pedestrian access routes / crossings within parking lot.</li> </ul>
2.	Are the accessible parking spaces located closest to the accessible route and accessible building entrance?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<p><b>Comments:</b></p> <ul style="list-style-type: none"> <li>• No accessible spaces</li> </ul>
3.	Are an adequate number of van accessible spaces provided? At least 1 of every 8 accessible spaces must be van-accessible (with a minimum of 1 van-accessible space in all cases.)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<p><b>Comments:</b></p> <ul style="list-style-type: none"> <li>• No accessible spaces</li> </ul>
4.	Are the access aisles part of the accessible route?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<p><b>Comments:</b></p> <ul style="list-style-type: none"> <li>• No accessible spaces</li> </ul>
5.	Do the access aisles have a cross slope less than 1:48, and have a firm, stable non-slip surface?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<p><b>Comments:</b></p> <ul style="list-style-type: none"> <li>• No accessible spaces</li> </ul>
6.	Do the access aisles connect to an accessible pedestrian route with a minimum clear and unobstructed width of 36 inches?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<p><b>Comments:</b></p> <ul style="list-style-type: none"> <li>• No accessible spaces</li> </ul>
7.	Does the accessible car parking space measure 96 inches wide with an adjoining access aisle 96 inches wide? OR Does the accessible van parking space measure 132 inches wide with an adjoining access aisle 60 inches wide?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<p><b>Comments:</b></p> <ul style="list-style-type: none"> <li>• No accessible spaces</li> </ul>



8. Are accessible spaces marked with and International Symbol of Accessibility? Are there signs reading "Van Accessible" at van spaces? Is Sign Mounted 60" min. from ground to bottom of sign?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<b>Comments:</b> • No accessible spaces
9. Is there an enforcement procedure to ensure that accessible parking is used only by those who need it?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<b>Comments:</b> • No accessible spaces
<b>Drop-off / Public Transit Areas</b>	<b>n/a</b>	<b>Yes</b>	<b>No</b>	<b>Comments / Possible Action</b>
<input checked="" type="checkbox"/> Check here if section does not apply to this site and move to next section.				
10. Is there a passenger pick up and drop off zone? If so, is at least one passenger loading zone accessible which measures 96 inches wide by 20 feet long with a 60-inch-wide access aisle parallel to the vehicle pull up space and at the same level as the roadway?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<b>Comments:</b>
11. Do curbs on the accessible route have curb cuts or curb ramps at 1:12 slope? NOTE: If a slope of 1:12 is not possible, a slope between 1:10 and 1:12 is allowed for a MAX RISE of 6 inches. A slope between 1:8 and 1:10 is allowed for a MAX RISE of 3 inches. A slope steeper than 1:8 is not allowed. Flared sides may be 1:10 slope.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<b>Comments:</b>
12. Is curb cut/curb ramp flush with surrounding grade?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<b>Comments:</b>
13. Is the curb cut/ramp 36 inches wide, exclusive of flared sides?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<b>Comments:</b>
14. Are there public transportation stops on site, if so, is an accessible route provided to the building from the stop?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<b>Comments:</b>
<b>Outdoor Recreation Access Routes<sup>1</sup></b>	<b>n/a</b>	<b>Yes</b>	<b>No</b>	<b>Comments / Possible Action</b>
<input type="checkbox"/> Check here if section does not apply to this site and move to next section.				

<sup>1</sup> To meet (FSORAG) Outdoor Recreation Access Routes (ORARs) shall be provided between units and constructed features in campgrounds, picnic areas, trailheads, viewing areas, and other outdoor recreation sites. ORARs shall connect the outdoor constructed features within each recreation site and shall connect to common use features such as toilets, showers, water spouts, trash or recycling receptacles, parking spaces, and beach access routes. Where ORARs are provided within vehicular ways, those ORARs shall not be required to comply with sections 2.4 Slope, 2.5 Resting Intervals, and 2.6 Passing Spaces.

15. Does the park have accessible routes (ORARs) to all accessible facilities within the park?

Surface: shall be firm and stable. The type of surface should be appropriate to the setting and level of development.

Clear width: 36", may be reduced to 32" per 1.1 conditions.

Slope: 5% or less. Up to 8.33% for 50 feet or 10% for 30 feet with resting intervals that are minimum of 60 inches long, see figure 3.

Cross Slope: 3% maximum. Where the surface is paved or elevate above natural ground, cross slope shall not be greater than 2%.

Passing spaces: if accessible route is less than 60 inches wide provide passing spaces at intervals of 200' maximum, see figure 4.

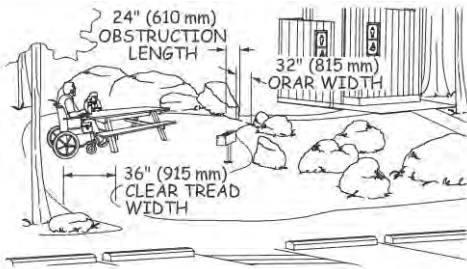


Figure 1—The clear tread width is the unobstructed width of the traveling surface

**Facility/Amenity:**

A1 Restroom

A2 Boating Facilities

A3 Fish Cleaning Station

A4 Recycling/Trash

A5 Lake Shoreline/Beach Access Points

**Yes** **No**

Note: **No defined routes, but accessible**

Note: **a, c, d**

Note: **a, b, c, d**

Note: Accessible routes to amenities, but the maneuvering space and the amenities themselves are not ADA compliant.

Note: **a, b, c, d**, There are no compliant beach access routes that allow access to the lake edge.

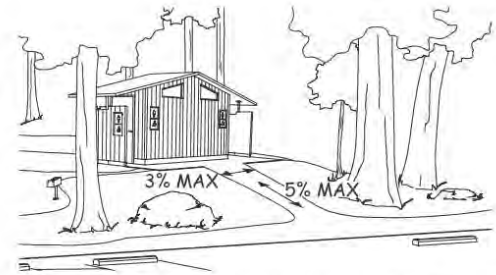


Figure 2—The basic slope requirements for outdoor recreation access routes and beach access routes.

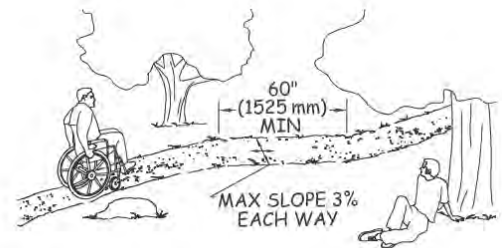


Figure 3—The basic resting interval requirements for outdoor recreation access routes.

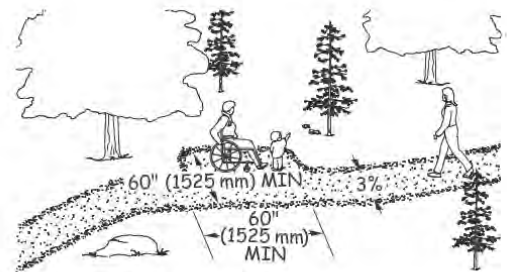
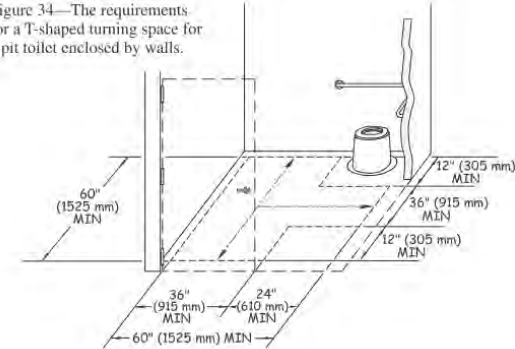
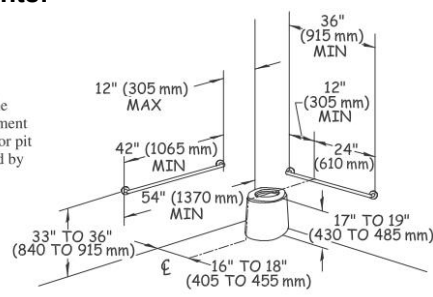


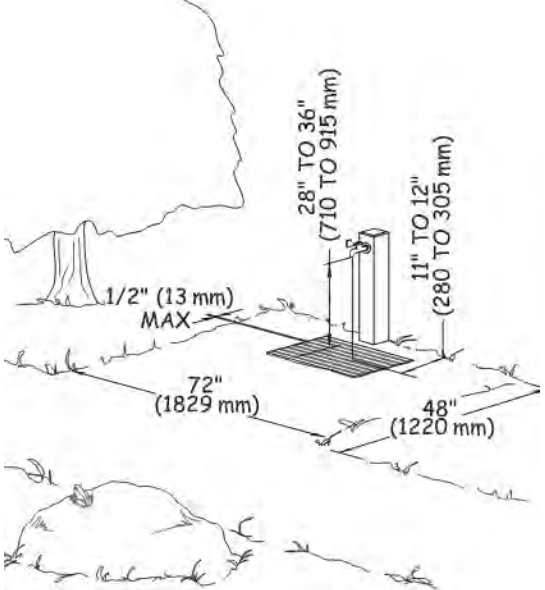
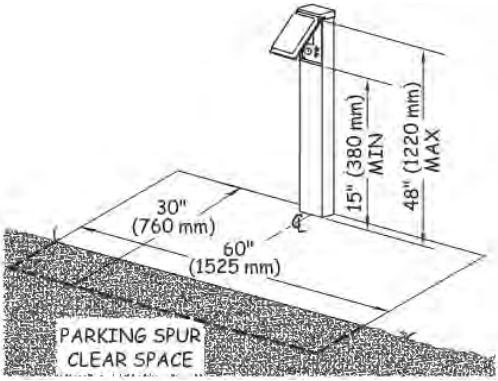
Figure 4—Minimum required dimensions for a passing space for an outdoor recreation access route or a beach access route.

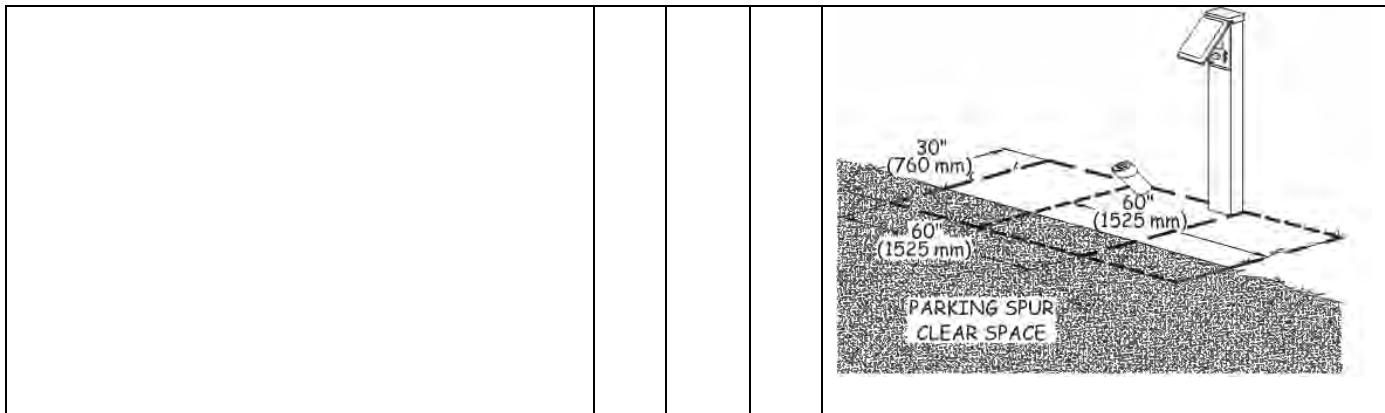
A6 Parking	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Note: <b>c,d</b> , No ADA stalls identified.	
A7 Viewing area (top of dam)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Note: <b>a, c, d</b> , Transition from parking to top of dam trail needs minor modifications to address slopes and stable surfacing.	
A8 Drive Aisle / (Serves as ORAR)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Note: Paved, needs striping to reduce pedestrian\vehicular conflicts.	
A9 Trailhead and Trail	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Note: <b>a, b, c, d, e, f</b> ,	
A10 Boat Ramp	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Note: <b>c</b> , Also no ADA parking, staging and loading areas are available.	
(List Items in Notes if Not Compliant) a – Surface b – Clear Width c – Slope d – Cross Slope e – Resting Intervals f – Passing Space			<p><b>Comments:</b></p> <ul style="list-style-type: none"> <li>The drive aisle is partially paved and in fair condition. Needs some spot repairs. Serves as shared ORAR to amenities.</li> <li>Transitions from paved to non-paved access needs spot repairs.</li> </ul> <p><b>Possible Action:</b></p> <ul style="list-style-type: none"> <li>Pave and stripe ADA compliant parking stalls.</li> <li>Pave and stripe ORAR route from parking to Restroom, Recycling.</li> <li>Design and develop accessible routes to key Lake Shore Access Points</li> <li>Design and develop accessible route to boat dock access, gangways and other amenities throughout the site.</li> <li>Design and implement upgrades to trail to alleviate slope, surface, obstruction and clearance deficiencies.</li> <li>Design and develop accessible boat/trailer parking, staging and loading area.</li> <li>Provide accessible route to fish cleaning station or relocate station.</li> </ul>	
<b>Restrooms</b>	<b>n/a</b>	<b>Yes</b>	<b>No</b>	<b>Comments / Possible Action</b>
<input type="checkbox"/> Check here if section does not apply to this site and move to next section.				
16. If restrooms are available to the public, is at least one restroom (either one for each sex, or unisex) fully accessible?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<p><b>Comments:</b></p> <ul style="list-style-type: none"> <li>Single restroom building with 2 restrooms. Both are accessible but no designated routes to the building.</li> </ul>
17. Are there signs at inaccessible restrooms	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<b>Comments:</b>

that give directions to accessible ones?				
18. Is there tactile signage identifying rest rooms? <i>Note: Mount signs on the wall, on the latch side of the door, complying with the permanent signage.</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<b>Comments:</b> <ul style="list-style-type: none"> <li>No signs on building</li> </ul> <b>Possible Action:</b> <ul style="list-style-type: none"> <li>Add signs.</li> </ul>
19. Are pictograms or symbols used to identify rest rooms, and, if used, are raised characters and braille included below?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<b>Comments:</b> <ul style="list-style-type: none"> <li>No signs on building</li> </ul> <b>Possible Action:</b> <ul style="list-style-type: none"> <li>Add signs.</li> </ul>
20. Is the doorway at least 32 inches clear?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<b>Comments:</b>
21. Are doors equipped with accessible handles (operable with a closed fist), 48 inches high or less?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<b>Comments:</b>
22. Can doors be opened easily (5 lbf max. force)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<b>Comments:</b>
23. Does the entry configuration provide adequate maneuvering space for a person using a wheelchair? <i>Note: A person using a wheelchair needs 36 inches of clear width for forward movement, and a 5-foot diameter clear space or a T-shaped space to make turns. A minimum distance of 48 inches clear of the door swing is needed between the two doors of an entry vestibule.</i>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<b>Comments:</b>
24. Is there a 36-inch-wide path to all fixtures?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<b>Comments:</b>
25. Is the stall door operable with a closed fist, inside and out?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<b>Comments:</b> <ul style="list-style-type: none"> <li>Restroom does not have individual stalls</li> </ul>
26. Is there a wheelchair-accessible stall that has an area of at least 5 feet by 5 feet, clear of the door swing, OR is there a stall that is less accessible but that provides greater access than a typical stall (either 36 by 69 inches or 48 by 69 inches)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<b>Comments:</b> <ul style="list-style-type: none"> <li>Restroom does not have individual partitioned stalls. Single occupancy restroom with compliant clearances.</li> </ul>
27. In the accessible stall, are there grab bars behind and on the side wall nearest to the toilet?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<b>Comments:</b>
28. Is the toilet seat 17 to 19 inches high?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<b>Comments:</b>
29. Does one lavatory have a 30-inch-wide by	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<b>Comments:</b>

48-inch-deep clear space in front? <i>Note: A maximum of 19 inches of the required depth may be under the lavatory.</i>				<ul style="list-style-type: none"> <li>Restroom does not have lavatory</li> </ul>
30. Is the lavatory rim no higher than 34 inches?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<b>Comments:</b> <ul style="list-style-type: none"> <li>Restroom does not have lavatory</li> </ul>
31. Is there at least 29 inches from the floor to the bottom of the lavatory apron?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<b>Comments:</b> <ul style="list-style-type: none"> <li>Restroom does not have lavatory</li> </ul>
32. Can the faucet be operated with one closed fist?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<b>Comments:</b> <ul style="list-style-type: none"> <li>Restroom does not have lavatory</li> </ul>
33. Are soap and other dispensers and hand dryers within reach ranges and usable with one closed fist?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<b>Comments:</b> <ul style="list-style-type: none"> <li>Restroom does not have soap dispenser or hand dryer</li> </ul>
34. Is the mirror mounted with the bottom edge of the reflecting surface 40 inches high or lower?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<b>Comments:</b> <ul style="list-style-type: none"> <li>Restroom does not have mirror</li> </ul>
35. Is there a clear space of 60 inches by 60 inches adjacent to the toilet?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<b>Comments:</b>
36. Is the maneuvering space less than or equal to 1:50? (1:33 maximum allowed for drainage) (2% -3.3%)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<b>Comments:</b>
37. If there is an ADA Accessible Portable Restroom, is there an accessible route and entry into the portable unit?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<b>Comments:</b> <ul style="list-style-type: none"> <li>There were no portable units on site.</li> </ul>
<b>FSORAG Pit Toilet Restrooms Only</b>	<b>n/a</b>	<b>Yes</b>	<b>No</b>	<b>Comments / Possible Action</b>
<input checked="" type="checkbox"/> Check here if section does not apply to this site and move to next section.				
38. Is there an accessible route to the restroom? Where pit toilets are constructed in sites that are not accessed by motor vehicles, the pit toilets and all constructed features in the site shall be connected by trail segments complying with the FSTAG.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<b>Comments:</b>
39. The clear floor or ground space shall be 60 inches wide minimum measured parallel with the back of the pit toilet, and 56 inches deep minimum measured parallel to the sides of the pit toilet. A turning space that is at least 60 inches in diameter or T-shaped with a minimum 36 inches wide by 24 inches deep base centered on a minimum 36 inches wide by 60 inches long crossarm shall be provided, as shown in figure. The turning	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<b>Comments:</b>

<p>space and clear floor or ground space may overlap.</p>				<p>Figure 34—The requirements for a T-shaped turning space for a pit toilet enclosed by walls.</p> 
<p>40. Is the surface of turning and clear floor or ground space firm and stable?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<p><b>Comments:</b></p>
<p>41. Is the slope of the turning space and clear floor or ground space surface no steeper than 2% in all directions?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<p><b>Comments:</b></p>
<p>42. Is the toilet seat 17 to 19 inches high?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<p><b>Comments:</b></p>
<p>43. Where walls or partitions are provided, the seat shall be positioned with a wall or partition to the rear and to one side of the seat for a left-hand or right-hand approach. The back of the riser shall be flush against the back wall. The centerline of the seat shall be 16 inches minimum to 18 inches maximum from the side wall or partition.</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<p><b>Comments:</b></p>
<p>44. Where walls or partitions are provided, grab bars complying with ABAAS shall be provided, the same as for grab bars for toilets in administrative buildings. Required locations are shown in figure.</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<p>Figure 36—The grab bar placement requirements for pit toilets enclosed by walls.</p>  <p>have vertical or nearly vertical sides and a flat area on each side of the seat that is about 3 inches (75 millimeters) wide.</p>
<p>45. Doors shall comply with ABAAS, the same as doors for buildings at administrative sites. The door shall not swing into or otherwise obstruct the clear floor or ground space required.</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<p><b>Comments:</b></p>
<p>46. The entrance to the toilet shall be level with the surrounding surface.</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<p><b>Comments:</b></p>
<p><b>Water Hydrants</b></p>	<p>n/a</p>	<p>Yes</p>	<p>No</p>	<p><b>Comments / Possible Action</b></p>
<p><input checked="" type="checkbox"/> Check here if section does not apply to this site and move to next section.</p>				
<p>47. Is the water hydrant clear floor or ground space around the hydrant 48 inches by 72 inches with the long side of the space adjoining an ORAR or another clear ground space (clear space shall not</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<p><b>Comments:</b></p> <ul style="list-style-type: none"> <li>No Hydrants observed on site.</li> </ul> <p><b>Possible Action:</b></p>

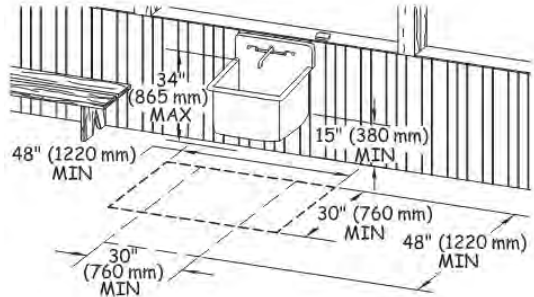
<p>overlap ORAR)?</p> <p>NOTE: Until hand pumps are available that meet the accessibility standards for operating controls while adequately accessing the water supply are available from more than one source, hand pumps are exempt from the requirements for reach ranges and operability in ABAAS 308 and 309.4.</p>				
<p>48. Is water spout located between 28 inches and 36" above the ground?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<p><input type="checkbox"/> <b>Comments:</b></p>	
<p>49. Is the water spout located 11 inches minimum and 12 inches maximum from the rear center of the long side of the clear space?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<p><input type="checkbox"/> <b>Comments:</b></p>	
<p>50. If drain grates are provided, are the openings in the grates 1/2" maximum?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<p><input type="checkbox"/> <b>Comments:</b></p>	
<b>Utilities at Recreation Sites</b>	n/a	Yes	No	<b>Comments / Possible Action</b>
<p><input checked="" type="checkbox"/> Check here if section does not apply to this site and move to next section.</p>				
<p>51. Is there a clear floor or ground space of at least 30 by 60 inches oriented for front or parallel approach to all usable sides of the utilities?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<p><input type="checkbox"/> <b>Comments:</b></p> <ul style="list-style-type: none"> <li>No applicable utilities observed on site.</li> </ul>	
<p>52. Are the utility pedestals installed to adhere to the Reach Ranges and Operability Requirement as shown and/or as specified in 308 and 309 of ABAAS?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<p><input type="checkbox"/> <b>Comments:</b></p>  <p>PARKING SPUR CLEAR SPACE</p>	



<b>Utility Sinks</b>	<b>n/a</b>	<b>Yes</b>	<b>No</b>	<b>Comments / Possible Action</b>
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<input type="checkbox"/> Check here if section does not apply to this site and move to next section.				
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<p>53. Is the height of the rim or counter surrounding the sink 34 inches maximum above the ground or floor space?</p> <p>54. Is the bottom of the bowl at least 15 inches above the ground or floor space?</p> <p>55. Is Water Spout 28 – 36" above ground or floor space.</p> <p>56. Do sink controls comply with reach ranges and operability specified in ABAAS?</p>	<input type="checkbox"/>  <input type="checkbox"/>  <input type="checkbox"/>  <input type="checkbox"/>	<input type="checkbox"/>  <input type="checkbox"/>  <input type="checkbox"/>	<input checked="" type="checkbox"/>  <input checked="" type="checkbox"/>  <input checked="" type="checkbox"/>  <input checked="" type="checkbox"/>	<p><b>Comments:</b></p> <ul style="list-style-type: none"> <li>• <b>Fish cleaning station</b> with counter and sink located beyond trail head near Lake Sabrina Boat Landing Building.           <ul style="list-style-type: none"> <li>○ No accessible route to location.</li> <li>○ Not ADA compliant based on items 53-56.</li> </ul> </li> </ul> <p><b>Possible Action:</b></p> <ul style="list-style-type: none"> <li>• Relocate along accessible route possibly near parking lot and waste receptacles.</li> <li>• Design sink and counter to be compliant with items 53-56.</li> </ul>
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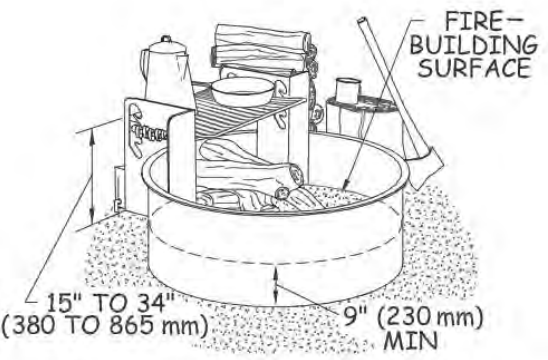
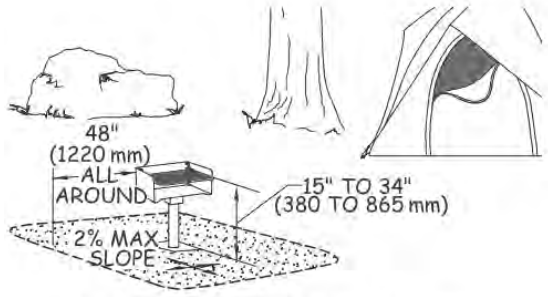
<b>Drinking Fountain</b>	<b>n/a</b>	<b>Yes</b>	<b>No</b>	<b>Comments / Possible Action</b>
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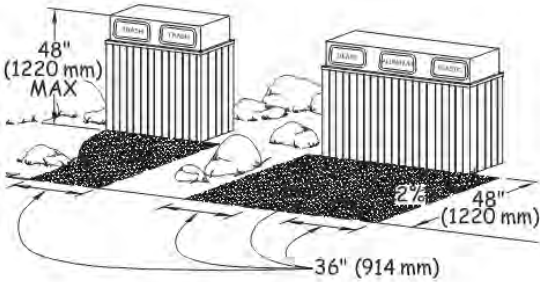

<p>57. Is there at least one fountain with clear floor space of at least 30 by 48 inches in front?</p> <p>58. Is there one fountain with its spout no higher than 36 inches from the ground, and another with a standard height spout (or a single "hi-lo" fountain)?</p>	<input type="checkbox"/>  <input type="checkbox"/>	<input type="checkbox"/>  <input type="checkbox"/>	<input type="checkbox"/>  <input type="checkbox"/>	<p><b>Comments:</b></p> <ul style="list-style-type: none"> <li>• No drinking fountain observed on site.</li> </ul> <p><b>Comments:</b></p>
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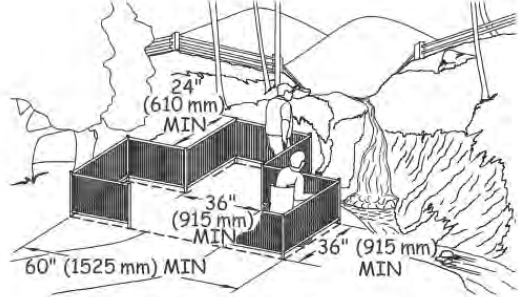


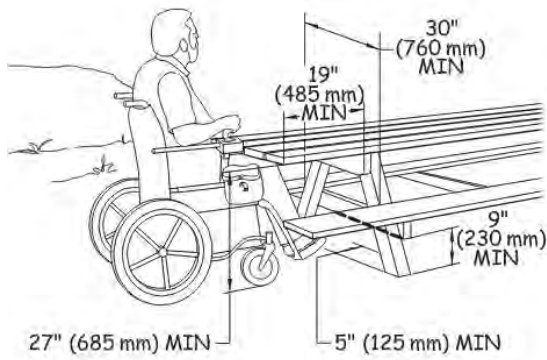
59. Are controls mounted on the front or on the side near the front edge, and operable with one closed fist?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<b>Comments:</b>
60. Is each water fountain cane-detectable (located within 27 inches off the floor or protruding less than 4 inches from the wall, into the circulation path?)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<b>Comments:</b>
<b>Directional and Informational Signage</b>	<b>n/a</b>	<b>Yes</b>	<b>No</b>	<b>Comments / Possible Action</b>
<input type="checkbox"/> Check here if section does not apply to this site and move to next section.				
61. If mounted about 80 inches, do they have letters at least 3 inches high, with high contrast, and non-glare finish?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<b>Comments:</b> <ul style="list-style-type: none"> <li>• Mounting heights need to be adjusted on some of the parking lot signs. Informational signs do not meet contrast requirements.</li> <li>• No signs mounted above 80 inches observed on site.</li> </ul> <b>Possible Action:</b> <ul style="list-style-type: none"> <li>• Review adopted sign standards and make sure they are ADA compliant.</li> <li>• Determine if standards need to be revised.</li> <li>• Replace signs based on compliance with adopted standards.</li> <li>• Adjust heights of signs as needed.</li> </ul>
62. Do directional and informational signs comply with legibility requirements? (Building directories or temporary signs need not comply.)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<b>Comments:</b> <ul style="list-style-type: none"> <li>• Mounting heights need to be adjusted on some of the parking lot signs. Informational signs do not meet contrast requirements, text size on some size is not compliant.</li> </ul> <b>Possible Action:</b> <ul style="list-style-type: none"> <li>• Review adopted sign standards and make sure they are ADA compliant.</li> <li>• Determine if standards need to be revised.</li> <li>• Replace signs based on compliance with adopted standards.</li> <li>• Adjust heights of signs as needed.</li> </ul>
63. If materials need to be obtained from or manipulated on a sign or kiosk, the sign or kiosk shall be designed to meet the reach ranges in section 308 of ABAAS and in figures 14 through 19.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<b>Comments:</b> <ul style="list-style-type: none"> <li>• No Kiosks observed at Lake Sabrina Boat Launch facility.</li> </ul>
<b>Fire Rings</b>	<b>n/a</b>	<b>Yes</b>	<b>No</b>	<b>Comments / Possible Action</b>
<input checked="" type="checkbox"/> Check here if section does not apply to this site and move to next section.				

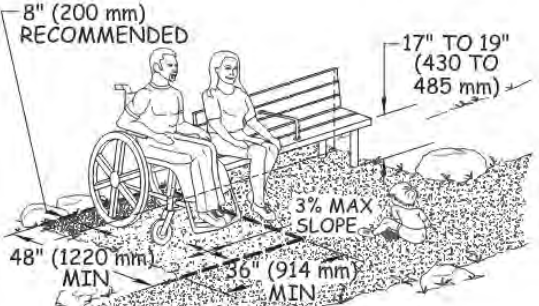
<p>64. Is the fire surface height a minimum of 9" above the ground/floor?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<p><b>Comments:</b></p> <ul style="list-style-type: none"> <li>No fire rings observed</li> </ul>  <p>Figure 22—The height requirements for manufactured steel fire rings.</p>
<p>65. Do all fire rings have a clear space extending a minimum 48" deep by 48" wide at all usable portions of the ring? This must be adjacent to ORAR but may not overlap the ORAR</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<p><b>Comments:</b></p>
<p>66. Are the clear spaces around the fire pit on a firm and stable surface?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<p><b>Comments:</b></p>
<p>67. Are the slopes around fire pits not more than 1:50?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<p><b>Comments:</b></p>
<p><b>Cooking Surfaces, Grills, Pedestal Grills<sup>2</sup></b></p>	<p>n/a</p>	<p>Yes</p>	<p>No</p>	<p><b>Comments / Possible Action</b></p>
<p><input checked="" type="checkbox"/> Check here if section does not apply to this site and move to next section.</p>				
<p>68. Are accessible cooking features dispersed throughout the area and among the types provided?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<p><b>Comments:</b></p> <ul style="list-style-type: none"> <li>None observed</li> </ul>
<p>69. Are accessible cooking feature surfaces installed between 15 inches and 34 inches above the ground/floor?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	 <p>Figure 24—The requirements for height, clear space, and reach range for a pedestal grill.</p>
<p>70. Do operating controls and mechanisms comply with current Clear Floor Space</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<p><b>Comments:</b></p>

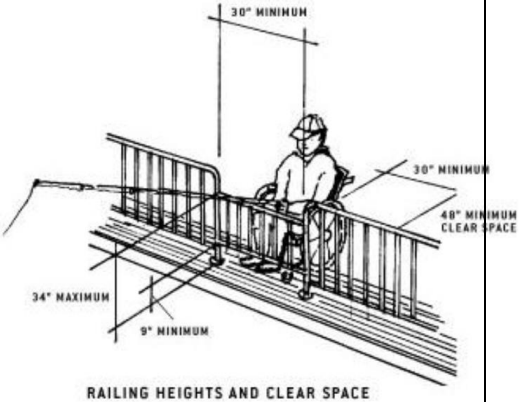
<sup>2</sup> Where there is only one cooking surface, grill or pedestal grill in a provided picnic area, it shall be accessible. Where multiple cooking features are provided in a picnic area, 50 percent, but no less than 2 shall be accessible.

and Height standards?				
<b>Fixed Trash/Recycling Containers</b>	<b>n/a</b>	<b>Yes</b>	<b>No</b>	<b>Comments / Possible Action</b>
<input type="checkbox"/> Check here if section does not apply to this site and move to next section.				
71. Is the clear floor or ground space for a forward approach 36 inches by 48 inches or for side approach 30 inches by 60 inches?  	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<b>Comments:</b> <ul style="list-style-type: none"> <li>Movable recycling and trash containers were located near the Lake Sabrina Boat Landing Building.               <ul style="list-style-type: none"> <li>Not located in a designated area with compliant approach and reach.</li> <li>Not compliant furnishing type.</li> </ul> </li> <li>2 dumpsters are located within parking lot.</li> </ul> <b>Possible Action:</b> <ul style="list-style-type: none"> <li>Fixed receptacles should be installed in a designated area(s) along an ORAR and adhere to FSORAG standards.</li> </ul>
72. Are the Trash / Recycling containers themselves an ADA compliant model?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<b>Comments:</b> <ul style="list-style-type: none"> <li>Model of containers observed do not meet ADA compliance</li> </ul> <b>Possible Action:</b> <ul style="list-style-type: none"> <li>ADA compliant containers should be installed.</li> </ul> 
<b>Overlooks/Viewing Areas</b>	<b>n/a</b>	<b>Yes</b>	<b>No</b>	<b>Comments / Possible Action</b>
<input type="checkbox"/> Check here if section does not apply to this site and move to next section.				
73. Where multiple viewing areas at overlooks are provided, at least one of each viewing opportunity for distinct points of interest shall be accessible.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<b>Comments:</b> <ul style="list-style-type: none"> <li>The entire walk along the top of the dam can be considered a viewing area.</li> <li>No additional designated viewing areas observed.</li> </ul>
74. Are all viewing areas constructed to provide an unobstructed view?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<b>Comments:</b> <ul style="list-style-type: none"> <li>Railing does not significantly obstruct views.</li> </ul>

				
<p>75. Is there at least one 60" x 60" maneuvering space or T-shaped turning space?</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<p><b>Comments:</b></p> <ul style="list-style-type: none"> <li>• Pathway allows for maneuvering space.</li> </ul>  <p>Figure 11—One way to meet the requirements for turning space at a viewing area.</p>  <p>Figure 12—The requirements for a T-shaped turning space at a viewing area.</p>
<p>76. Is the ground surface firm and stable?</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<p><b>Comments:</b></p> <ul style="list-style-type: none"> <li>• Pathway is surfaced with graded and compacted native earthen material. It appears to meet stability requirements under dry conditions. <ul style="list-style-type: none"> <li>○ Assumes that surface material is deemed acceptable for ORAR standard adopted for this facility.</li> </ul> </li> </ul>
<p>77. Is the maneuvering space less than or equal to 1:50? (1:33 maximum allowed for drainage)</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<p><b>Comments:</b></p>





78. Does accessible viewing area of a 36" minimum x 48" minimum and at least one turning space that complies with section 304.3 of ABAAS?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<b>Comments:</b>
<b>Picnic Tables (Units)</b>	<b>n/a</b>	<b>Yes</b>	<b>No</b>	<b>Comments / Possible Action</b>
<input checked="" type="checkbox"/> Check here if section does not apply to this site and move to next section.				
79. Is there an accessible route to and within common use areas that complies with FSORAG? At least 48" of clear floor or ground space shall surround the usable sides of the picnic table measured from back edge of the benches.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<b>Comments:</b> • No tables observed on site.
80. Where more than two picnic tables are provided, are at least 20% but not less than two mobility compliant  Tables (Compliant Yes/No): C1: Table #1  (List Items in Notes if Not Compliant) a – Knee Space b – Clear Space Around Table c – Slope d – Cross Slope e – Firm and Stable Surface f – Accessible Route	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<b>Comments:</b>  Note: 
81. Are knee spaces at accessible picnic tables at least 27 inches high, 30 inches wide, and 19 inches deep?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<b>Comments:</b>
82. Information on location of accessible picnic units provided at bulletin boards or information kiosks (otherwise this will need to be provided on web sites or in brochures)? Do not identify at individual picnic units.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<b>Comments:</b>
83. Each picnic table shall have at least one wheelchair seating space. Up to 9' long tables=require 1 space 10-20' long tables=require 2 spaces See FSORAG figure 4.1.2 for larger tables	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<b>Comments:</b>
<b>Benches</b>	<b>n/a</b>	<b>Yes</b>	<b>No</b>	<b>Comments / Possible Action</b>
<input checked="" type="checkbox"/> Check here if section does not apply to this site and move to next section.				
84. Where multiple benches are provided,	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<b>Comments:</b>

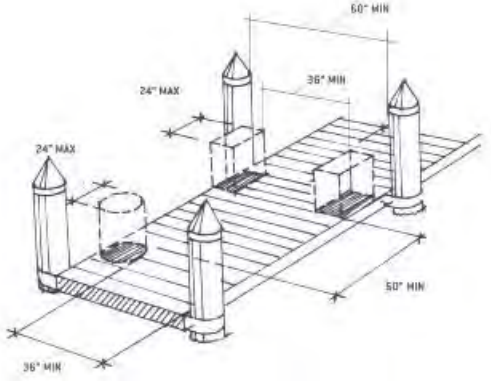
<p>are at least 50% consistent with this section?</p> <p>Benches (Compliant Yes/No):  D1 _____  D2 _____  D3 _____  D4 _____</p> <p>(List Items in Notes if Not Compliant)  a – Back Support  b – Front Edge of Bench 17-19" Above Ground/Floor  c – 30" x 48" Clear Floor or Ground Space Adjacent to Bench  d – Firm and Stable Surface  e – Arm Rest  f – Accessible Route</p>	<input type="checkbox"/>    <input type="checkbox"/>    <input type="checkbox"/>    <input type="checkbox"/>    <input type="checkbox"/>    <input type="checkbox"/>    	<input type="checkbox"/>    <input type="checkbox"/>    <input type="checkbox"/>    <input type="checkbox"/>    <input type="checkbox"/>    	<ul style="list-style-type: none"> <li>No benches observed on site.</li> </ul> <p>Note:  Note:  Note:  Note:</p> 	
<p>85. Where multiple benches are provided, are at least 20% connected to an ORAR?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> <b>Comments:</b>	
<p>86. Of the accessible benches that are provided, do at least 50% of those benches have back rests? In addition, one armrest shall be provided at one end or in the middle of at least 50% of the benches with backrests.</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> <b>Comments:</b>	
<p>87. Are the front edges of accessible benches between 17 and 19 inches maximum above the ground/floor?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> <b>Comments:</b>	
<p>88. Is there a 36" x 48" Clear Floor or Ground Space adjacent to the bench?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> <b>Comments:</b>	
<p>89. Is the ground/floor surface around the accessible benches firm and stable?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> <b>Comments:</b>	
<p><b>Accessible Fishing Piers/Platforms</b></p>		<p>n/a</p>	<p>Yes No</p>	<p><b>Comments / Possible Action</b></p>
<p><input checked="" type="checkbox"/> Check here if section does not apply to this site and move to next section.</p>				
<p>90. Is there at least one unobstructed accessible route to the fishing pier or platform? (minimum 36" width, maximum 2% cross slope and maximum 8.33% running slope)</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> <b>Comments:</b> <ul style="list-style-type: none"> <li>There are no accessible fishing piers of platforms on site.</li> </ul> <p><b>Possible Action:</b></p> <ul style="list-style-type: none"> <li>Construct Accessible Fishing Pier</li> </ul>	

91. Is there a clear floor or ground space (30 inches by 48 inches minimum) at each location that has a railing height of 34 inches maximum?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Comments:
92. Is there edge protection that is a minimum of 2 inches above the ground or deck surface?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Comments:
93. Is there at least one turning area, either a 60-inch turning space or a T-shaped space, to allow a person using a mobility device or wheelchair to make a 180-degree turn?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Comments:
94. Where railings are provided on fishing piers or platforms, do they comply with ADAAG provisions?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Comments:
 <p style="text-align: center;">RAILING HEIGHTS AND CLEAR SPACE</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Comments:
95. Where railings are provided, are there multiple locations where the railing is 34 inches high maximum to offer a variety of fishing location options?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Comments:
<b>Lake Shore / Beach Access</b>	<b>n/a</b>	<b>Yes</b>	<b>No</b>	<b>Comments / Possible Action</b>
<input type="checkbox"/> Check here if section does not apply to this site and move to next section.				
96. Is at least one beach access route provided for each one-half mile of shoreline where the following occur? <ul style="list-style-type: none"> <li>Where circulation routes such as boardwalks, walkways, or dune crossings are provided along or across developed beach sites to provide pedestrian access to the beach or shoreline.</li> <li>Where parking facilities are provided at developed beach sites and pedestrian access to the beach is provided near the parking facilities.</li> <li>Where bathing and toilet facilities are provided at developed beach sites</li> </ul>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<b>Comments:</b> <ul style="list-style-type: none"> <li>There are no compliant beach access routes that allow access to the lake edge. <ul style="list-style-type: none"> <li>There is no ORAR to the water's edge due to surfacing, slopes and obstructions.</li> </ul> </li> </ul> <b>Possible Action:</b> <ul style="list-style-type: none"> <li>Design and construct well-defined accessible routes.</li> </ul>

and pedestrian access points to the beach are provided near the bathing and toilet facilities. • Where a beach nourishment project is undertaken.				
97. Does beach access route have a clear width of 60 inches minimum?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<b>Comments:</b> • No defined accessible beach access routes.
98. Is the access route 5% or less for any distance?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<b>Comments:</b> • No defined accessible beach access routes.
99. Do the segment lengths meet the following requirements: Max. 50 LF @ 5% - 8.33% Max. 30 LF @ 8.33% - 10%	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<b>Comments:</b> • No defined accessible beach access routes.
100. Where slopes are steeper than 5% for the given runs above, are there resting intervals provided at the top and bottom of the runs (60 inches long x 60 inches wide with maximum slopes of 3% in any direction. If surface is paved or elevated above natural ground, the surface shall not be steeper than 2% in any direction)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<b>Comments:</b> • No defined accessible beach access routes.
101. Are all cross slopes a maximum of 3%, and where surface is paved or elevated above the natural ground, the cross slopes are a maximum of 2%?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<b>Comments:</b> • No defined accessible beach access routes.
102. Are there any obstacles on beach access route that exceed 1 inch in height measured vertically to the highest point? Where the surface is concrete, asphalt, or boards, obstacles shall not exceed one-half inch in height measured vertically to the highest point.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<b>Comments:</b> • No defined accessible beach access routes.
103. Constructed features, including signs, shall not extend into the space above a beach access route more than 4 inches if they are between 27 inches and 80 inches above the surface of the beach access route.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<b>Comments:</b> • No defined accessible beach access routes.
<b>Gates and Barriers</b>	<b>n/a</b>	<b>Yes</b>	<b>No</b>	<b>Comments / Possible Action</b>
<input type="checkbox"/> Check here if section does not apply to this site and move to next section.				
104. Gate openings and openings in barriers for pedestrian passage shall provide a clear width of 36" inches, complying with ODAAG section 1017.3 Clear Tread Width.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<b>Comments:</b> • There is one vehicular gate at the entrance to the top of the dam. • There is a min. 36" opening between the gate post and the guardrail.



				
<b>Boating Facilities</b>				<b>Comments / Possible Action</b>
<input type="checkbox"/> Check here if section does not apply to this site and move to next section.				
<p>105. Is there an accessible route to the boating facilities?</p> 	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<p><b>Comments:</b></p> <ul style="list-style-type: none"> <li>• There are no accessible routes identified.             <ul style="list-style-type: none"> <li>◦ Floating docks are designed to be movable and not in permanently fixed locations.</li> <li>◦ No compliant ORAR to dock locations observed during this assessment.</li> </ul> </li> <li>• Depending on the fluctuation of the reservoir water elevation, and with the use of the floating gangways, there may be an opportunity for an accessible route.</li> </ul> <p><b>Possible Action:</b></p> <ul style="list-style-type: none"> <li>• Design and construct an ORAR to the dock locations that allow access during both high and low water conditions.</li> </ul>
<p>106. Does the gangway to the dock or floating dock designed to provide for a maximum 1:12 (8.33%) slope?</p> <p>Note: Not required to be longer than 80 feet. (Elevators may be used in lieu of gangways) In smaller facilities with less than 25 boat slips, the slope of the gangway may exceed 1:12, if the gangway is at least 30 feet long.</p> 	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<p><b>Comments:</b></p> <ul style="list-style-type: none"> <li>• Conditions observed during site visit were at low water levels. These should be further assessed and evaluated during high water conditions.</li> </ul> 

<p>107. Does the gangway have a transition plate to the pier or platform that meets code?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<p><b>Comments:</b></p> <ul style="list-style-type: none"> <li>None observed. But gangways were not setup to be functional at time of assessment.</li> </ul>												
<p>108. Where boat slips are provided, does the number of accessible slips comply with the table to the right?  Note: If boat slips at a facility are not identified or demarcated by length, each 40 feet of boat slip edge along the perimeter of a pier will be counted as one boat slip</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th colspan="2" style="text-align: center;">Number of Accessible Boat Slips Required</th> </tr> <tr> <th style="width: 50%;">Total Slips in Facility</th> <th style="width: 50%;">Minimum Accessible Slips</th> </tr> </thead> <tbody> <tr> <td style="text-align: center;"><b>1-25</b></td> <td style="text-align: center;"><b>1</b></td> </tr> <tr> <td style="text-align: center;"><b>26-50</b></td> <td style="text-align: center;"><b>2</b></td> </tr> <tr> <td style="text-align: center;"><b>50-100</b></td> <td style="text-align: center;"><b>3</b></td> </tr> <tr> <td style="text-align: center;"><b>101-150</b></td> <td style="text-align: center;"><b>4</b></td> </tr> </tbody> </table>  <p style="text-align: center;">PIER CLEARANCE SPACE REDUCTION</p>	Number of Accessible Boat Slips Required		Total Slips in Facility	Minimum Accessible Slips	<b>1-25</b>	<b>1</b>	<b>26-50</b>	<b>2</b>	<b>50-100</b>	<b>3</b>	<b>101-150</b>	<b>4</b>
Number of Accessible Boat Slips Required																
Total Slips in Facility	Minimum Accessible Slips															
<b>1-25</b>	<b>1</b>															
<b>26-50</b>	<b>2</b>															
<b>50-100</b>	<b>3</b>															
<b>101-150</b>	<b>4</b>															
<p>109. If the facility only has a boarding pier (see footnote # 9) at least 5% but not less than, must comply with these guidelines. The entire length of accessible boarding piers must comply with the same provisions that apply to slips. Does this facility meet this regulation?</p>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<p><b>Comments:</b></p>												
<p>110. Is this facility comprised only of a boat launch with no boarding ramp or pier?</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<p><b>Comments:</b></p>												



John Muir  
Wilderness

Roadside  
Parking

Roadside  
Parking

Roadside  
Parking

Trailhead &  
Information  
Kiosk

Roadside  
Parking

Roadside  
Parking

Roadside  
Parking

Roadside  
Parking

Parking Area

**PARKING  
LOT B**

Restroom  
**RESTROOM**

Parking Area

**PARKING  
LOT A**

**GATE**

**FISH  
CLEANING  
STATION**

Marina

Boat Launch  
& Piers

**BEACH  
ACCESS**

**BOATING  
FACILITY**

**BOAT  
RAMP**

Lake Sabrina

**OVERLOOK/  
VIEWING  
AREA**

Sabrina  
Dam

Sabrina Basin Trail



**APPENDIX C**

**SOUTH LAKE LAUNCHING FACILITY FSORAG COMPLIANCE CHECKLIST**

# Forest Service Outdoor Recreation Accessibility Guidelines (FSORAG)

## Compliance Checklist

The purpose of this checklist is to locate and assess site components within existing public outdoor recreation facilities, for compliance with the Forest Service Outdoor Recreation Accessibility Guidelines (FSORG). The Forest Service Outdoor Recreation Accessibility Guidelines (FSORAG) and the Forest Service Trail Accessibility Guidelines (FSTAG) are the legally enforceable standards for use on the National Forest System for the facilities and features addressed in those guidelines. They, in part, incorporate sections of the Architectural Barriers Act Accessibility Standards (ABAAS), and the Outdoor Developed Area Accessibility Guidelines (ODAAG), developed by the Architectural and Transportation Barriers Compliance Board (U.S. Access Board).

This checklist serves as a planning tool to assist with identifying accessibility deficiencies within a facility and possible actions to be considered for correcting them.

**Facility Name:** SOUTH LAKE – LAUNCHING FACILITY  
**Date Surveyed:** 08/04/2020  
**Surveyor(s):** E. MILLS; J. SANDLIN

Site Component	Compliant			Comments / Possible Action										
Parking	n/a	Yes	No											
<input type="checkbox"/> Check here if section does not apply to this site and move to next section.														
<p>1. Are an adequate number of accessible parking spaces available? The table below gives the ADAAG requirement for new construction and alterations (for lots with more than 100 spaces refer to ADAAG).</p> <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="text-align: center;">Accessible Spaces per Total Spaces</th> <th style="text-align: center;">Overall spaces Required</th> </tr> </thead> <tbody> <tr> <td style="text-align: center;"><b>1 to 25</b></td> <td style="text-align: center;"><b>1 space</b></td> </tr> <tr> <td style="text-align: center;">26 to 50</td> <td style="text-align: center;">2 spaces</td> </tr> <tr> <td style="text-align: center;">51 to 75</td> <td style="text-align: center;">3 spaces</td> </tr> <tr> <td style="text-align: center;">76 to 100</td> <td style="text-align: center;">4 spaces</td> </tr> </tbody> </table>	Accessible Spaces per Total Spaces	Overall spaces Required	<b>1 to 25</b>	<b>1 space</b>	26 to 50	2 spaces	51 to 75	3 spaces	76 to 100	4 spaces	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<p><b>Comments:</b>                  2 separated parking lots assessed separately:  <b>PARKING LOT C</b> (near stair access and restrooms)</p> <ul style="list-style-type: none"> <li>• Pavement quality is in good condition.</li> <li>• Parking Lot C – has room for 7 standard stalls and 1 ADA stall will loading area.                         <ul style="list-style-type: none"> <li>○ Needs to be re-striped.</li> <li>○ No designated boat trailer spaces.</li> <li>○ No accessible boat loading areas.</li> <li>○ Minimum of 1 accessible space required, with at least one being Van Accessible.</li> </ul> </li> </ul> <p><b>PARKING LOT D</b> (across from boat launch entry)</p> <ul style="list-style-type: none"> <li>• Pavement quality is in good condition.</li> <li>• Parking Lot D – has room for 15 stalls</li> </ul>
Accessible Spaces per Total Spaces	Overall spaces Required													
<b>1 to 25</b>	<b>1 space</b>													
26 to 50	2 spaces													
51 to 75	3 spaces													
76 to 100	4 spaces													



- Needs to be re-striped.
- No designated boat trailer spaces.
- There are no designated accessible parking spaces.
  - Minimum of 1 accessible space required, with at least one being Van Accessible.
  - No designated boat trailer spaces.
  - No accessible boat loading areas.

**Recommendation:** Parking Lot D does not have any ADA accessible amenities and the route between Lot D and the Launch Facility is not ADA compliant. Therefore, it is recommended that 1 ADA Parking Stalls be designed and constructed near the entry to the launch facility where there is currently space dedicated to staff.

**Possible Action:**

- Construct ADA Boat Loading and Parking areas.
- Upgrade striping to include demarcation of pedestrian access routes / crossings within parking lots C and D.

2. Are the accessible parking spaces located closest to the accessible route and accessible building entrance?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<b>Comments:</b> <ul style="list-style-type: none"> <li>● No accessible spaces at launch facility</li> </ul>
3. Are an adequate number of van accessible spaces provided? At least 1 of every 8 accessible spaces must be van-accessible (with a minimum of 1 van-accessible space in all cases.)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<b>Comments:</b> <ul style="list-style-type: none"> <li>● No accessible spaces at launch facility</li> </ul>
4. Are the access aisles part of the accessible route?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<b>Comments:</b> <ul style="list-style-type: none"> <li>● No accessible spaces at launch facility</li> </ul>
5. Do the access aisles have a cross slope less than 1:48, and have a firm, stable non-slip surface?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<b>Comments:</b> <ul style="list-style-type: none"> <li>● No accessible spaces at launch facility</li> </ul>
6. Do the access aisles connect to an accessible pedestrian route with a minimum clear and unobstructed width of 36 inches?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<b>Comments:</b> <ul style="list-style-type: none"> <li>● No accessible spaces at launch facility</li> </ul>

7.	Does the accessible car parking space measure 96 inches wide with an adjoining access aisle 96 inches wide? OR Does the accessible van parking space measure 132 inches wide with an adjoining access aisle 60 inches wide?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<b>Comments:</b> • No accessible spaces at launch facility
8.	Are accessible spaces marked with and International Symbol of Accessibility? Are there signs reading "Van Accessible" at van spaces? Is Sign Mounted 60" min. from ground to bottom of sign?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<b>Comments:</b> • No accessible spaces at launch facility
9.	Is there an enforcement procedure to ensure that accessible parking is used only by those who need it?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<b>Comments:</b> • No accessible spaces at launch facility
<b>Drop-off / Public Transit Areas</b>		<b>n/a</b>	<b>Yes</b>	<b>No</b>	<b>Comments / Possible Action</b>
<input checked="" type="checkbox"/> Check here if section does not apply to this site and move to next section.					
10.	Is there a passenger pick up and drop off zone? If so, is at least one passenger loading zone accessible which measures 96 inches wide by 20 feet long with a 60-inch-wide access aisle parallel to the vehicle pull up space and at the same level as the roadway?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<b>Comments:</b>
11.	Do curbs on the accessible route have curb cuts or curb ramps at 1:12 slope? NOTE: If a slope of 1:12 is not possible, a slope between 1:10 and 1:12 is allowed for a MAX RISE of 6 inches. A slope between 1:8 and 1:10 is allowed for a MAX RISE of 3 inches. A slope steeper than 1:8 is not allowed. Flared sides may be 1:10 slope.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<b>Comments:</b>
12.	Is curb cut/curb ramp flush with surrounding grade?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<b>Comments:</b>
13.	Is the curb cut/ramp 36 inches wide, exclusive of flared sides?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<b>Comments:</b>
14.	Are there public transportation stops on site, if so, is an accessible route provided to the building from the stop?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<b>Comments:</b>
<b>Outdoor Recreation Access Routes<sup>1</sup></b>		<b>n/a</b>	<b>Yes</b>	<b>No</b>	<b>Comments / Possible Action</b>

<sup>1</sup> To meet (FSORAG) Outdoor Recreation Access Routes (ORARs) shall be provided between units and constructed features in campgrounds, picnic areas, trailheads, viewing areas, and other outdoor recreation sites. ORARs shall connect the outdoor constructed features within each recreation site and shall connect to common use features such as toilets, showers, water spouts, trash or recycling receptacles, parking spaces, and beach access routes. Where ORARs are provided within vehicular ways, those ORARs shall not be required to comply with sections 2.4 Slope, 2.5 Resting Intervals, and 2.6 Passing Spaces.



Check here if section does not apply to this site and move to next section.

15. Does the park have accessible routes (ORARs) to all accessible facilities within the park?  
 Surface: shall be firm and stable. The type of surface should be appropriate to the setting and level of development.  
 Clear width: 36", may be reduced to 32" per 1.1 conditions.  
 Slope: 5% or less. Up to 8.33% for 50 feet or 10% for 30 feet with resting intervals that are minimum of 60 inches long, see figure 3.  
 Cross Slope: 3% maximum. Where the surface is paved or elevate above natural ground, cross slope shall not be greater than 2%.  
 Passing spaces: if accessible route is less than 60 inches wide provide passing spaces at intervals of 200' maximum, see figure 4.

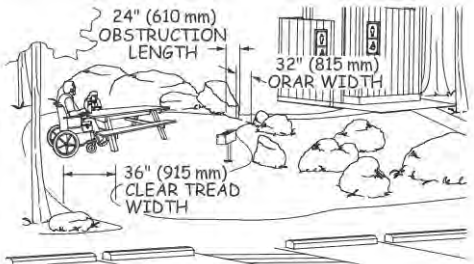


Figure 1—The clear tread width is the unobstructed width of the traveling surface

**Facility/Amenity:**

A1 Restroom

A2 Boating Facilities

A3 Lake Shoreline/Beach Access Points

A4 Parking

A5 Drive Aisle / (Serves as ORAR)

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

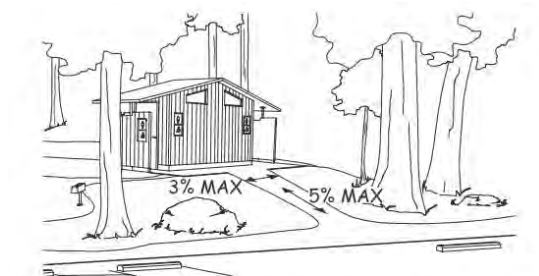


Figure 2—The basic slope requirements for outdoor recreation access routes and beach access routes.

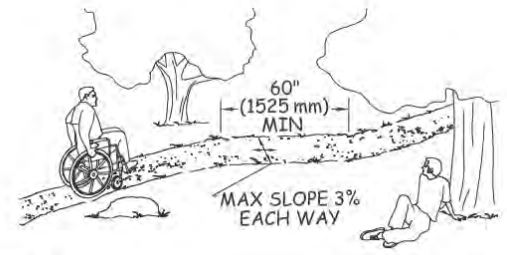


Figure 3—The basic resting interval requirements for outdoor recreation access routes.

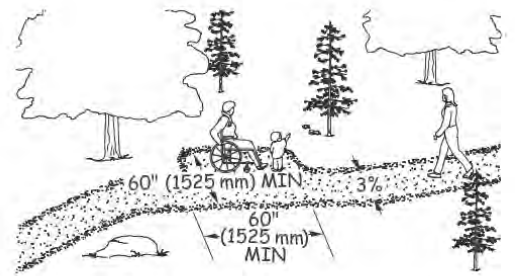


Figure 4—Minimum required dimensions for a passing space for an outdoor recreation access route or a beach access route.

Note: There is a paved route to the restroom from the parking lot that crosses the drive aisle.

Note: a, b, c, d No accessible route to boating facilities. No ADA staging, loading or parking.

Note: a, b, c, d No accessible routes to shoreline.

Note: No ADA compliant parking stalls associated with the Launch Facility

Note: Striping needed to lessen pedestrian

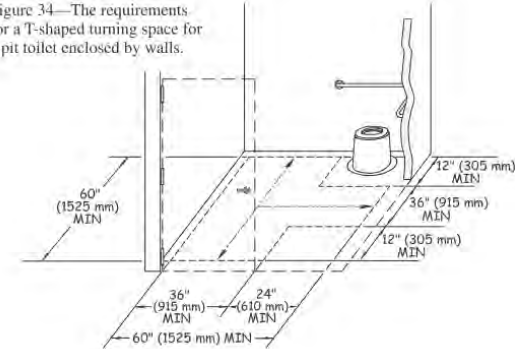
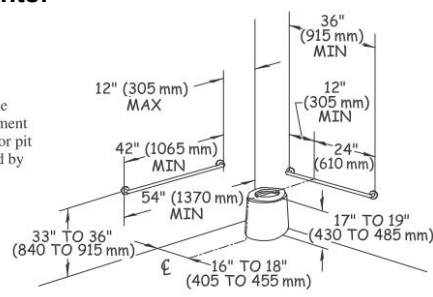


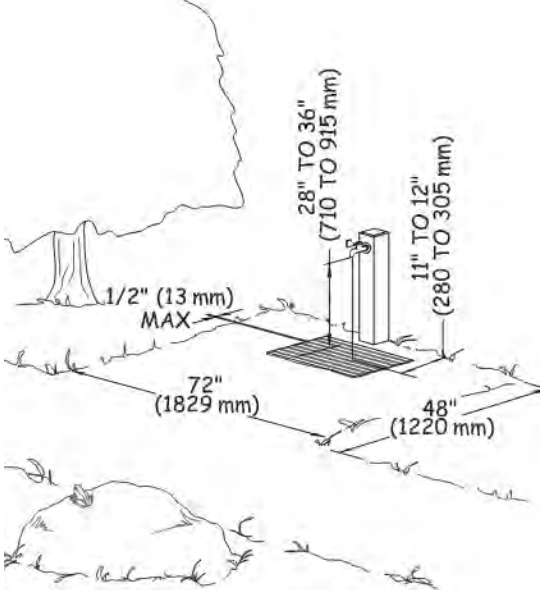
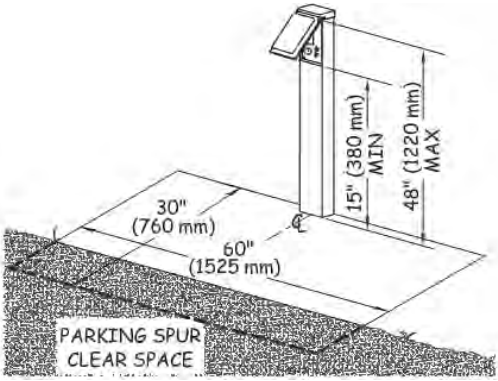
				restroom. <ul style="list-style-type: none"> <li>Design and construct ADA parking stall near marina/boat ramp.</li> <li>Design and construct ORAR route from parking to shoreline, picnic tables, marina building, floating docks and other amenities throughout the site.</li> <li>Design and construct improvements to ORAR from restroom to shoreline to reduce safety concerns and improve access.</li> </ul>	
<b>Restrooms</b>		<b>n/a</b>	<b>Yes</b>	<b>No</b>	<b>Comments / Possible Action</b>
<input type="checkbox"/> Check here if section does not apply to this site and move to next section.					
16. If restrooms are available to the public, is at least one restroom (either one for each sex, or unisex) fully accessible?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<b>Comments:</b> <ul style="list-style-type: none"> <li>Single restroom building with 2 restrooms. (1) restroom has potential to be ADA accessible.</li> </ul>
17. Are there signs at inaccessible restrooms that give directions to accessible ones?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<b>Comments:</b> <ul style="list-style-type: none"> <li>No signs</li> </ul> <b>Possible Action:</b> <ul style="list-style-type: none"> <li>In lieu of renovating the restroom, it may be more feasible to direct users to the nearby restroom located at the trailhead parking lot.</li> </ul>
18. Is there tactile signage identifying rest rooms? <i>Note: Mount signs on the wall, on the latch side of the door, complying with the permanent signage.</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<b>Comments:</b> <ul style="list-style-type: none"> <li>No signs on building</li> </ul>
19. Are pictograms or symbols used to identify rest rooms, and, if used, are raised characters and braille included below?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<b>Comments:</b> <ul style="list-style-type: none"> <li>No signs on building</li> </ul> <b>Possible Action:</b> <ul style="list-style-type: none"> <li>Add signs.</li> </ul>
20. Is the doorway at least 32 inches clear?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<b>Comments:</b>
21. Are doors equipped with accessible handles (operable with a closed fist), 48 inches high or less?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<b>Comments:</b> <ul style="list-style-type: none"> <li>Loop style handle</li> <li>Lock is mounted too high</li> </ul> <b>Possible Action:</b> <ul style="list-style-type: none"> <li>Replace door hardware</li> </ul>

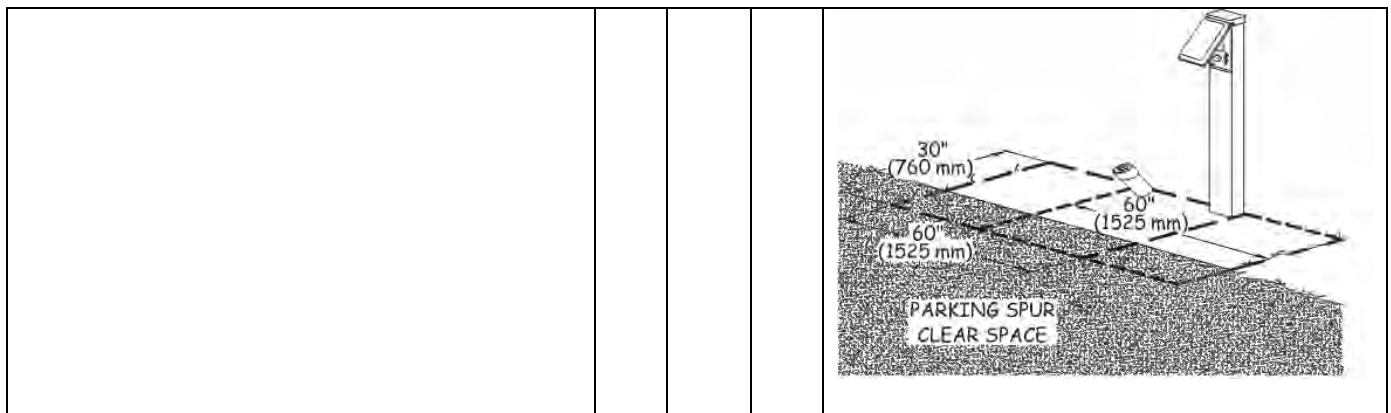


<p>22. Can doors be opened easily (5 lbf max. force)?</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<p><b>Comments:</b></p>
<p>23. Does the entry configuration provide adequate maneuvering space for a person using a wheelchair?  <i>Note: A person using a wheelchair needs 36 inches of clear width for forward movement, and a 5-foot diameter clear space or a T-shaped space to make turns. A minimum distance of 48 inches clear of the door swing is needed between the two doors of an entry vestibule.</i></p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<p><b>Comments:</b></p> <ul style="list-style-type: none"> <li>• Clearances at entrance are at minimum 48" for the door swing.</li> <li>• Masonry privacy partition in front of building makes maneuvering space tight.</li> </ul>
<p>24. Is there a 36-inch-wide path to all fixtures?</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<p><b>Comments:</b></p>
<p>25. Is the stall door operable with a closed fist, inside and out?</p>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<p><b>Comments:</b></p> <ul style="list-style-type: none"> <li>• Restroom does not have individual stalls</li> </ul>
<p>26. Is there a wheelchair-accessible stall that has an area of at least 5 feet by 5 feet, clear of the door swing, OR is there a stall that is less accessible but that provides greater access than a typical stall (either 36 by 69 inches or 48 by 69 inches)?</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<p><b>Comments:</b></p> <ul style="list-style-type: none"> <li>• Restroom does not have individual partitioned stalls. Single occupancy restroom with compliant clearances.</li> </ul>
<p>27. In the accessible stall, are there grab bars behind and on the side wall nearest to the toilet?</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<p><b>Comments:</b></p>
<p>28. Is the toilet seat 17 to 19 inches high?</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<p><b>Comments:</b></p>

29. Does one lavatory have a 30-inch-wide by 48-inch-deep clear space in front? <i>Note: A maximum of 19 inches of the required depth may be under the lavatory.</i>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<b>Comments:</b> • Restroom does not have lavatory
30. Is the lavatory rim no higher than 34 inches?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<b>Comments:</b> • Restroom does not have lavatory
31. Is there at least 29 inches from the floor to the bottom of the lavatory apron?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<b>Comments:</b> • Restroom does not have lavatory
32. Can the faucet be operated with one closed fist?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<b>Comments:</b> • Restroom does not have lavatory
33. Are soap and other dispensers and hand dryers within reach ranges and usable with one closed fist?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<b>Comments:</b> • Restroom does not have soap dispenser or hand dryer
34. Is the mirror mounted with the bottom edge of the reflecting surface 40 inches high or lower?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<b>Comments:</b> • Restroom does not have mirror
35. Is there a clear space of 60 inches by 60 inches adjacent to the toilet?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<b>Comments:</b> • T-shaped access
36. Is the maneuvering space less than or equal to 1:50? (1:33 maximum allowed for drainage) (2% -3.3%)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<b>Comments:</b>
37. If there is a ADA Accessible Portable Restroom, is there an accessible route and entry into the portable unit?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<b>Comments:</b> • There were no portable units on site.
<b>FSORAG Pit Toilet Restrooms Only</b>	<b>n/a</b>	<b>Yes</b>	<b>No</b>	<b>Comments / Possible Action</b>
<input checked="" type="checkbox"/> Check here if section does not apply to this site and move to next section.				
38. Is there an accessible route to the restroom? Where pit toilets are constructed in sites that are not accessed by motor vehicles, the pit toilets and all constructed features in the site shall be connected by trail segments complying with the FSTAG.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<b>Comments:</b>
39. The clear floor or ground space shall be 60 inches wide minimum measured parallel with the back of the pit toilet, and 56 inches deep minimum measured parallel to the sides of the pit toilet. A turning space that is at least 60 inches in diameter or T-shaped with a minimum 36 inches wide by 24 inches deep base centered on a minimum 36 inches wide by 60 inches long crossarm shall be	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<b>Comments:</b>

<p>provided, as shown in figure. The turning space and clear floor or ground space may overlap.</p>				<p>Figure 34—The requirements for a T-shaped turning space for a pit toilet enclosed by walls.</p> 
<p>40. Is the surface of turning and clear floor or ground space firm and stable?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<b>Comments:</b>
<p>41. Is the slope of the turning space and clear floor or ground space surface no steeper than 2% in all directions?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<b>Comments:</b>
<p>42. Is the toilet seat 17 to 19 inches high?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<b>Comments:</b>
<p>43. Where walls or partitions are provided, the seat shall be positioned with a wall or partition to the rear and to one side of the seat for a left-hand or right-hand approach. The back of the riser shall be flush against the back wall. The centerline of the seat shall be 16 inches minimum to 18 inches maximum from the side wall or partition.</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<b>Comments:</b>
<p>44. Where walls or partitions are provided, grab bars complying with ABAAS shall be provided, the same as for grab bars for toilets in administrative buildings. Required locations are shown in figure.</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<p><b>Comments:</b></p>  <p>have vertical or nearly vertical sides and a flat area on each side of the seat that is about 3 inches (75 millimeters) wide.</p>
<p>45. Doors shall comply with ABAAS, the same as doors for buildings at administrative sites. The door shall not swing into or otherwise obstruct the clear floor or ground space required.</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<b>Comments:</b>
<p>46. The entrance to the toilet shall be level with the surrounding surface.</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<b>Comments:</b>
<b>Water Hydrants</b>	n/a	Yes	No	<b>Comments / Possible Action</b>
<p><input checked="" type="checkbox"/> Check here if section does not apply to this site and move to next section.</p>				
<p>47. Is the water hydrant clear floor or ground space around the hydrant 48 inches by 72 inches with the long side of the space adjoining an ORAR or another clear ground space (clear space shall not</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<p><b>Comments:</b></p> <ul style="list-style-type: none"> <li>No Hydrants observed on site.</li> </ul> <p><b>Possible Action:</b></p>

<p>overlap ORAR)?</p> <p>NOTE: Until hand pumps are available that meet the accessibility standards for operating controls while adequately accessing the water supply are available from more than one source, hand pumps are exempt from the requirements for reach ranges and operability in ABAAS 308 and 309.4.</p>				
<p>48. Is water spout located between 28 inches and 36" above the ground?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<p><input type="checkbox"/></p> <p><b>Comments:</b></p>	
<p>49. Is the water spout located 11 inches minimum and 12 inches maximum from the rear center of the long side of the clear space?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<p><input type="checkbox"/></p> <p><b>Comments:</b></p>	
<p>50. If drain grates are provided, are the openings in the grates 1/2" maximum?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<p><input type="checkbox"/></p> <p><b>Comments:</b></p>	
<p><b>Utilities at Recreation Sites</b></p>	<p>n/a</p>	<p>Yes</p>	<p>No</p>	<p><b>Comments / Possible Action</b></p>
<p><input checked="" type="checkbox"/> Check here if section does not apply to this site and move to next section.</p>				
<p>51. Is there a clear floor or ground space of at least 30 by 60 inches oriented for front or parallel approach to all usable sides of the utilities?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<p><input type="checkbox"/></p> <p><b>Comments:</b></p> <ul style="list-style-type: none"> <li>No applicable utilities observed on site.</li> </ul>	
<p>52. Are the utility pedestals installed to adhere to the Reach Ranges and Operability Requirement as shown and/or as specified in 308 and 309 of ABAAS?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<p><input type="checkbox"/></p>  <p>PARKING SPUR CLEAR SPACE</p>	



<b>Utility Sinks</b>	n/a	Yes	No	<b>Comments / Possible Action</b>
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<input checked="" type="checkbox"/> Check here if section does not apply to this site and move to next section.				
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53. Is the height of the rim or counter surrounding the sink 34 inches maximum above the ground or floor space?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<b>Comments:</b> <ul style="list-style-type: none"> <li>• None observed</li> </ul>
54. Is the bottom of the bowl at least 15 inches above the ground or floor space?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
55. Is Water Spout 28 – 36" above ground or floor space.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
56. Do sink controls comply with reach ranges and operability specified in ABAAS?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

<b>Drinking Fountain</b>	n/a	Yes	No	<b>Comments / Possible Action</b>
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<input checked="" type="checkbox"/> Check here if section does not apply to this site and move to next section.				
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57. Is there at least one fountain with clear floor space of at least 30 by 48 inches in front?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<b>Comments:</b> <ul style="list-style-type: none"> <li>• No drinking fountain observed on site.</li> </ul>
58. Is there one fountain with its spout no higher than 36 inches from the ground, and another with a standard height spout (or a single "hi-lo" fountain)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<b>Comments:</b>
59. Are controls mounted on the front or on the side near the front edge, and operable with one closed fist?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<b>Comments:</b>
60. Is each water fountain cane-detectable (located within 27 inches off the floor or protruding less than 4 inches from the wall, into the circulation path)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<b>Comments:</b>

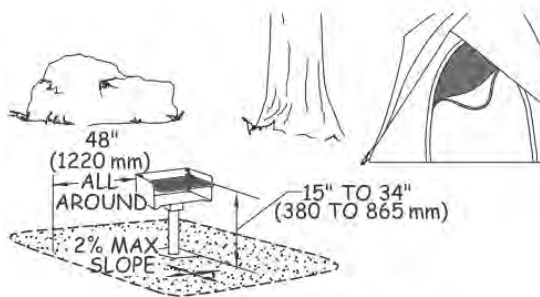
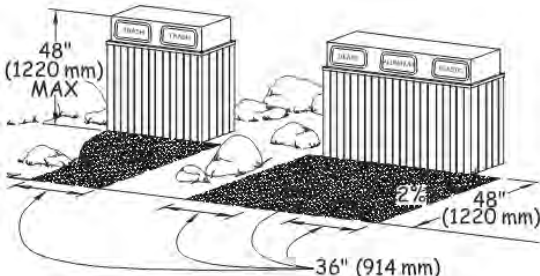
<b>Directional and Informational Signage</b>	n/a	Yes	No	<b>Comments / Possible Action</b>
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<input type="checkbox"/> Check here if section does not apply to this site and move to next section.				
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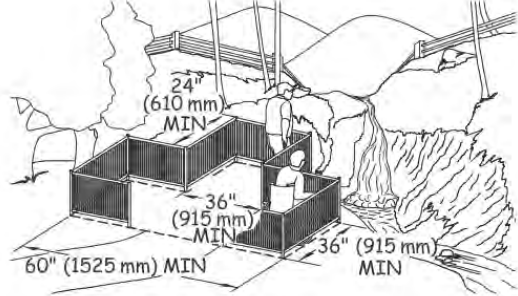
61. If mounted about 80 inches, do they have letters at least 3 inches high, with high	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<b>Comments:</b> <ul style="list-style-type: none"> <li>• No signs mounted above 80 inches</li> </ul>
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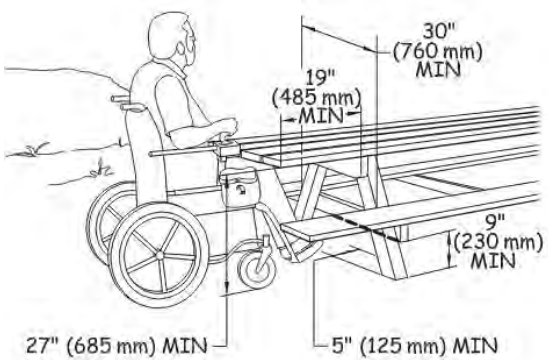


contrast, and non-glare finish?				<p>observed on site.</p> <p><b>Possible Action:</b></p> <ul style="list-style-type: none"> <li>Review adopted sign standards and make sure they are ADA compliant.</li> <li>Determine if standards need to be revised.</li> <li>Replace signs based on compliance with adopted standards.</li> </ul> <p>Adjust heights of signs as needed.</p>
62. Do directional and informational signs comply with legibility requirements? (Building directories or temporary signs need not comply.)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<p><b>Comments:</b></p> <p><b>Possible Action:</b></p> <ul style="list-style-type: none"> <li>Review adopted sign standards and make sure they are ADA compliant.</li> <li>Determine if standards need to be revised.</li> <li>Replace signs based on compliance with adopted standards.</li> <li>Adjust heights of signs as needed.</li> </ul>
63. If materials need to be obtained from or manipulated on a sign or kiosk, the sign or kiosk shall be designed to meet the reach ranges in section 308 of ABAAS and in figures 14 through 19.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<p><b>Comments:</b></p> <p><b>Possible Action:</b></p> <ul style="list-style-type: none"> <li>Review adopted sign standards and make sure they are ADA compliant.</li> <li>Determine if standards need to be revised.</li> <li>Replace signs based on compliance with adopted standards.</li> <li>Adjust heights of signs as needed.</li> </ul>
<b>Fire Rings</b>	n/a	Yes	No	<b>Comments / Possible Action</b>
<input checked="" type="checkbox"/> Check here if section does not apply to this site and move to next section.				
64. Is the fire surface height a minimum of 9" above the ground/floor?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<p><b>Comments:</b></p> <div data-bbox="954 1186 1502 1543" style="text-align: right;"> <p style="text-align: right;">FIRE-BUILDING SURFACE</p> <p style="text-align: center;">15" TO 34" (380 TO 865 mm)</p> <p style="text-align: center;">9" (230 mm) MIN</p> <p>Figure 22—The height requirements for manufactured steel fire rings.</p> </div> <ul style="list-style-type: none"> <li>No fire rings observed</li> </ul>
65. Do all fire rings have a clear space extending a minimum 48" deep by 48" wide at all usable portions of the ring? This must be adjacent to ORAR but may not overlap the ORAR	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<p><b>Comments:</b></p>
66. Are the clear spaces around the fire pit on a firm and stable surface?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<p><b>Comments:</b></p>

67. Are the slopes around fire pits not more than 1:50?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<b>Comments:</b>
<b>Cooking Surfaces, Grills, Pedestal Grills<sup>2</sup></b>	<b>n/a</b>	<b>Yes</b>	<b>No</b>	<b>Comments / Possible Action</b>
<input checked="" type="checkbox"/> Check here if section does not apply to this site and move to next section.				
68. Are accessible cooking features dispersed throughout the area and among the types provided?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<b>Comments:</b> • None observed
69. Are accessible cooking feature surfaces installed between 15 inches and 34 inches above the ground/floor?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<b>Comments:</b>  Figure 24—The requirements for height, clear space, and reach range for a pedestal grill.
70. Do operating controls and mechanisms comply with current Clear Floor Space and Height standards?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<b>Comments:</b>
<b>Fixed Trash/Recycling Containers</b>	<b>n/a</b>	<b>Yes</b>	<b>No</b>	<b>Comments / Possible Action</b>
<input type="checkbox"/> Check here if section does not apply to this site and move to next section.				
71. Is the clear floor or ground space for a forward approach 36 inches by 48 inches or for side approach 30 inches by 60 inches?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<b>Comments:</b> • No trash/recycling containers were observed.
				
72. Are the Trash / Recycling containers themselves an ADA compliant model?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<b>Comments:</b> • Model of containers observed do not meet ADA compliance <b>Possible Action:</b> • ADA compliant containers should be




<sup>2</sup> Where there is only one cooking surface, grill or pedestal grill in a provided picnic area, it shall be accessible. Where multiple cooking features are provided in a picnic area, 50 percent, but no less than 2 shall be accessible.


				installed.	
<b>Overlooks/Viewing Areas</b>		<b>n/a</b>	<b>Yes</b>	<b>No</b>	<b>Comments / Possible Action</b>
<input checked="" type="checkbox"/> Check here if section does not apply to this site and move to next section.					
73. Where multiple viewing areas at overlooks are provided, at least one of each viewing opportunity for distinct points of interest shall be accessible.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<b>Comments:</b>
74. Are all viewing areas constructed to provide an unobstructed view?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<b>Comments:</b>
75. Is there at least one 60" x 60" maneuvering space or T-shaped turning space?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<p><b>Comments:</b></p>  <p>Figure 11—One way to meet the requirements for turning space at a viewing area.</p>  <p>Figure 12—The requirements for a T-shaped turning space at a viewing area.</p>
76. Is the ground surface firm and stable?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<b>Comments:</b>
77. Is the maneuvering space less than or equal to 1:50? (1:33 maximum allowed for drainage)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<b>Comments:</b>
78. Does accessible viewing area of a 36" minimum x 48" minimum and at least one turning space that complies with section 304.3 of ABAAS?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<b>Comments:</b>
<b>Picnic Tables (Units)</b>		<b>n/a</b>	<b>Yes</b>	<b>No</b>	<b>Comments / Possible Action</b>
<input type="checkbox"/> Check here if section does not apply to this site and move to next section.					
79. Is there an accessible route to and within common use areas that complies with FSORAG? At least 48" of clear floor or ground space shall surround the usable	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<p><b>Comments:</b></p> <ul style="list-style-type: none"> <li>• 3 tables were assessed and none met accessibility compliance.</li> <li>• None had adequate clear space or</li> </ul>

<p>sides of the picnic table measured from back edge of the benches.</p>			<p>were accessible via ORAR.</p>
<p>80. Where more than two picnic tables are provided, are at least 20% but not less than two mobility compliant</p> <p>Tables (Compliant Yes/No): C1: Table #1</p>  <p>Tables (Compliant Yes/No): C2: Table #2</p>  <p>Tables (Compliant Yes/No): C3: Table #3</p>  <p>(List Items in Notes if Not Compliant) a – Knee Space b – Clear Space Around Table c – Slope d – Cross Slope e – Firm and Stable Surface f – Accessible Route</p>	<p><input type="checkbox"/></p> <p><input type="checkbox"/></p> <p><input type="checkbox"/></p> <p><input type="checkbox"/></p> <p><input type="checkbox"/></p>	<p><input checked="" type="checkbox"/></p> <p><input checked="" type="checkbox"/></p> <p><input checked="" type="checkbox"/></p> <p><input checked="" type="checkbox"/></p>	<p><b>Comments:</b></p> <ul style="list-style-type: none"> <li>At least 2 of the 3 should be modified to be accessible.</li> </ul> <p>Note: <b>a,b,c,d,e,f</b></p> <p>Note: <b>a,b,c,d,e,f</b></p> <p>Note: <b>a,b,c,d,e,f</b></p> <p><b>Possible Action:</b></p> <ul style="list-style-type: none"> <li>Option – Add at least 2 new picnic tables along accessible route in a manner that meets compliance.</li> <li>Option – relocate at least 2 of the existing 3 tables to a location along accessible route in a manner that meets compliance.</li> </ul> 

81. Are knee spaces at accessible picnic tables at least 27 inches high, 30 inches wide, and 19 inches deep?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<b>Comments:</b>
82. Information on location of accessible picnic units provided at bulletin boards or information kiosks (otherwise this will need to be provided on web sites or in brochures)? Do not identify at individual picnic units.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<b>Comments:</b>
83. Each picnic table shall have at least one wheelchair seating space. Up to 9' long tables=require 1 space 10-20' long tables=require 2 spaces See FSORAG figure 4.1.2 for larger tables	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<b>Comments:</b>
<b>Benches</b>	n/a	Yes	No	<b>Comments / Possible Action</b>
<input checked="" type="checkbox"/> Check here if section does not apply to this site and move to next section.				
84. Where multiple benches are provided, are at least 50% consistent with this section?  Benches (Compliant Yes/No): D1 _____ D2 _____ D3 _____ D4 _____  (List Items in Notes if Not Compliant) a – Back Support b – Front Edge of Bench 17-19" Above Ground/Floor c – 30" x 48" Clear Floor or Ground Space Adjacent to Bench d – Firm and Stable Surface e – Arm Rest f – Accessible Route	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<b>Comments:</b> <ul style="list-style-type: none"> <li>Built-in benches were located on deck surrounding marina building. Marina building was not assessed as part of this effort.</li> </ul> Note: Note: Note: Note:
		<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>	<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>	
85. Where multiple benches are provided, are at least 20% connected to an ORAR?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<b>Comments:</b>
86. Of the accessible benches that are provided, do at least 50% of those benches have back rests? In addition, one armrest shall be provided at one end	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<b>Comments:</b>

or in the middle of at least 50% of the benches with backrests.				
87. Are the front edges of accessible benches between 17 and 19 inches maximum above the ground/floor?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<b>Comments:</b>
88. Is there a 36" x 48" Clear Floor or Ground Space adjacent to the bench?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<b>Comments:</b>
89. Is the ground/floor surface around the accessible benches firm and stable?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<b>Comments:</b>
<b>Accessible Fishing Piers/Platforms</b>	<b>n/a</b>	<b>Yes</b>	<b>No</b>	<b>Comments / Possible Action</b>
<input checked="" type="checkbox"/> Check here if section does not apply to this site and move to next section.				
90. Is there at least one unobstructed accessible route to the fishing pier or platform? (minimum 36" width, maximum 2% cross slope and maximum 8.33% running slope)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<b>Comments:</b> <ul style="list-style-type: none"> <li>There are no accessible fishing piers of platforms on site.</li> </ul> <b>Possible Action:</b> <ul style="list-style-type: none"> <li>Construct Accessible Fishing Pier</li> </ul>
91. Is there a clear floor or ground space (30 inches by 48 inches minimum) at each location that has a railing height of 34 inches maximum?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<b>Comments:</b>
92. Is there edge protection that is a minimum of 2 inches above the ground or deck surface?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<b>Comments:</b>
93. Is there at least one turning area, either a 60-inch turning space or a T-shaped space, to allow a person using a mobility device or wheelchair to make a 180-degree turn?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<b>Comments:</b>
94. Where railings are provided on fishing piers or platforms, do they comply with ADAAG provisions?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<b>Comments:</b>
<p style="text-align: center;">RAILING HEIGHTS AND CLEAR SPACE</p>				
95. Where railings are provided, are there	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<b>Comments:</b>

multiple locations where the railing is 34 inches high maximum to offer a variety of fishing location options?				
<b>Lake Shoreline / Beach Access</b>	<b>n/a</b>	<b>Yes</b>	<b>No</b>	<b>Comments / Possible Action</b>
<input type="checkbox"/> Check here if section does not apply to this site and move to next section.				
<p>96. Is at least one beach access route provided for each one-half mile of shoreline where the following occur?</p> <ul style="list-style-type: none"> <li>• Where circulation routes such as boardwalks, walkways, or dune crossings are provided along or across developed beach sites to provide pedestrian access to the beach or shoreline.</li> <li>• Where parking facilities are provided at developed beach sites and pedestrian access to the beach is provided near the parking facilities.</li> <li>• Where bathing and toilet facilities are provided at developed beach sites and pedestrian access points to the beach are provided near the bathing and toilet facilities.</li> <li>• Where a beach nourishment project is undertaken.</li> </ul> 	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<p><b>Comments:</b></p> <ul style="list-style-type: none"> <li>• There are no compliant beach access routes that allow access to the lake edge. <ul style="list-style-type: none"> <li>◦ There is no ORAR to the water's edge due to surfacing, slopes and obstructions.</li> </ul> </li> </ul> <p><b>Possible Action:</b></p> <ul style="list-style-type: none"> <li>• Design and construct well-defined accessible routes.</li> </ul>  
97. Does beach access route have a clear width of 60 inches minimum?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<p><b>Comments:</b></p> <ul style="list-style-type: none"> <li>• No defined accessible beach access routes.</li> </ul>
98. Is the access route 5% or less for any distance?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<p><b>Comments:</b></p> <ul style="list-style-type: none"> <li>• No defined accessible beach access routes.</li> </ul>
99. Do the segment lengths meet the following requirements: Max. 50 LF @ 5% - 8.33%	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<p><b>Comments:</b></p> <ul style="list-style-type: none"> <li>• No defined accessible beach access routes.</li> </ul>

Max. 30 LF @ 8.33% - 10%				
100. Where slopes are steeper than 5% for the given runs above, are there resting intervals provided at the top and bottom of the runs (60 inches long x 60 inches wide with maximum slopes of 3% in any direction. If surface is paved or elevated above natural ground, the surface shall not be steeper than 2% in any direction)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<b>Comments:</b> <ul style="list-style-type: none"> <li>No defined accessible beach access routes.</li> </ul>
101. Are all cross slopes a maximum of 3%, and where surface is paved or elevated above the natural ground, the cross slopes are a maximum of 2%?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<b>Comments:</b> <ul style="list-style-type: none"> <li>No defined accessible beach access routes.</li> </ul>
102. Are there any obstacles on beach access route that exceed 1 inch in height measured vertically to the highest point? Where the surface is concrete, asphalt, or boards, obstacles shall not exceed one-half inch in height measured vertically to the highest point.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<b>Comments:</b> <ul style="list-style-type: none"> <li>No defined accessible beach access routes.</li> </ul>
103. Constructed features, including signs, shall not extend into the space above a beach access route more than 4 inches if they are between 27 inches and 80 inches above the surface of the beach access route.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<b>Comments:</b> <ul style="list-style-type: none"> <li>No defined accessible beach access routes.</li> </ul>
<b>Gates and Barriers</b>	<b>n/a</b>	<b>Yes</b>	<b>No</b>	<b>Comments / Possible Action</b>
<input type="checkbox"/> Check here if section does not apply to this site and move to next section.				
104. Gate openings and openings in barriers for pedestrian passage shall provide a clear width of 36" inches, complying with ODAAG section 1017.3 Clear Tread Width.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<b>Comments:</b> <ul style="list-style-type: none"> <li>There is one vehicular gate at the entrance to the top of the boat ramp</li> <li>There is no ORAR access around either side of gate.</li> </ul> 
<b>Boating Facilities</b>	<b>n/a</b>	<b>Yes</b>	<b>No</b>	<b>Comments / Possible Action</b>



Check here if section does not apply to this site and move to next section.

105. Is there an accessible route to the boating facilities?

**Comments:**

- There are no accessible routes identified.
  - Floating docks are designed to be movable and not in permanently fixed locations.
  - No compliant ORAR to dock locations observed during this assessment.

**Possible Action:**

- Design and construct an ORAR to the dock locations that allow access during both high and low water conditions.

106. Does the gangway to the dock or floating dock deigned to provide for a maximum 1:12 (8.33%) slope?

Note: Not required to be longer than 80 feet. (Elevators may be used in lieu of gangways) In smaller facilities with less than 25 boat slips, the slope of the gangway may exceed 1:12, if the gangway is at least 30 feet long.

**Comments:**

- No gangways observed.

107. Does the gangway have a transition plate to the pier or platform that meets code?

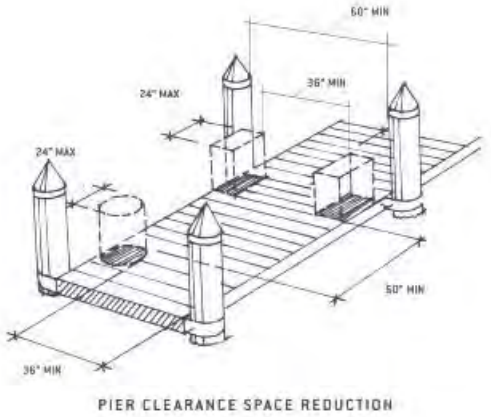
**Comments:**

- None observed. But gangways were not setup to be functional at time of assessment.

108. Where boat slips are provided, does the number of accessible slips comply with the table to the right?

Note: If boat slips at a facility are not identified or demarcated by length, each 40 feet of boat slip edge along the perimeter of a pier will be counted as one boat slip

Number of Accessible Boat Slips Required	
Total Slips in Facility	Minimum Accessible Slips
1-25	1
26-50	2
50-100	3
101-150	4







South Lake

BOAT RAMP AND FLOATS

BEACH ACCESS

MARINA BUILDING

Marina

PICNIC TABLES

PICNIC TABLE

RESTROOM

Restroom

PARKING LOT C

Parking Area

Parking Area

Trailhead & Information Kiosk

Restroom

Trailhead

Picnic Tables

PARKING LOT D

Parking Area

Bishop Pass Trail

Rainbow Pack Station Trail

**APPENDIX D**  
**SOUTH LAKE TRAILHEAD COMPLIANCE CHECKLIST**

# Forest Service Outdoor Recreation Accessibility Guidelines (FSORAG)



## Compliance Checklist

The purpose of this checklist is to locate and assess site components within existing public outdoor recreation facilities, for compliance with the Forest Service Outdoor Recreation Accessibility Guidelines (FSORG). The Forest Service Outdoor Recreation Accessibility Guidelines (FSORAG) and the Forest Service Trail Accessibility Guidelines (FSTAG) are the legally enforceable standards for use on the National Forest System for the facilities and features addressed in those guidelines. They, in part, incorporate sections of the Architectural Barriers Act Accessibility Standards (ABAAS), and the Outdoor Developed Area Accessibility Guidelines (ODAAG), developed by the Architectural and Transportation Barriers Compliance Board (U.S. Access Board).

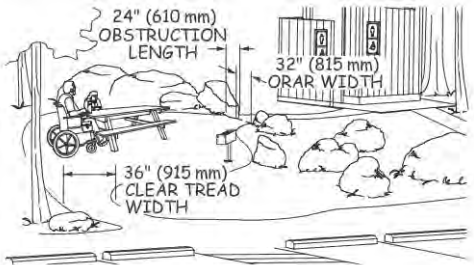
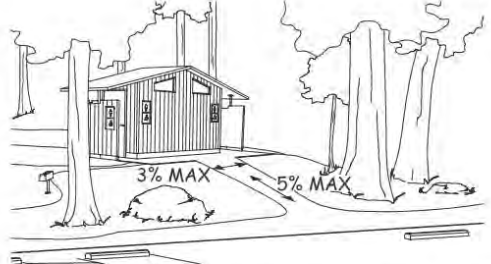
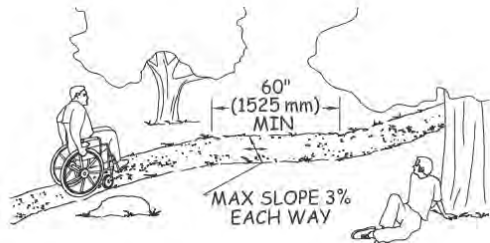
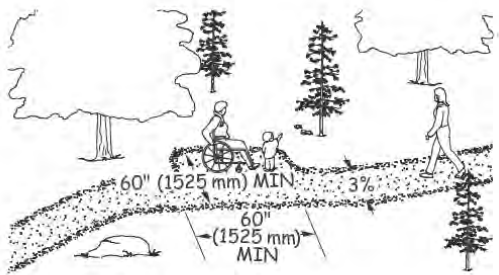
This checklist serves as a planning tool to assist with identifying accessibility deficiencies within a facility and possible actions to be considered for correcting them.

**Facility Name:** SOUTH LAKE – TRAILHEAD  
**Date Surveyed:** 08/04/2020  
**Surveyor(s):** E. MILLS; J. SANDLIN

Site Component	Compliant			Comments / Possible Action				
Parking	n/a	Yes	No					
<input type="checkbox"/> Check here if section does not apply to this site and move to next section.								
1. Are an adequate number of accessible parking spaces available? The table below gives the ADAAG requirement for new construction and alterations (for lots with more than 100 spaces refer to ADAAG).  <table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 50%; border-right: 1px solid black; padding: 5px;">               Accessible Spaces per Overall spaces             </td> <td style="padding: 5px;">               Accessible Spaces Required             </td> </tr> <tr> <td style="border-right: 1px solid black; padding: 5px;">               Total Spaces                 1 to 25                26 to 50                51 to 75  <b>76 to 100</b> </td> <td style="padding: 5px;">               1 space                2 spaces                3 spaces  <b>4 spaces</b> </td> </tr> </table>	Accessible Spaces per Overall spaces	Accessible Spaces Required	Total Spaces  1 to 25 26 to 50 51 to 75 <b>76 to 100</b>	1 space 2 spaces 3 spaces <b>4 spaces</b>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<b>Comments:</b> 2 separated parking lots joined by a short drive aisle. <b>UPPER LOT (A)</b> <ul style="list-style-type: none"> <li>• Pavement quality is in good condition recently repaved.</li> <li>• Upper Lot – has 50 stalls               <ul style="list-style-type: none"> <li>○ Needs to be re-striped.</li> </ul> </li> <li>• ORAR consists of the paved parking lot.               <ul style="list-style-type: none"> <li>○ Slopes through parking lot are steep</li> </ul> </li> </ul> <b>LOWER LOT (B)</b> <ul style="list-style-type: none"> <li>• Pavement quality is in good condition recently repaved.</li> <li>• Lower Lot – has 36 stalls               <ul style="list-style-type: none"> <li>○ Needs to be re-striped.</li> </ul> </li> <li>• ORAR consists of the paved parking lot.</li> <li>• There are 4 spaces for ADA parking.               <ul style="list-style-type: none"> <li>○ 2 standard, near restroom with signs.</li> </ul> </li> </ul>
Accessible Spaces per Overall spaces	Accessible Spaces Required							
Total Spaces  1 to 25 26 to 50 51 to 75 <b>76 to 100</b>	1 space 2 spaces 3 spaces <b>4 spaces</b>							

					 <ul style="list-style-type: none"> <li>○ 2 across drive aisle from restroom. 1-standard and 1-Van Accessible.</li> </ul>  <ul style="list-style-type: none"> <li>○ All stalls need to be re-stripped with loading area and signs need to be updated.</li> <li>○ Pedestrian crossing should be added across drive aisle</li> </ul> <p><b>Possible Action:</b></p> <ul style="list-style-type: none"> <li>• Restripe all 4 ADA stalls and add the loading zones.</li> <li>• Add pedestrian crossing striping and truncated domes across drive aisle or relocate 2 ADA stalls on opposite side of drive aisle closer to restroom.</li> <li>• Modify layout or expand paving at front end of ADA stalls near restroom to provide accessible route to restroom that does not require users to use drive aisle for access.</li> <li>• Replace Parking signs with updated ADA standard signs at appropriate mounting heights.</li> </ul>
<p>2. Are the accessible parking spaces located closest to the accessible route and accessible building entrance?</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>		<p><b>Comments:</b></p> <ul style="list-style-type: none"> <li>• The drive aisle is the shared ORAR.</li> <li>• Recommend building a non-shared accessible route to reduce pedestrian / vehicular conflicts.</li> </ul>
<p>3. Are an adequate number of van accessible spaces provided? At least 1 of</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>		<p><b>Comments:</b></p> <ul style="list-style-type: none"> <li>• Striping and loading zones need to</li> </ul>

	every 8 accessible spaces must be van-accessible (with a minimum of 1 van-accessible space in all cases.)				be identified.
4.	Are the access aisles part of the accessible route?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<b>Comments:</b> • No access aisles currently identified.
5.	Do the access aisles have a cross slope less than 1:48, and have a firm, stable non-slip surface?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<b>Comments:</b> • Potential to be compliant if striped correctly.
6.	Do the access aisles connect to an accessible pedestrian route with a minimum clear and unobstructed width of 36 inches?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<b>Comments:</b> • Not striped
7.	Does the accessible car parking space measure 96 inches wide with an adjoining access aisle 96 inches wide? OR Does the accessible van parking space measure 132 inches wide with an adjoining access aisle 60 inches wide?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<b>Comments:</b> • Not striped
8.	Are accessible spaces marked with and International Symbol of Accessibility? Are there signs reading "Van Accessible" at van spaces? Is Sign Mounted 60" min. from ground to bottom of sign?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<b>Comments:</b> • Signs need to be updated and mounting height needs to be verified.
9.	Is there an enforcement procedure to ensure that accessible parking is used only by those who need it?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<b>Comments:</b> • Unknown
<b>Drop-off / Public Transit Areas</b>		<b>n/a</b>	<b>Yes</b>	<b>No</b>	<b>Comments / Possible Action</b>
<input checked="" type="checkbox"/> Check here if section does not apply to this site and move to next section.					
10.	Is there a passenger pick up and drop off zone? If so, is at least one passenger loading zone accessible which measures 96 inches wide by 20 feet long with a 60-inch-wide access aisle parallel to the vehicle pull up space and at the same level as the roadway?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<b>Comments:</b>
11.	Do curbs on the accessible route have curb cuts or curb ramps at 1:12 slope? NOTE: If a slope of 1:12 is not possible, a slope between 1:10 and 1:12 is allowed for a MAX RISE of 6 inches. A slope between 1:8 and 1:10 is allowed for a MAX RISE of 3 inches. A slope steeper than 1:8 is not allowed. Flared sides may be 1:10 slope.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<b>Comments:</b>
12.	Is curb cut/curb ramp flush with surrounding grade?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<b>Comments:</b>

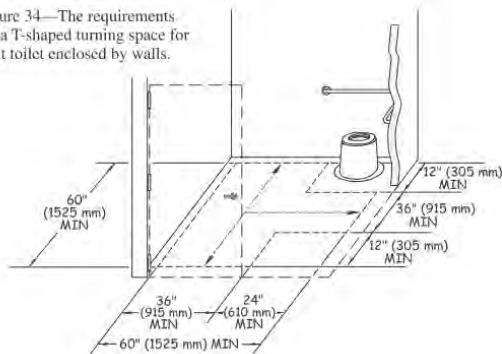
13. Is the curb cut/ramp 36 inches wide, exclusive of flared sides?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<b>Comments:</b>
14. Are there public transportation stops on site, if so, is an accessible route provided to the building from the stop?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<b>Comments:</b>
<b>Outdoor Recreation Access Routes<sup>1</sup></b>	<b>n/a</b>	<b>Yes</b>	<b>No</b>	<b>Comments / Possible Action</b>
<input type="checkbox"/> Check here if section does not apply to this site and move to next section.				
<p>15. Does the park have accessible routes (ORARs) to all accessible facilities within the park?</p> <p>Surface: shall be firm and stable. The type of surface should be appropriate to the setting and level of development.</p> <p>Clear width: 36", may be reduced to 32" per 1.1 conditions.</p> <p>Slope: 5% or less. Up to 8.33% for 50 feet or 10% for 30 feet with resting intervals that are minimum of 60 inches long, see figure 3.</p> <p>Cross Slope: 3% maximum. Where the surface is paved or elevate above natural ground, cross slope shall not be greater than 2%.</p> <p>Passing spaces: if accessible route is less than 60 inches wide provide passing spaces at intervals of 200' maximum, see figure 4.</p>  <p>Figure 1—The clear tread width is the unobstructed width of the traveling surface</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	 <p>Figure 2—The basic slope requirements for outdoor recreation access routes and beach access routes.</p>  <p>Figure 3—The basic resting interval requirements for outdoor recreation access routes.</p>  <p>Figure 4—Minimum required dimensions for a passing space for an outdoor recreation access route or a beach access route.</p>

<sup>1</sup> To meet (FSORAG) Outdoor Recreation Access Routes (ORARs) shall be provided between units and constructed features in campgrounds, picnic areas, trailheads, viewing areas, and other outdoor recreation sites. ORARs shall connect the outdoor constructed features within each recreation site and shall connect to common use features such as toilets, showers, water spouts, trash or recycling receptacles, parking spaces, and beach access routes. Where ORARs are provided within vehicular ways, those ORARs shall not be required to comply with sections 2.4 Slope, 2.5 Resting Intervals, and 2.6 Passing Spaces.



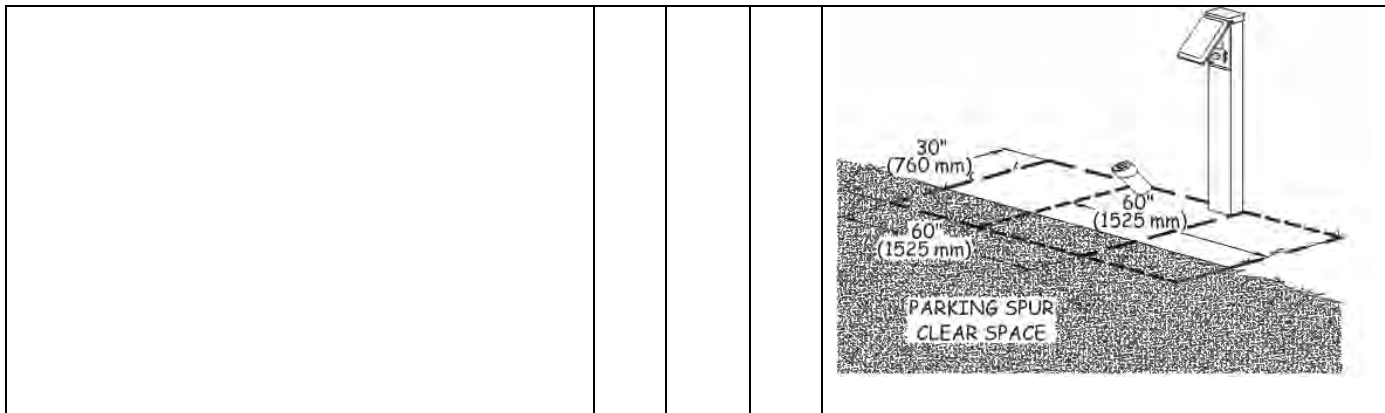
Facility/Amenity:		Yes	No	
A1 Restroom		<input checked="" type="checkbox"/>	<input type="checkbox"/>	Note: No defined routes, but accessible via parking and drive aisle
A2 Bishop Pass Trailhead / Kiosk		<input type="checkbox"/>	<input checked="" type="checkbox"/>	Note: <b>a, b.</b> Transitions between paved and no-paved surfaces are abrupt, boulders impeding access to trail from Kiosk.
A3 Rainbow Pack Station Trailhead\Picnic Area		<input type="checkbox"/>	<input checked="" type="checkbox"/>	Note: <b>a, b, c,</b>
A4 Recycling/Trash		<input type="checkbox"/>	<input checked="" type="checkbox"/>	Note: <b>a,</b> Accessible routes to amenities, but the maneuvering space is not ADA compliant.
A5 Food Lockers		<input type="checkbox"/>	<input checked="" type="checkbox"/>	Note: <b>a, b, c, d</b>
A6 Parking		<input type="checkbox"/>	<input checked="" type="checkbox"/>	Note: <b>c,d,</b> ADA stalls need adjustment and striping.
A8 Drive Aisle / (Serves as ORAR)		<input checked="" type="checkbox"/>	<input type="checkbox"/>	Note:
(List Items in Notes if Not Compliant) a – Surface b – Clear Width c – Slope d – Cross Slope e – Resting Intervals f – Passing Space				<p><b>Possible Action:</b></p> <ul style="list-style-type: none"> <li>• Pave, stripe and sign ADA compliant parking stalls.</li> <li>• Pave and stripe ORAR route from parking to Restroom, Recycling, Food Lockers and Kiosk.</li> <li>• Design and develop accessible route to boat dock access, gangways and other amenities throughout the site.</li> <li>• Design and implement upgrades to trail to alleviate slope, surface, obstruction and clearance deficiencies.</li> <li>• Extend ORAR around gate in upper parking lot.</li> </ul>
<b>Restrooms</b>	<b>n/a</b>	<b>Yes</b>	<b>No</b>	<b>Comments / Possible Action</b>
<input type="checkbox"/> Check here if section does not apply to this site and move to next section.				
16. If restrooms are available to the public, is at least one restroom (either one for each sex, or unisex) fully accessible?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<p><b>Comments:</b></p> <ul style="list-style-type: none"> <li>• Single restroom building with 2 restrooms. Both are accessible.</li> </ul>
17. Are there signs at inaccessible restrooms that give directions to accessible ones?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<b>Comments:</b>
18. Is there tactile signage identifying rest	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<b>Comments:</b>

rooms? <i>Note: Mount signs on the wall, on the latch side of the door, complying with the permanent signage.</i>				
19. Are pictograms or symbols used to identify rest rooms, and, if used, are raised characters and braille included below?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<b>Comments:</b>
20. Is the doorway at least 32 inches clear?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<b>Comments:</b>
21. Are doors equipped with accessible handles (operable with a closed fist), 48 inches high or less?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<b>Comments:</b>
22. Can doors be opened easily (5 lbf max. force)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<b>Comments:</b>
23. Does the entry configuration provide adequate maneuvering space for a person using a wheelchair? <i>Note: A person using a wheelchair needs 36 inches of clear width for forward movement, and a 5-foot diameter clear space or a T-shaped space to make turns. A minimum distance of 48 inches clear of the door swing is needed between the two doors of an entry vestibule.</i>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<b>Comments:</b>
24. Is there a 36-inch-wide path to all fixtures?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<b>Comments:</b>
25. Is the stall door operable with a closed fist, inside and out?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<b>Comments:</b> <ul style="list-style-type: none"> <li>Restroom does not have individual stalls</li> </ul>
26. Is there a wheelchair-accessible stall that has an area of at least 5 feet by 5 feet, clear of the door swing, OR is there a stall that is less accessible but that provides greater access than a typical stall (either 36 by 69 inches or 48 by 69 inches)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<b>Comments:</b> <ul style="list-style-type: none"> <li>No partitioned stalls</li> </ul>
27. In the accessible stall, are there grab bars behind and on the side wall nearest to the toilet?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<b>Comments:</b>
28. Is the toilet seat 17 to 19 inches high?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<b>Comments:</b>
29. Does one lavatory have a 30-inch-wide by 48-inch-deep clear space in front? <i>Note: A maximum of 19 inches of the required depth may be under the lavatory.</i>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<b>Comments:</b> <ul style="list-style-type: none"> <li>Restroom does not have lavatory</li> </ul>

30. Is the lavatory rim no higher than 34 inches?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<b>Comments:</b> • Restroom does not have lavatory
31. Is there at least 29 inches from the floor to the bottom of the lavatory apron?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<b>Comments:</b> • Restroom does not have lavatory
32. Can the faucet be operated with one closed fist?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<b>Comments:</b> • Restroom does not have lavatory
33. Are soap and other dispensers and hand dryers within reach ranges and usable with one closed fist?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<b>Comments:</b> • Restroom does not have soap dispenser or hand dryer
34. Is the mirror mounted with the bottom edge of the reflecting surface 40 inches high or lower?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<b>Comments:</b> • Restroom does not have mirror
35. Is there a clear space of 60 inches by 60 inches adjacent to the toilet?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<b>Comments:</b>
36. Is the maneuvering space less than or equal to 1:50? (1:33 maximum allowed for drainage) (2% -3.3%)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<b>Comments:</b>
37. If there is a ADA Accessible Portable Restroom, is there an accessible route and entry into the portable unit?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<b>Comments:</b> • There were no portable units on site.
<b>FSORAG Pit Toilet Restrooms Only</b>	<b>n/a</b>	<b>Yes</b>	<b>No</b>	<b>Comments / Possible Action</b>
<input checked="" type="checkbox"/> Check here if section does not apply to this site and move to next section.				
38. Is there an accessible route to the restroom? Where pit toilets are constructed in sites that are not accessed by motor vehicles, the pit toilets and all constructed features in the site shall be connected by trail segments complying with the FSTAG.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<b>Comments:</b>
39. The clear floor or ground space shall be 60 inches wide minimum measured parallel with the back of the pit toilet, and 56 inches deep minimum measured parallel to the sides of the pit toilet. A turning space that is at least 60 inches in diameter or T-shaped with a minimum 36 inches wide by 24 inches deep base centered on a minimum 36 inches wide by 60 inches long crossarm shall be provided, as shown in figure. The turning space and clear floor or ground space may overlap.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<b>Comments:</b> Figure 34—The requirements for a T-shaped turning space for a pit toilet enclosed by walls. 
40. Is the surface of turning and clear floor or	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<b>Comments:</b>

ground space firm and stable?				
41. Is the slope of the turning space and clear floor or ground space surface no steeper than 2% in all directions?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<b>Comments:</b>
42. Is the toilet seat 17 to 19 inches high?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<b>Comments:</b>
43. Where walls or partitions are provided, the seat shall be positioned with a wall or partition to the rear and to one side of the seat for a left-hand or right-hand approach. The back of the riser shall be flush against the back wall. The centerline of the seat shall be 16 inches minimum to 18 inches maximum from the side wall or partition.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<b>Comments:</b>
44. Where walls or partitions are provided, grab bars complying with ABAAS shall be provided, the same as for grab bars for toilets in administrative buildings. Required locations are shown in figure.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<p><b>Comments:</b></p> <p>Figure 36—The grab bar placement requirements for pit toilets enclosed by walls.</p> <p>have vertical or nearly vertical sides and a flat area on each side of the seat that is about 3 inches (75 millimeters) wide.</p>
45. Doors shall comply with ABAAS, the same as doors for buildings at administrative sites. The door shall not swing into or otherwise obstruct the clear floor or ground space required.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<b>Comments:</b>
46. The entrance to the toilet shall be level with the surrounding surface.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<b>Comments:</b>
<b>Water Hydrants</b>	n/a	Yes	No	<b>Comments / Possible Action</b>
<input checked="" type="checkbox"/> Check here if section does not apply to this site and move to next section.				
47. Is the water hydrant clear floor or ground space around the hydrant 48 inches by 72 inches with the long side of the space adjoining an ORAR or another clear ground space (clear space shall not overlap ORAR)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<p><b>Comments:</b></p> <ul style="list-style-type: none"> <li>No Hydrants observed on site.</li> </ul>
NOTE: Until hand pumps are available that meet the accessibility standards for operating controls while adequately accessing the water supply are available from more than one source, hand pumps are exempt from the requirements for reach ranges and operability in ABAAS 308 and 309.4.				

48. Is water spout located between 28 inches and 36" above the ground?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<b>Comments:</b>
49. Is the water spout located 11 inches minimum and 12 inches maximum from the rear center of the long side of the clear space?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<b>Comments:</b>
50. If drain grates are provided, are the openings in the grates 1/2" maximum?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<b>Comments:</b>
<b>Utilities at Recreation Sites</b>	<b>n/a</b>	<b>Yes</b>	<b>No</b>	<b>Comments / Possible Action</b>
<input checked="" type="checkbox"/> Check here if section does not apply to this site and move to next section.				
51. Is there a clear floor or ground space of at least 30 by 60 inches oriented for front or parallel approach to all usable sides of the utilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<b>Comments:</b> <ul style="list-style-type: none"> <li>No applicable utilities observed on site.</li> </ul>
52. Are the utility pedestals installed to adhere to the Reach Ranges and Operability Requirement as shown and/or as specified in 308 and 309 of ABAAS?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	



<b>Utility Sinks</b>	n/a	Yes	No	<b>Comments / Possible Action</b>
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<input checked="" type="checkbox"/> Check here if section does not apply to this site and move to next section.				
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53. Is the height of the rim or counter surrounding the sink 34 inches maximum above the ground or floor space?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<b>Comments:</b> <ul style="list-style-type: none"> <li>No utility sinks observed</li> </ul>
54. Is the bottom of the bowl at least 15 inches above the ground or floor space?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
55. Is Water Spout 28 – 36" above ground or floor space.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
56. Do sink controls comply with reach ranges and operability specified in ABAAS?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

<b>Drinking Fountain</b>	n/a	Yes	No	<b>Comments / Possible Action</b>
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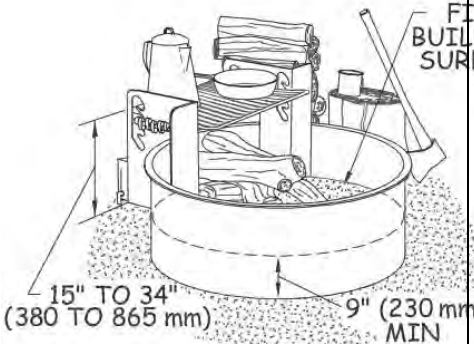
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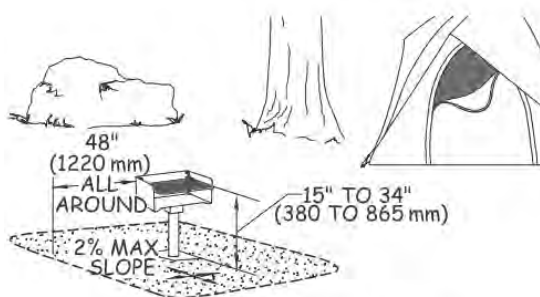

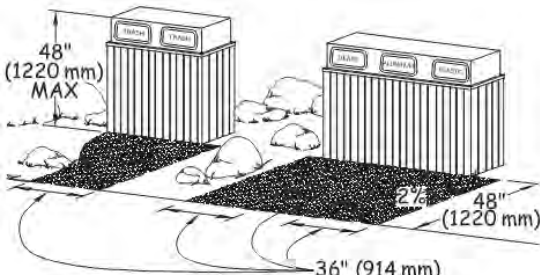
57. Is there at least one fountain with clear floor space of at least 30 by 48 inches in front?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<b>Comments:</b> <ul style="list-style-type: none"> <li>No drinking fountain observed on site.</li> </ul>
58. Is there one fountain with its spout no higher than 36 inches from the ground, and another with a standard height spout (or a single "hi-lo" fountain)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<b>Comments:</b>
59. Are controls mounted on the front or on the side near the front edge, and operable with one closed fist?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<b>Comments:</b>
60. Is each water fountain cane-detectable (located within 27 inches off the floor or protruding less than 4 inches from the wall, into the circulation path)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<b>Comments:</b>

<b>Directional and Informational Signage</b>	n/a	Yes	No	<b>Comments / Possible Action</b>
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<input type="checkbox"/> Check here if section does not apply to this site and move to next section.				
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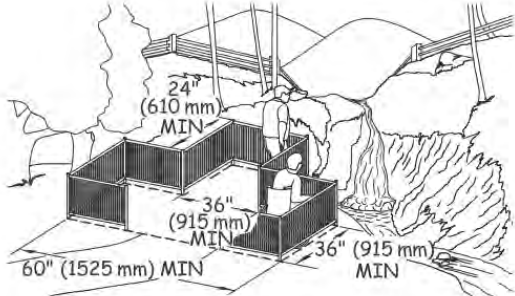
61. If mounted about 80 inches, do they have	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<b>Comments:</b>
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<p>letters at least 3 inches high, with high contrast, and non-glare finish?</p> 			<ul style="list-style-type: none"> <li>• Informational signs do not meet contrast requirements, text size on some size is not compliant.</li> </ul> <p><b>Possible Action:</b></p> <ul style="list-style-type: none"> <li>• Review adopted sign standards and make sure they are ADA compliant.</li> <li>• Determine if standards need to be revised.</li> <li>• Replace signs based on compliance with adopted standards.</li> <li>• Adjust heights of signs as needed.</li> </ul>	
<p>62. Do directional and informational signs comply with legibility requirements? (Building directories or temporary signs need not comply.)</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/> <p><b>Comments:</b></p> <ul style="list-style-type: none"> <li>• Informational signs do not meet contrast requirements, text size on some size is not compliant.</li> </ul> <p><b>Possible Action:</b></p> <ul style="list-style-type: none"> <li>• Review adopted sign standards and make sure they are ADA compliant.</li> <li>• Determine if standards need to be revised.</li> <li>• Replace signs based on compliance with adopted standards.</li> <li>• Adjust heights of signs as needed.</li> </ul>	
<p>63. If materials need to be obtained from or manipulated on a sign or kiosk, the sign or kiosk shall be designed to meet the reach ranges in section 308 of ABAAS and in figures 14 through 19.</p>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> <p><b>Comments:</b></p>	
<p align="center"><b>Fire Rings</b></p>		<p align="center">n/a</p>	<p align="center">Yes    No</p>	<p align="center"><b>Comments / Possible Action</b></p>
<p><input checked="" type="checkbox"/> Check here if section does not apply to this site and move to next section.</p>				
<p>64. Is the fire surface height a minimum of 9" above the ground/floor?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> <p><b>Comments:</b></p> <ul style="list-style-type: none"> <li>• No fire rings observed</li> </ul>  <p align="right">FIRE-BUILDING SURFACE</p> <p align="center">15" TO 34" (380 TO 865 mm)</p> <p align="center">9" (230 mm) MIN</p> <p align="center">Figure 22—The height requirements for manufactured steel fire rings.</p>	
<p>65. Do all fire rings have a clear space extending a minimum 48" deep by 48" wide at all usable portions of the ring?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> <p><b>Comments:</b></p>	

This must be adjacent to ORAR but may not overlap the ORAR				
66. Are the clear spaces around the fire pit on a firm and stable surface?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Comments:
67. Are the slopes around fire pits not more than 1:50?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Comments:
<b>Cooking Surfaces, Grills, Pedestal Grills<sup>2</sup></b>	<b>n/a</b>	<b>Yes</b>	<b>No</b>	<b>Comments / Possible Action</b>
<input checked="" type="checkbox"/> Check here if section does not apply to this site and move to next section.				
68. Are accessible cooking features dispersed throughout the area and among the types provided?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Comments: • None observed
69. Are accessible cooking feature surfaces installed between 15 inches and 34 inches above the ground/floor?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Comments:  Figure 24—The requirements for height, clear space, and reach range for a pedestal grill.
70. Do operating controls and mechanisms comply with current Clear Floor Space and Height standards?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Comments:
<b>Fixed Trash/Recycling Containers</b>	<b>n/a</b>	<b>Yes</b>	<b>No</b>	<b>Comments / Possible Action</b>
<input type="checkbox"/> Check here if section does not apply to this site and move to next section.				
71. Is the clear floor or ground space for a forward approach 36 inches by 48 inches or for side approach 30 inches by 60 inches?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Comments: • The space is available, but there is inadequate surfacing. 
				

<sup>2</sup> Where there is only one cooking surface, grill or pedestal grill in a provided picnic area, it shall be accessible. Where multiple cooking features are provided in a picnic area, 50 percent, but no less than 2 shall be accessible.




				<b>Possible Action:</b> <ul style="list-style-type: none"> <li>Fixed receptacles should be relocated or a stable surface should be installed that connects to ORAR.</li> </ul>	
72. Are the Trash / Recycling containers themselves an ADA compliant model?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<b>Comments:</b> <ul style="list-style-type: none"> <li>The Recycling Containers are compliant.</li> <li>There were no Trash Receptacles observed</li> <li>There is a dumpster, but it is not ADA accessible.</li> </ul> <b>Possible Action:</b> <ul style="list-style-type: none"> <li>Add Trash receptacles</li> </ul>	
<b>Overlooks/Viewing Areas</b>		<b>n/a</b>	<b>Yes</b>	<b>No</b>	<b>Comments / Possible Action</b>
<input checked="" type="checkbox"/> Check here if section does not apply to this site and move to next section.					
73. Where multiple viewing areas at overlooks are provided, at least one of each viewing opportunity for distinct points of interest shall be accessible.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<b>Comments:</b>
74. Are all viewing areas constructed to provide an unobstructed view?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<b>Comments:</b>
75. Is there at least one 60" x 60" maneuvering space or T-shaped turning space?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<b>Comments:</b>  <p style="text-align: center;">60" (1525 mm) DIA MIN.</p> <p style="text-align: center;">Figure 11—One way to meet the requirements for turning space at a viewing area.</p>  <p style="text-align: center;">24" (610 mm) MIN 36" (915 mm) MIN 60" (1525 mm) MIN</p> <p style="text-align: center;">Figure 12—The requirements for a T-shaped turning space at a viewing area.</p>
76. Is the ground surface firm and stable?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<b>Comments:</b>
77. Is the maneuvering space less than or equal to 1:50? (1:33 maximum allowed for drainage)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<b>Comments:</b>

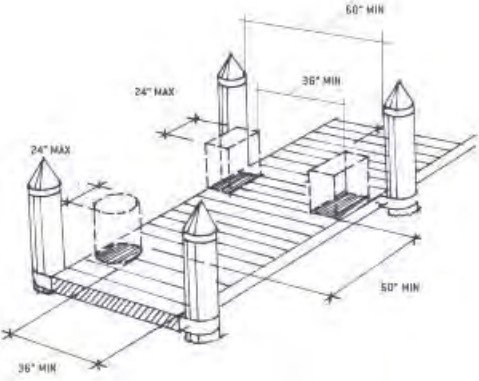




are at least 20% connected to an ORAR?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
86. Of the accessible benches that are provided, do at least 50% of those benches have back rests? In addition, one armrest shall be provided at one end or in the middle of at least 50% of the benches with backrests.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<b>Comments:</b>
87. Are the front edges of accessible benches between 17 and 19 inches maximum above the ground/floor?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<b>Comments:</b>
88. Is there a 36" x 48" Clear Floor or Ground Space adjacent to the bench?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<b>Comments:</b>
89. Is the ground/floor surface around the accessible benches firm and stable?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<b>Comments:</b>
<b>Accessible Fishing Piers/Platforms</b>	<b>n/a</b>	<b>Yes</b>	<b>No</b>	<b>Comments / Possible Action</b>
<input checked="" type="checkbox"/> Check here if section does not apply to this site and move to next section.				
90. Is there at least one unobstructed accessible route to the fishing pier or platform? (minimum 36" width, maximum 2% cross slope and maximum 8.33% running slope)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<b>Comments:</b>
91. Is there a clear floor or ground space (30 inches by 48 inches minimum) at each location that has a railing height of 34 inches maximum?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<b>Comments:</b>
92. Is there edge protection that is a minimum of 2 inches above the ground or deck surface?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<b>Comments:</b>
93. Is there at least one turning area, either a 60-inch turning space or a T-shaped space, to allow a person using a mobility device or wheelchair to make a 180-degree turn?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<b>Comments:</b>
94. Where railings are provided on fishing piers or platforms, do they comply with ADAAG provisions?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<b>Comments:</b>

<p style="text-align: center;">RAILING HEIGHTS AND CLEAR SPACE</p>				
<p>95. Where railings are provided, are there multiple locations where the railing is 34 inches high maximum to offer a variety of fishing location options?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<b>Comments:</b>
<p><b>Lake Shoreline / Beach Access</b></p>	<b>n/a</b>	<b>Yes</b>	<b>No</b>	<b>Comments / Possible Action</b>
<p><input checked="" type="checkbox"/> Check here if section does not apply to this site and move to next section.</p>				
<p>96. Is at least one beach access route provided for each one-half mile of shoreline where the following occur?</p> <ul style="list-style-type: none"> <li>• Where circulation routes such as boardwalks, walkways, or dune crossings are provided along or across developed beach sites to provide pedestrian access to the beach or shoreline.</li> <li>• Where parking facilities are provided at developed beach sites and pedestrian access to the beach is provided near the parking facilities.</li> <li>• Where bathing and toilet facilities are provided at developed beach sites and pedestrian access points to the beach are provided near the bathing and toilet facilities.</li> <li>• Where a beach nourishment project is undertaken.</li> </ul>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<b>Comments:</b>
<p>97. Does beach access route have a clear width of 60 inches minimum?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<b>Comments:</b>
<p>98. Is the access route 5% or less for any distance?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<b>Comments:</b>
<p>99. Do the segment lengths meet the following requirements:  Max. 50 LF @ 5% - 8.33%  Max. 30 LF @ 8.33% - 10%</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<b>Comments:</b>
<p>100. Where slopes are steeper than 5% for</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<b>Comments:</b>

the given runs above, are there resting intervals provided at the top and bottom of the runs (60 inches long x 60 inches wide with maximum slopes of 3% in any direction. If surface is paved or elevated above natural ground, the surface shall not be steeper than 2% in any direction)?				
101. Are all cross slopes a maximum of 3%, and where surface is paved or elevated above the natural ground, the cross slopes are a maximum of 2%?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<b>Comments:</b>
102. Are there any obstacles on beach access route that exceed 1 inch in height measured vertically to the highest point? Where the surface is concrete, asphalt, or boards, obstacles shall not exceed one-half inch in height measured vertically to the highest point.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<b>Comments:</b>
103. Constructed features, including signs, shall not extend into the space above a beach access route more than 4 inches if they are between 27 inches and 80 inches above the surface of the beach access route.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<b>Comments:</b>
<b>Gates and Barriers</b>	<b>n/a</b>	<b>Yes</b>	<b>No</b>	<b>Comments / Possible Action</b>
<input type="checkbox"/> Check here if section does not apply to this site and move to next section.				
104. Gate openings and openings in barriers for pedestrian passage shall provide a clear width of 36" inches, complying with ODAAG section 1017.3 Clear Tread Width.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<b>Comments:</b> <ul style="list-style-type: none"> <li>There is one chain gate at entry to Rainbow Pack Station Trail from the upper parking lot that also serves as access to the picnic area.</li> <li>There is no pedestrian access around the gate when it is closed.</li> </ul>  <b>Possible Action:</b> <ul style="list-style-type: none"> <li>Extend the ORAR around the gate post on at least 1 end.</li> </ul>
<b>Boating Facilities</b>	<b>n/a</b>	<b>Yes</b>	<b>No</b>	<b>Comments / Possible Action</b>
<input checked="" type="checkbox"/> Check here if section does not apply to this site and move to next section.				
105. Is there an accessible route to the boating facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<b>Comments:</b>

<p>106. Does the gangway to the dock or floating dock deigned to provide for a maximum 1:12 (8.33%) slope? Note: Not required to be longer than 80 feet. (Elevators may be used in lieu of gangways) In smaller facilities with less than 25 boat slips, the slope of the gangway may exceed 1:12, if the gangway is at least 30 feet long.</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<b>Comments:</b>												
<p>107. Does the gangway have a transition plate to the pier or platform that meets code?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<b>Comments:</b>												
<p>108. Where boat slips are provided, does the number of accessible slips comply with the table to the right? Note: If boat slips at a facility are not identified or demarcated by length, each 40 feet of boat slip edge along the perimeter of a pier will be counted as one boat slip</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<table border="1" data-bbox="943 688 1468 982"> <thead> <tr> <th colspan="2">Number of Accessible Boat Slips Required</th> </tr> <tr> <th>Total Slips in Facility</th> <th>Minimum Accessible Slips</th> </tr> </thead> <tbody> <tr> <td>1-25</td> <td>1</td> </tr> <tr> <td>26-50</td> <td>2</td> </tr> <tr> <td>50-100</td> <td>3</td> </tr> <tr> <td>101-150</td> <td>4</td> </tr> </tbody> </table>  <p style="text-align: center;">PIER CLEARANCE SPACE REDUCTION</p>	Number of Accessible Boat Slips Required		Total Slips in Facility	Minimum Accessible Slips	1-25	1	26-50	2	50-100	3	101-150	4
Number of Accessible Boat Slips Required																
Total Slips in Facility	Minimum Accessible Slips															
1-25	1															
26-50	2															
50-100	3															
101-150	4															
<p>109. If the facility only has a boarding pier (see footnote # 9) at least 5% but not less than, must comply with these guidelines. The entire length of accessible boarding piers must comply with the same provisions that apply to slips. Does this facility meet this regulation?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<b>Comments:</b>												
<p>110. Is this facility compromised only of a boat launch with no boarding ramp or pier?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<b>Comments:</b>												







South Lake

Restroom

RESTROOM

FOOD LOCKERS

Trailhead & Information Kiosk

PARKING LOT B

Parking Area

Stairs to Launching Pier

Restroom

Marina

Picnic Tables

SIGNS TRAILHEAD

PARKING LOT A

Trailhead

Picnic Tables

TRAILHEAD

PICNIC TABLES

GATE

Parking Area

Bishop Pass Trail

Rainbow Pack Station Trail

9835  
9840  
9845  
9850  
9855  
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**APPENDIX E**  
**INTAKE NO. 2 COMPLIANCE CHECKLIST**

# Forest Service Outdoor Recreation Accessibility Guidelines (FSORAG)

## Compliance Checklist

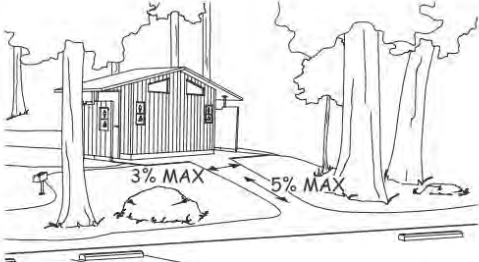
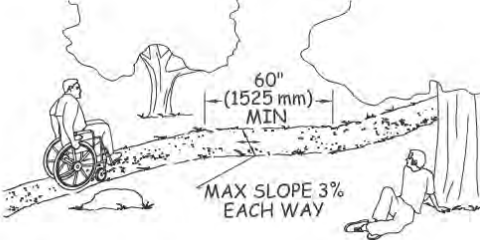
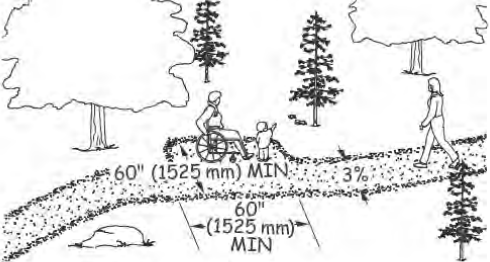
The purpose of this checklist is to locate and assess site components within existing public outdoor recreation facilities, for compliance with the Forest Service Outdoor Recreation Accessibility Guidelines (FSORG). The Forest Service Outdoor Recreation Accessibility Guidelines (FSORAG) and the Forest Service Trail Accessibility Guidelines (FSTAG) are the legally enforceable standards for use on the National Forest System for the facilities and features addressed in those guidelines. They, in part, incorporate sections of the Architectural Barriers Act Accessibility Standards (ABAAS), and the Outdoor Developed Area Accessibility Guidelines (ODAAG), developed by the Architectural and Transportation Barriers Compliance Board (U.S. Access Board).

This checklist serves as a planning tool to assist with identifying accessibility deficiencies within a facility and possible actions to be considered for correcting them.

**Facility Name:** INTAKE NO. 2  
**Date Surveyed:** 08/05/2020  
**Surveyor(s):** E. MILLS; J. SANDLIN

Site Component		Compliant			Comments / Possible Action
Parking		n/a	Yes	No	
<input type="checkbox"/> Check here if section does not apply to this site and move to next section.					
1. Are an adequate number of accessible parking spaces available? The table below gives the ADAAG requirement for new construction and alterations (for lots with more than 100 spaces refer to ADAAG).		<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<b>Comments:</b> 2 separated parking lots along the exterior access aisles. <ul style="list-style-type: none"> <li>• Parking stalls are not paved or striped.</li> <li>• Parking Lot A – has capacity for approximately 20 stalls</li> <li>• Parking Lot B – has capacity for approximately 12 stalls</li> <li>• There are no designated accessible parking spaces.</li> <li>• Minimum of 2 accessible space required, with at least one being Van Accessible.</li> </ul> <b>Possible Action:</b> <ul style="list-style-type: none"> <li>• Design and Construct minimum of 2 Accessible Parking spaces (1- minimum Van Accessible), along accessible route to Restroom Building and Accessible Fishing Pier.</li> </ul>
Accessible Spaces per Overall spaces Total Spaces  1 to 25 <b>26 to 50</b> 51 to 75 76 to 100	Accessible Spaces Required  1 space <b>2 spaces</b> 3 spaces 4 spaces				
2. Are the accessible parking spaces located closest to the accessible route and accessible building entrance?		<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<b>Comments:</b> <ul style="list-style-type: none"> <li>• No accessible spaces</li> </ul>

3.	Are an adequate number of van accessible spaces provided? At least 1 of every 8 accessible spaces must be van-accessible (with a minimum of 1 van-accessible space in all cases.)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<ul style="list-style-type: none"> <li>Construct minimum of 2 Accessible Parking spaces (1-minimum Van Accessible), along accessible route to Restroom Building and Accessible Fishing Pier.</li> </ul>
4.	Are the access aisles part of the accessible route?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<b>Comments:</b> <ul style="list-style-type: none"> <li>No accessible spaces</li> </ul>
5.	Do the access aisles have a cross slope less than 1:48, and have a firm, stable non-slip surface?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<b>Comments:</b> <ul style="list-style-type: none"> <li>No accessible spaces</li> </ul>
6.	Do the access aisles connect to an accessible pedestrian route with a minimum clear and unobstructed width of 36 inches?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<b>Comments:</b> <ul style="list-style-type: none"> <li>No accessible spaces</li> </ul>
7.	Does the accessible car parking space measure 96 inches wide with an adjoining access aisle 96 inches wide? OR Does the accessible van parking space measure 132inches wide with an adjoining access aisle 60 inches wide?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<b>Comments:</b> <ul style="list-style-type: none"> <li>No accessible spaces</li> </ul>
8.	Are accessible spaces marked with and International Symbol of Accessibility? Are there signs reading "Van Accessible" at van spaces? Is Sign Mounted 60" min. from ground to bottom of sign?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<b>Comments:</b> <ul style="list-style-type: none"> <li>No accessible spaces</li> </ul>
9.	Is there an enforcement procedure to ensure that accessible parking is used only by those who need it?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<b>Comments:</b> <ul style="list-style-type: none"> <li>No accessible spaces</li> </ul>
<b>Drop-off / Public Transit Areas</b>		<b>n/a</b>	<b>Yes</b>	<b>No</b>	<b>Comments / Possible Action</b>
<input checked="" type="checkbox"/> Check here if section does not apply to this site and move to next section.					
10.	Is there a passenger pick up and drop off zone? If so, is at least one passenger loading zone accessible which measures 96 inches wide by 20 feet long with a 60-inch-wide access aisle parallel to the vehicle pull up space and at the same level as the roadway?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<b>Comments:</b>
11.	Do curbs on the accessible route have curb cuts or curb ramps at 1:12 slope? NOTE: If a slope of 1:12 is not possible, a slope between 1:10 and 1:12 is allowed for a MAX RISE of 6 inches. A slope between 1:8 and 1:10 is allowed for a MAX RISE of 3 inches. A slope steeper than 1:8 is not allowed. Flared sides may be 1:10 slope.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<b>Comments:</b>

12. Is curb cut/curb ramp flush with surrounding grade?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<b>Comments:</b>
13. Is the curb cut/ramp 36 inches wide, exclusive of flared sides?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<b>Comments:</b>
14. Are there public transportation stops on site, if so, is an accessible route provided to the building from the stop?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<b>Comments:</b>
<b>Outdoor Recreation Access Routes<sup>1</sup></b>	<b>n/a</b>	<b>Yes</b>	<b>No</b>	<b>Comments / Possible Action</b>
<input type="checkbox"/> Check here if section does not apply to this site and move to next section.				
<p>15. Does the park have accessible routes (ORARs) to all accessible facilities within the park?</p> <p>Surface: shall be firm and stable. The type of surface should be appropriate to the setting and level of development.</p> <p>Clear width: 36", may be reduced to 32" per 1.1 conditions.</p> <p>Slope: 5% or less. Up to 8.33% for 50 feet or 10% for 30 feet with resting intervals that are minimum of 60 inches long, see figure 3.</p> <p>Cross Slope: 3% maximum. Where the surface is paved or elevate above natural ground, cross slope shall not be greater than 2%.</p> <p>Passing spaces: if accessible route is less than 60 inches wide provide passing spaces at intervals of 200' maximum, see figure 4.</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	 <p>Figure 2—The basic slope requirements for outdoor recreation access routes and beach access routes.</p>  <p>Figure 3—The basic resting interval requirements for outdoor recreation access routes.</p>  <p>Figure 4—Minimum required dimensions for a passing space for an outdoor recreation access route or a beach access route.</p>

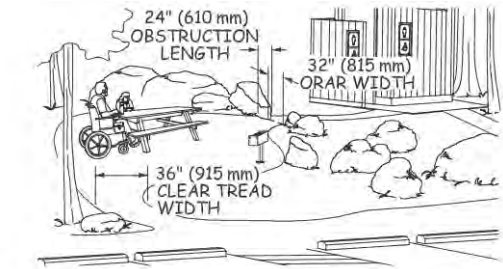


Figure 1—The clear tread width is the unobstructed width of the traveling surface

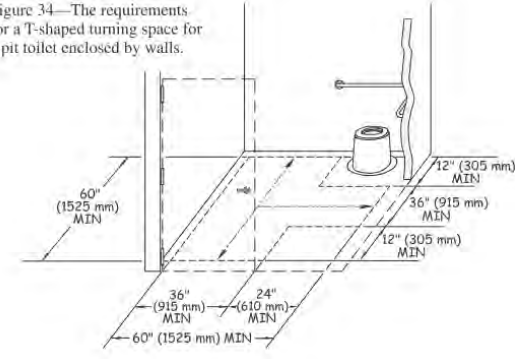
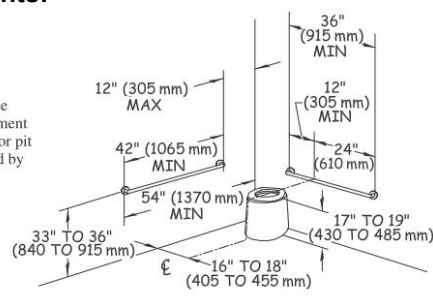
<sup>1</sup> To meet (FSORAG) Outdoor Recreation Access Routes (ORARs) shall be provided between units and constructed features in campgrounds, picnic areas, trailheads, viewing areas, and other outdoor recreation sites. ORARs shall connect the outdoor constructed features within each recreation site and shall connect to common use features such as toilets, showers, water spouts, trash or recycling receptacles, parking spaces, and beach access routes. Where ORARs are provided within vehicular ways, those ORARs shall not be required to comply with sections 2.4 Slope, 2.5 Resting Intervals, and 2.6 Passing Spaces.

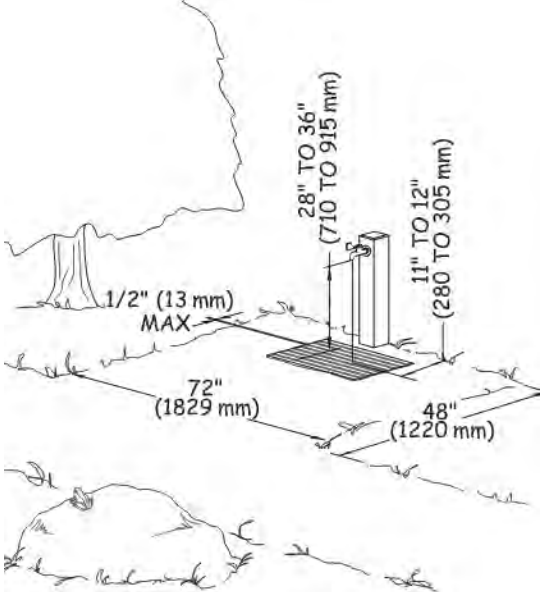

Facility/Amenity:		Yes	No	
A1 Restroom		<input checked="" type="checkbox"/>	<input type="checkbox"/>	Note:
A2 Fishing Pier		<input checked="" type="checkbox"/>	<input type="checkbox"/>	Note:
A3 Picnic Area		<input type="checkbox"/>	<input checked="" type="checkbox"/>	Note: <b>a, b, c, d</b>
A4 Recycling		<input checked="" type="checkbox"/>	<input type="checkbox"/>	Note:
A5 Lake Shoreline/Beach Access Points		<input type="checkbox"/>	<input checked="" type="checkbox"/>	Note: <b>a, b, c, d,</b>
A6 Parking		<input type="checkbox"/>	<input checked="" type="checkbox"/>	Note: <b>a;</b> Paving, Stripping, Signage
A7 Water Hydrant		<input type="checkbox"/>	<input checked="" type="checkbox"/>	Note: <b>a, b</b>
A8 Drive Aisle / (Serves as ORAR)		<input type="checkbox"/>	<input checked="" type="checkbox"/>	Note: <b>a;</b>
A9 Grills		<input type="checkbox"/>	<input checked="" type="checkbox"/>	Note: <b>a, b,</b>
<p>(List Items in Notes if Not Compliant)</p> <p>a – Surface  b – Clear Width  c – Slope  d – Cross Slope  e – Resting Intervals  f – Passing Space</p>				<p><b>Comments:</b></p> <ul style="list-style-type: none"> <li>The drive aisle is partially paved and in fair condition. Needs some spot repairs. Serves as shared ORAR to amenities.</li> <li>Transitions from paved to non-paved access needs spot repairs.</li> <li>Several areas that are non-paved ORAR need repair due to being overgrown, or erosion.</li> </ul> <p><b>Possible Action:</b></p> <ul style="list-style-type: none"> <li>Pave and stripe ADA compliant parking stalls.</li> <li>Pave and stripe ORAR route from parking to Restroom, Recycling.</li> <li>Stripe safe crossings to Fishing Pier, and Picnic Area.</li> <li>Reconfigure route to and around water hydrant.</li> <li>Add accessible routes to key Lake Shore Access Points</li> <li>Provide ORAR to and around picnic areas.</li> </ul>
<b>Restrooms</b>	<b>n/a</b>	<b>Yes</b>	<b>No</b>	<b>Comments / Possible Action</b>
<input type="checkbox"/> Check here if section does not apply to this site and move to next section.				
16. If restrooms are available to the public, is at least one restroom (either one for each sex, or unisex) fully accessible?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<p><b>Comments:</b></p> <ul style="list-style-type: none"> <li>There are 2 restroom buildings on site. Only one of them was open, functional and available for</li> </ul>

				assessment. It is located adjacent to the parking aisle and spaces.
17. Are there signs at inaccessible restrooms that give directions to accessible ones?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<b>Comments:</b> <ul style="list-style-type: none"> <li>It is not known if the inoperable restroom is intended to be renovated or not.</li> </ul>
18. Is there tactile signage identifying rest rooms? <i>Note: Mount signs on the wall, on the latch side of the door, complying with the permanent signage.</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<b>Comments:</b> <ul style="list-style-type: none"> <li>Need replaced</li> </ul> <b>Possible Action:</b> <ul style="list-style-type: none"> <li>Replace with new sign.</li> </ul>
19. Are pictograms or symbols used to identify rest rooms, and, if used, are raised characters and braille included below?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<b>Comments:</b> <ul style="list-style-type: none"> <li>Need replaced</li> </ul> <b>Possible Action:</b> <ul style="list-style-type: none"> <li>Replace with new sign.</li> </ul>
20. Is the doorway at least 32 inches clear?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<b>Comments:</b>
21. Are doors equipped with accessible handles (operable with a closed fist), 48 inches high or less?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<b>Comments:</b>
22. Can doors be opened easily (5 lbf max. force)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<b>Comments:</b>
23. Does the entry configuration provide adequate maneuvering space for a person using a wheelchair? <i>Note: A person using a wheelchair needs 36 inches of clear width for forward movement, and a 5-foot diameter clear space or a T-shaped space to make turns. A minimum distance of 48 inches clear of the door swing is needed between the two doors of an entry vestibule.</i>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<b>Comments:</b>
24. Is there a 36-inch-wide path to all fixtures?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<b>Comments:</b>
25. Is the stall door operable with a closed fist, inside and out?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<b>Comments:</b> <ul style="list-style-type: none"> <li>Restroom does not have individual stalls</li> </ul>
26. Is there a wheelchair-accessible stall that has an area of at least 5 feet by 5 feet, clear of the door swing, OR is there a stall that is less accessible but that provides greater access than a typical stall (either 36 by 69 inches or 48 by 69 inches)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<b>Comments:</b>

27.	In the accessible stall, are there grab bars behind and on the side wall nearest to the toilet?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
28.	Is the toilet seat 17 to 19 inches high?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<b>Comments:</b>
29.	Does one lavatory have a 30-inch-wide by 48-inch-deep clear space in front? <i>Note: A maximum of 19 inches of the required depth may be under the lavatory.</i>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
30.	Is the lavatory rim no higher than 34 inches?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<b>Comments:</b>
31.	Is there at least 29 inches from the floor to the bottom of the lavatory apron?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<b>Comments:</b>
32.	Can the faucet be operated with one closed fist?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<b>Comments:</b>
33.	Are soap and other dispensers and hand dryers within reach ranges and usable with one closed fist?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<b>Comments:</b>
34.	Is the mirror mounted with the bottom edge of the reflecting surface 40 inches high or lower?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<b>Comments:</b>
35.	Is there a clear space of 60 inches by 60 inches adjacent to the toilet?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<b>Comments:</b>
36.	Is the maneuvering space less than or equal to 1:50? (1:33 maximum allowed for drainage) (2% -3.3%)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<b>Comments:</b>
37.	If there is a ADA Accessible Portable Restroom, is there an accessible route and entry into the portable unit?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<b>Comments:</b> <ul style="list-style-type: none"> <li>There were no portable units on site.</li> </ul>
<b>FSORAG Pit Toilet Restrooms Only</b>		<b>n/a</b>	<b>Yes</b>	<b>No</b>	<b>Comments / Possible Action</b>
<input checked="" type="checkbox"/> Check here if section does not apply to this site and move to next section.					
38.	Is there an accessible route to the restroom? Where pit toilets are constructed in sites that are not accessed by motor vehicles, the pit toilets and all constructed features in the site shall be connected by trail segments complying with the FSTAG.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<b>Comments:</b>
39.	The clear floor or ground space shall be 60 inches wide minimum measured parallel with the back of the pit toilet, and 56 inches deep minimum measured parallel to the sides of the pit toilet. A turning space that is at least 60 inches in diameter or T-shaped with a minimum 36	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<b>Comments:</b>



<p>inches wide by 24 inches deep base centered on a minimum 36 inches wide by 60 inches long crossarm shall be provided, as shown in figure. The turning space and clear floor or ground space may overlap.</p>				<p>Figure 34—The requirements for a T-shaped turning space for a pit toilet enclosed by walls.</p> 
<p>40. Is the surface of turning and clear floor or ground space firm and stable?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<b>Comments:</b>
<p>41. Is the slope of the turning space and clear floor or ground space surface no steeper than 2% in all directions?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<b>Comments:</b>
<p>42. Is the toilet seat 17 to 19 inches high?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<b>Comments:</b>
<p>43. Where walls or partitions are provided, the seat shall be positioned with a wall or partition to the rear and to one side of the seat for a left-hand or right-hand approach. The back of the riser shall be flush against the back wall. The centerline of the seat shall be 16 inches minimum to 18 inches maximum from the side wall or partition.</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<b>Comments:</b>
<p>44. Where walls or partitions are provided, grab bars complying with ABAAS shall be provided, the same as for grab bars for toilets in administrative buildings. Required locations are shown in figure.</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<p><b>Comments:</b></p>  <p>have vertical or nearly vertical sides and a flat area on each side of the seat that is about 3 inches (75 millimeters) wide.</p>
<p>45. Doors shall comply with ABAAS, the same as doors for buildings at administrative sites. The door shall not swing into or otherwise obstruct the clear floor or ground space required.</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<b>Comments:</b>
<p>46. The entrance to the toilet shall be level with the surrounding surface.</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<b>Comments:</b>
<b>Water Hydrants</b>	n/a	Yes	No	<b>Comments / Possible Action</b>
<input type="checkbox"/> Check here if section does not apply to this site and move to next section.				
<p>47. Is the water hydrant clear floor or ground space around the hydrant 48 inches by 72 inches with the long side of the space adjoining an ORAR or another clear ground space (clear space shall not</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<p><b>Comments:</b></p> <ul style="list-style-type: none"> <li>The hydrant was not operable during the assessment visit and was covered with black plastic sheeting.</li> <li>The ground space is not defined and</li> </ul>

<p>overlap ORAR)?</p> <p>NOTE: Until hand pumps are available that meet the accessibility standards for operating controls while adequately accessing the water supply are available from more than one source, hand pumps are exempt from the requirements for reach ranges and operability in ABAAS 308 and 309.4.</p> 				<p>it does not clearly adjoin the ORAR.</p> <ul style="list-style-type: none"> <li>The Water Valve Box and raised, rock-filled drain structure obstruct the ground space.</li> </ul> <p><b>Possible Action:</b></p> <ul style="list-style-type: none"> <li>Formalize a defined clear ground space around the hydrant.</li> <li>Adjust the valve box to be flush with ground.</li> <li>Replace the drain structure with structure that is flush with ground.</li> </ul> 	
<p>48. Is water spout located between 28 inches and 36" above the ground?</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<p><b>Comments:</b></p>	
<p>49. Is the water spout located 11 inches minimum and 12 inches maximum from the rear center of the long side of the clear space?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<p><b>Comments:</b></p> <ul style="list-style-type: none"> <li>The clear space is not defined.</li> </ul>	
<p>50. If drain grates are provided, are the openings in the grates 1/2" maximum?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<p><b>Comments:</b></p> <ul style="list-style-type: none"> <li>Drain structure obstructs clear space.</li> </ul> <p><b>Possible Action:</b></p> <ul style="list-style-type: none"> <li>Replace drain structure with structure that is flush with the ground.</li> </ul>	
<p><b>Utilities at Recreation Sites</b></p>		<p>n/a</p>	<p>Yes</p>	<p>No</p>	<p><b>Comments / Possible Action</b></p>
<p><input checked="" type="checkbox"/> Check here if section does not apply to this site and move to next section.</p>					
<p>51. Is there a clear floor or ground space of at least 30 by 60 inches oriented for front or parallel approach to all usable sides of the utilities?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<p><b>Comments:</b></p>	
<p>52. Are the utility pedestals installed to adhere</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		

<p>to the Reach Ranges and Operability Requirement as shown and/or as specified in 308 and 309 of ABAAS?</p>				
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<b>Utility Sinks</b>	n/a	Yes	No	<b>Comments / Possible Action</b>
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<input checked="" type="checkbox"/> Check here if section does not apply to this site and move to next section.				
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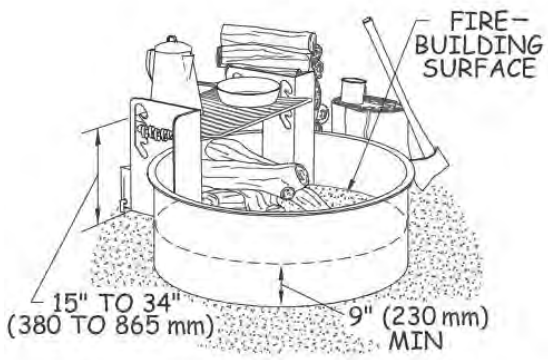
<p>53. Is the height of the rim or counter surrounding the sink 34 inches maximum above the ground or floor space?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<p><b>Comments:</b></p>
<p>54. Is the bottom of the bowl at least 15 inches above the ground or floor space?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
<p>55. Is Water Spout 28 – 36" above ground or floor space.</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
<p>56. Do sink controls comply with reach ranges and operability specified in ABAAS?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

<b>Drinking Fountain</b>	n/a	Yes	No	<b>Comments / Possible Action</b>
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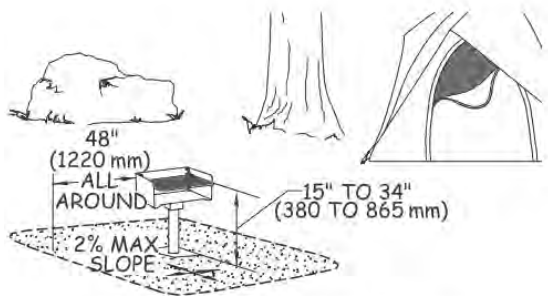
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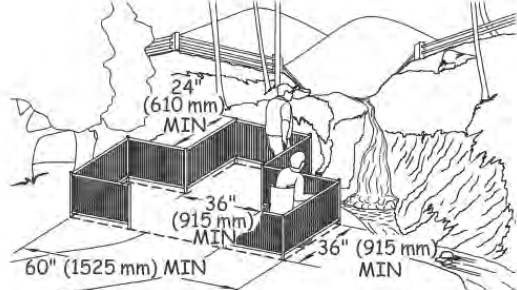
<p>57. Is there at least one fountain with clear floor space of at least 30 by 48 inches in front?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<p><b>Comments:</b></p>
<p>58. Is there one fountain with its spout no higher than 36 inches from the ground, and another with a standard height spout (or a single "hi-lo" fountain)?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<p><b>Comments:</b></p>
<p>59. Are controls mounted on the front or on the side near the front edge, and operable with one closed fist?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<p><b>Comments:</b></p>

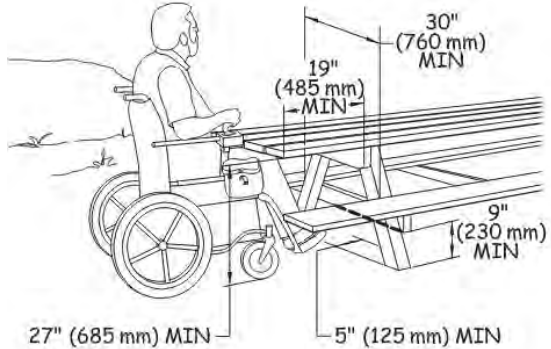
60. Is each water fountain cane-detectable (located within 27 inches off the floor or protruding less than 4 inches from the wall, into the circulation path?)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<b>Comments:</b>
<b>Directional and Informational Signage</b>	<b>n/a</b>	<b>Yes</b>	<b>No</b>	<b>Comments / Possible Action</b>
<input type="checkbox"/> Check here if section does not apply to this site and move to next section.				
61. If mounted about 80 inches, do they have letters at least 3 inches high, with high contrast, and non-glare finish?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<b>Comments:</b> <ul style="list-style-type: none"> <li>No signs mounted above 80 inches observed on site.</li> </ul> <b>Possible Action:</b> <ul style="list-style-type: none"> <li>Review adopted sign standards and make sure they are ADA compliant.</li> <li>Determine if standards need to be revised.</li> <li>Replace signs based on compliance with adopted standards.</li> <li>Adjust heights of signs as needed.</li> </ul>
62. Do directional and informational signs comply with legibility requirements? (Building directories or temporary signs need not comply.)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<b>Comments:</b> <b>Possible Action:</b> <ul style="list-style-type: none"> <li>Review adopted sign standards and make sure they are ADA compliant.</li> <li>Determine if standards need to be revised.</li> <li>Replace signs based on compliance with adopted standards.</li> <li>Adjust heights of signs as needed.</li> </ul>
63. If materials need to be obtained from or manipulated on a sign or kiosk, the sign or kiosk shall be designed to meet the reach ranges in section 308 of ABAAS and in figures 14 through 19.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<b>Comments:</b> <ul style="list-style-type: none"> <li>No Kiosk associated with Day Use area. There is a sign structure associated with campground that was not assessed as part of this effort.</li> </ul>
<b>Fire Rings</b>	<b>n/a</b>	<b>Yes</b>	<b>No</b>	<b>Comments / Possible Action</b>
<input checked="" type="checkbox"/> Check here if section does not apply to this site and move to next section.				
64. Is the fire surface height a minimum of 9" above the ground/floor?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<b>Comments:</b> <ul style="list-style-type: none"> <li>Fire rings included in campground and not part of this assessment effort.</li> </ul>

				 <p>Figure 22—The height requirements for manufactured steel fire rings.</p>
65. Do all fire rings have a clear space extending a minimum 48" deep by 48" wide at all usable portions of the ring? This must be adjacent to ORAR but may not overlap the ORAR	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<b>Comments:</b>
66. Are the clear spaces around the fire pit on a firm and stable surface?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<b>Comments:</b>
67. Are the slopes around fire pits not more than 1:50?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<b>Comments:</b>
<b>Cooking Surfaces, Grills, Pedestal Grills<sup>2</sup></b>	<b>n/a</b>	<b>Yes</b>	<b>No</b>	<b>Comments / Possible Action</b>
<input type="checkbox"/> Check here if section does not apply to this site and move to next section.				
68. Are accessible cooking features dispersed throughout the area and among the types provided?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<b>Comments:</b> <ul style="list-style-type: none"> <li>Observed and assessed 3 grills within the designated picnic area.</li> <li>There were no defined accessible routes to the grills.</li> <li>There are inadequate clear ground spaces around the grills.</li> </ul> <b>Possible Action:</b> <ul style="list-style-type: none"> <li>Relocate at least 2 of the grills to areas adjoining the ORAR and with compliant clear ground space.</li> <li>If grills are within a picnic pad site, assure the picnic table and pad are also compliant with FSORAG and FSTAG.</li> </ul>
69. Are accessible cooking feature surfaces installed between 15 inches and 34 inches above the ground/floor?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<b>Comments:</b>

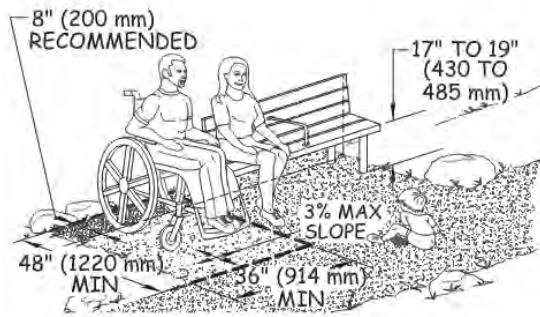
<sup>2</sup> Where there is only one cooking surface, grill or pedestal grill in a provided picnic area, it shall be accessible. Where multiple cooking features are provided in a picnic area, 50 percent, but no less than 2 shall be accessible.


				 <p>Figure 24—The requirements for height, clear space, and reach range for a pedestal grill.</p>
70. Do operating controls and mechanisms comply with current Clear Floor Space and Height standards?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<p><b>Comments:</b></p> <ul style="list-style-type: none"> <li>• There were no defined accessible routes to the grills.</li> <li>• There are inadequate clear ground spaces around the grills.</li> </ul>
<b>Fixed Trash/Recycling Containers</b>	<b>n/a</b>	<b>Yes</b>	<b>No</b>	<b>Comments / Possible Action</b>
<input type="checkbox"/> Check here if section does not apply to this site and move to next section.				
71. Is the clear floor or ground space for a forward approach 36 inches by 48 inches or for side approach 30 inches by 60 inches?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<p><b>Comments:</b></p> <ul style="list-style-type: none"> <li>• One fixed Recycling container is located near restroom building. No fixed trash receptacle was observed.</li> <li>• There is a dumpster located in the corner of the parking lot, but it does not meet the requirements for a Fixed Trash receptacle.</li> </ul> <p><b>Possible Action:</b></p> <ul style="list-style-type: none"> <li>• Action items depend upon the owner's practice and policies for providing and maintaining fixed trash receptacles. Currently none are provided, however if there is a desire to add any, they should be installed along an ORAR and adhere to FSORAG standards.</li> </ul>
72. Are the Trash / Recycling containers themselves an ADA compliant model?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<p><b>Comments:</b></p> <ul style="list-style-type: none"> <li>• Recycling container is compliant model.</li> </ul> <p><b>Possible Action:</b></p> <ul style="list-style-type: none"> <li>• Supplement with ADA compliant trash receptacle.</li> </ul>



					
73.					
<b>Overlooks/Viewing Areas</b>		<b>n/a</b>	<b>Yes</b>	<b>No</b>	<b>Comments / Possible Action</b>
<input checked="" type="checkbox"/> Check here if section does not apply to this site and move to next section.					
74. Where multiple viewing areas at overlooks are provided, at least one of each viewing opportunity for distinct points of interest shall be accessible.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<b>Comments:</b>
75. Are all viewing areas constructed to provide an unobstructed view?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<b>Comments:</b>
76. Is there at least one 60" x 60" maneuvering space or T-shaped turning space?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<p><b>Comments</b></p>  <p>Figure 11—One way to meet the requirements for turning space at a viewing area.</p>  <p>Figure 12—The requirements for a T-shaped turning space at a viewing area.</p>
77. Is the ground surface firm and stable?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<b>Comments:</b>



78. Is the maneuvering space less than or equal to 1:50? (1:33 maximum allowed for drainage)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<b>Comments:</b>
79. Does accessible viewing area of a 36" minimum x 48" minimum and at least one turning space that complies with section 304.3 of ABAAS?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<b>Comments:</b>
<b>Picnic Tables (Units)</b>	<b>n/a</b>	<b>Yes</b>	<b>No</b>	<b>Comments / Possible Action</b>
<input type="checkbox"/> Check here if section does not apply to this site and move to next section.				
80. Is there an accessible route to and within common use areas that complies with FSORAG? At least 48" of clear floor or ground space shall surround the usable sides of the picnic table measured from back edge of the benches.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<b>Comments:</b> <ul style="list-style-type: none"> <li>There are no compliant routes to the 3 picnic areas.</li> <li>The width of the clear ground space around the tables varies.</li> </ul> <b>Possible Action:</b> <ul style="list-style-type: none"> <li>Construct FORSAG compliant accessible route to each of the 3 picnic area pad sites.</li> <li>Construct a 48" clear route around each picnic table.</li> </ul>
81. Where more than two picnic tables are provided, are at least 20% but not less than two mobility compliant?  Tables (Compliant Yes/No): C1: Table #1 C2: Table #2 C3: Table #3  (List Items in Notes if Not Compliant) a – Knee Space b – Clear Space Around Table c – Slope d – Cross Slope e – Firm and Stable Surface f – Accessible Route	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/> <input checked="" type="checkbox"/> <input checked="" type="checkbox"/>	<b>Comments:</b> <ul style="list-style-type: none"> <li>None of the 3 picnic table pad sites are compliant.</li> </ul> <b>Possible Action:</b> <ul style="list-style-type: none"> <li>Construct FORSAG compliant accessible route to each of the 3 picnic area pad sites.</li> <li>Construct a 48" clear route around each picnic table.</li> <li>Reinstall Picnic Tables to compliant heights.</li> </ul> Note: <b>a, b, f (reinstall table)</b> Note: <b>a, b, f (reinstall table)</b> Note: <b>a, b, f (reinstall table)</b>
82. Are knee spaces at accessible picnic tables at least 27 inches high, 30 inches	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<b>Comments:</b> 

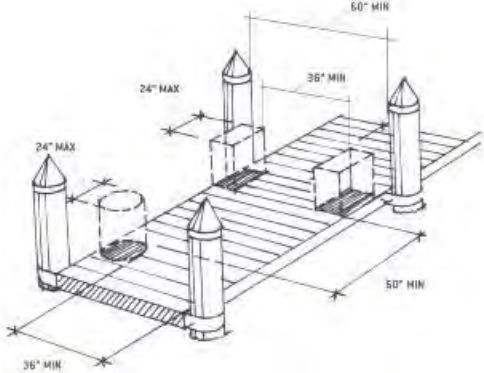


wide, and 19 inches deep?				
83. Information on location of accessible picnic units provided at bulletin boards or information kiosks (otherwise this will need to be provided on web sites or in brochures)? Do not identify at individual picnic units.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<b>Comments:</b>
84. Each picnic table shall have at least one wheelchair seating space. Up to 9' long tables=require 1 space 10-20' long tables=require 2 spaces See FSORAG figure 4.1.2 for larger tables	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<b>Comments:</b> <ul style="list-style-type: none"> <li>All tables have ability to be accessible from either end once they are reinstalled to proper height and accessible routes and clearances are provided.</li> </ul>
<b>Benches</b>	n/a	Yes	No	<b>Comments / Possible Action</b>
<input checked="" type="checkbox"/> Check here if section does not apply to this site and move to next section.				
85. Where multiple benches are provided, are at least 50% consistent with this section?  Benches (Compliant Yes/No): D1 _____ D2 _____ D3 _____ D4 _____  (List Items in Notes if Not Compliant) a – Back Support b – Front Edge of Bench 17-19" Above Ground/Floor c – 30" x 48" Clear Floor or Ground Space Adjacent to Bench d – Firm and Stable Surface e – Arm Rest f – Accessible Route	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<b>Comments:</b>  Note: Note: Note: Note:  
86. Where multiple benches are provided, are at least 20% connected to an ORAR?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<b>Comments:</b>
87. Of the accessible benches that are provided, do at least 50% of those benches have back rests? In addition, one armrest shall be provided at one end or in the middle of at least 50% of the benches with backrests.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<b>Comments:</b>
88. Are the front edges of accessible	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<b>Comments:</b>

benches between 17 and 19 inches maximum above the ground/floor?				
89. Is there a 36" x 48" Clear Floor or Ground Space adjacent to the bench?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<b>Comments:</b>
90. Is the ground/floor surface around the accessible benches firm and stable?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<b>Comments:</b>
<b>Accessible Fishing Piers/Platforms</b>	<b>n/a</b>	<b>Yes</b>	<b>No</b>	<b>Comments / Possible Action</b>
<input type="checkbox"/> Check here if section does not apply to this site and move to next section.				
91. Is there at least one unobstructed accessible route to the fishing pier or platform? (minimum 36" width, maximum 2% cross slope and maximum 8.33% running slope)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<b>Comments:</b>
92. Is there a clear floor or ground space (30 inches by 48 inches minimum) at each location that has a railing height of 34 inches maximum?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<b>Comments:</b> <ul style="list-style-type: none"> <li>There is one continuous 32 inch high rail.</li> </ul>
93. Is there edge protection that is a minimum of 2 inches above the ground or deck surface?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<b>Comments:</b>
94. Is there at least one turning area, either a 60-inch turning space or a T-shaped space, to allow a person using a mobility device or wheelchair to make a 180-degree turn?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<b>Comments:</b>
95. Where railings are provided on fishing piers or platforms, do they comply with ADAAG provisions?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<b>Comments:</b> <ul style="list-style-type: none"> <li>There is a railing provided which does not serve as a guard rail.</li> </ul> 
96. Where railings are provided, are there multiple locations where the railing is 34 inches high maximum to offer a variety of fishing location options?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<b>Comments:</b> <ul style="list-style-type: none"> <li>Railing is consistently 32" high around entire pier.</li> </ul>

Lake Shore / Beach Access	n/a	Yes	No	Comments / Possible Action
<input type="checkbox"/> Check here if section does not apply to this site and move to next section.				
<p>97. Is at least one beach access route provided for each one-half mile of shoreline where the following occur?</p> <ul style="list-style-type: none"> <li>• Where circulation routes such as boardwalks, walkways, or dune crossings are provided along or across developed beach sites to provide pedestrian access to the beach or shoreline.</li> <li>• Where parking facilities are provided at developed beach sites and pedestrian access to the beach is provided near the parking facilities.</li> <li>• Where bathing and toilet facilities are provided at developed beach sites and pedestrian access points to the beach are provided near the bathing and toilet facilities.</li> <li>• Where a beach nourishment project is undertaken.</li> </ul> 	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<p><b>Comments:</b></p> <ul style="list-style-type: none"> <li>• There are no compliant beach access routes that allow access to the lake edge with the exception of the Accessible Fishing Pier.</li> <li>• There are numerous small access points along the ORAR/Parking Access drive, but none of them are accessible due to excessive slopes and/or obstructions such as unstable surface, boulders, width restrictions, etc.</li> </ul> <p><b>Possible Action:</b></p> <ul style="list-style-type: none"> <li>• Identify existing access points that require the least amount of modifications to make them accessible.</li> <li>• Provide a well-defined accessible route from the picnic area to the lake's edge.</li> </ul> 
<p>98. Does beach access route have a clear width of 60 inches minimum?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<p><b>Comments:</b></p> <ul style="list-style-type: none"> <li>• No defined accessible beach access routes.</li> </ul>
<p>99. Is the access route 5% or less for any distance?</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<p><b>Comments:</b></p> <ul style="list-style-type: none"> <li>• No defined accessible beach access routes.</li> </ul>
<p>100. Do the segment lengths meet the following requirements:            Max. 50 LF @ 5% - 8.33%            Max. 30 LF @ 8.33% - 10%</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<p><b>Comments:</b></p> <ul style="list-style-type: none"> <li>• No defined accessible beach access routes.</li> <li>• Some runs are 14% slopes</li> </ul>
<p>101. Where slopes are steeper than 5% for the given runs above, are there resting intervals provided at the top and bottom</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<p><b>Comments:</b></p> <ul style="list-style-type: none"> <li>• No defined accessible beach access</li> </ul>

of the runs (60 inches long x 60 inches wide with maximum slopes of 3% in any direction. If surface is paved or elevated above natural ground, the surface shall not be steeper than 2% in any direction)?				routes.
102. Are all cross slopes a maximum of 3%, and where surface is paved or elevated above the natural ground, the cross slopes are a maximum of 2%?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<b>Comments:</b> <ul style="list-style-type: none"> <li>No defined accessible beach access routes.</li> </ul>
103. Are there any obstacles on beach access route that exceed 1 inch in height measured vertically to the highest point? Where the surface is concrete, asphalt, or boards, obstacles shall not exceed one-half inch in height measured vertically to the highest point.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<b>Comments:</b> <ul style="list-style-type: none"> <li>No defined accessible beach access routes.</li> <li>Abrupt paving edges in certain areas.</li> <li>Ruts, boulders, trees, shrubs etc.</li> </ul>
104. Constructed features, including signs, shall not extend into the space above a beach access route more than 4 inches if they are between 27 inches and 80 inches above the surface of the beach access route.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<b>Comments:</b> <ul style="list-style-type: none"> <li>No defined accessible beach access routes.</li> </ul>
<b>Gates and Barriers</b>	<b>n/a</b>	<b>Yes</b>	<b>No</b>	<b>Comments / Possible Action</b>
<input type="checkbox"/> Check here if section does not apply to this site and move to next section.				
105. Gate openings and openings in barriers for pedestrian passage shall provide a clear width of 36" inches, complying with ODAAG section 1017.3 Clear Tread Width.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<b>Comments:</b> <ul style="list-style-type: none"> <li>There are 2 vehicular gates located on the access drive. Neither specifically serves to restrict pedestrian access, however there are no compliant routes around the ends of the gate.</li> </ul> <b>Possible Action:</b> <ul style="list-style-type: none"> <li>Provide accessible pedestrian route around at least one end of each gate.</li> </ul>
				
<b>Boating Facilities</b>	<b>n/a</b>	<b>Yes</b>	<b>No</b>	<b>Comments / Possible Action</b>
<input checked="" type="checkbox"/> Check here if section does not apply to this site and move to next section.				
106. Is there an accessible route to the boating facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<b>Comments:</b>

<p>107. Does the gangway to the dock or floating dock deigned to provide for a maximum 1:12 (8.33%) slope?          Note: Not required to be longer than 80 feet. (Elevators may be used in lieu of gangways) In smaller facilities with less than 25 boat slips, the slope of the gangway may exceed 1:12, if the gangway is at least 30 feet long.</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<b>Comments:</b>												
<p>108. Does the gangway have a transition plate to the pier or platform that meets code?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<b>Comments:</b>												
<p>109. Where boat slips are provided, does the number of accessible slips comply with the table to the right?          Note: If boat slips at a facility are not identified or demarcated by length, each 40 feet of boat slip edge along the perimeter of a pier will be counted as one boat slip</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<table border="1" data-bbox="943 600 1468 892"> <thead> <tr> <th colspan="2">Number of Accessible Boat Slips Required</th> </tr> <tr> <th>Total Slips in Facility</th> <th>Minimum Accessible Slips</th> </tr> </thead> <tbody> <tr> <td>1-25</td> <td>1</td> </tr> <tr> <td>26-50</td> <td>2</td> </tr> <tr> <td>50-100</td> <td>3</td> </tr> <tr> <td>101-150</td> <td>4</td> </tr> </tbody> </table>  <p style="text-align: center;">PIER CLEARANCE SPACE REDUCTION</p>	Number of Accessible Boat Slips Required		Total Slips in Facility	Minimum Accessible Slips	1-25	1	26-50	2	50-100	3	101-150	4
Number of Accessible Boat Slips Required																
Total Slips in Facility	Minimum Accessible Slips															
1-25	1															
26-50	2															
50-100	3															
101-150	4															
<p>110. If the facility only has a boarding pier (see footnote # 9) at least 5% but not less than, must comply with these guidelines. The entire length of accessible boarding piers must comply with the same provisions that apply to slips. Does this facility meet this regulation?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<b>Comments:</b>												
<p>111. Is this facility compromised only of a boat launch with no boarding ramp or pier?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<b>Comments:</b>												





**PARKING LOT A**

Parking Area

Restroom

**GATE**

Fishing Pier

Informal bank fishing along road to intake and dam

**BEACH ACCESS**

**FISHING PIER**

**RESTROOM**

**WATER HYDRANT**

Parking Area

**PARKING LOT B**

Information Kiosk

**PICNIC TABLES/GRILLS**

**GATE**

General day use area before entering campground. I believe no formal structures here, but possibly picnic tables.

Intake No. 2 D

**Intake No. 2 Reservoir**

**APPENDIX F**  
**LIST OF PHOTOS**



**Appendix F**  
**List of Photos**

**TABLE OF CONTENTS**

LIST OF PHOTOS.....	ii
LOCATION: LAKE SABRINA .....	1
Signage and Wayfinding .....	1
Visual and Aesthetic Quality .....	5
Public Safety Measures .....	6
Area A: Weir below Sabrina Dam .....	7
Area B: Northwest Shoreline and Sabrina Dam.....	10
Area C: Inlet Trail.....	13
Area D: Mid Lake Sabrina Peninsula.....	18
Area E: Middle Fork Bishop Creek Inlet.....	21
LOCATION: SOUTH LAKE RECREATION AREA.....	24
Roads and Parking .....	24
Site Elements.....	25
Site Buildings.....	27
Universal Accessibility .....	28
Public Safety Measures .....	29
Area A: Hillside Dam and Spillway.....	30
Area B: Green Creek Diversion .....	32
Area C: Main Recreation Area .....	36
Area D: Southern Shorelines of South Lake .....	39
Area E: Southern Shorelines of South Lake .....	42
Area F: Southern Shorelines of South Lake.....	45
Area G: Island.....	46
Area H: Southern Shorelines of South Lake .....	50
LOCATION: INTAKE NO. 2 RESERVOIR RECREATION AREA.....	52
Site Elements.....	52
Universal Accessibility .....	53
Public Safety Measures .....	54

Area A: Northern Shoreline and Intake No. 2 Dam .....	55
Area B: Day Use Area.....	59
Area C: Middle Fork Bishop Creek.....	61
Area D: Southeastern Shoreline .....	65

**LIST OF PHOTOS**

**Lake Sabrina**

Photo 1 No Parking Sign .....	1
Photo 2 No Parking Sign .....	1
Photo 3 Standard Facility ID Sign.....	2
Photo 4 Standard SCE ID Sign .....	2
Photo 5 Standard Boat Landing ID Sign.....	3
Photo 6 Sportsman Regulatory Sign .....	3
Photo 7 Mussels Protection Regulatory Sign .....	4
Photo 8 Signage at Boat Ramp .....	4
Photo 9 Receptacles at Marina .....	5
Photo 10 Crest of Sabrina Dam .....	6
Photo 11 Eroding Edge of Roadway .....	6
Photo 12 Panorama of Weir Area Looking East.....	7
Photo 13 Panorama of Weir Area Looking West.....	7
Photo 14 Shoreline Access at Weir.....	8
Photo 15 Path Along Western Shoreline.....	8
Photo 16 Access to Shoreline Upstream of Bridge .....	9
Photo 17 Access to Shoreline from Road; Keep Out of Stream Bed Sign.....	9
Photo 18 Looking South at Northwest Shoreline.....	10
Photo 19 Typical Shoreline in Area B.....	11
Photo 20 Typical Trail Along Area B.....	11
Photo 21 Sabrina Dam.....	12
Photo 22 Foot Trails from Sabrina Dam to Parking Area .....	12
Photo 23 Trailhead Behind Marina.....	13
Photo 24 Typical Trail, Before Talus Field.....	13
Photo 25 Typical Trail, Talus Field .....	14
Photo 26 Typical Trail, Past Talus Field.....	14
Photo 27 View from Trail to Inlet, Looking South.....	15
Photo 28 Typical Trail, Near Inlet.....	15
Photo 29 Middle Fork Bishop Creek Inlet.....	16
Photo 30 Middle Fork Bishop Creek.....	16
Photo 31 Middle Fork Bishop Creek Inlet.....	17
Photo 32 Typical Foot Trail on Peninsula.....	18
Photo 33 Fire Ring .....	18

Photo 34	Potential Camping Area .....	19
Photo 35	Typical Trail on Southern Portion of Peninsula .....	19
Photo 36	Cleared Ares/Potential Camping in Lakebed Below High Water.....	20
Photo 37	Beach Adjacent to Inlet.....	21
Photo 38	Fire Pit on Beach .....	21
Photo 39	Fire Pit and Camping Area in Woods.....	22

### **South Lake Recreation Area**

Photo 40	Potential Camping Area .....	22
Photo 41	Foot Trail Between Potential Camping Areas .....	23
Photo 42	End of New Paving at South Lake Boat Ramp.....	24
Photo 43	Portable Boat Slips/Docks.....	25
Photo 44	Boat Launch.....	25
Photo 45	Food Lockers .....	26
Photo 46	Ramp Transition.....	27
Photo 47	Roof of South Lake Landing.....	27
Photo 48	Picnic Table .....	28
Photo 49	Shoreline Access .....	28
Photo 50	Stairs to Launching Pier.....	29
Photo 51	Bathroom Near Stairs .....	29
Photo 52	Upstream Face of Hillside Dam .....	30
Photo 53	Fishing Access on Upstream, Western Side of Hillside Dam.....	30
Photo 54	Spillway Area Used for Fishing .....	31
Photo 55	Green Creek Diversion Pipeline Adjacent to Rainbow Pack Station Trail .....	32
Photo 56	Access Along Pipeline .....	32
Photo 57	Access Along Pipeline .....	33
Photo 58	Access Along Pipeline .....	33
Photo 59	Access Along Pipeline .....	34
Photo 60	From Pipeline, Looking Back Towards South Lake.....	34
Photo 61	Pipeline Crossing USFS' Baker Summit Trail .....	35
Photo 62	Potential Camping on Ridge Above Parking Areas.....	36
Photo 63	Foot Trail Along Ridge Above Parking Area.....	36
Photo 64	Cove Adjacent to USFS' Bishop Pass Trail.....	37
Photo 65	Potential Camping on Ridge Above Cove.....	37
Photo 66	Foot Trail to Cove Used for Fishing Access .....	38
Photo 67	Fire Pit and Camping Area.....	39
Photo 68	Potential Camping Area .....	39
Photo 69	Potential Camping Area; Tarp In Background.....	40
Photo 70	Tarp in Potential Camping Area .....	40
Photo 71	Installation in Tree.....	41
Photo 72	Beach with Potential Camping .....	42
Photo 73	Potential Camping Area .....	42
Photo 74	Fire Pit.....	43

Photo 75 Beach Below High Water Mark with Fire Pit and Potential Camping .....	43
Photo 76 Fire Pit and Potential Camping .....	44
Photo 77 Fire Pit and Potential Camping .....	45
Photo 78 Potential Camping Area .....	46
Photo 79 Fire Pit.....	46
Photo 80 Fire Pit and Potential Camping Area .....	47
Photo 81 Fire Pit and Potential Camping Area .....	47
Photo 82 Fire Pit and Potential Camping Area .....	48
Photo 83 Fire Pit and Potential Camping Area .....	48
Photo 84 Foot Paths on Island .....	49
Photo 85 Potential Camping on Beach Below High-Water Mark.....	50
Photo 86 Potential Camping on Beach Below High-Water Mark.....	50
Photo 87 Fire Pit on Beach Below High-Water Mark.....	51

### **Intake No. 2 Reservoir Recreation Area**

Photo 88 Water Hydrant.....	52
Photo 89 Picnic Area.....	53
Photo 90 Eroded Edges of Paved Surfaces .....	54
Photo 91 Northern Shoreline of Intake No. 2 Reservoir .....	55
Photo 92 Access and Signage in Northwestern Corner of Reservoir .....	55
Photo 93 Access to Northern Shoreline .....	56
Photo 94 Access to Northern Shoreline .....	56
Photo 95 Access to Northern Shoreline .....	57
Photo 96 Access Behind Intake .....	57
Photo 97 Access Along Intake No. 2 Dam .....	58
Photo 98 Trails to Shoreline in Day Use Area .....	59
Photo 99 Potential Kayak Access to Shoreline .....	59
Photo 100 Trails to Shoreline in Day Use Area .....	60
Photo 101 Foot Path Along Middle Fork Bishop Creek .....	61
Photo 102 Access to Creek.....	61
Photo 103 Access to Creek.....	62
Photo 104 Foot Trail Above Creek to North .....	62
Photo 105 Foot Trail to Southern Bank of Creek Near Inlet .....	63
Photo 106 Potential Camping and Fire Pit .....	63
Photo 107 Potential Use as Fire Pit.....	64
Photo 108 Foot Trail Along Shoreline.....	65
Photo 109 Foot Trail to Southeastern Shoreline .....	65
Photo 110 Access to Shoreline .....	66
Photo 111 Access to Shoreline .....	66
Photo 112 Access to Shoreline .....	67

**LOCATION: LAKE SABRINA**

**Signage and Wayfinding**



**Photo 1 No Parking Sign**



**Photo 2 No Parking Sign**



**Photo 3 Standard Facility ID Sign**



**Photo 4 Standard SCE ID Sign**



Photo 5 Standard Boat Landing ID Sign



Photo 6 Sportsman Regulatory Sign



Photo 7 Mussels Protection Regulatory Sign



Photo 8 Signage at Boat Ramp



## Visual and Aesthetic Quality



Photo 9 Receptacles at Marina

## Public Safety Measures



**Photo 10 Crest of Sabrina Dam**



**Photo 11 Eroding Edge of Roadway**

**Area A: Weir below Sabrina Dam**



**Photo 12 Panorama of Weir Area Looking East**



**Photo 13 Panorama of Weir Area Looking West**



**Photo 14 Shoreline Access at Weir**



**Photo 15 Path Along Western Shoreline**



**Photo 16 Access to Shoreline Upstream of Bridge**



**Photo 17 Access to Shoreline from Road; Keep Out of Stream Bed Sign**

**Area B: Northwest Shoreline and Sabrina Dam**



**Photo 18 Looking South at Northwest Shoreline**



**Photo 19 Typical Shoreline in Area B**



**Photo 20 Typical Trail Along Area B**



**Photo 21 Sabrina Dam**



**Photo 22 Foot Trails from Sabrina Dam to Parking Area**



**Area C: Inlet Trail**



**Photo 23 Trailhead Behind Marina**



**Photo 24 Typical Trail, Before Talus Field**



**Photo 25 Typical Trail, Talus Field**



**Photo 26 Typical Trail, Past Talus Field**



**Photo 27 View from Trail to Inlet, Looking South**



**Photo 28 Typical Trail, Near Inlet**



**Photo 29 Middle Fork Bishop Creek Inlet**



**Photo 30 Middle Fork Bishop Creek**



**Photo 31 Middle Fork Bishop Creek Inlet**

**Area D: Mid Lake Sabrina Peninsula**



**Photo 32 Typical Foot Trail on Peninsula**



**Photo 33 Fire Ring**



**Photo 34 Potential Camping Area**



**Photo 35 Typical Trail on Southern Portion of Peninsula**



**Photo 36 Cleared Ares/Potential Camping in Lakebed Below High Water**



**Area E: Middle Fork Bishop Creek Inlet**



**Photo 37 Beach Adjacent to Inlet**



**Photo 38 Fire Pit on Beach**



**Photo 39 Fire Pit and Camping Area in Woods**



**Photo 40 Potential Camping Area**



**Photo 41 Foot Trail Between Potential Camping Areas**

**LOCATION: SOUTH LAKE RECREATION AREA**

**Roads and Parking**



**Photo 42 End of New Paving at South Lake Boat Ramp**

## Site Elements



**Photo 43 Portable Boat Slips/Docks**



**Photo 44 Boat Launch**



**Photo 45 Food Lockers**

## Site Buildings



**Photo 46 Ramp Transition**



**Photo 47 Roof of South Lake Landing**

## Universal Accessibility



**Photo 48 Picnic Table**



**Photo 49 Shoreline Access**



## Public Safety Measures



**Photo 50 Stairs to Launching Pier**



**Photo 51 Bathroom Near Stairs**

## Area A: Hillside Dam and Spillway



**Photo 52 Upstream Face of Hillside Dam**



**Photo 53 Fishing Access on Upstream, Western Side of Hillside Dam**



**Photo 54 Spillway Area Used for Fishing**

**Area B: Green Creek Diversion**



**Photo 55 Green Creek Diversion Pipeline Adjacent to Rainbow Pack Station Trail**



**Photo 56 Access Along Pipeline**



**Photo 57 Access Along Pipeline**



**Photo 58 Access Along Pipeline**



**Photo 59 Access Along Pipeline**



**Photo 60 From Pipeline, Looking Back Towards South Lake**



**Photo 61 Pipeline Crossing USFS' Baker Summit Trail**

**Area C: Main Recreation Area**



**Photo 62 Potential Camping on Ridge Above Parking Areas**



**Photo 63 Foot Trail Along Ridge Above Parking Area**





**Photo 64 Cove Adjacent to USFS' Bishop Pass Trail**



**Photo 65 Potential Camping on Ridge Above Cove**



**Photo 66 Foot Trail to Cove Used for Fishing Access**

**Area D: Southern Shorelines of South Lake**



**Photo 67 Fire Pit and Camping Area**



**Photo 68 Potential Camping Area**



**Photo 69 Potential Camping Area; Tarp In Background**



**Photo 70 Tarp in Potential Camping Area**



**Photo 71 Installation in Tree**

**Area E: Southern Shorelines of South Lake**



**Photo 72 Beach with Potential Camping**



**Photo 73 Potential Camping Area**



**Photo 74 Fire Pit**



**Photo 75 Beach Below High Water Mark with Fire Pit and Potential Camping**



**Photo 76 Fire Pit and Potential Camping**



**Area F: Southern Shorelines of South Lake**



**Photo 77 Fire Pit and Potential Camping**

**Area G: Island**



**Photo 78 Potential Camping Area**



**Photo 79 Fire Pit**



**Photo 80 Fire Pit and Potential Camping Area**



**Photo 81 Fire Pit and Potential Camping Area**



**Photo 82 Fire Pit and Potential Camping Area**



**Photo 83 Fire Pit and Potential Camping Area**



**Photo 84 Foot Paths on Island**

**Area H: Southern Shorelines of South Lake**



**Photo 85 Potential Camping on Beach Below High-Water Mark**



**Photo 86 Potential Camping on Beach Below High-Water Mark**



**Photo 87 Fire Pit on Beach Below High-Water Mark**

**LOCATION: INTAKE NO. 2 RESERVOIR RECREATION AREA**

**Site Elements**



**Photo 88 Water Hydrant**



## Universal Accessibility



Photo 89 Picnic Area

## Public Safety Measures



**Photo 90 Eroded Edges of Paved Surfaces**

## Area A: Northern Shoreline and Intake No. 2 Dam



Photo 91 Northern Shoreline of Intake No. 2 Reservoir



Photo 92 Access and Signage in Northwestern Corner of Reservoir



**Photo 93 Access to Northern Shoreline**



**Photo 94 Access to Northern Shoreline**



**Photo 95 Access to Northern Shoreline**



**Photo 96 Access Behind Intake**



**Photo 97 Access Along Intake No. 2 Dam**

**Area B: Day Use Area**



**Photo 98 Trails to Shoreline in Day Use Area**



**Photo 99 Potential Kayak Access to Shoreline**



**Photo 100 Trails to Shoreline in Day Use Area**



**Area C: Middle Fork Bishop Creek**



**Photo 101 Foot Path Along Middle Fork Bishop Creek**



**Photo 102 Access to Creek**



**Photo 103 Access to Creek**



**Photo 104 Foot Trail Above Creek to North**



**Photo 105 Foot Trail to Southern Bank of Creek Near Inlet**



**Photo 106 Potential Camping and Fire Pit**



**Photo 107 Potential Use as Fire Pit**

**Area D: Southeastern Shoreline**



**Photo 108 Foot Trail Along Shoreline**



**Photo 109 Foot Trail to Southeastern Shoreline**



**Photo 110 Access to Shoreline**



**Photo 111 Access to Shoreline**



**Photo 112 Access to Shoreline**

**UPDATED STUDY REPORT  
ATTACHMENT 6  
LAND 1 – PROJECT BOUNDARY AND  
LANDS**



## MEMORANDUM

**TO:** Bishop Creek Technical Working Group  
**FROM:** Matthew Harper  
**CC:** Matthew Woodhall, SCE  
**DATE:** November 4, 2021  
**RE:** Project Boundary and Lands Study

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### 1.0 INTRODUCTION

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This memorandum provides an update on the implementation of the Project Boundary Lands and Roads (LAND 1) Study Plan (Study Plan) at the Bishop Creek Hydroelectric Project (Federal Energy Regulatory Commission [FERC] Project No. 1394-080; hereinafter referred to as the “Project”). The Project is located along Bishop Creek southwest of the City of Bishop, Inyo County, California. During Technical Workgroup (TWG) meetings, stakeholders identified the need to conduct a study that would evaluate the necessity for potential modifications to the Project boundary to account for future operation and maintenance (O&M) of Project facilities. The Study Plan detailed Southern California Edison’s (SCE) proposal for study objectives, study area, methods and schedule for the Project Boundary Lands and Roads Study.

According to FERC requirements (18 CFR §4.41), the Project boundary must encompass all lands necessary for Project purposes, including the O&M of the Project over the term of the FERC license. FERC further requires (18 CFR §11.2) that a licensee recompense the United States for the use, occupancy and enjoyment of its lands or its property. The annual charge for such use of government lands is calculated, in part, based on the amount of federal acreage within the Project boundary, and therefore a distinction must be made between federal and non-federal lands when filing a Project boundary and associated data. Therefore, this study is intended to ensure that an accurate representation of both Project boundary and land classification is presented in a final license application.

The primary intent of this memorandum is to provide an update on the ongoing review of Project lands and potential next steps associated with the LANDS 1 Study. This memo was distributed to stakeholders on October 6, 2021 for a 60-day review period.

## 2.0 STUDY GOALS AND OBJECTIVES

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The goal of the study is to assess potential modifications to the Project boundary to account for future O&M of Project facilities. To meet this goal, this approved study has the following objectives:

- Review the current Project boundary for accuracy and propose adjustments, as appropriate.
- Confirm base ownership of Project lands in terms of title, easements and other jurisdictional overlays.
- Assess the Project area for roads used predominantly for Project purposes.
- Assess the Project area for ancillary and unintended uses arising from authorized Project activities.
- Determine if certain Project facilities will be removed or abandoned under the term of the next license, and how they will be treated, consistent with relevant management plans and objectives, including the Land Management Plan for the Inyo National Forest (USDA 2018).

The detailed scope of this study is outlined in the LANDS 1 Study Plan, approved by FERC as part of the Study Plan Determination on November 4, 2019.

### 3.0 METHODS

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To ensure that the Project boundary conforms with 18 CFR 4.41 (Exhibit G) requirements, the following methods were implemented to assess the current Project:

1. *Assess the current Project boundary for accuracy*
  - a. Compile Project boundary GIS data and Exhibit G drawings which have been filed and approved with FERC as part of the current license.
  - b. Analyze current boundary and adjacent lands within GIS software to determine any mapping errors, omissions, or potential removal or addition of lands to the future Project boundary.
2. *Assess current Project lands ownership information*
  - a. Gather accurate land ownership data for all lands currently within or adjacent to the Project boundary.
  - b. Ensure that Project lands are correctly distinguished within applicable GIS layers between federal and non-federal lands and further broken down by USFS and BLM lands.
3. *Assess Project area to identify roads currently used or proposed to be used predominantly for Project purposes, such as operation, maintenance or access to Project recreation*
  - a. Obtain most recent GIS data of USFS roads
  - b. Identify roads currently used predominantly for Project purposes, such as operation, maintenance, or recreation access within the Project boundary

Methods also include consultation with USFS, BLM, and/or other landowners as needed to determine if other Project-related resource areas should be removed or included in the Project boundary. Results of other studies conducted as part of this relicensing are being monitored for potential modifications to the Project boundary.

## 4.0 RESULTS

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### 4.1 PROPOSED CHANGES TO PROJECT LANDS

Based on a review of available data and conversations with SCE staff to date, a comprehensive list of proposed changes to the current Project boundary has been developed (Table 4-1). Proposed changes are primarily related to ensuring that all current Project operations and facilities are adequately encompassed, including current and proposed Project roads and trails. Minor changes to the Project boundary due to mapping corrections based on improved accuracy of available data can be expected but are not discussed in this memo. Examples of mapping corrections include improved centerlines and buffers for roads, flowlines, creeks, or transmission lines that are contemplated in the Project boundary but not accurately represented in the GIS data. A comprehensive list of mapping corrections will be included with the USR.

This memo focuses on those proposed changes to Project lands for features that are either not currently identified in the Project license (addition) or no longer needed for Project purposes (removal). Table 4-1 (Operations/Facilities), Table 4-2 (Project roads), and Table 4-3 (Project trails) below lists each proposed boundary change currently under consideration by the Relicensing Team. For each proposed change, a unique ID (which corresponds to the title of a map in Appendix A), short description, suggested action, and reason for the proposed change to the Project boundary, if applicable, is provided. It is important to note that there is a Project Roads Inventory associated with the Project description. Where the proposed change includes “adding the road to the roads inventory” in Table 4-2 below, it simply means that road is used primarily for Project-related activities and will be described thusly in the Project description. These roads are often already in the FERC Project boundary, and for those outside the boundary, it has been noted.

We recommend reviewing each table in conjunction with its corresponding figure in Appendix A.

**TABLE 4-1 PROPOSED BOUNDARY CHANGES RELATED TO OPERATIONS/FACILITIES**

<b>ID</b>	<b>Description</b>	<b>Proposed Action</b>	<b>Reason for Proposed Boundary Change</b>
Operations/ Facilities – 1	Lands adjacent to Intake No. 6 are currently used for spoils/staging and are not included in the Project boundary.	Add lands to the boundary. This addition encompasses lands currently owned by SCE and would not require additional landowner approvals.	Addition of Project lands currently in use by Project Operations
Operations/ Facilities – 2	The current Project boundary does not fully encompass all facilities associated with Plant 4 on USFS lands.	Obtain approval from USFS and add lands to the boundary.	Addition of Project lands (Project operations)
Operations/ Facilities – 3	The current Project boundary does not fully encompass all lands used for spoils in the "donut" between access roads and buffers to penstocks on USFS lands.	Obtain approval from USFS and add lands to the boundary.	Addition of Project lands (Project operations)
Operations/ Facilities - 4	USFS lands adjacent to Flowline 3 are currently used a for spoils/staging and are not included in the Project boundary.	Obtain approval from USFS and add lands to the boundary.	Addition of Project lands (Project operations)

**TABLE 4-2 PROPOSED BOUNDARY CHANGES RELATED TO PROJECT ROADS AND / OR TO THE PROJECT ROADS INVENTORY**

<b>ID</b>	<b>Description</b>	<b>Proposed Action</b>	<b>Reason for Proposed Boundary Change</b>
Road - 1	An access road to the north side of Plant 5 is not currently within the Project boundary or listed as an official Project road.	Add to Project boundary and Project roads inventory. This addition encompasses lands currently owned by SCE and would not require additional landowner approvals.	Addition of Project lands (Project roads)
Road - 2	An access road to the southeastern end of Intake No. 6 is not currently within the Project boundary or listed as an official Project road.	Add to Project boundary and Project roads inventory. This addition encompasses lands currently owned by SCE and would not require additional landowner approvals.	Addition of Project lands (Project roads)
Road - 3	A USFS road providing access to the cell phone repeater is not currently within the Project boundary.	Obtain approval from USFS and add road buffer to the boundary.	Addition of Project lands (Project roads)
Road - 4	An access road providing access along Powerhouse 4 Penstocks is mostly within the Project boundary but not fully encompassed. The road is also not listed as an official Project road.	Add to Project boundary and Project roads inventory. This addition encompasses lands currently owned by SCE and would not require additional landowner approvals.	Addition of Project lands (Project roads)
Road - 5	An access road to the weir below Intake No. 4 is currently mostly within the Project boundary but not officially listed as a Project road.	Add to Project boundary and Project roads inventory. This addition encompasses lands currently owned by SCE and would not require additional landowner approvals.	Addition of Project lands (Project roads)
Road - 6	An access road providing access to the south end of Intake No. 4 is partially within the Project boundary but not fully encompassed. It is also not listed as an official Project road.	Add to Project boundary and Project roads inventory. This addition encompasses lands currently owned by SCE and would not require additional landowner approvals.	Addition of Project lands (Project roads)

Road - 7	An access road to the western end of Plant 3 facilities is not currently within the Project boundary or listed as an official Project road.	Add to Project boundary and Project roads inventory. This addition encompasses lands currently owned by SCE and would not require additional landowner approvals.	Addition of Project lands (Project roads)
Road - 8	An access road from Buttermilk Road to Birch-McGee Diversion is partially within the Project boundary but not fully encompassed. It is also not listed as an official Project road and is located on land owned by LADWP.	Consult with LADWP and add to Project boundary and Project roads inventory.	Addition of Project lands (Project roads)
Road - 9	An access road to the Project gage below McGee Creek Diversion Flowline is partially within the Project boundary but not fully encompassed. It is also not listed as an official Project road and is on land owned by USFS.	Consult with USFS and add to Project boundary and Project roads inventory.	Addition of Project lands (Project roads)
Road - 10	A road on USFS lands providing access from Big Trees Road to Flowline 3 is not currently within the Project boundary.	Consult with USFS and add to Project boundary and Project roads inventory.	Addition of Project lands (Project roads)
Road - 11	A portion of Buttermilk Road on USFS lands is used for access to Birch Creek Diversion Flowline but is not within the Project boundary.	Consult with USFS and add to Project boundary and Project roads inventory.	Addition of Project lands (Project roads)
Road - 12	An access road to the south side of Plant 2 is partially within the Project boundary but not fully encompassed. It is also not listed as an official Project road and partially located on USFS land.	Consult with USFS and add to Project boundary and Project roads inventory.	Addition of Project lands (Project roads)
Road - 13	An access road to the Project gage at the end of Birch Creek Diversion Flowline is partially within the Project boundary but not fully encompassed. It is also not listed as an official Project road and is located on USFS land.	Consult with USFS and add to Project boundary and Project roads inventory.	Addition of Project lands (Project roads)

Road – 14	An access road from Buttermilk Road to Flowline 2 is partially within the Project boundary but not fully encompassed. It is also not listed as an official Project road and is partially located on USFS land.	Consult with USFS and add to Project boundary and Project roads inventory.	Addition of Project lands (Project roads)
Road – 15	An access road from Flowline 2 to the downstream end of Intake No. 2 is currently partially within the Project boundary and not officially listed as a Project road and is partially located on USFS land.	Consult with USFS and add to Project boundary and Project roads inventory.	Addition of Project lands (Project roads)
Road – 16	An access road south of Intake No. 2 Reservoir leading to the south end of the diversion is currently partially within the Project boundary and not officially listed as a Project road and is partially located on USFS land.	Consult with USFS and add to Project boundary and Project roads inventory.	Addition of Project lands (Project roads)
Road – 17	An access road to the South Fork Diversion is not currently fully encompassed within the Project boundary and not listed as an official Project road.	Add to Project boundary and Project roads inventory. This addition encompasses lands currently owned by SCE and would not require additional landowner approvals.	Addition of Project lands (Project roads)

**TABLE 4-3 PROPOSED BOUNDARY CHANGES RELATED TO PROJECT TRAILS**

<b>ID</b>	<b>Description</b>	<b>Proposed Action</b>	<b>Reason for Proposed Boundary Change</b>
Trail - 1	SCE has requested that this portion of the Sabrina Basin Trail - a USFS system trail - be included in the Project boundary and listed as a Project trail to facilitate access for maintenance to the Sabrina Dam spillway. This is on USFS property.	Consult with USFS and add to Project boundary and Project trails inventory.	Addition of Project lands (Project trails)



## 4.2 WILDERNESS

A review of the current Project boundary in relation to the current boundary of the John Muir Wilderness revealed four areas where the two intersect. Three of these areas appear to be mapping incongruencies where both boundaries appear to attempt to represent the same boundary, such as the maximum operating level of a reservoir or the banks of a creek. The fourth area are facilities and waters associated with Longley Dam, Longley Lake, Longley Reservoir Trail, and McGee Creek, which are all within the John Muir Wilderness. Below is a brief description of each area with accompanying maps provided in Appendix B.

- Longley Lake, Longley Dam, Longley Reservoir Trail, and a portion of McGee Creek are all located within the John Muir Wilderness. The minor mapping corrections discussed above, such as an improved centerline and buffer for McGee Creek, will also be applied to this area.
- Near Tye Day Use Area, much of the current wilderness boundary overlaps the current Project boundary. Most likely, both are intended to represent the exclusion of South Fork Bishop Creek, so the resolution may be to sync GIS data between Project boundary and the USFS' representation of the John Muir Wilderness boundary.
- At Lake Sabrina, much of the current wilderness boundary overlaps the current Project boundary. Most likely, both are intended to represent the same contour elevation for the maximum operating level of the reservoir, so the resolution may be to sync GIS data between Project boundary and the USFS' representation of the John Muir Wilderness boundary.
- At South Lake, much of the current wilderness boundary overlaps the current Project boundary. Most likely, both are intended to represent the same contour elevation for the maximum operating level of the reservoir, so the resolution may be to sync GIS data between Project boundary and the USFS' representation of the John Muir Wilderness boundary.

## 5.0 ONGOING ANALYSIS

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The proposed changes discussed in this memo are a result of initial review of Project lands, features, operations, maintenance activity, and underlying land ownership. As intended, this study is an ongoing process that will continue until a proposed Project boundary and inventory of Project features is established and submitted as part of SCE's Draft License Application in January 2022. Part of the ongoing process will be to discuss this initial proposal with the Recreation & Land Use TWG, where results from ongoing recreation related studies can be discussed relative to the current boundary. Methods may also include outside consultation with USFS, BLM, and/or other landowners, as needed, to determine if other Project-related resource areas should be removed or included in the Project boundary.

While all public data related to land ownership has been obtained in GIS format, SCE is currently further documenting areas that require more detailed research to determine whether lands are correctly distinguished between federal and non-federal, as relevant to the GIS data to be filed with FERC as part of Exhibit G. SCE is in the initial stages of inventorying potential Project roads and trails, which will be further defined based on many of the proposed additions to Project lands above.

Appendix A  
Proposed Changes












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-  Potential Project Boundary Changes
-  FERC Project Boundary
-  Stream/Reservoir Gauge
-  Diversion
-  Dam
-  Flowline
-  Penstock
-  Transmission Lines
-  Wilderness Area (Inyo NF)
-  Inyo National Forest
-  BLM Lands
-  USFS Trails

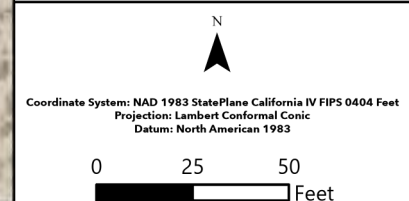
**Inyo NF Recreation Sites**

-  Boating - Non-Motorized
-  Boating - Motorized
-  Tent Camping
-  Group Camping
-  RV Camping
-  Trailhead
-  Interpretive Area
-  Fishing Access
-  Day Use Area
-  Viewing Scenery
-  Visitor Center














# OPERATIONS/ FACILITIES - 1

**BISHOP CREEK  
HYDROELECTRIC PROJECT  
FERC PROJECT NO. 1394**



-  Potential Project Boundary Changes
-  FERC Project Boundary
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-  Dam
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-  Transmission Lines
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-  Day Use Area
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-  Visitor Center



**OPERATIONS/  
FACILITIES - 2**

**BISHOP CREEK  
HYDROELECTRIC PROJECT  
FERC PROJECT NO. 1394**













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Datum: North American 1983












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**Inyo NF Recreation Sites**

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-  Viewing Scenery
-  Visitor Center



## OPERATIONS/ FACILITIES - 3
























**BISHOP CREEK  
HYDROELECTRIC PROJECT  
FERC PROJECT NO. 1394**

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-  Boating - Non-Motorized
  -  Boating - Motorized
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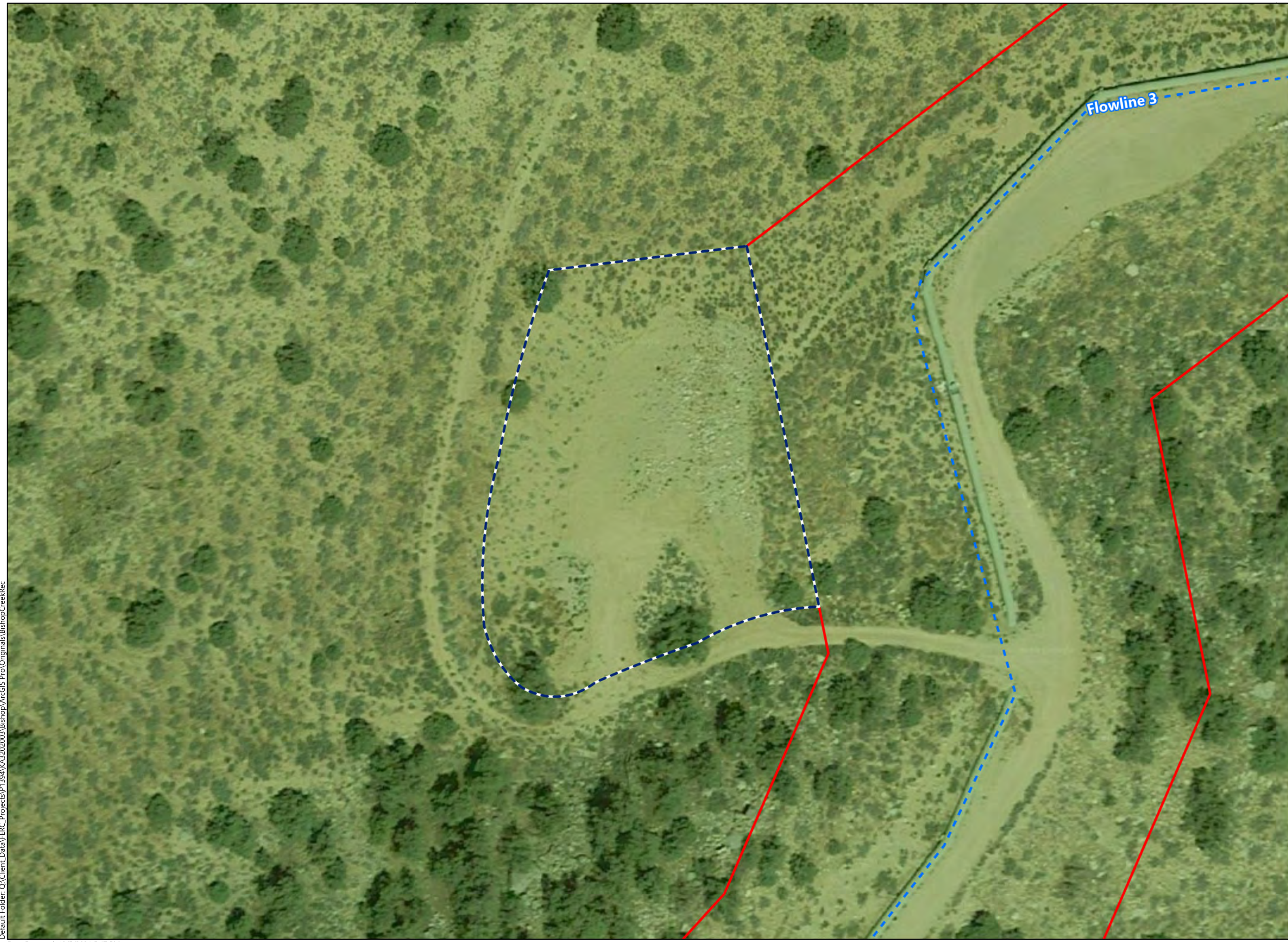
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**BISHOP CREEK  
HYDROELECTRIC PROJECT  
FERC PROJECT NO. 1394**

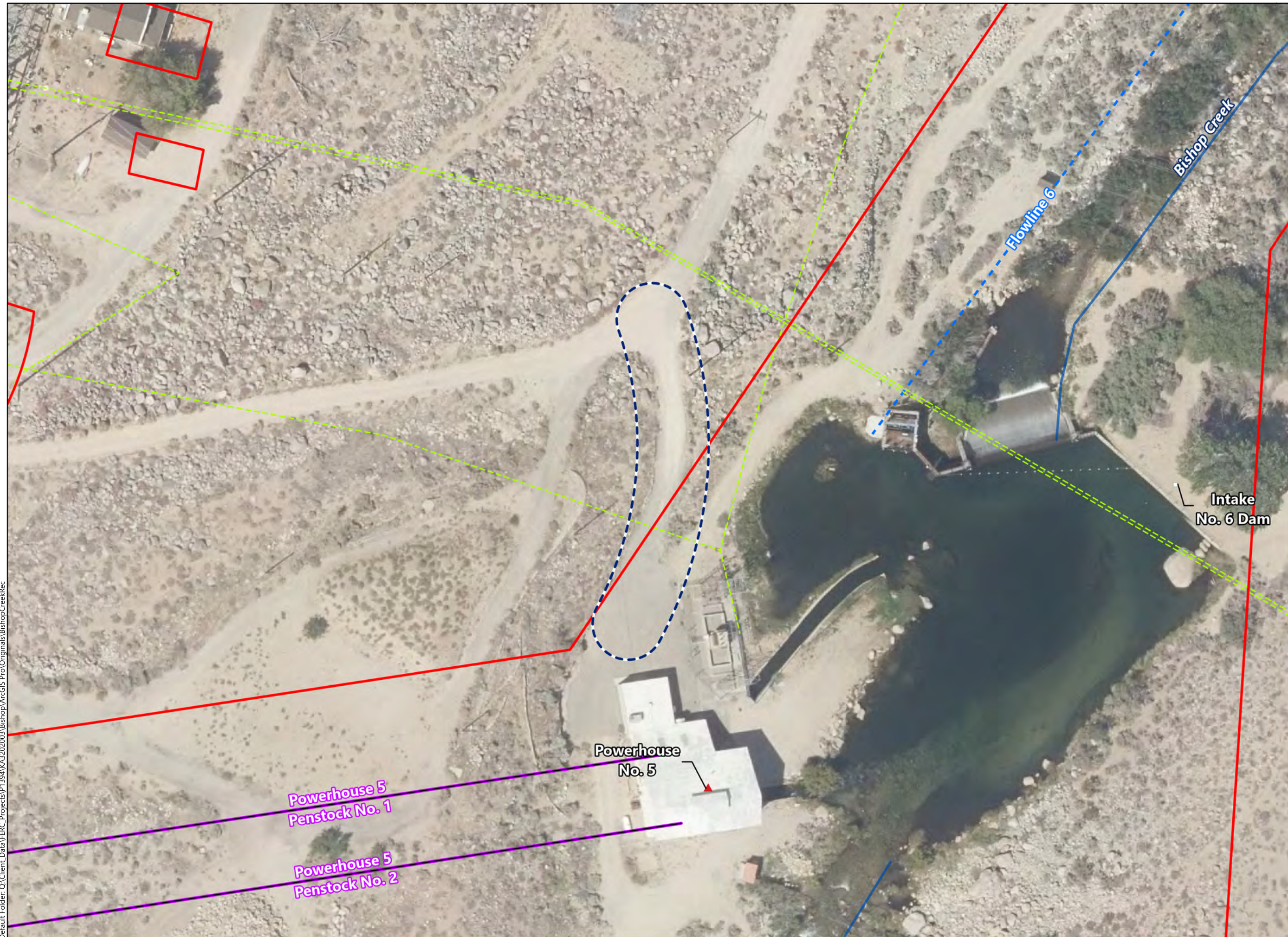
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- Potential Project Boundary Changes
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**Inyo NF Recreation Sites**

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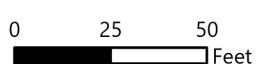


**ROAD - 1**

**BISHOP CREEK  
HYDROELECTRIC PROJECT  
FERC PROJECT NO. 1394**

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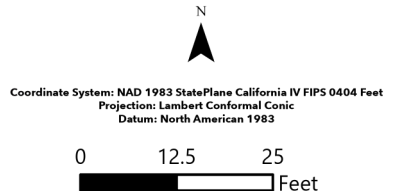
**Inyo NF Recreation Sites**

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



**ROAD - 2**












**BISHOP CREEK  
HYDROELECTRIC PROJECT  
FERC PROJECT NO. 1394**



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**ROAD - 3**

**BISHOP CREEK  
HYDROELECTRIC PROJECT  
FERC PROJECT NO. 1394**








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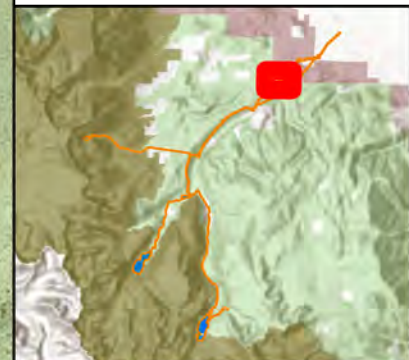
Flowline 5

EAST BISHOP  
CREEK ROAD

-  Potential Project Boundary Changes
-  FERC Project Boundary
-  Stream/Reservoir Gauge
-  Diversion
-  Dam
-  Flowline
-  Penstock
-  Transmission Lines
-  Wilderness Area (Inyo NF)
-  Inyo National Forest
-  BLM Lands
-  USFS Trails


**Inyo NF Recreation Sites**

-  Boating - Non-Motorized
-  Boating - Motorized
-  Tent Camping
-  Group Camping
-  RV Camping
-  Trailhead
-  Interpretive Area
-  Fishing Access
-  Day Use Area
-  Viewing Scenery
-  Visitor Center

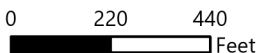


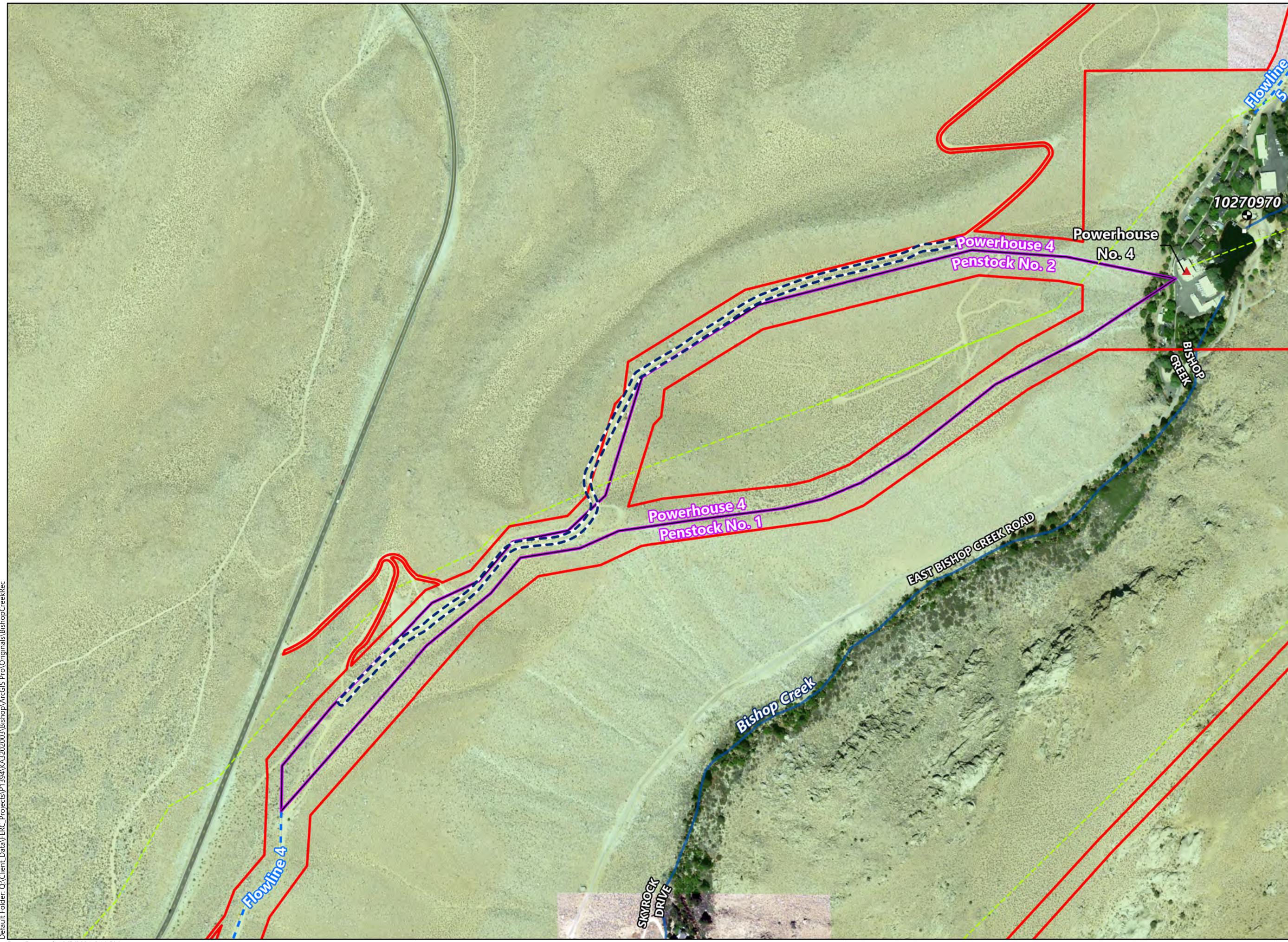
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**BISHOP CREEK  
HYDROELECTRIC PROJECT  
FERC PROJECT NO. 1394**



Coordinate System: NAD 1983 StatePlane California IV FIPS 0404 Feet  
Projection: Lambert Conformal Conic  
Datum: North American 1983






















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-  Potential Project Boundary Changes
-  FERC Project Boundary
-  Stream/Reservoir Gauge
-  Diversion
-  Dam
-  Flowline
-  Penstock
-  Transmission Lines
-  Wilderness Area (Inyo NF)
-  Inyo National Forest
-  BLM Lands
-  USFS Trails

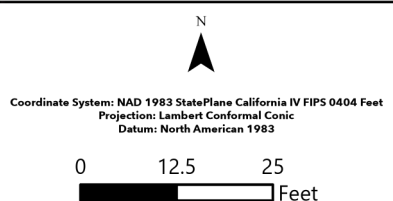
**Inyo NF Recreation Sites**

-  Boating - Non-Motorized
-  Boating - Motorized
-  Tent Camping
-  Group Camping
-  RV Camping
-  Trailhead
-  Interpretive Area
-  Fishing Access
-  Day Use Area
-  Viewing Scenery
-  Visitor Center



# ROAD - 5

## BISHOP CREEK HYDROELECTRIC PROJECT FERC PROJECT NO. 1394





- Potential Project Boundary Changes
- FERC Project Boundary
- Stream/Reservoir Gage
- Diversion
- Dam
- Flowline
- Penstock
- Transmission Lines
- Wilderness Area (Inyo NF)
- Inyo National Forest
- BLM Lands
- USFS Trails

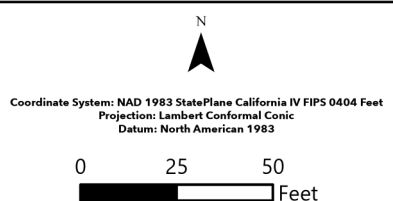
**Inyo NF Recreation Sites**

- Boating - Non-Motorized
- Boating - Motorized
- Tent Camping
- Group Camping
- RV Camping
- Trailhead
- Interpretive Area
- Fishing Access
- Day Use Area
- Viewing Scenery
- Visitor Center



**ROAD - 6**

**BISHOP CREEK  
HYDROELECTRIC PROJECT  
FERC PROJECT NO. 1394**



Coordinate System: NAD 1983 StatePlane California IV FIPS 0404 Feet  
Projection: Lambert Conformal Conic  
Datum: North American 1983

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- Potential Project Boundary Changes
- FERC Project Boundary
- Stream/Reservoir Gauge
- Diversion
- Dam
- Flowline
- Penstock
- Transmission Lines
- Wilderness Area (Inyo NF)
- Inyo National Forest
- BLM Lands
- USFS Trails

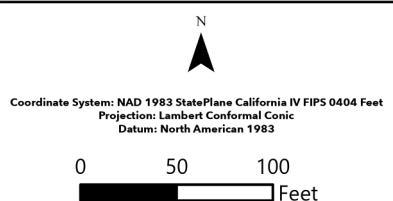
**Inyo NF Recreation Sites**

- Boating - Non-Motorized
- Boating - Motorized
- Tent Camping
- Group Camping
- RV Camping
- Trailhead
- Interpretive Area
- Fishing Access
- Day Use Area
- Viewing Scenery
- Visitor Center




**ROAD - 7**

**BISHOP CREEK  
HYDROELECTRIC PROJECT  
FERC PROJECT NO. 1394**














Coordinate System: NAD 1983 StatePlane California IV FIPS 0404 Feet  
Projection: Lambert Conformal Conic  
Datum: North American 1983

Default Folder: Q:\Client\_Data\FERC\_Projects\1394\KA3202003\Bishop\ArcGIS Pro\Originals\BishopCreekRec

-  Potential Project Boundary Changes
-  FERC Project Boundary
-  Stream/Reservoir Gage
-  Diversion
-  Dam
-  Flowline
-  Penstock
-  Transmission Lines
-  Wilderness Area (Inyo NF)
-  Inyo National Forest
-  BLM Lands
-  USFS Trails

**Inyo NF Recreation Sites**

-  Boating - Non-Motorized
-  Boating - Motorized
-  Tent Camping
-  Group Camping
-  RV Camping
-  Trailhead
-  Interpretive Area
-  Fishing Access
-  Day Use Area
-  Viewing Scenery
-  Visitor Center



**ROAD - 8**

**BISHOP CREEK  
HYDROELECTRIC PROJECT  
FERC PROJECT NO. 1394**

N

Coordinate System: NAD 1983 StatePlane California IV FIPS 0404 Feet  
Projection: Lambert Conformal Conic  
Datum: North American 1983

0      37.5      75  
Feet



Default Folder: Q:\Client\_Data\FERC\_Projects\1394\KAS202003\Bishop\ArcGIS Pro\Originals\BishopCreekRec

John Muir  
Wilderness

- Potential Project Boundary Changes
- FERC Project Boundary
- Stream/Reservoir Gage
- Diversion
- Dam
- Flowline
- Penstock
- Transmission Lines
- Wilderness Area (Inyo NF)
- Inyo National Forest
- BLM Lands
- USFS Trails

Inyo NF Recreation Sites

- Boating - Non-Motorized
- Boating - Motorized
- Tent Camping
- Group Camping
- RV Camping
- Trailhead
- Interpretive Area
- Fishing Access
- Day Use Area
- Viewing Scenery
- Visitor Center

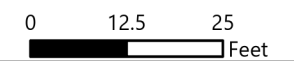


**ROAD - 9**













**BISHOP CREEK  
HYDROELECTRIC PROJECT  
FERC PROJECT NO. 1394**














Coordinate System: NAD 1983 StatePlane California IV FIPS 0404 Feet  
Projection: Lambert Conformal Conic  
Datum: North American 1983





-  Potential Project Boundary Changes
-  FERC Project Boundary
-  Stream/Reservoir Gauge
-  Diversion
-  Dam
-  Flowline
-  Penstock
-  Transmission Lines
-  Wilderness Area (Inyo NF)
-  Inyo National Forest
-  BLM Lands
-  USFS Trails

**Inyo NF Recreation Sites**

-  Boating - Non-Motorized
-  Boating - Motorized
-  Tent Camping
-  Group Camping
-  RV Camping
-  Trailhead
-  Interpretive Area
-  Fishing Access
-  Day Use Area
-  Viewing Scenery
-  Visitor Center



**ROAD - 10**













**BISHOP CREEK  
HYDROELECTRIC PROJECT  
FERC PROJECT NO. 1394**














Coordinate System: NAD 1983 StatePlane California IV FIPS 0404 Feet  
Projection: Lambert Conformal Conic  
Datum: North American 1983



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-  Potential Project Boundary Changes
-  FERC Project Boundary
-  Stream/Reservoir Gauge
-  Diversion
-  Dam
-  Flowline
-  Penstock
-  Transmission Lines
-  Wilderness Area (Inyo NF)
-  Inyo National Forest
-  BLM Lands
-  USFS Trails

**Inyo NF Recreation Sites**

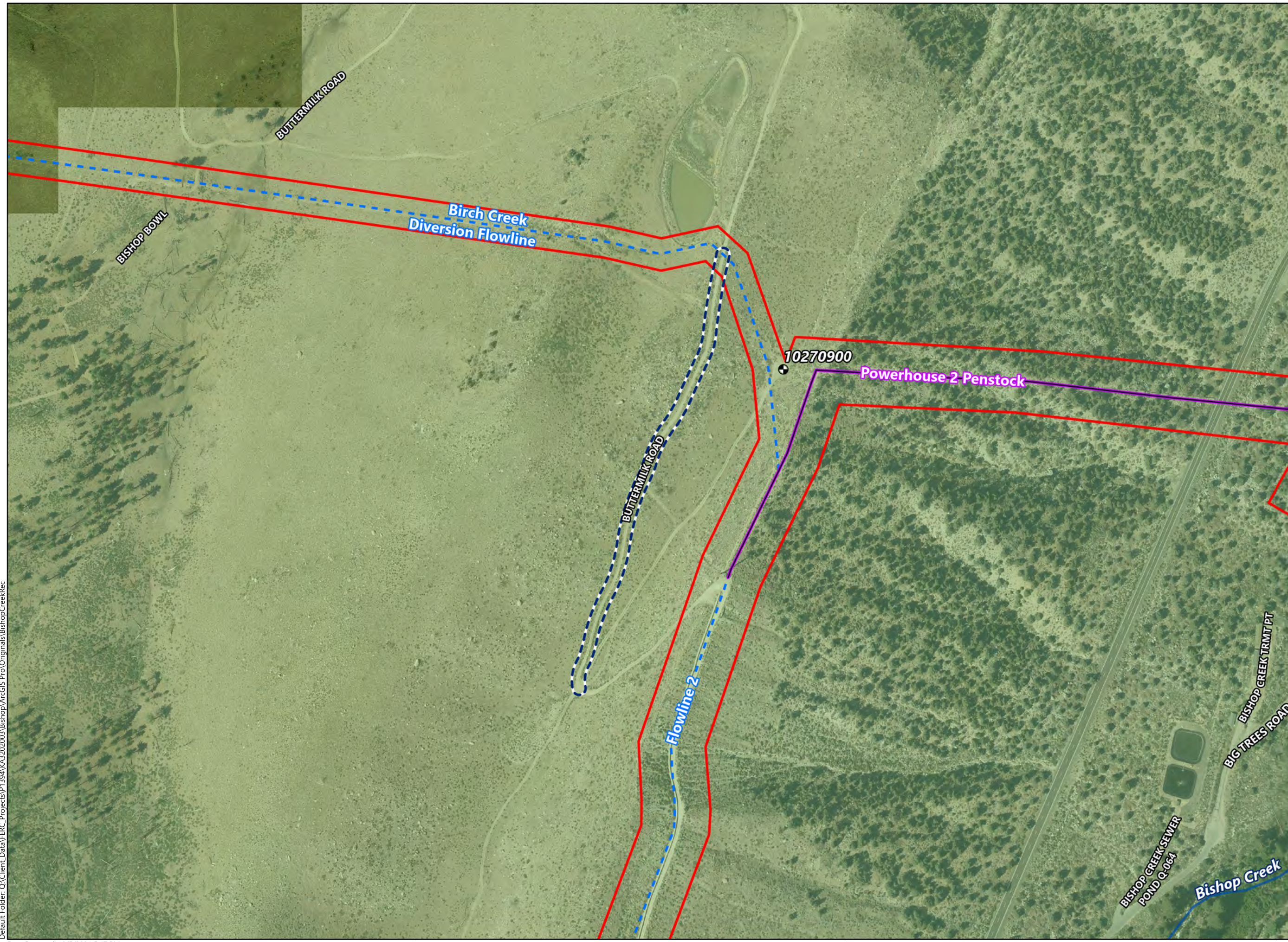
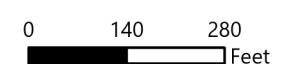
-  Boating - Non-Motorized
-  Boating - Motorized
-  Tent Camping
-  Group Camping
-  RV Camping
-  Trailhead
-  Interpretive Area
-  Fishing Access
-  Day Use Area
-  Viewing Scenery
-  Visitor Center











**ROAD - 11**

**BISHOP CREEK  
HYDROELECTRIC PROJECT  
FERC PROJECT NO. 1394**












N  
 Coordinate System: NAD 1983 StatePlane California IV FIPS 0404 Feet  
 Projection: Lambert Conformal Conic  
 Datum: North American 1983



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-  Potential Project Boundary Changes
-  FERC Project Boundary
-  Stream/Reservoir Gage
-  Diversion
-  Dam
-  Flowline
-  Penstock
-  Transmission Lines
-  Wilderness Area (Inyo NF)
-  Inyo National Forest
-  BLM Lands
-  USFS Trails

**Inyo NF Recreation Sites**

-  Boating - Non-Motorized
-  Boating - Motorized
-  Tent Camping
-  Group Camping
-  RV Camping
-  Trailhead
-  Interpretive Area
-  Fishing Access
-  Day Use Area
-  Viewing Scenery
-  Visitor Center



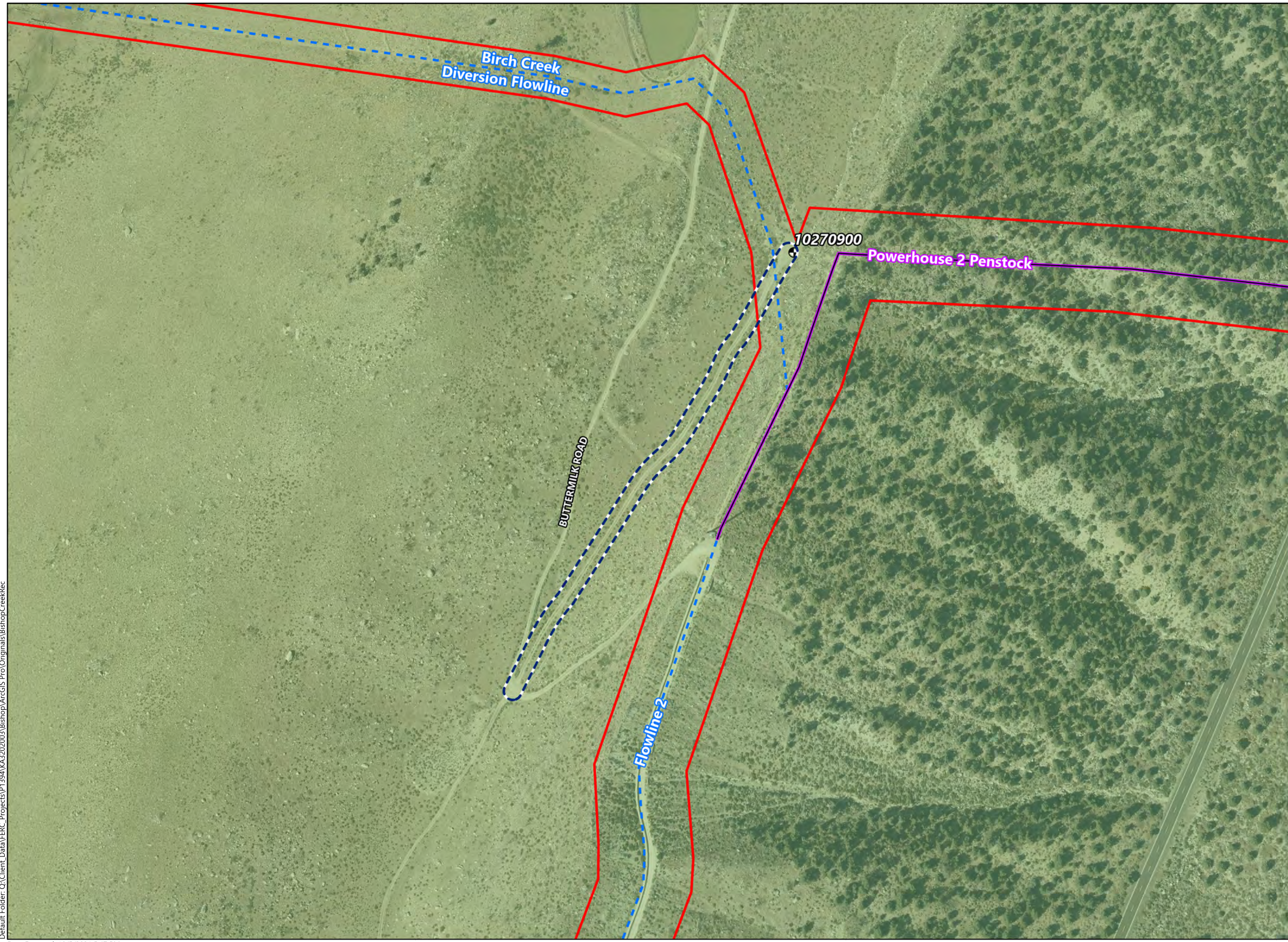
**ROAD - 12**

**BISHOP CREEK  
HYDROELECTRIC PROJECT  
FERC PROJECT NO. 1394**

N

Coordinate System: NAD 1983 StatePlane California IV FIPS 0404 Feet  
Projection: Lambert Conformal Conic  
Datum: North American 1983





0      100      200  
Feet














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-  Potential Project Boundary Changes
-  FERC Project Boundary
-  Stream/Reservoir Gauge
-  Diversion
-  Dam
-  Flowline
-  Penstock
-  Transmission Lines
-  Wilderness Area (Inyo NF)
-  Inyo National Forest
-  BLM Lands
-  USFS Trails

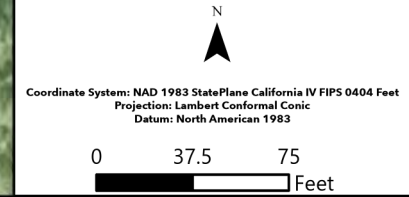
**Inyo NF Recreation Sites**





-  Boating - Non-Motorized
-  Boating - Motorized
-  Tent Camping
-  Group Camping
-  RV Camping
-  Trailhead
-  Interpretive Area
-  Fishing Access
-  Day Use Area
-  Viewing Scenery
-  Visitor Center














**ROAD - 13**

**BISHOP CREEK  
HYDROELECTRIC PROJECT  
FERC PROJECT NO. 1394**



-  Potential Project Boundary Changes
-  FERC Project Boundary
-  Stream/Reservoir Gauge
-  Diversion
-  Dam
-  Flowline
-  Penstock
-  Transmission Lines
-  Wilderness Area (Inyo NF)
-  Inyo National Forest
-  BLM Lands
-  USFS Trails

**Inyo NF Recreation Sites**

-  Boating - Non-Motorized
-  Boating - Motorized
-  Tent Camping
-  Group Camping
-  RV Camping
-  Trailhead
-  Interpretive Area
-  Fishing Access
-  Day Use Area
-  Viewing Scenery
-  Visitor Center



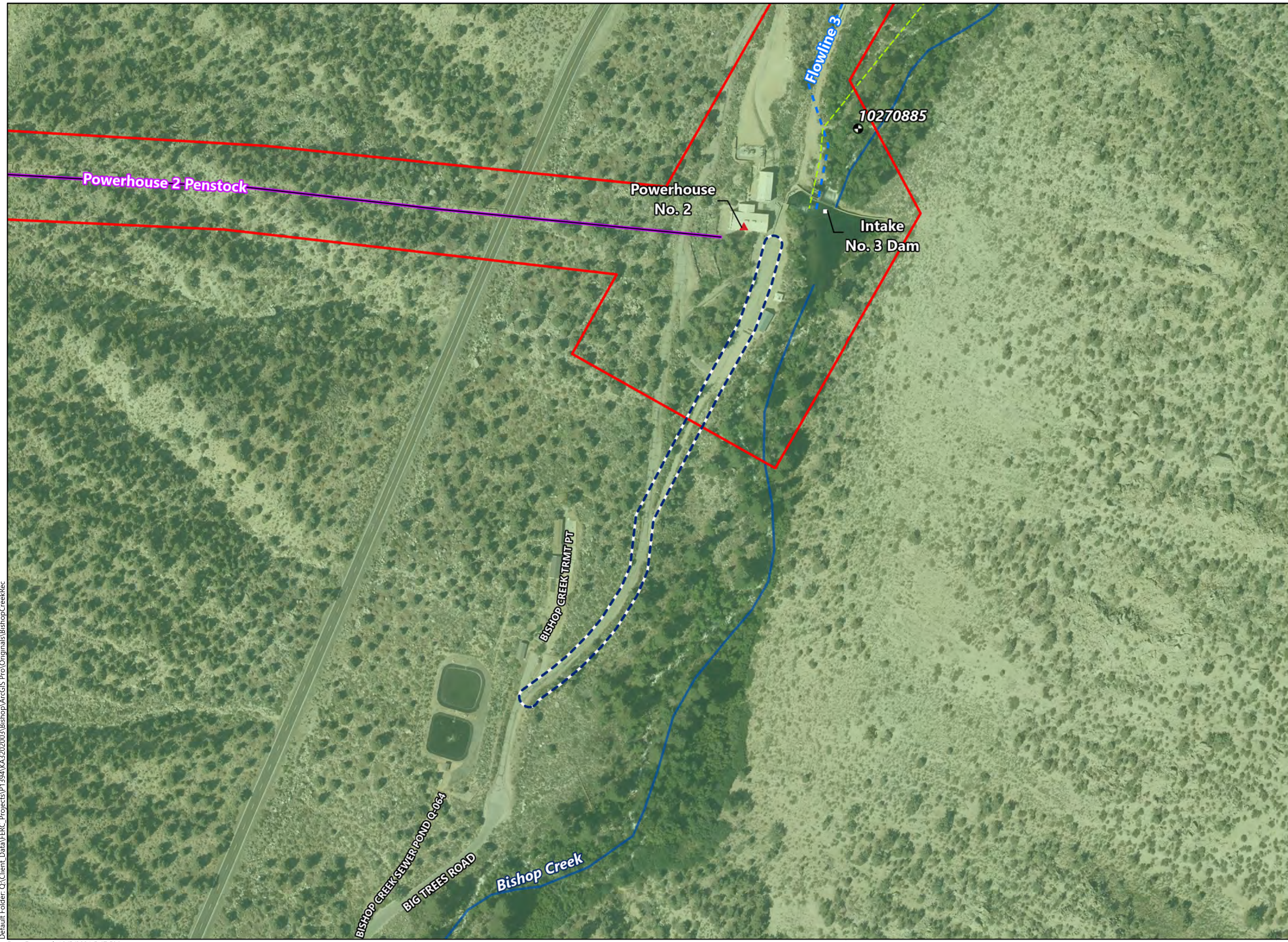
**ROAD - 14**

**BISHOP CREEK  
HYDROELECTRIC PROJECT  
FERC PROJECT NO. 1394**

N

Coordinate System: NAD 1983 StatePlane California IV FIPS 0404 Feet  
Projection: Lambert Conformal Conic  
Datum: North American 1983












0      100      200  
Feet



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-  Potential Project Boundary Changes
-  FERC Project Boundary
-  Stream/Reservoir Gage
-  Diversion
-  Dam
-  Flowline
-  Penstock
-  Transmission Lines
-  Wilderness Area (Inyo NF)
-  Inyo National Forest
-  BLM Lands
-  USFS Trails

**Inyo NF Recreation Sites**

-  Boating - Non-Motorized
-  Boating - Motorized
-  Tent Camping
-  Group Camping
-  RV Camping
-  Trailhead
-  Interpretive Area
-  Fishing Access
-  Day Use Area
-  Viewing Scenery
-  Visitor Center

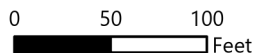


**ROAD - 15**

**BISHOP CREEK  
HYDROELECTRIC PROJECT  
FERC PROJECT NO. 1394**

N

Coordinate System: NAD 1983 StatePlane California IV FIPS 0404 Feet  
Projection: Lambert Conformal Conic  
Datum: North American 1983



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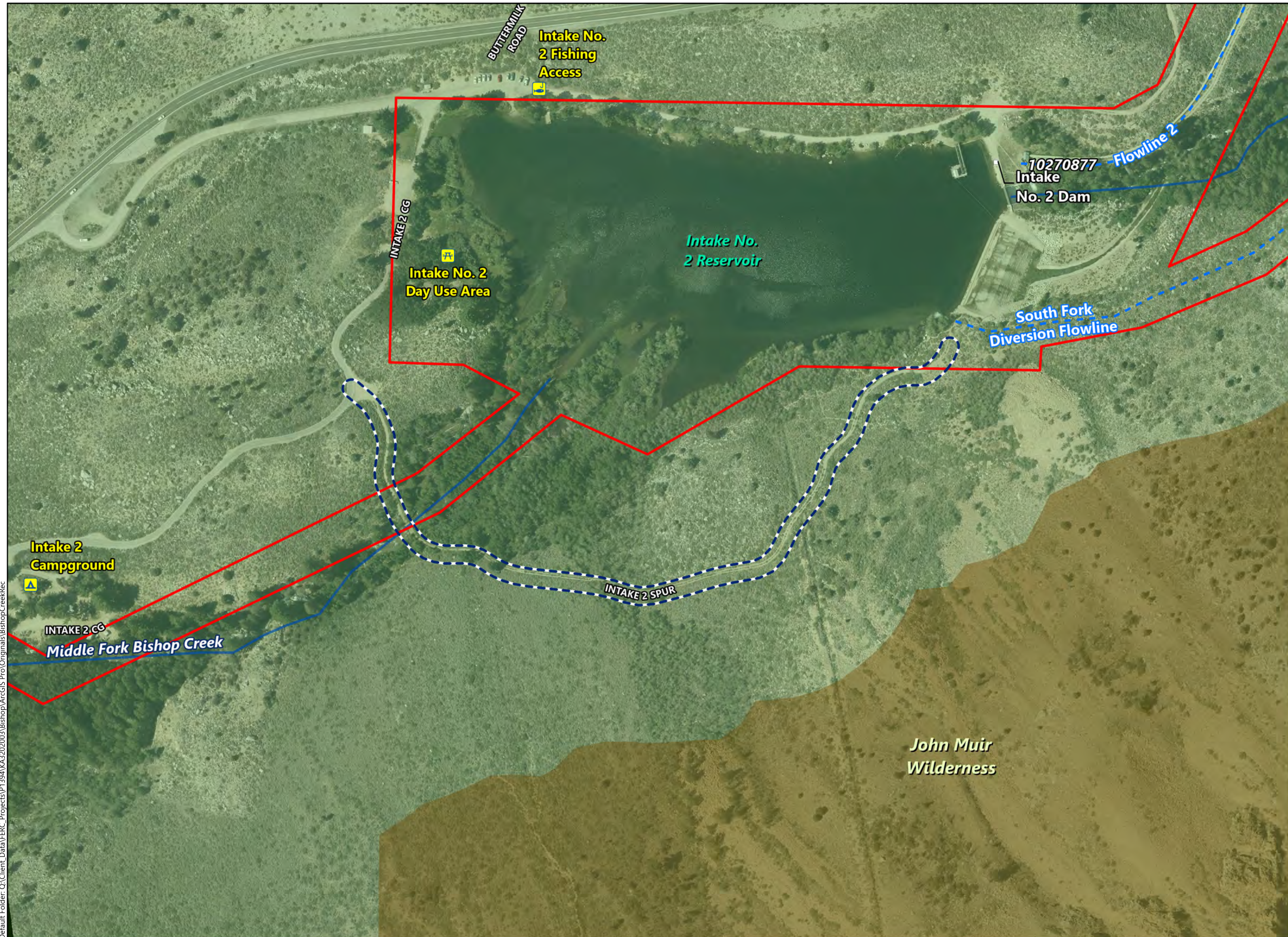
**Intake No. 2 Reservoir**

**Intake No. 2 Dam**  
10270877

**Flowline 2**

**Middle Fork Bishop Creek**

**South Fork Diversion Flowline**



- Potential Project Boundary Changes
- FERC Project Boundary
- Stream/Reservoir Gauge
- Diversion
- Dam
- Flowline
- Penstock
- Transmission Lines
- Wilderness Area (Inyo NF)
- Inyo National Forest
- BLM Lands
- USFS Trails

- Inyo NF Recreation Sites**
- Boating - Non-Motorized
  - Boating - Motorized
  - Tent Camping
  - Group Camping
  - RV Camping
  - Trailhead
  - Interpretive Area
  - Fishing Access
  - Day Use Area
  - Viewing Scenery
  - Visitor Center



## ROAD - 16

**BISHOP CREEK  
HYDROELECTRIC PROJECT  
FERC PROJECT NO. 1394**

N












Coordinate System: NAD 1983 StatePlane California IV FIPS 0404 Feet  
Projection: Lambert Conformal Conic  
Datum: North American 1983

0 100 200  
Feet

Default Folder: Q:\Client\_Data\FERC\_P\1394\KAS202003\Bishop\ArcGIS Pro\Originals\BishopCreek\Rec

-  Potential Project Boundary Changes
-  FERC Project Boundary
-  Stream/Reservoir Gauge
-  Diversion
-  Dam
-  Flowline
-  Penstock
-  Transmission Lines
-  Wilderness Area (Inyo NF)
-  Inyo National Forest
-  BLM Lands
-  USFS Trails

**Inyo NF Recreation Sites**

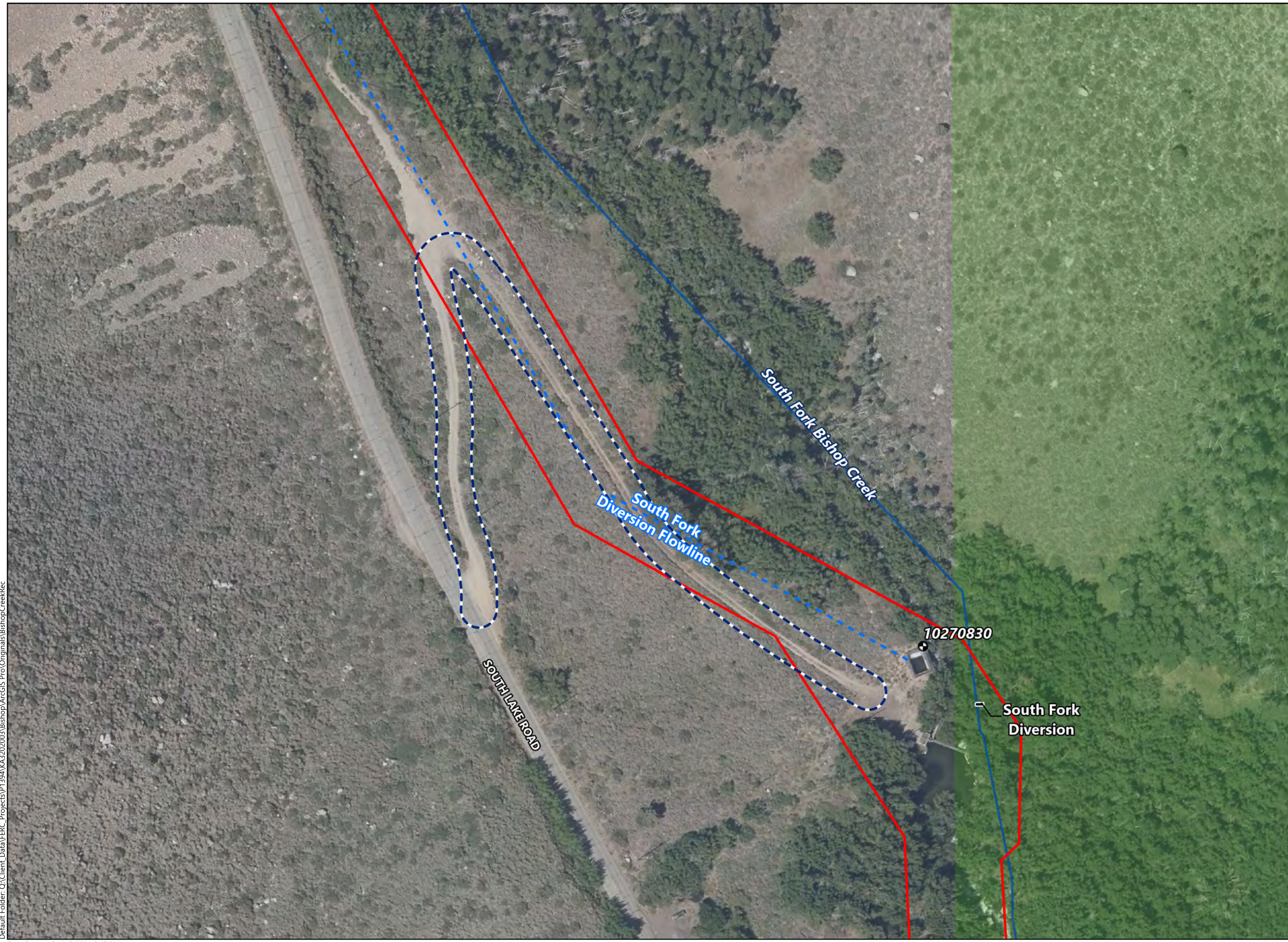
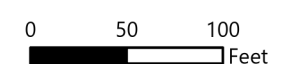
-  Boating - Non-Motorized
-  Boating - Motorized
-  Tent Camping
-  Group Camping
-  RV Camping
-  Trailhead
-  Interpretive Area
-  Fishing Access
-  Day Use Area
-  Viewing Scenery
-  Visitor Center



**ROAD - 17**

**BISHOP CREEK  
HYDROELECTRIC PROJECT  
FERC PROJECT NO. 1394**

N  
 Coordinate System: NAD 1983 StatePlane California IV FIPS 0404 Feet  
 Projection: Lambert Conformal Conic  
 Datum: North American 1983















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-  Potential Project Boundary Changes
-  FERC Project Boundary
-  Stream/Reservoir Gage
-  Diversion
-  Dam
-  Flowline
-  Penstock
-  Transmission Lines
-  Wilderness Area (Inyo NF)
-  Inyo National Forest
-  BLM Lands
-  USFS Trails

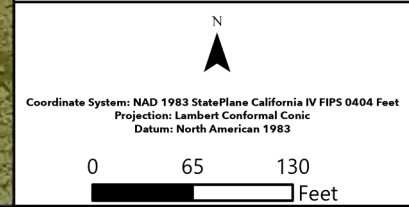
**Inyo NF Recreation Sites**

-  Boating - Non-Motorized
-  Boating - Motorized
-  Tent Camping
-  Group Camping
-  RV Camping
-  Trailhead
-  Interpretive Area
-  Fishing Access
-  Day Use Area
-  Viewing Scenery
-  Visitor Center



# TRAIL - 1

**BISHOP CREEK  
HYDROELECTRIC PROJECT  
FERC PROJECT NO. 1394**



Appendix B  
Wilderness Maps












Lake Sabrina

JOHN MUIR WILDERNESS  
(INYO NATIONAL FOREST)

Middle Fork Bishop Creek

TYE LAKES TRAIL

SABRINA BASIN TRAIL

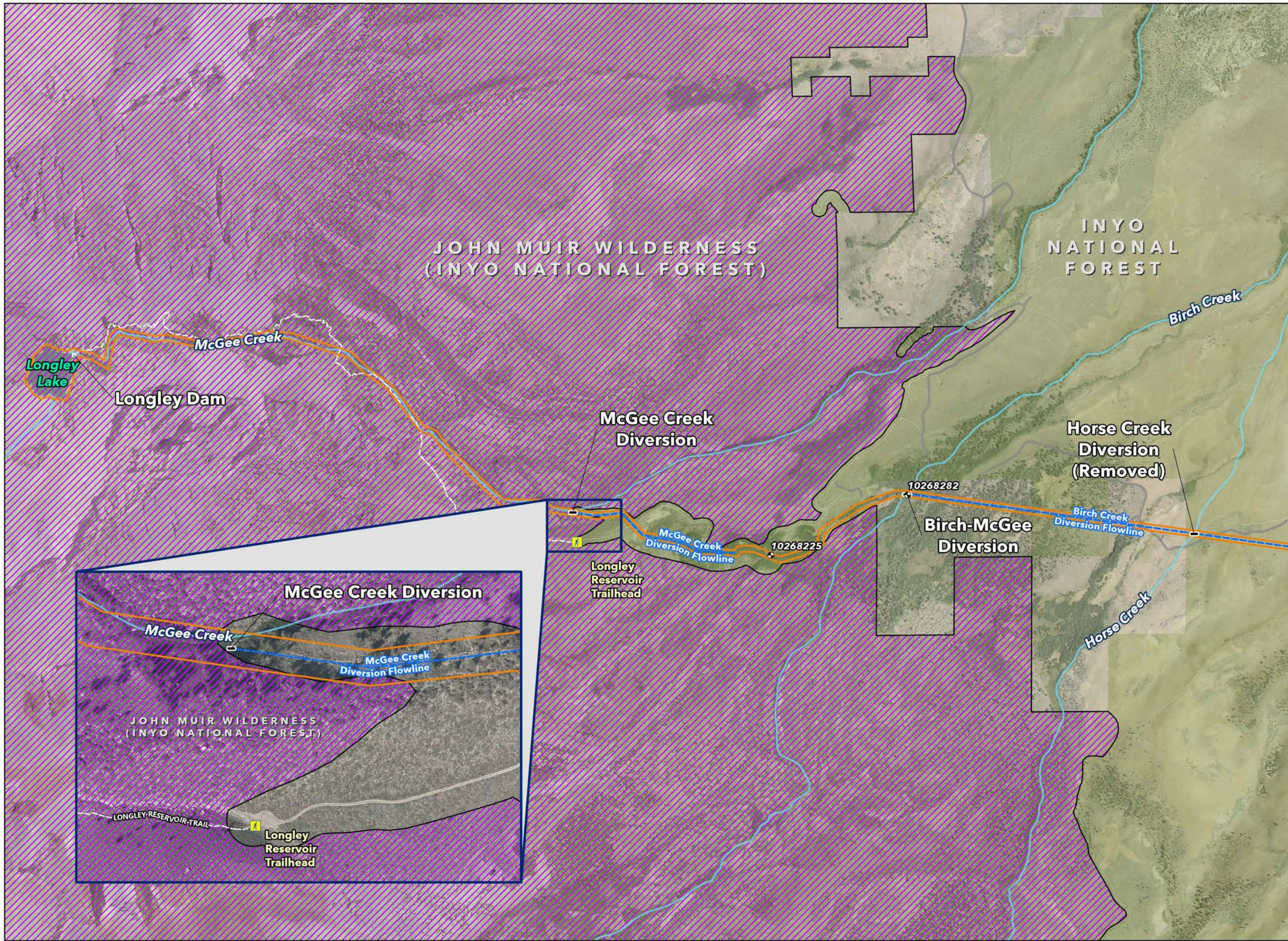
-  FERC Project Boundary
-  Dam
-  Diversion
-  Stream/Reservoir Gage
-  Flowline
-  Penstock
-  USFS Trails
-  Sequoia National Forest
-  John Muir Wilderness














**John Muir Wilderness at Lake Sabrina**

**BISHOP CREEK HYDROELECTRIC PROJECT  
FERC PROJECT NO. 1394**



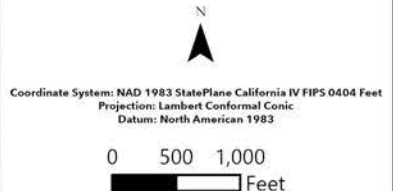


-  FERC Project Boundary
-  Dam
-  Diversion
-  Stream/Reservoir Gauge
-  Trailhead
-  Flowline
-  Penstock
-  USFS Trails
-  Sequoia National Forest
-  John Muir Wilderness
-  Bureau of Land Management











**John Muir Wilderness at Longley Dam and Birch Creek, Birch-McGee, and Horse Creek (Removed) Diversions**

**BISHOP CREEK HYDROELECTRIC PROJECT  
FERC PROJECT NO. 1394**





-  FERC Project Boundary
-  Dam
-  Diversion
-  Stream/Reservoir Gage
-  Flowline
-  Penstock
-  USFS Trails
-  Sequoia National Forest
-  John Muir Wilderness



**John Muir Wilderness at South Lake**

**BISHOP CREEK HYDROELECTRIC PROJECT  
FERC PROJECT NO. 1394**










N

Coordinate System: NAD 1983 StatePlane California IV FIPS 0404 Feet  
Projection: Lambert Conformal Conic  
Datum: North American 1983

0      140      280  
Feet



JOHN MUIR WILDERNESS  
(INYO NATIONAL FOREST)

-  FERC Project Boundary
-  Dam
-  Diversion
-  Stream/Reservoir Gage
-  Flowline
-  Penstock
-  USFS Trails
-  Sequoia National Forest
-  John Muir Wilderness



**John Muir Wilderness at  
Tyee Day Use Area**

**BISHOP CREEK  
HYDROELECTRIC PROJECT  
FERC PROJECT NO. 1394**

