



# Downtown Bishop Specific Plan & Mixed Use Overlay

DECEMBER 2022

**alta**



# ACKNOWLEDGEMENTS

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Thank you to Bishop's citizens and stakeholders who took the time to engage with this planning process by sharing their perspectives through comment forms, emails, public meetings, and workshops.

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Bishop Unified School District  
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BISHOP

TERMINATOR BANK RATE  
LUSKAS FAMILY

OLYMPIA

PARKING

BANK OF AMERICA

Bank of America

# INTRODUCTION

The Downtown Bishop Specific Plan (“Plan”; SPA) and Mixed-Use Overlay (“Overlay”; MUO) establish a framework to guide the growth, function, and aesthetics of Bishop’s city center while maintaining its distinct small-town character and creating a vibrant pedestrian-friendly environment. Used in conjunction, the Plan and Overlay provide regulations and guidance for increased residential development and a broader mix of uses within their respective boundaries.

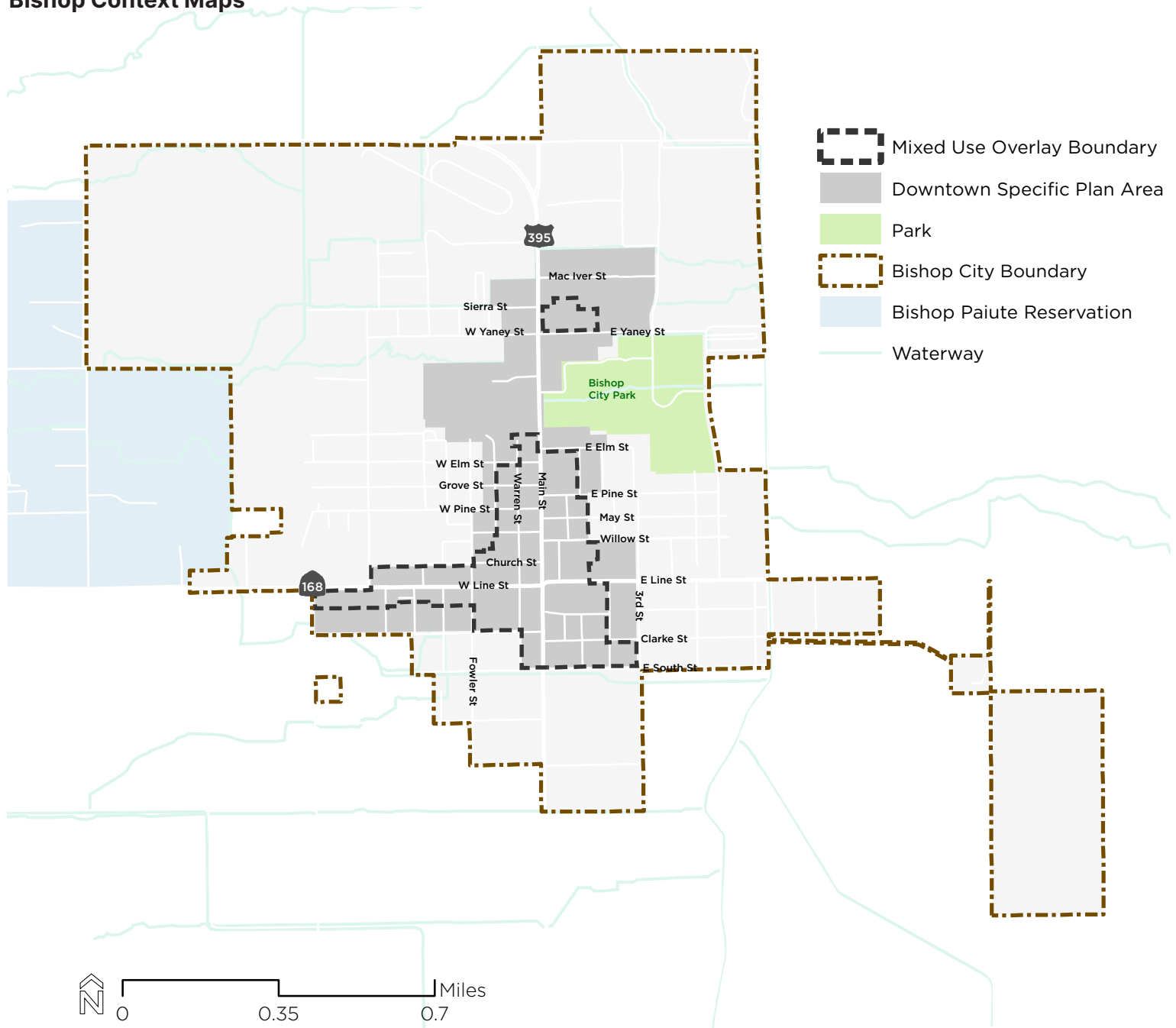
Bishop faces unique opportunities and challenges related to housing, commercial development, and anticipated population growth owed in part to the Bishop Airport expansion and increased remote work opportunities. The city currently faces a housing shortage, and due to market forces and previous demographic shifts, some of the structures within the downtown area that previously served as housing have since been converted into retail or office space.

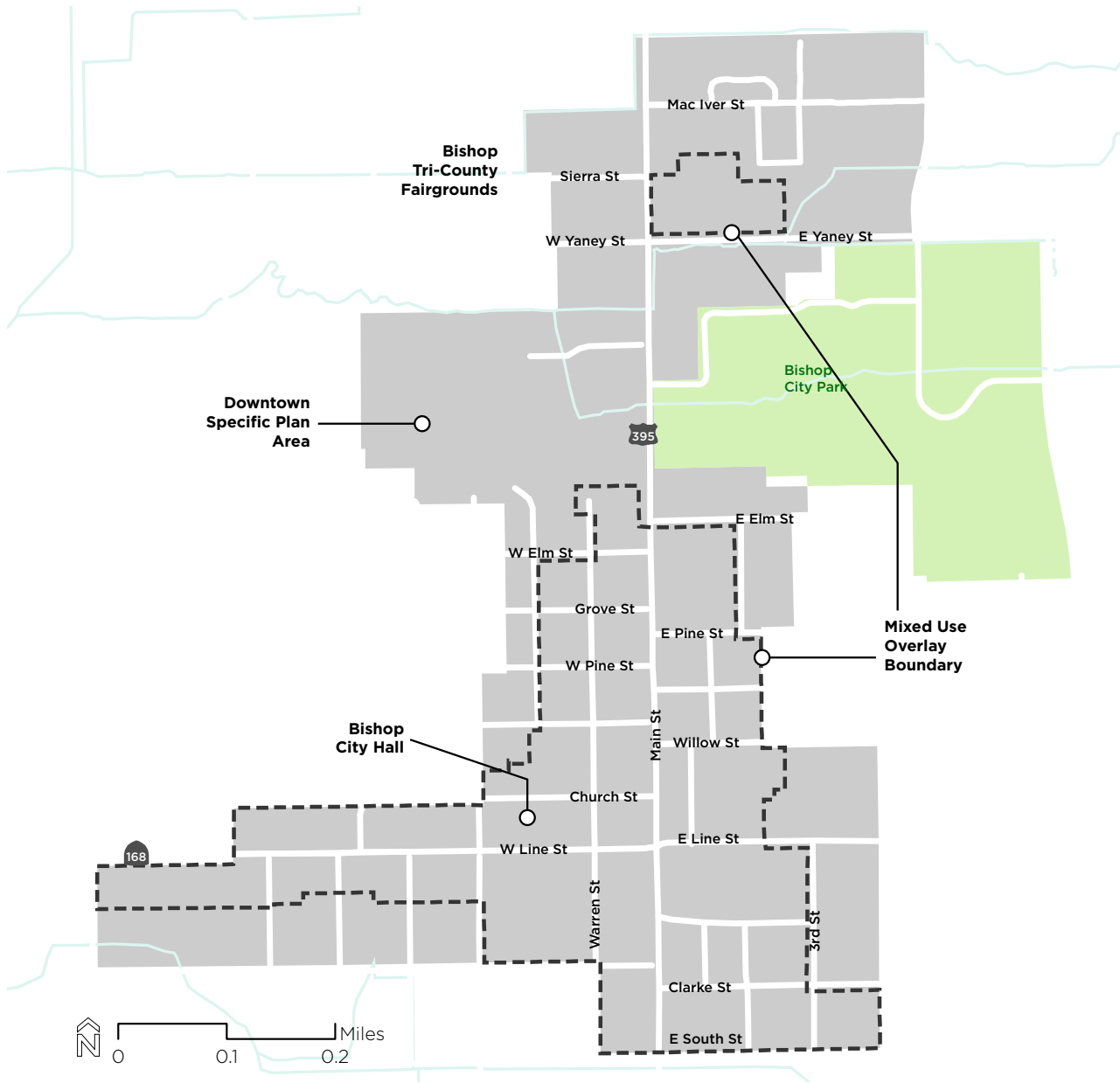
Further exacerbating this challenge, the City of Los Angeles Department of Water and Power (LADWP) owns many of the underutilized or undeveloped lots within the study area, which limits development opportunities and highlights the need for increased massing and density standards to accommodate additional residential units.

The Plan and Overlay were created through a collaborative process which included city officials and staff, stakeholders, and residents. They establish land use and development regulations, building and signage design guidelines, mobility recommendations, and implementation strategies. These components will help Bishop meet its shared vision of managing growth, providing opportunities for increased housing development, improving the walking and biking environment, and establishing a cohesive downtown character.

Figure 1

### Bishop Context Maps





## Background

The City of Bishop is located in Inyo County's Owens Valley, east of the Sierra Nevada mountain range and west of the White Mountains. Bishop is the only incorporated city within Inyo County, a region that serves as a year-round tourist destination known for its picturesque natural environment and for abundant outdoor recreational offerings such as hiking, fishing, hunting, off-roading, climbing, bouldering, and bird watching.

The Owens Valley is the homeland of the Paiute Native Americans who developed elaborate irrigation systems in the fertile valley. In 1860, ranchers and native prospectors settled in the area and established a ranching community to support nearby gold and silver mining operations. In the early 1900's, much of the land surrounding Bishop was purchased by the LADWP to secure water rights for the City of Los Angeles. The LADWP continues to own and operate these lands and their presence has had a lasting impact on Bishop's land use and economic development.

## What is a Specific Plan?

A specific plan is a strategic document that provides guidance to city officials and staff, addresses the community's needs, and links implementing policies of the general plan and individual projects. The development of properties that fall within the boundaries of the specific plan must follow the policies and guidelines as defined within the Plan.

## What is a Mixed-Use Overlay?

A mixed-use overlay establishes additional development standards and guidance for a subset of properties within the specific plan. Bishop's mixed-use overlay is intended to allow greater flexibility for development typologies and uses, especially higher density residential development and live-work buildings in appropriate areas of the city. If a property within the specific plan's boundaries is designated as part of the mixed-use overlay, the mixed-use standards and requirements supersede those of the specific plan.

## What is Zoning?

Zoning determines the uses permitted on a parcel and provides guidance for development.





***Clockwise from upper left***

*Bishop City Hall*

*Historical photo of a typical Bishop single family home*

*Historical photo of the Golden State Cafe*

*View looking south along Main Street*

## What does Zoning regulate?

Zoning regulates the type of use (e.g., commercial, residential, etc.), height, number of units per acre, development standards, parking requirements, and design guidelines. It helps shape and influence the character of a community.

## Zoning Symbols

Zoning is typically defined as abbreviated symbols. For example, General Commercial and Retail will appear as G-1. The zone classification, or base district, helps identify the basic uses permitted on the property. The base district may also include development standards.

## Relationship to the General Plan

The General Plan guides the development of a city and defines the objectives and goals of future development. Cities are guided by this document to make important decisions with regard to land use, housing, open space and other various elements. Eight elements are required by state law, which include: land use, housing, transportation, conservation, open space, noise, safety and recently added environmental justice. Cities may include additional guiding plans to help carry out their vision. For example, a Specific Plan covers a smaller jurisdiction and helps state what land uses can occur in the area. It also establishes the goals and vision of a particular area such as how building structures may look like.

At times cities may establish an overlay zone to encourage, for example, mixed-use development in larger or specific parcels within a Specific Plan area. This allows for more flexibility of development standards and building types. For instance, the mixed-use overlay zone serves as an alternative to the type of development allowed under the existing zoning classification.

## Project Review Process

Applicants seeking to develop within the Specific Plan and Mixed Use Overlay zone, including building structures over 26 feet, will continue to abide by the City of Bishop's Planning Department project review process. This includes submitting a Preliminary Site Plan and elevations to review if projects are conforming to the applicable code of requirements and provide the opportunity for the city to provide feedback. If the zoning classification lists various conditional uses, the applicant must seek approval from the city. After the application is submitted, the project is reviewed by the Planning Commission which evaluates the environmental, land use, traffic, site plan, and other impacts or concerns of the proposed development. The Planning Commission is required to hold at least one public hearing on the use permit application. At least ten days prior to the meeting, property owners within 300 feet of the subject site will be notified by mail of the forthcoming hearing, and a notice of the public hearing may be posted in prominent locations around the site and published in the newspaper.

## The Plan Process

A comprehensive four-phase process was implemented to obtain community input and guide the development of the Plan and Overlay. Each phase included community engagement to interact directly with residents, the local business community, and local agencies. The following diagram outlines the major phases of the planning process.





# VISION AND STAKEHOLDER ENGAGEMENT

The Plan and Overlay establish a framework for creating a vibrant, authentic, and pedestrian-friendly Downtown Bishop that expands housing capacity and improves its standing as a destination for residents and tourists alike.

## Goals

Supporting this vision are three overarching goal areas that establish direction for the future of Downtown Bishop:

- **Growth Management and Housing**
  - a. Allow for and encourage a broader mix of uses in downtown, while respecting the existing surroundings, scenery, and views.
  - b. Establish clear, quantitative standards to ensure that future development that occurs within downtown is consistent with the community's vision.
  - c. Maximize opportunities for higher-density and increased housing opportunities in the downtown area.
  - d. Create affordable housing options by reducing parking burden and maximize density to promote the increase of housing stock.
- **Mobility Enhancements**
  - e. Create a pedestrian-friendly environment to direct residents and visitors to downtown businesses.
  - f. Accommodate alternative transportation modes (e.g. pedestrian, bicycle) to reduce downtown congestion.

- g. Develop multi-modal options to encourage active transportation trips to reduce parking demand and single occupancy vehicle trips.

- **Downtown Character**

- h. Enhance the visual and aesthetic appeal of the downtown.
- i. Assure that new construction, restoration, and rehabilitation projects are compatible with the character of downtown.

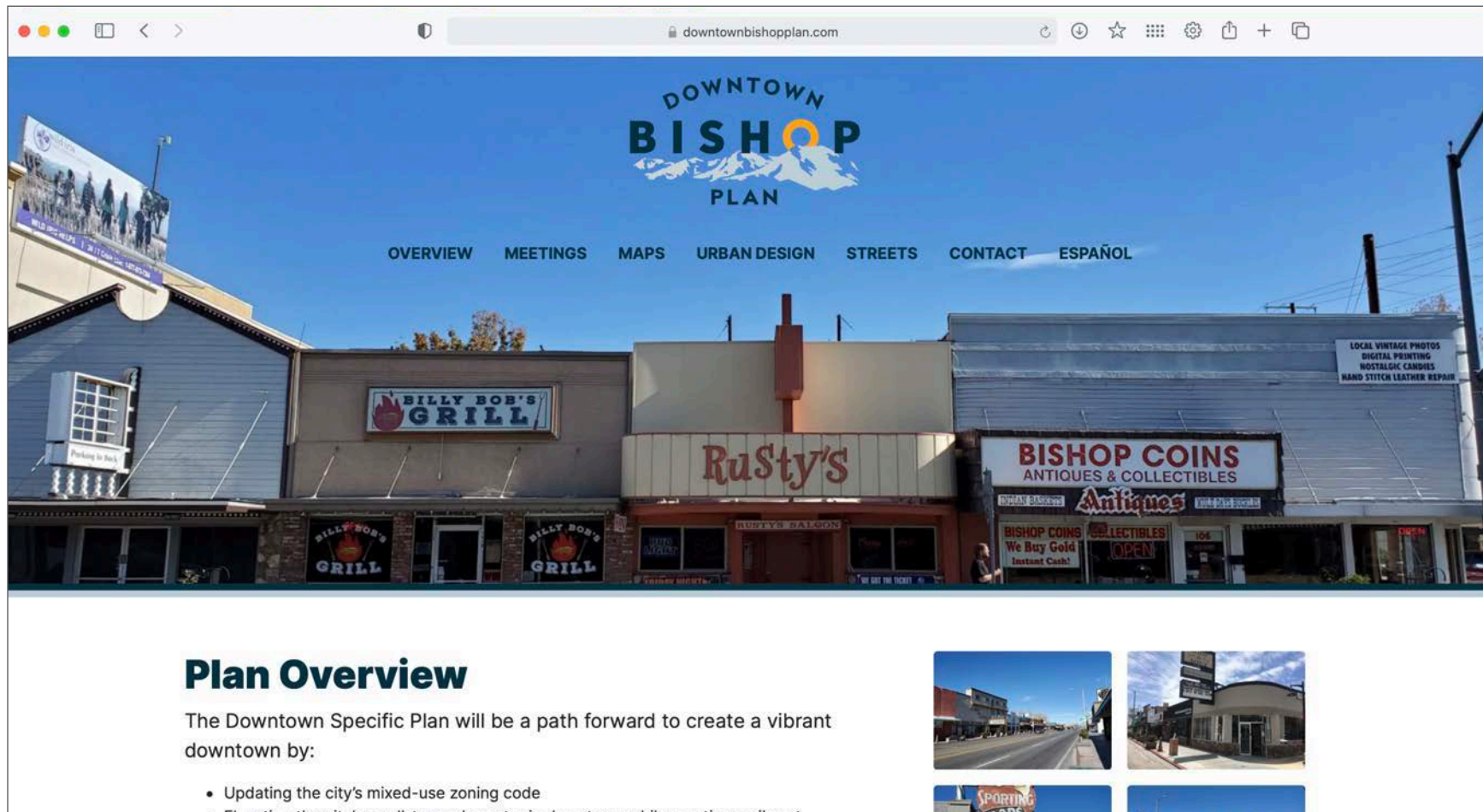
## Stakeholder Engagement Process

The City of Bishop engaged with stakeholders and local residents to develop the project's vision and goals, and to influence the Plan and Overlay's development. A variety of methods were used to engage community residents and stakeholders throughout the process, including interviews, a project website, an online survey and public input map, virtual workshops, and in-person activities. Three community workshops were hosted and residents and stakeholders were engaged in facilitated and interactive activities designed to inform the planning process. In addition to these workshops, presentations to the Planning Commission and City Council were also conducted. Community members and stakeholders shared their impressions and experiences regarding current conditions related to housing, urban design, and mobility and shared their vision for the future of Downtown Bishop. The following section presents a summary of each event.

## Project Webpage

To help promote the project and make information accessible to the public, the city developed a project specific webpage. The webpage included a summary of the project, links to

available documents and information for how people could provide input.



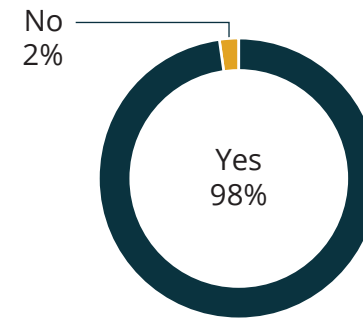
## Community Survey

The project website featured survey poll questions were developed to gather input from residents on challenges, preferences, and opportunities throughout Downtown Bishop. The survey and poll questions were made available online in both English and Spanish from July through August 2020, and advertised at the first community meeting and the project website. A summary of responses is provided below.

### WHAT DID WE HEAR?

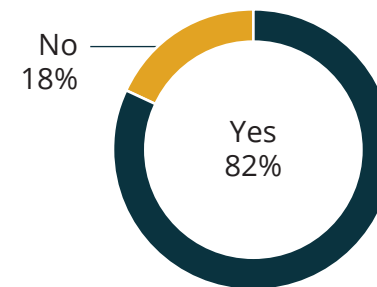
While residents enjoy their time in downtown, an overwhelming majority (92%) of respondents express a desire for more outdoor dining options as well as housing (72%). When asked about their walking experience, 71% of respondents shared that they don't feel safe crossing Main Street. In addition, when asked if truck traffic prevents residents from spending more time in downtown, 52% of respondents indicated that it doesn't prevent them from visiting the downtown area. Furthermore, when asked about parking, 72% of residents agreed there is adequate parking in downtown.

### Polls from Workshop and Website



#### Would you like to see outdoor dining options in Downtown Bishop?

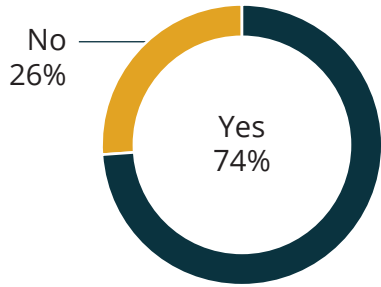
49 Responses



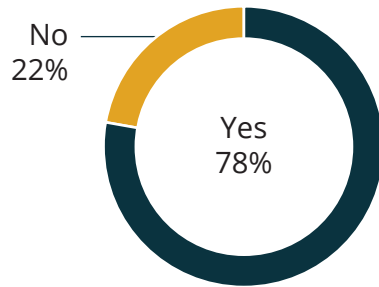
#### Do you enjoy spending time in Downtown Bishop?

51 Responses

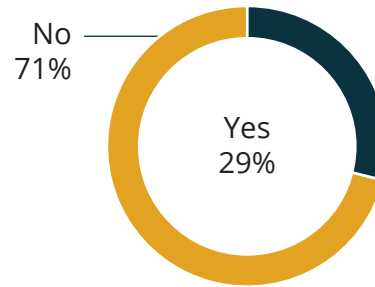
### Polls from Workshop and Website



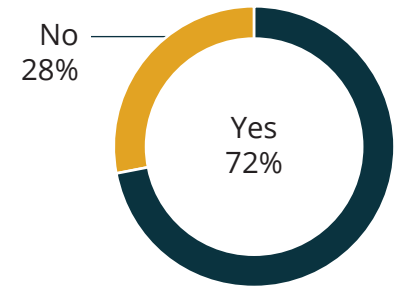
**Do you agree with these project boundaries?**  
38 Responses



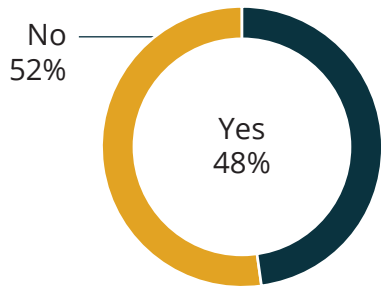
**Do you currently walk and/or bike to/around downtown?**  
46 Responses



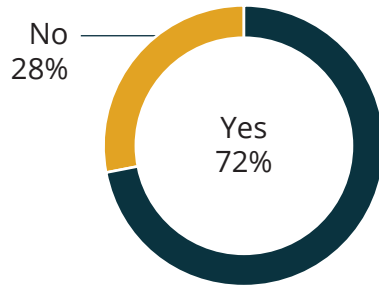
**Does crossing Highway 395/Main Street feel safe?**  
41 Responses



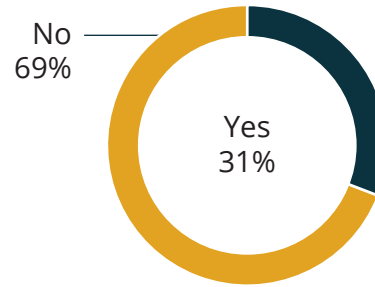
**Would you like to see more housing in Downtown Bishop?**  
53 Responses



**Does truck traffic prevent you from spending more time downtown?**  
46 Responses



**Do you think there is adequate parking downtown?**  
39 Responses

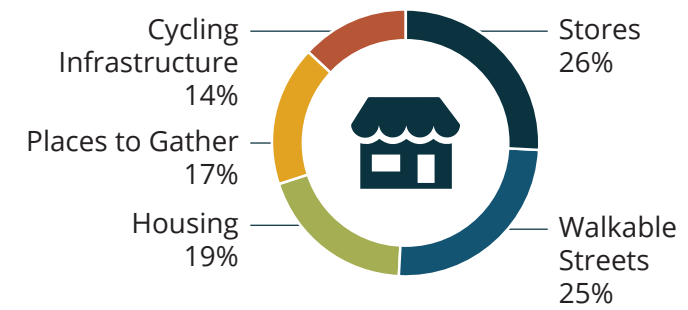


**Do you do most of your shopping in Downtown Bishop?**  
48 Responses

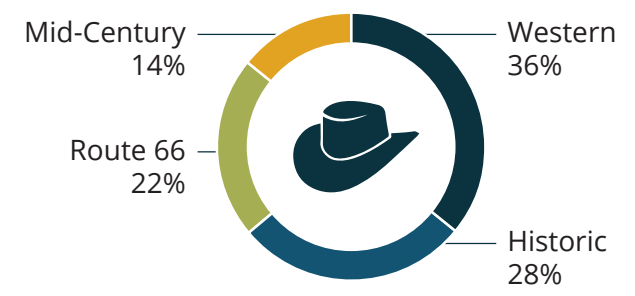


In addition to these survey poll questions, the second online survey asked residents about the needs and style of Downtown Bishop. When asked to identify Downtown Bishop needs, 25% of residents shared that walkable streets and stores (26%) are most needed. Residents also viewed housing (19%) and places to gather (17%) as important additions to downtown. When asked to define Bishop's style, the majority of residents selected Western (36%) followed by Historic style (28%).

### Website Survey 107 Responses



### What do you think Downtown Bishop needs most?



### How do you define Bishop's style?

## Stakeholder Interviews: June 8-12, 2020

The city and project team convened stakeholders such as public officials, local groups, and government agencies to articulate the needs and challenges of the community. A total of ten interviews were conducted and were convened at the beginning of the planning process to share input on key topics including Main Street, their vision for downtown, housing, and mobility. The following stakeholder groups were interviewed:

- Bishop Chamber of Commerce
- Bishop Unified School District
- Caltrans District 9
- Eastern Sierra Transit
- Inyo County Planning Department
- Inyo County Supervisor - Second District
- Inyo Mono Advocates for Community Action (IMACA)
- Los Angeles Department of Water and Power (LADWP)
- Northern Inyo Healthcare District
- Paiute Tribe

## Community Workshops

### COMMUNITY WORKSHOP #1: JULY 22-23, 2020

The first phase of the project's community engagement consisted of two meetings held on July 22-23, 2020 via Zoom web meeting, with a total of 75 attendees. The first meeting discussed the existing conditions and street design of Downtown Bishop, and the second focused on urban design and housing. Most community members agreed on key concerns during the course of the two-day workshop, which helped with the development of the vision framework. Feedback included:

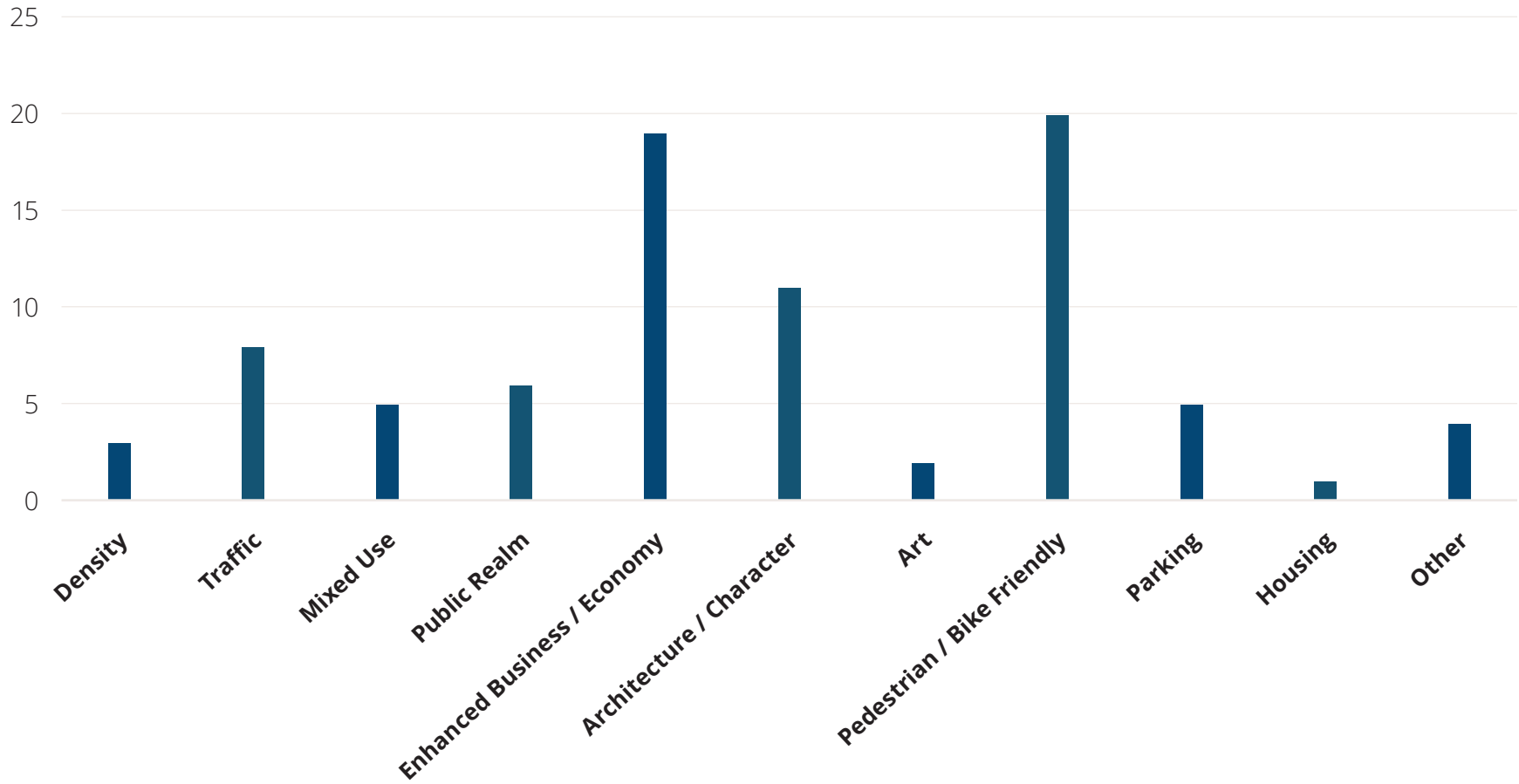
- Lack of facilities for walking and biking along Main Street and adjacent streets
- Lack of housing
- Heavy truck traffic
- Lack of shade and outside furnishings
- The need for coordination of wayfinding signs

## COMMUNITY WORKSHOP #2: NOVEMBER 16-20, 2020

The city convened an in-person five day Socially Distanced Open House on November 16-20, 2020 at 156 South Main Street. The open house shared draft Downtown Specific Plan Concepts and Mixed-Use Overlay Alternatives for community consideration and input. Project boards presented various components of the study area under “low”, “medium,” and “high” intensity alternatives for comparison, conceptual photo simulations showcased potential outcomes of updated zoning, and various signage typologies and materials were presented for feedback on community preferences. Case studies of cities with similar characteristics to Bishop were also provided to help contextualize concepts and alternatives. A total of 46 preference surveys were completed along with 16 email responses, with more residents stopping by the workshop to learn about the Plan and Overlay without completing a survey. The majority of feedback received from the public consisted of building height preferences, walkability, and signage preferences.



*At the open house, community members were invited to learn about the Plan, and share their preferences with the project team*



The figure above highlights the frequency of the themes community members mentioned as part of their vision for Bishop.

### BISHOP'S VISIONING THEMES AS MENTIONED BY COMMUNITY WORKSHOP #2

Most residents expressed a desire to have a cohesive design throughout downtown. A few community members suggested establishing an architectural or design review board to help maintain the city's character. Other residents also envisioned a pedestrian friendly downtown where visitors and residents

can shop, live, and dine. While community members seemed optimistic about the future, some residents were hesitant about dramatic changes that could impact Bishop's small town character. Some also shared concerns about existing building vacancies.

### **COMMUNITY WORKSHOP #3, CITY COUNCIL MEETING, AND PLANNING COMMISSION PRESENTATION**

A final community workshop was hosted via Zoom on May 20, 2021 and was open to all Bishop residents and stakeholders. Twenty-nine participants joined this public workshop. In addition, a presentation to the Bishop's City Council was held via Zoom on May 24, and to the Bishop's Planning Commission on May 25. The purpose of the workshop and presentations was to update stakeholders on the Draft Plan's key elements, solicit feedback, and answer questions pertaining to the Draft Plan. The workshop on May 20, was also the initial scoping meeting for the California Environmental Quality Act (CEQA) process. The CEQA process was described to stakeholders and participants were provided with contact information for any environmental questions or concerns related to this planning effort.

Following the presentation, workshop participants then joined break-out rooms for followup discussion and to talk directly with the consultant team. Attendees were able to weigh in on proposed design features, including size and character of development and parking guidelines. Prior to each workshop, the Draft Plan was made available to the public, City Council and Planning Commission.



# EXISTING CONDITIONS

## Urban Form

Downtown Bishop exhibits the core foundational structure of pedestrian-scale walkable small-town urbanism due to its establishment and development prior to the advent of daily private automobile use. A variety of goods and services are located adjacent to residential districts, sidewalks (with the exception of Main Street) are typically at least 10 feet wide and feature ADA-accessible curb ramps, and block lengths rarely exceed 600 feet, accommodating pedestrian mobility and encouraging longer “dwell times” exhibited in bustling small-town commercial districts.

## Visual Character

The visual character of Downtown Bishop is largely defined by an eclectic mixture of building types/architectural styles, colorful storefronts and signage, public art, and the beauty of the surrounding natural landscape. Preservation of these unique characteristics are important to maintain the area’s small-town charm, and this plan includes design guidance for facades, signage, and public space improvements that celebrate the city’s character through the creation of a unified design look.



*Top* View of the Bishop Twin Theatre

*Bottom* Outdoor dining behind Black Sheep Coffee Roasters on Main Street

## BUILDING MATERIALS

The varying architectural styles present in Downtown Bishop utilize different materials and textures in their building facades. These different materials are often seen side by side when walking downtown. Within a short distance walking along Main Street pedestrians will pass western false front facades with smooth wood slats followed by mid-century modern storefronts constructed with stucco, followed by structures with stone or brick siding.



*Many storefronts in Bishop exhibit a variety of architectural styles, contributing to Downtown's eclectic mix*



## SIGNAGE

The variety of sign styles seen throughout Bishop follows a pattern similar to the city's architecture: many fonts, colors, materials, and placements are used for signs on businesses downtown. An example of varying sign styles can be seen on Main St. and Pine St. when walking past Mac's Sporting Goods store and Jack's Restaurant & Bakery. Mac's Sporting Goods

features an ornate and brightly colored neon sign positioned perpendicular to the sidewalk, while Jack's Restaurant & Bakery features a more muted two-tone sign located flush to the building's facade. Some vehicle-oriented signage is also posted Downtown directing people to parking.



Similar to the area's architecture, business signage Downtown can vary dramatically from building to building. Vehicular parking sign on Main Street.

## PUBLIC ART

There are 15 public murals currently existing in the Downtown Bishop area, the majority of which are found along Main Street and West Line Street. The murals, coordinated by the Bishop Mural Society, display the city's heritage and natural surroundings with historic visual depictions.



*Mural depicting Bishop's mining heritage in Downtown*

## NATURAL LANDSCAPE

Largely unobstructed by tall buildings, the neighboring Sierra and White Mountains along with their foothills are visible from many streets within Bishop. Pedestrians walking down Main Street, however, do not always have visual access to the surrounding mountains and foothills due to the location of buildings adjacent to the sidewalk. The Bishop Creek runs east/west through the city and the Bishop City Park which is accessible from Main Street.



*Mt. Emerson, Mt. Locke, and Mt. Humphries stand at the city's western flank*

## Existing Architectural Styles

Downtown Bishop hosts a range of historic and contemporary architectural styles, with many buildings exhibiting architectural features that contribute to a pedestrian-oriented, walkable downtown, which include:

- Large windows
- A continuous street wall with limited setbacks
- Entrances and signage that can be read from the sidewalk

The mix of building types is representative of downtown's evolution over the years, and this authentic assortment of forms and functions contributes to Bishop's charm. Two of the most recognizable buildings in Downtown Bishop are the 1920's era Bishop Twin Theatre, with dual marquee signs and a western saloon-evoking façade, and the Dutch revival style façade of Erick Schat's Bakery. Within the study area, one can find Streamline Moderne and Mid-Century Modern retail buildings near more utilitarian structures such as quonset huts and auto-oriented buildings with large floorplates and few windows. Though many buildings appear to have been built in the latter half of the 20th century, several have faux façades featuring architectural detailing expressing American Pioneer and Boomtown themes.

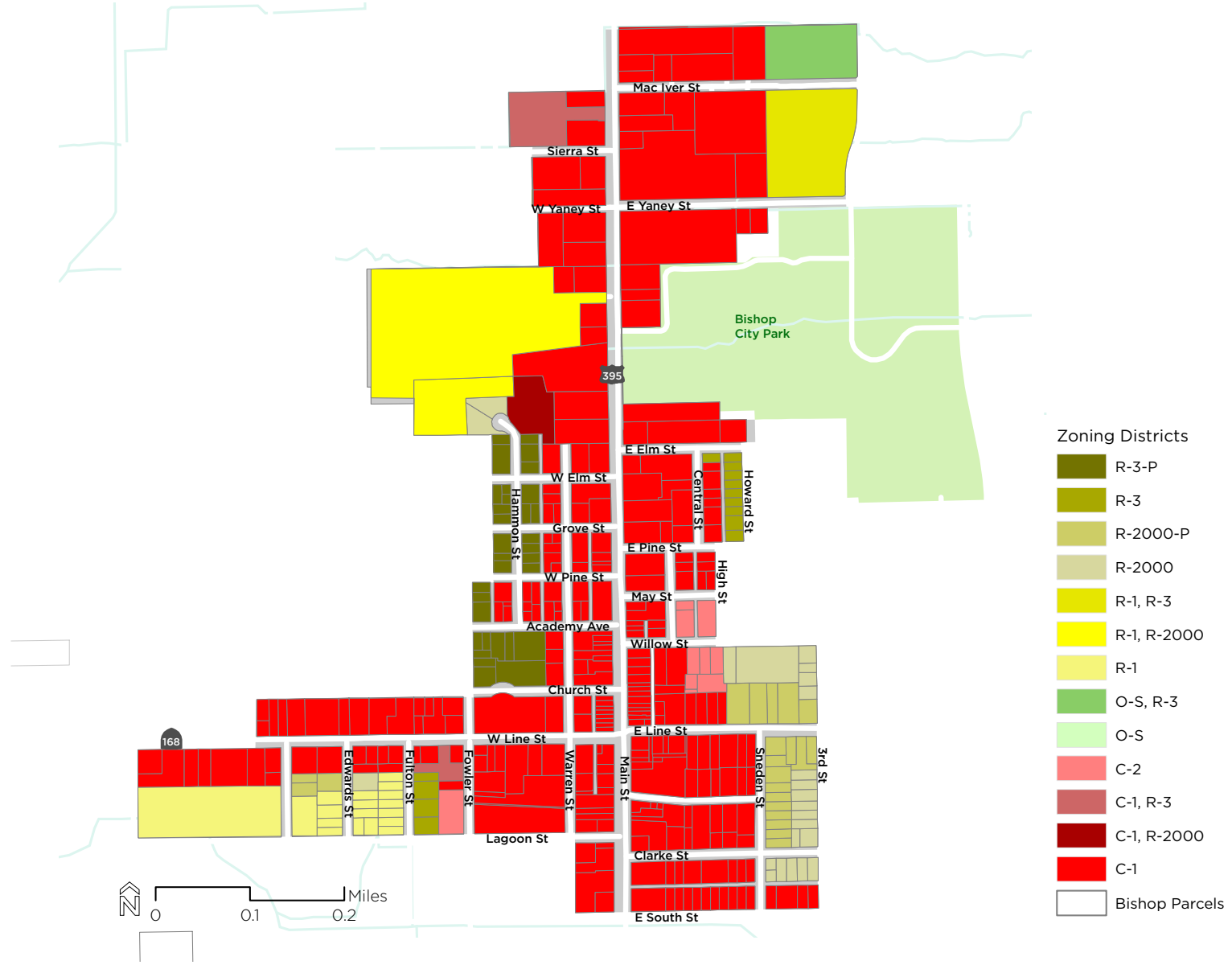
## Historic Preservation List

For more information, please see the CEQA document in the appendix.

## Existing Zoning

The existing zoning in the Specific Plan Area consists primarily of commercial zoning located along Main Street and Line Street with smaller blocks of residential on the edge of the Specific Plan boundary as seen in **Figure 2**. The City currently accommodates mixed-use development uses found outside of the immediate downtown area and are adjacent to the general commercial and retail zones along Hammond Street and concentrated east of Sneden Street. These zones have a height limit of no more than two stories (or 26 feet) in residential districts and 30 feet in commercial districts, which limits the city's ability to build additional housing. This Plan addresses these zoning restrictions by increasing the building's height limit and providing greater flexibility of developments. This Plan also reimagines parking within the Mixed-Use Overlay Zone by instituting a Parking Fee-In-Lieu program. The Parking Fee-In-Lieu program can facilitate new development by reducing costs, encouraging shared parking, improving urban design, supporting historic preservation and allowing the development of sites that cannot physically accommodate previously required parking.

Figure 2 Existing Zoning Map



## Circulation

### ACTIVE TRANSPORTATION INFRASTRUCTURE

The City's current bicycle network has approximately 2.9 miles of dedicated bikeways facilities. Much of the bikeway network lacks connectivity to the city center (Main Street), which was the goal of the Mobility Element's Bikeway Plan. Many of the existing bikeways were installed on highways such as State Route 168 but don't provide needed connectivity to the city's schools and business centers as seen in **Figure 3**. Please refer to **Chapter: 6 Mobility Recommendations** of this plan, which identifies opportunities to connect key destinations within Downtown Bishop.

Main Street features northbound and southbound Class II bicycle lanes beginning at Elm Street and continuing north past downtown's extents onto the North Sierra Highway. Main Street's bicycle facilities do not extend south of Elm into the rest of Downtown Bishop, and Line Street does not feature cyclist accommodations within the study area. The study area lacks bicycle parking near businesses as well as clear wayfinding signs that assist people traveling along bicycle, pedestrian, and trail networks. Bike parking is also not allowed along Main Street due to the limited sidewalk space and ADA compliance regulations. As an alternative, some bike racks are found at the back entrance of businesses.



*Bicycle lane on Main Street near Bishop City Park*

## STREET CONDITIONS

As identified in the General Plan’s Mobility Element, Main Street and Line Street are designated as “Local Street – Commercial Area”, typically featuring 60- to 70-foot rights-of-way (ROW). Main Street includes two north-bound and two southbound 10-foot travel lanes as well as a shared turning lane. Line Street features a similar ROW, utilizing this space to accommodate one 10-foot vehicular lane each for east-west travel, accompanied by a shared central turning lane and on-street parking on both sides of the street.

Vehicular traffic along Main Street and Line Street for the majority of the study area is relegated to 25 miles per hour, with a few Main Street sections near downtown’s northern and southern boundaries permitting vehicles to travel 35 miles per hour. The study area features six signalized intersections along Main Street and seven painted crosswalks at non-signalized intersections facilitating east-west pedestrian movement. Study area roadways are generally well-maintained, with few potholes, clear lane demarcations, and modern curbs and gutters.

Main Street does not accommodate on-street parking north of Line Street. In addition to private and public parking facilities serving Main Street businesses, Line Street, Warren Street, and associated secondary streets within the study area do allow on-street parking. In addition to private parking lots and on-site loading docks, commercial delivery and loading for Main Street businesses located within the study area are primarily accessed via Warren Street on the west, and Rose Street / Whitney Alley on the east. Businesses on Line Street are loaded or unloaded either by making use of their private parking lots / loading docks, or by utilizing the on-street parking located in front of their establishment.

## HIGHWAY 395 & STATE ROUTE 168

US Highway 395 (Main Street) and State Route 168 (West Line Street) are state highways that serve as the main traveling corridors for Bishop residents and function as an essential path for goods movement. The California Department of Transportation (Caltrans) has jurisdiction of these two highways. Although these highways provide access to residents, they have become a major barrier to safe walking and biking. According to community members, these corridors can be uncomfortable for pedestrians due to its heavy truck traffic, limited pedestrian infrastructure, narrow sidewalks, and limited crossing opportunities. In the past, stakeholders have suggested creating a more walkable downtown, establishing an alternative truck route along US Highway 395 (Main Street) and creating a more walkable and bikeable area throughout downtown. According to the Inyo County Regional Transportation Plan 2019-2039 (2019), the alternative truck route near Downtown Bishop has been studied since the 1960s and has been a desired improvement to reroute truck traffic along the city's downtown corridor. Higher traffic volumes along US Highway 395 (Main Street) may continue to increase due to the growth of warehousing and manufacturing in the Reno and Carson City areas. The alternative route would create a direct route to this growing area. Caltrans Eastern Sierra Corridor Freight Study (2019) and Bishop Area Access

and Circulation Feasibility Study (2007), recommend a study for the feasibility of a truck route that connects to the expanded Bishop Airport and bypass Highway 395 and Highway 6 through Bishop. Working with Caltrans will remain an important objective to help carry out the vision of Downtown Bishop.

Figure 3

### Existing Active Transportation Infrastructure Map

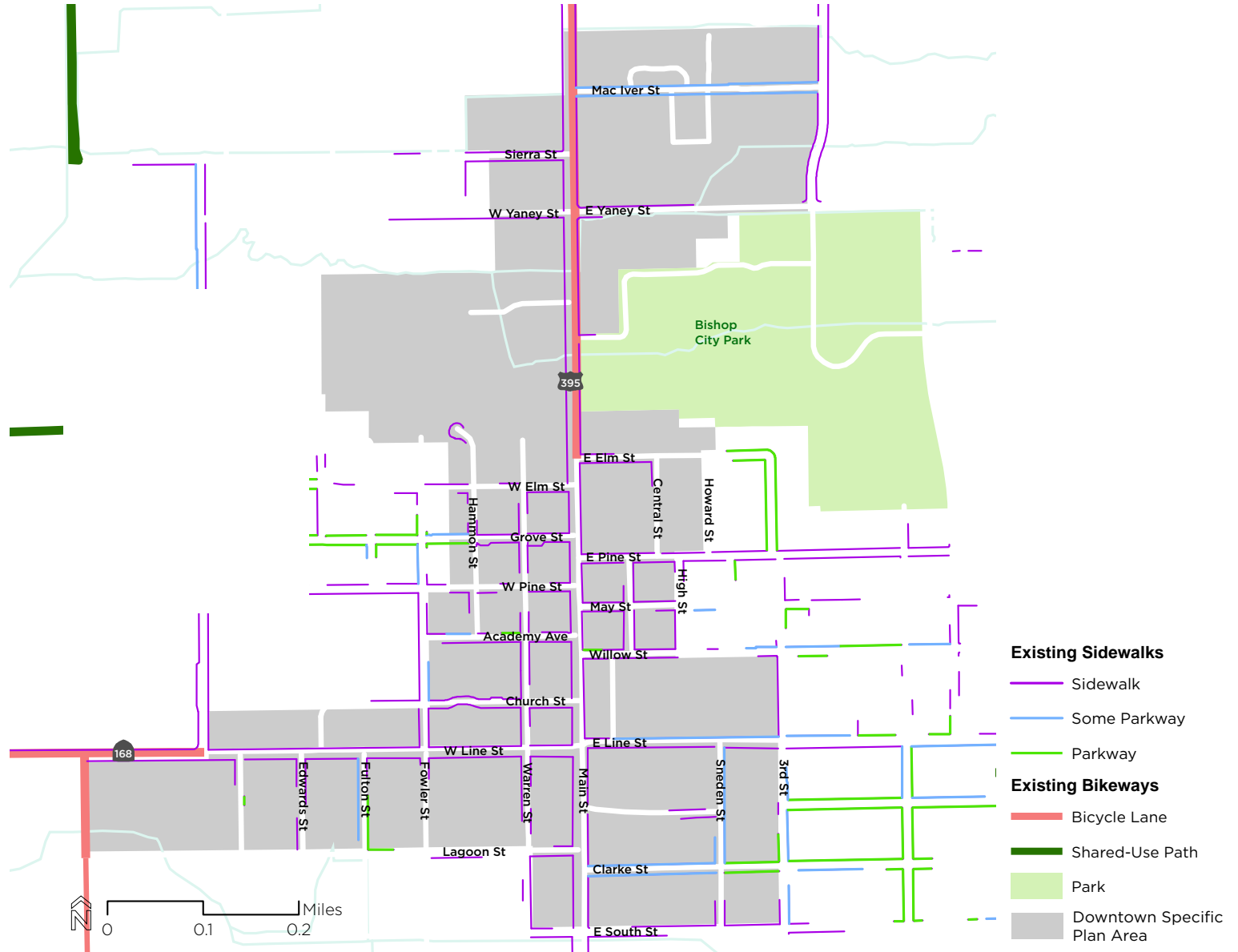
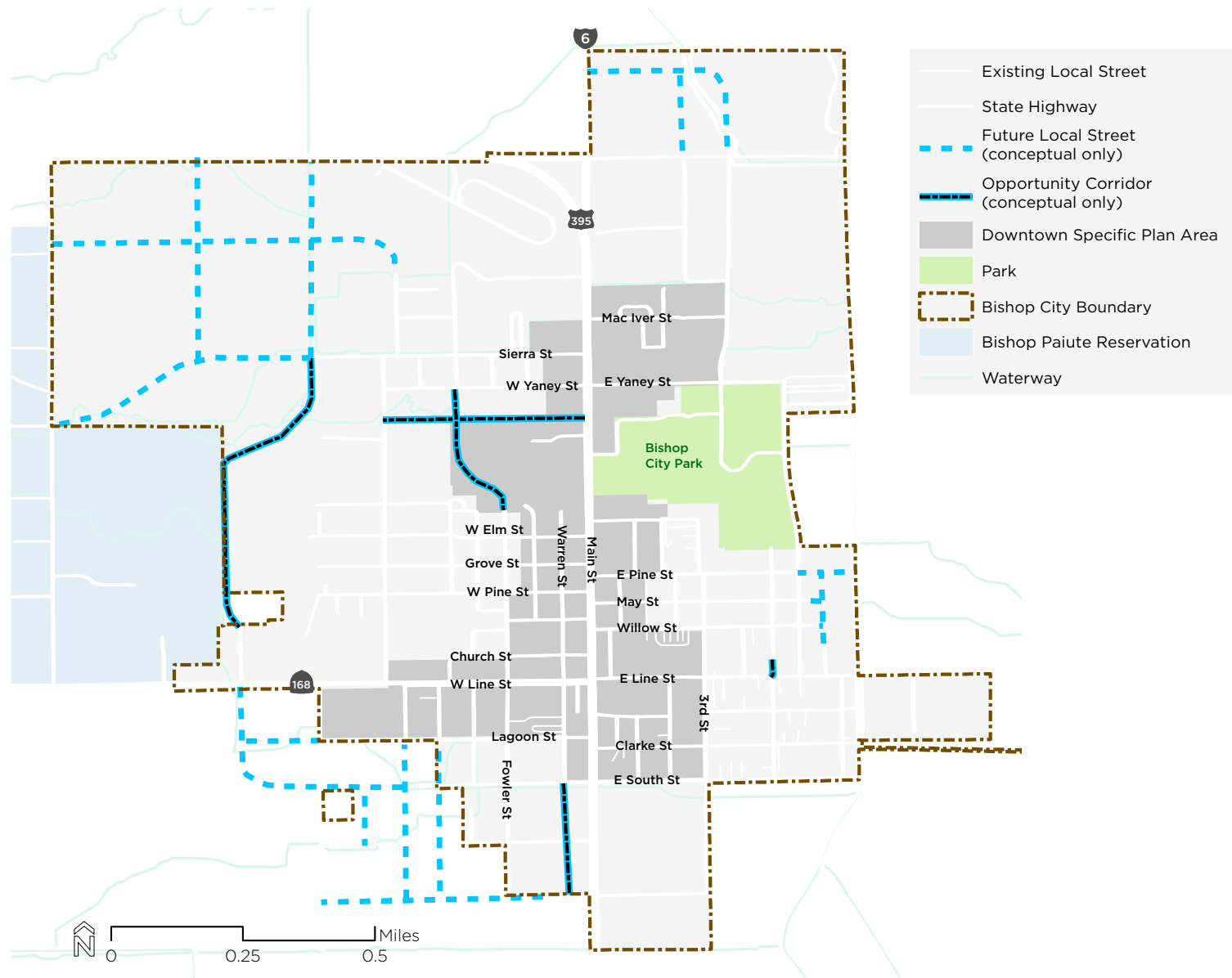




Figure 4

### Roadway Classifications Map



## COLLISION ANALYSIS

Collision data involving people walking and bicycling was acquired from the Transportation Injury Mapping System (TIMS), which geocodes collision data uploaded by the California Highway Patrol and local law enforcement agencies to the Statewide Integrated Traffic Records System (SWITRS). Ten years of data were evaluated, from January 1, 2009 through December 31, 2018.

Below is a summary of the collisions within the study area.

**Figure 5** depicts collision locations; none of the collisions within the study area were fatal.

Types of Collision	Number of Collisions
Bicycle (involved)	16
Motor Vehicle (only)	36
Pedestrian (involved)	9
<b>Total</b>	<b>61</b>

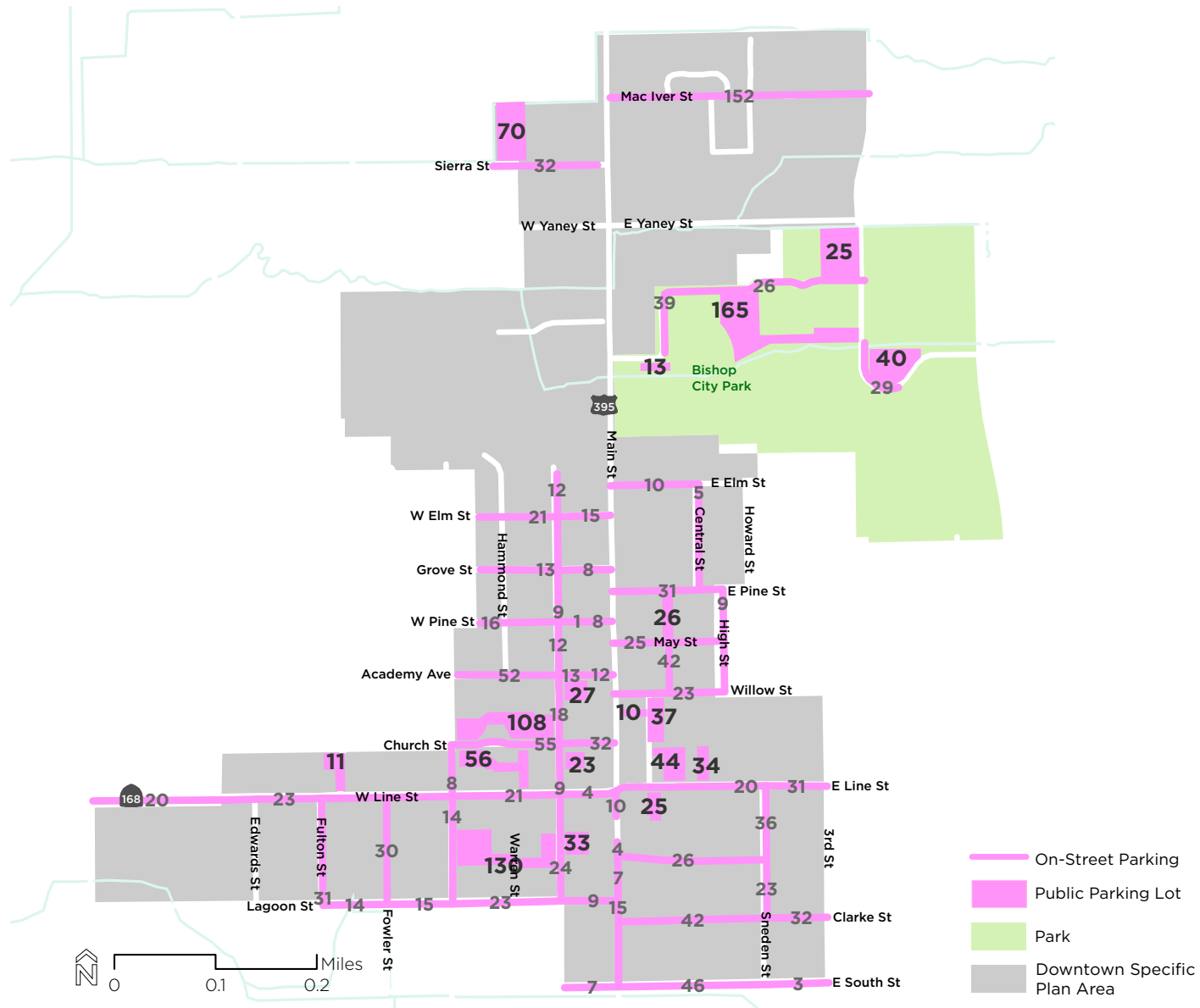
Figure 5 Collisions Map



## PARKING

Downtown Bishop contains approximately 1,800 public parking spaces, about 877 of which are located within public parking lots and 996 that are on-street. This does not include private parking lots or structures, which expands parking options considerably. There are two existing public lots designated for overnight use for RV and Backpacker parking, located along Bruce St north of Bishop City Park and between S Fowler St and S Warren St. While overall parking availability within the Plan area does not appear pressing by the numbers alone, it can still be challenging for visitors, shoppers and residents to locate available parking. There are strategies and tools to connect people to existing available parking to ensure the city maximizes its existing assets.

Figure 6 Specific Plan Area Existing Parking Map



## Opportunities and Constraints

During community meetings held in support of this plan, stakeholders shared a multitude of challenges and opportunities, which include:

### CHALLENGES

- Surplus vacant commercial property
- Concerns of new developments changing Bishop's existing character
- Businesses close early / no night life
- No city center / gathering place / focal point
- Downtown parking limitations
- Caltrans right- of- way on Main Street and West Line Street

### OPPORTUNITIES

- Redevelop vacant commercial sites into active uses
- Downtown beautification / placemaking
- Encourage residents to invest in Bishop
- Increase businesses along Warren Street

Community members also expressed concern about the safety of pedestrians on Main Street, partially due to heavy traffic at the center of town. Stakeholders suggested the implementation of green infrastructure, establishing an alternative truck route, and creating a more walkable and bikeable area off of Main Street to address some of their concerns. Making the Plan area, including rights-of way under city and Caltrans jurisdiction, more walkable and bikeable will help contribute to a more pleasant public realm.

US-395 (Main Street) and State Route 168 (West Line Street) are state highways and any improvements upon these rights-of-way must be discussed and coordinated with Caltrans utilizing their encroachment process.

While downtown parking is a challenge, 72% of community survey respondents indicated that they believe there is adequate parking Downtown. Stakeholders did note that while there may not be a lack of parking it can be challenging for visitors to easily locate it, which presents the community with opportunities to improve wayfinding to ensure shoppers, visitors and residents can find available parking.

Figure 7

### LADWP-Owned Land and Vacant Lots Map



## Development Opportunities

Development within the Specific Plan Area will be in the form of infill or redevelopment of existing buildings/lots, primarily focused along the central corridors of Main Street and Line Street due to their historical development patterns, lot size, and existing land use. There are several vacant and underutilized parcels located within the Specific Plan Area. In addition to vacant and underutilized parcels, additional development opportunities can be identified by assessing land value. A review was conducted of the land value for each

parcel located within the Specific Plan Area seen in **Figure 8**. This evaluation was made by comparing the assessed land value to the improvement value, if the land value was greater than the improvement value it was identified as a parcel that was primed for redevelopment. Assessed land values can be obtained through Inyo County.

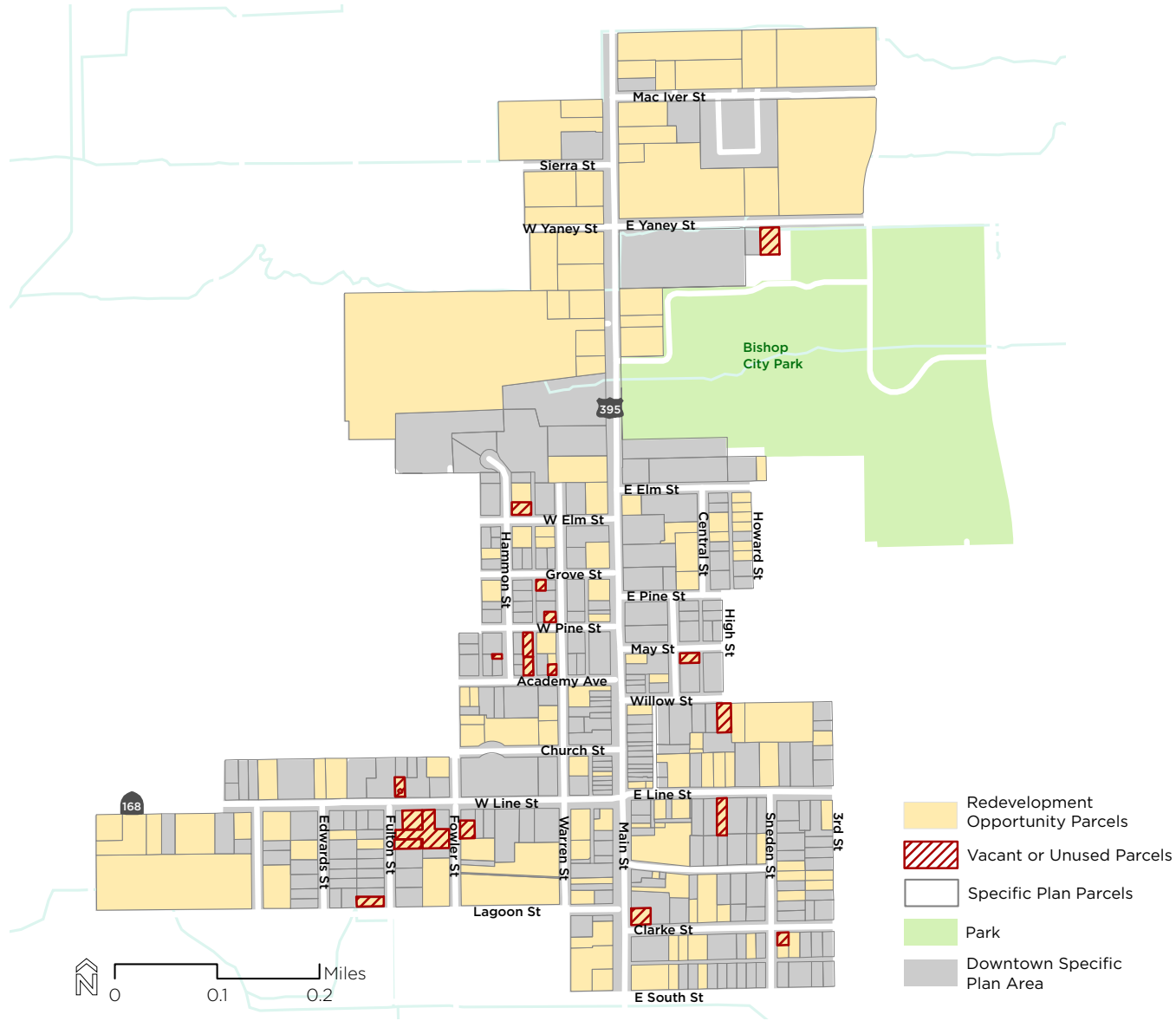
The identified parcels vary in size and types of opportunities; large sites, whether they be vacant or a redevelopment opportunity, are likely best suited for mixed use development



*Vacant buildings and underutilized parcels present an opportunity for introducing more housing, commercial, and retail Downtown*



Figure 8 Specific Plan Development Opportunities



with a focus on housing. The limited housing opportunities in the city make these lots strong candidates for housing redevelopment. Smaller lots are candidates for infill development, adaptive reuse of existing structures, or maximizing development potential; this could take the form of mixed use development, combining dining, housing, and other retail or commercial uses. The lots highlighted in **Figure 8** can be catalysts for development and help achieve important goals of additional housing and economic development. The images on the following pages provide a visual representation of the potential possibilities for opportunity sites.

To provide context to the potential possibilities for these development opportunities two hypothetical parcels, one large, the other small, are described below.

A large parcel in the Specific Plan Area is about 20,000 square feet. A parcel around this size can have ground-floor commercial, restaurant or retail fronting along the primary street, accommodating 1 to 3 distinct businesses. Depending on the types and spatial needs of these ground-floor businesses, residential units could be included as well. On top of the ground floor retail or commercial, residential units could be built, as could additional commercial or retail.

For larger parcels, the type of housing and size of units can vary. Housing could take the form of condominiums or

apartments of varying sizes. A parcel around this size could support about 20 apartments depending on the location within the SPA or MUODT and the size of the units. In addition, there would be sufficient space for amenities that support housing such as bicycle parking, common areas, courtyards, and other additions. The parcel's usage could also be a combination of office space, housing, and retail and restaurants. An example of a mixed use development is the Cottonwood Plaza development, featuring housing and retail. This mixed use development provides a look into the potential of a combination of uses at one site. Regardless of this combination, it is important to provide business on the ground floor along the primary street, which helps connect the development to the downtown area and helps maintain an active pedestrian experience, which could otherwise be jeopardized by development at this scale.

Another large parcel that presents an opportunity is the large LADWP-owned parcel west of Main Street that faces W. Yaney Street and Home Street, west of Main street, which is partially developed with a mobile home park. If the rest of this parcel is developed in the future, consideration should be given to formalizing an existing informal sidepath that runs along the northern boundary of the site.

For smaller parcels, the type of mixed use development will vary. A small parcel in the Specific Plan Area is about 5,000

square feet. A parcel around this size will likely be focused on infill development, an addition to an existing building, or adaptive reuse. Similar to the large parcel development described above, the ground floor unit facing the primary street should be either retail or commercial, while above and behind this frontage can support housing. This can be a single unit or five units depending on the size of the units and height of development. The number can vary as there are multiple combinations of potential developments but the size differential means a more compact build with a focus on maximizing usable square footage.

Additionally, there are opportunities to reuse existing structures for new uses for businesses. As an example, a storage property could be converted to a cafe with a courtyard in the front for seating. Other communities have permitted similar conversions to great success in which breweries, wineries, and restaurants moved into buildings and parcels that were originally designed for other uses.



Conceptual illustration looking west at the intersection of Line Street and Fulton Street showcasing storefront facade, sidewalk, and building improvements



Conceptual illustration looking west at the intersection of Grove Street and Main Street demonstrating an improved pedestrian environment and mixed-use buildings



*Conceptual illustration looking towards the southeast corner of E Line Street and Main Street showing placemaking and safety improvements elevating pedestrian visibility, which can be implemented as future pedestrian volumes require*



Conceptual illustration reimagining the former Bank of America building on Main Street and Grove Street. Stepbacks above the first floor similar to what is depicted here can be incorporated throughout Downtown.



*Conceptual illustration of a redeveloped warehouse space, an example of reuse*



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Easlside Sports  
RECYCLED

Black-ology Express Bar  
Cafe Beer Garden Wi-Fi

P

BARBER SHOP

Easlside Sports

Easlside Sports

CONSIGNMENT-STORE  
BUY-SELL-TRADE  
760-937-5155

BUY TRADE

OPEN

OPEN

Fishing Gearwear Books

# DOWNTOWN BISHOP SPECIFIC PLAN

## General Intent

The Downtown Specific Plan (SPA) provides regulations for development, redevelopment, infill and new land uses within the Specific Plan boundaries. This section also describes how these regulations will be used during the city's development review process.

## Applicability

The provisions of this development code chapter are applicable to all properties within the Downtown Specific Plan area. The regulations, development standards, and design guidelines within this chapter shall apply in their entirety to the review of development proposals. Where the development standards and guidelines of this chapter do not provide adequate direction, the City of Bishop Municipal Code will apply.

## Administration

It shall be the duty of the City of Bishop to enforce the provisions set forth in the Downtown Specific Plan. All officers, employees, and officials of the City of Bishop who are vested with the authority to issue permits or licenses shall comply with the provisions of the Downtown Specific Plan, and shall not issue any permit or license or approve any use or building that would be in conflict with the Downtown Specific Plan. Any permit, license, or approval issued that is in conflict with the requirements of the Downtown Specific Plan shall be considered null and void.

This Specific Plan is adopted by an ordinance by the City of Bishop City Council. The ordinance will amend the Bishop Zoning Code, Title 17 of the Bishop Municipal Code zoning regulations. Requirements of the zoning code not covered by the newly adopted ordinance will otherwise be applicable to the development within the Specific Plan area. If a conflict occurs between a requirement of this ordinance and the Bishop Municipal Code, the provisions of this development code will apply.

## Caltrans Encroachment Permit Process

An encroachment permit grants permission to the permittee to perform activities within the State's right-of-way. Some of these activities include but are not limited to the construction of highway frontage improvements by a developer such as sidewalk, new road intersections, signage, seating, sandwich boards, and drainage facilities. Caltrans standards and procedures must be used when proposing activities to US Highway 395 (Main Street) and State Route 168 (West Line Street). While there is potential to improve the pedestrian experience and street character of these corridors, Caltrans has final authority and decision power. For example, in order to install planting within the state right-of-way, highway planting permit requests must be approved by the District Landscape Architect or Permits Landscape Architect. It must also abide by the design procedures found in the Highway Design Manual (Chapter 900) and the Project Development Procedures Manual (Chapter 29). Ongoing coordination and collaboration with Caltrans is vital to the success of creating a unified vision of Downtown Bishop.

## Specific Plan Area Goals

The regulations and guidelines contained within the Plan promote the continuing improvement of the study area as a place where:

- A mix of land uses support and enhance the livability of Downtown Bishop.
- Streets are attractive and safe for pedestrians and cyclists while efficiently accommodating the needs of motorists and trucking.
- New and redeveloped buildings define the public realm in a coherent manner.
- Active building uses and frontages enhance the pedestrian activity of the streets.
- Parking is addressed through a variety of strategies that support development.
- An enhanced public realm with a variety of pedestrian amenities.



Conceptual illustration looking northwest at the intersection of Line Street and Fulton Street demonstrating the potential for outdoor dining

Figure 9 Downtown Specific Plan Area Map



## Development Regulations and Design Guidelines

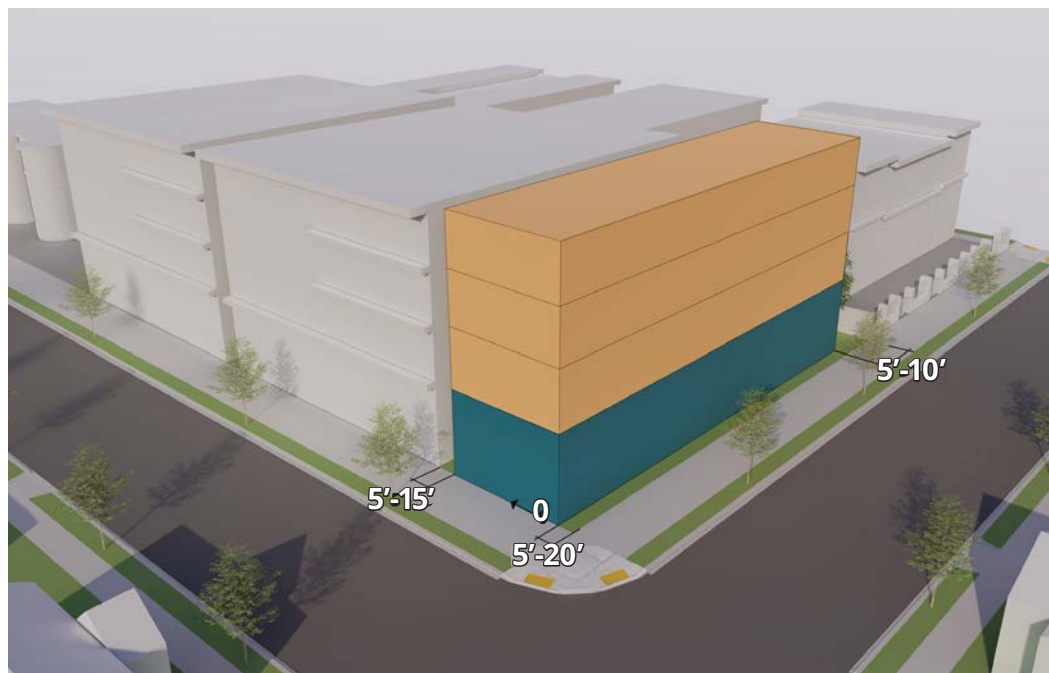
The Development Regulations for Downtown Bishop provide standards for implementing the city’s goals to increase housing supply, creating walkable, mixed use districts comprised of beautiful streetscapes, public spaces that are fronted by buildings that accommodate a variety of housing, office, and retail opportunities.

### BUILDING PLACEMENT

Buildings shall be located on the site as indicated in the table below and **Figure 10**. Setbacks shall apply to all floors (for example, if the ground floor is set back 5 ft. from the primary property line, upper floors shall be set back a minimum of 5 ft. from the primary property line).

Land Use exception: Existing lots zoned as R-1 single-family residential and R-2 low density multiple residential shall conform to existing zoning code.

Figure 10 **Building Placement Diagram**



Building Placement	
Primary Street Setbacks	0 ft. / 10 ft. max
Rear Setback	5 ft. / 10 ft. max
Side Street	5 ft. / 20 ft. max
Side Yard	5 ft. / 15 ft. max

## BUILDING HEIGHT

Building heights shall comply with the standards as shown in the table below and **Figure 11**. Existing buildings with vaulted ground floors or ground floors that exceed the maximum floor to floor height are grandfathered into the SPA. Additionally, any new construction that proposes a vaulted ground floor or ground floor that exceeds the maximum height allowed below will need to seek approval from the planning commission.

Land Use exception: Existing lots zoned as R-1 single-family residential and R-2 low density multiple residential shall conform to existing zoning code.

## VIEWSHED IMPACT

For more information, please see the CEQA document in the appendix.

Figure 11 **Building Height and Story Diagram**



### Building Height

Ground story floor to floor height (max.)

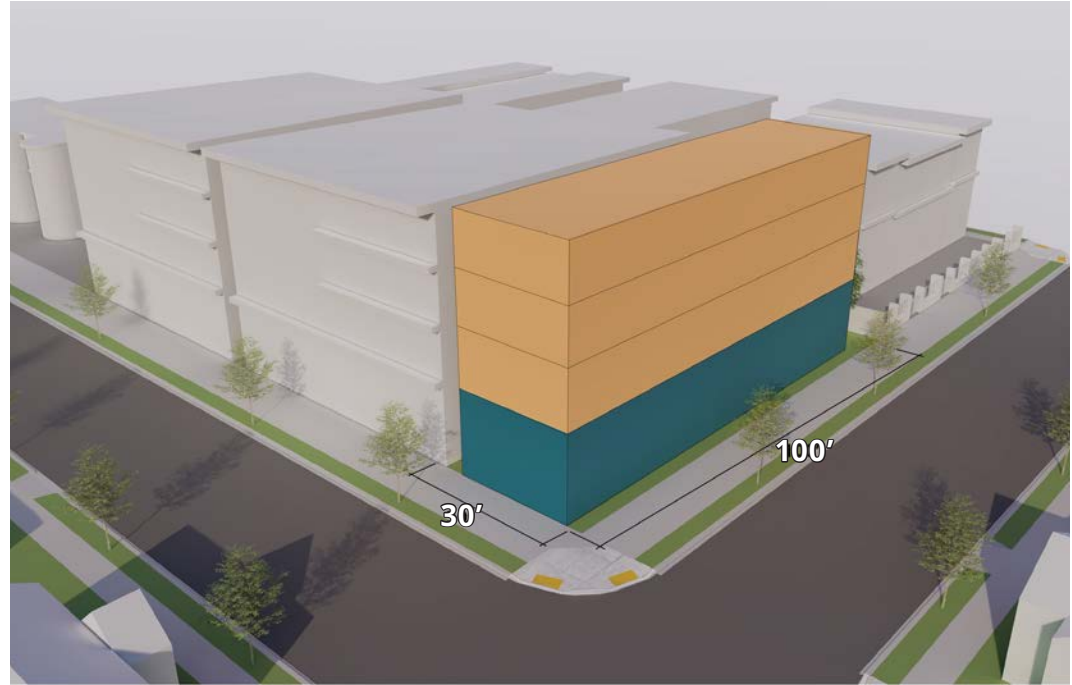
Non-residential	12 ft.
Residential	10 ft.
Top of the building, height (max.)	36 ft.
Pitched roof height above top of the building	Not allowed



## LOT STANDARDS

Each lot shall have a minimum area of 3,000 sq. ft., a minimum width of 30 ft. fronting on a dedicated street, and a minimum depth of 100 ft. Development utilizing existing lots (i.e. not consolidating parcels) is exempted from these standards.

Figure 12 **Building Length and Width Diagram**



## Parking

### ON-SITE PARKING STANDARDS

On-site parking shall not be located between the building and the primary street setback. Parking must be behind the building when viewed from the primary street.

### PARKING DIMENSIONS

On-site parking shall be provided in compliance with the applicable parking standards contained in the Bishop Municipal Code, except as modified by the following.

- **Standard Spaces.** Each off-street parking space shall have dimensions not less than nine feet (9 ft.) in width and twenty feet (20 ft.) in length, and shall be accessible with a minimum of 24 feet of unobstructed space provided for the maneuvering of vehicles.
- **Compact Spaces.** Up to 25% of all required parking spaces may be designated for compact vehicles, with dimensions not less than 8 feet wide (8 ft.) and sixteen feet (16 ft.) in length.

### RESIDENTIAL PARKING REQUIREMENTS

- 1 bedroom or studio unit = 1 space/dwelling unit
- 2 bedroom unit = 1.25 spaces/dwelling unit
- 3 or more bedroom unit = 1.5 spaces/dwelling unit

Exception: Existing lots zoned as R-1 single-family residential shall conform to existing zoning code for parking.

### NON-RESIDENTIAL PARKING REQUIREMENTS

To manage and regulate non-residential parking requirements within the SPA the plan recommends the use of parking maximums. Parking maximums are an effective planning tool to help encourage the highest and best use of land, encourage more affordable development, and to successfully achieve the goals outlined in the plan.

As discussed in the existing condition section, the public has indicated the overall supply of parking is not an issue as there are over 1,300 on and off-street public parking stalls within the SPA. Establishing a maximum allowable amount of parking means the city can control how land is used and will allow developers/property owners to build needed parking without the burden of overbuilding parking. Parking maximums reduce the amount of space dedicated to pavement turning that land into more housing, potential businesses, or improved landscaping or open space. The next page lists benefits to parking maximums.

- Reduces the cost of housing
- Improves stormwater runoff capture
- Reduces urban heat island effects
- Improves visual aesthetics
- Improves pedestrian safety and comfort

The shift to parking maximums is part of the overall approach to address the challenges and achieve the goals outlined in previous chapters. On-site parking will comply with the following regulations and shall be used in the Specific Plan Area. Regulations below only apply to parcels within the SPA, parcels within the MUO have different regulations.

Building Size	Maximum # of On-Site Parking Spaces
Building greater than 15,000 s.f.	2 spaces per 1,000 square feet
Building less than 15,000 s.f.	1.5 spaces per 1,000 square feet
Existing Building	No additional parking is required for a change of use in an existing building, even where the existing parking may be nonconforming. Additional parking may be provided in accordance with these standards for any building addition area that adds new habitable or leasable floor area. Amount of additional parking to be provided shall be calculated based upon new square footage only.

## MINIMUM LANDSCAPING REQUIREMENTS

In order to improve the aesthetics of on-site parking, landscaping is required. Landscaping provides ecosystem services such as groundwater capture and recharge. It can decrease the likelihood of flooding, improve air quality, and reduce the heat island effect that occurs when impermeable, dark surfaces like parking lots retain heat. Not less than ten percent of the interior of a parking lot must contain appropriate landscaping. Such landscaping shall be continuously maintained. Landscaping plans will be reviewed and approved by the planning department. See the Outdoor Dining section on page 60 for more information.

## Bicycle Parking Regulations

### RESIDENTIAL

For all residential buildings containing more than three dwelling units, long- and short-term bicycle parking shall be provided.

- Long-term bicycle parking shall be provided at a rate of one per three dwelling units
- Short-term bicycle parking shall be provided at a rate of one per 5 dwelling units. If there are less than 10 units a minimum of two short-term bicycle parking spaces shall be provided.

### NON-RESIDENTIAL - RETAIL

Provide at least one secure, enclosed bicycle storage space per new retail worker for 10% of retail worker planned occupancy. Provide visitor or customer bicycle racks (or equivalent) on-site, with at least one bicycle space per 5,000 square feet (465 square meters) of retail space, but no fewer than one bicycle space per business or four bicycle spaces per project site, whichever is greater.



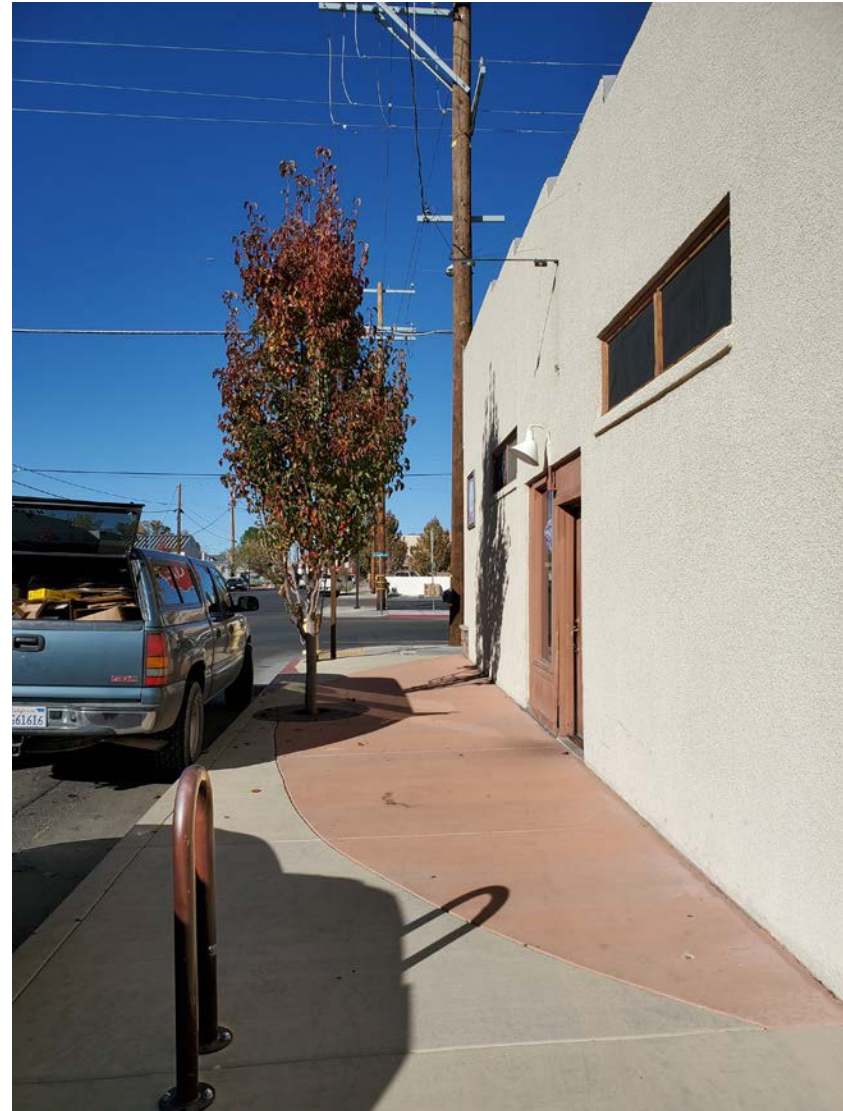
*Long-term bike parking - bike lockers*

## NONRESIDENTIAL OTHER THAN RETAIL

Provide at least one secure, enclosed bicycle storage space per new occupant for 10% of planned occupancy. Provide visitor bicycle racks (or equivalent) on-site with at least one bicycle space per 10,000 square feet (930 square meters) of new commercial nonretail space but not fewer than four bicycle spaces per building.

For mixed-use developments, the number of bicycle parking spaces required to be installed will be the sum of the parking spaces needed by all uses. Long-term parking must be installed onsite, short-term parking can be provided onsite or off-site within 100 ft of the front entrance. For short-term parking off-site in the public right-of-way, developers will need to work with city staff to obtain permits and to get an agreement for the location of bike parking. Additionally, the Association of Pedestrian and Bicycle Professionals, has developed a bicycle parking guide, which provides important information on types of racks to use, placement, and installation. <sup>1</sup>

<sup>1</sup> ([https://www.apbp.org/assets/docs/EssentialsofBikeParking\\_FINAL.pdf](https://www.apbp.org/assets/docs/EssentialsofBikeParking_FINAL.pdf)).



Short-term Bicycle Parking - Existing inverted U-racks on Warren Street

## Outdoor Dining

Within the SPA, outdoor dining shall be permitted on existing on-site parking, on-street public right of way parking, and in front of the building's public right away. Dining areas placed within the public right of way will require an encroachment permit. Dining areas can also be located on building rooftops and must meet the city's existing fire code safety regulations and other safety regulations.

Temporary use of sidewalks and parking areas within the state highway right-of-way (US Highway 395/Main Street & State Route 168/West Line Street) will require Caltrans review and approval. After the state's Emergency Declaration ends in response to the COVID-19 pandemic, permanent outdoor dining is prohibited by Caltrans along state highway right-of-way. For businesses located on state routes, the options of rooftop dining or use of on-site parking on the backside of the property can be approved by the City of Bishop. The following outdoor dining guidelines are to be followed on local roads.

### ON-SITE PRIVATE PARKING LOT

- Business owners can obtain permission for outdoor dining on privately owned parking facilities on the same property as the business within the SPA.

- Handicap stalls cannot be repurposed, unless replaced elsewhere within the on-site parking lot site.
- Tables, chairs, and associated furnishings, including landscaping, must be placed on a paved surface or on a built platform and should not block drive aisles, fire lanes, or entry / exit points to a building. These items must be removable to take inside during inclement weather. Umbrellas must be mounted to a stable base to prevent accidental or windblown tipping over. Furnishings must be approved by the city.
- If possible, conversion to outdoor dining should be located in the corner of a parking lot to minimize conflict between pedestrians and vehicular traffic.
- Barricades or physical protection for users may be necessary and will be approved as part of the permit process. The proposed barriers will be reviewed and approved on a case by case basis.
- No additional parking is required to replace outdoor dining conversion with the exception of handicap stalls.
- The operational hours of the outdoor space shall be restricted to the operating hours of the business.
- All outdoor dining operations must be ADA-compliant.

## ON-STREET PARKING LANES

- Businesses may apply for a permit to provide outdoor dining in on-street parking lanes adjacent to their business. The city will determine if on-street parking will be allowed to convert to dining on a site by site basis. On-street parking lanes must be city right of way. The city cannot permit outdoor dining on parking lanes that are not city right of way.
- Businesses may extend into on-street parking lanes to expand outdoor dining while providing the necessary ADA accommodations.
- Barricades or physical protection for users is necessary and will be approved as part of the permit process. The proposed barriers will be reviewed and approved on a case by case basis.
- Umbrellas, canopies, or awnings should not hang over adjacent clear paths designated for public circulation. Umbrellas shall be no less than 6 feet 8 inches in the lowest height. Umbrellas must be mounted to a stable base to prevent accidental or windblown tipping over.
- Tables, chairs, and associated furnishings, including landscaping must be approved by the city.
- Parking lanes located to the side and rear setbacks of the main building can be converted for outdoor dining.
- No additional parking is required to replace outdoor dining conversion.
- The operational hours of the outdoor space shall be restricted to the operating hours of the business.



*Top Dining within on-street parking lane*

*Bottom Parklet within on-street parking lane and on the sidewalk*

- Landscaping should not hang over adjacent clear paths designated for public circulation or obstructive vehicular sightlines.



*Conceptual illustration looking south along Main Street*

## **OUTDOOR PATIO RIGHT OF WAY**

- Outdoor patio displays must be placed against the building the business operates from or within the landscaped area between the sidewalk and the street.
- Outdoor patio displays must comply with the clear zone provision. A minimum six-foot-wide ADA-accessible sidewalk must be maintained for pedestrian passage.
- The operational hours of the outdoor space shall be restricted to the operating hours of the business.
- All tables, chairs and barriers must be placed on a paved and flat surface and shall not block entrances, exits, fire lanes, hydrants, sprinkler connection points, drive aisles, pedestrian or handicapped access.
- All tables and associated furnishings, including landscaping, must fit within the existing streetscape and should not impact any utilities, parking meters, signs, street lights, street trees, fire lanes, or fire hydrants. These furnishings must be removable to take inside during inclement weather. Furnishings must be approved by the city.
- Umbrellas, canopies, or awnings must be secure to prevent accidental or windblown tipping over and should not hang over adjacent clear paths designated for public circulation.



## ROOFTOP DINING

- Rooftop dining areas shall comply with all applicable city ordinances and regulations, including, but not limited to, those governing health, safety, building accessibility and fire.
- Businesses may apply for a permit for rooftop dining and must submit a fire and safety escape plan as well as a building accessibility plan.
- The rooftop area must be surrounded by railing or walls.
- Tables, chairs, and associated furnishings, including landscaping, must be removable to take inside during inclement weather. Umbrellas must be mounted to a stable base to prevent accidental or windblown tipping over. Furnishings must be approved by the city.
- All lighting of the rooftop must comply with existing lighting city standards and dark sky ordinance. All lights must be turned off when the area is not being used.
- The applicant must comply with safety recommendations from the fire department.
- Rooftop dining shall be subject to the noise regulations of Chapter 8.12 Noise Control.
- Outdoor area is subject to periodic inspections for compliance standards.
- No additional parking is required for rooftop dining for existing buildings.
- The rooftop must be structurally proven to support the proposed loads.

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## Building Design & Character Guidelines

Primary building design shall take consideration of the physical context of the street and adjacent buildings as well as to their historical and cultural context. They should be compatible with existing or historical design patterns representative in the distinctly eclectic condition of Downtown Bishop.

### NON-STOREFRONT BUILDINGS

Building facades should utilize the following material, color, and architectural style strategies:

#### Materials

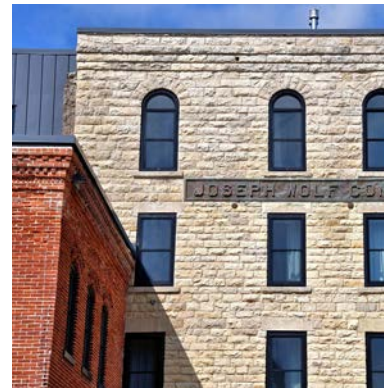
Primary building materials must consider the regional, local and historical context, the natural environment, and the local culture when selecting exterior materials and components. The following list provides a recommendation of building materials for Specific Plan construction. Other materials may be used, such as metal, but must first obtain approval through a city permit. Some materials, like cinderblock are discouraged.



*New or used face brick*



*Stucco*



*Cut or carved stone*



*Metal (Permit Only)*



*Shiplap or clapboard siding*

## Transparency

A minimum percentage of the total area of each ground floor facade which faces a street or public space should consist of transparent window openings. For non-residential uses, this minimum is 40% transparency. For residential uses, this minimum is 25% transparency. The greater portion of the



*Top* Non-residential: 40% minimum  
*Bottom* Residential: 25% minimum

windows should remain free from obstructions to provide a clear view into the interior. This will help enhance the pedestrian environment and encourage customers to visit businesses.

## Building Orientation

New buildings should be oriented to define adjacent public streets with street-facing windows, entries, and frontage elements. Buildings should also provide rear entrances and street access along the alley when present.



*Building entrance designed and oriented to primary adjacent street*

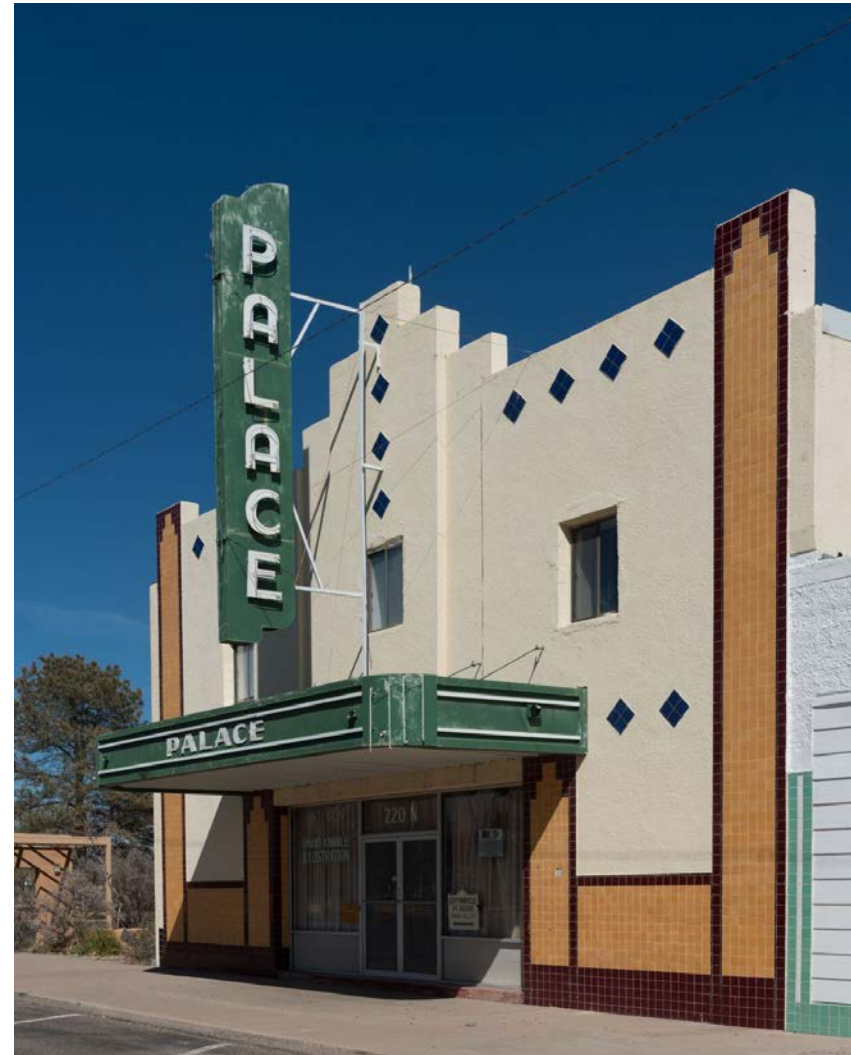
## STOREFRONT BUILDINGS

There are a variety of design elements that contribute to a storefront building and in turn provide an enhanced experience for pedestrians. Building facades should utilize the following material, color, and architectural style strategies:

### Materials

Building materials to be used on buildings in the downtown, as with all other aspects of design, should be consistent with the materials identified in the overall Specific Plan Area. Where new additions to buildings occur, the materials used should be compatible with existing buildings and desired architectural styles. A brief list of the primary recommended building materials for downtown storefront construction is included as follows:

- Glass
- Ceramic tile
- Shiplap or clapboard siding
- Stucco
- New or used face brick
- Metal by permit
- Cut or carved stone



*Ceramic tile use in Marfa, TX*



*Ground floor transparency that has good visibility for passersby in Bisbee, AZ*

## Transparency

There should be a difference between upper story openings such as windows and doors and street level (storefront) openings. There should be a greater transparent or glazed open area at the storefront level to support pedestrian activity. Any obstructions in the window should still allow for a clear view into the building.

Whenever a building is proposed that has two adjacent neighboring structures, attempt to maintain the characteristic proportion and spacing of window and door openings. For non-residential uses, storefront window should be a minimum 40% transparent.

## Building Orientation

The front of the building wall should be oriented parallel to the street. Buildings located at corners should have a pedestrian plaza, outdoor seating, or other architectural feature setback from the intersection. The minimum corner setback should be 10 feet from the property line.

Major pedestrian access for all buildings should be oriented to the primary street upon which it is located, secondary rear pedestrian entries are encouraged as well. Providing rear pedestrian entrances via alleys and parking lots is encouraged, especially if it fronts a prominent active alley (i.e. Whitney Alley). Alleys in Bishop are an asset which allow pedestrians to access buildings while avoiding busy Main Street and Line Street.

Improvements to rear facades should encourage pedestrians to use them, and should include signs, landscaping, awnings and pedestrian walkways (See Rear Entrances section on **page 74** for reference).

Storefronts should be designed to orient to the primary major street frontage. While alley, side, or rear entries may be desirable, the predominant, major building entry should be oriented toward Main Street, Line Street and other major streets as determined by the city.

### **Building Form, Mass, And Scale**

The building form, mass, and scale are important in maintaining the quality of the built environment and in protecting the scenic views of the natural environment of Bishop. New construction should be compatible with surrounding buildings in terms of mass, scale, and height.

- New multi-story buildings and remodels may be taller than adjacent structures (as permitted within the MUO Mixed-use Overlay).
- Although building heights will vary, generally, taller buildings are encouraged in the Mixed-use Overlay Downtown District to create a stronger presence on the street and to frame the scenic views.
- Keep the scale of building elements, especially at the ground level, intimate and close to human scale.
- Reduce building mass on structures with multiple stories by “stepping back” upper stories, which can provide for balconies and outdoor dining spaces (see Outdoor Dining section).
- Consider the relationship of height-to-width proportions of existing facades.
- Roofs should be flat; however, decorative pediments may be sloped and extend above the roofline.
  - Roof lines of adjacent buildings shall be considered to avoid clashes in scale, style, and materials.
  - Mansard roofs and “radical” roof pitches that are overly prominent or out-of-character are not permitted.

## Windows

The windows of storefronts should vary in size and shape, depending on the type of business, as well as the architectural style of the building. Specific design criteria related to window treatments include the following:

- Use clear glass on the first floor.
- Storefront windows should be as large as possible, but no closer than 6 inches to the ground. Maximum

bulkhead heights for new construction should be 30 inches. Bulkheads should be finished with a material complementary to the building's design and surroundings, and not exposed concrete. By limiting the bulkhead height, the visibility of the storefront display and retail interior is maximized.



*Window frame material different from building material in Silver City, NM*



## Entrances

Storefront entries can consist of any projecting elements, and any landscape, hardscape, walls and fences between the building facade and the back of the sidewalk. This provides a transition between the public environment of the street and the semi-private and private entrances of the building. Small forecourts, recesses, and nooks are encouraged around entries in new and remodeled construction. The dimensions of these should be proportional to the overall facade with a maximum depth of 10 feet.

To ensure proper access all entrances must be a minimum of 4 feet apart.



*Recessed building entrance in Bishop, CA*

## Awnings

Awnings play a significant role in encouraging pedestrian traffic throughout the year. Awnings protect a pedestrian on the sidewalk from extremes of sun and weather, and also contribute accent color, pattern, and signage to the streetscape and should be considered along Main Street and Line Street. The following guidelines should be consulted when constructing or rehabilitating structures located within Downtown Bishop:

- Minimum height of awnings and canopies shall be 8 feet as measured from the bottom of the awning to the sidewalk and shall not extend outwardly more than 6 feet from the face of the structure.
- Awnings shall be weather-treated canvas over steel frames. New aluminum awnings or canopies are not permitted.
- Awnings shall have frames of noncombustible material with flame resistant fabrics.
- The highest point of a first-floor awning shall not exceed the midpoint of space created between the second story window sill (or parapet for a single story building) and the top of the first floor storefront.
- Roll up security screens must be located behind storefront window.
- Awnings shall be well maintained, washed regularly, and replaced when faded or torn.



**Top** Awnings variations along Main Ave in Durango, CO  
**Bottom** Awning in Flagstaff, AZ

## Canopies

A canopy is usually permanently affixed to the building, flat, and made out of solid materials versus canvas or vinyl. The design criteria for canopies pertains to awnings as well. Refer to the awnings section for design criteria, for all other canopy criteria they are as follows:

- Canopies shall reflect the character of the building, particularly in material and color selection.
- Canopies are permitted to shelter openings at the bottom floor only.



Canopies in Bridgeport, CA

## Lighting

Exterior lights that are part of a building facade shall provide adequate lighting levels and be designed to satisfy functional needs and complement the architectural style of the building.

Storefronts with a deep recessed entrance shall install a light into the ceiling of this area to illuminate building entrances.

Rear security lighting shall be provided with a minimum 1.5 foot candles per square foot. The level of lighting shall be measured at ground level and should not adversely impact neighboring residences.

Lighting should follow the Joint International Dark-Sky Association & Illuminating Engineering Society, Model Outdoor Lighting Ordinance (MLO) which the city intends to adopt in 2022.

For further lighting guidance see **Figure 13**, Public Realm Design Matrix.

## Rear Entrances

Due to the block configurations and active alley use within Downtown Bishop, providing rear entrance access is critical. The rear entrance should respond to the same requirements as the storefront, typically at a reduced scale. These requirements include identification signage and a safe and inviting entry. In addition, it must also meet the functional service needs of the business.

The design of a rear entrance should be appropriate to its surroundings. Rear entrance design should be inviting and incorporate architectural elements, details, and design from the front facade. The design of the entrance can be modestly scaled or enhanced utilizing all of the elements from the Storefront Building Section. Specific design criteria related to rear entrances includes the following:

- Signs should be scaled to fit the visual character of the rear entrance area.
- The rear entry should be similar to the front entry.
- All utility and mechanical equipment should be screened from view and integrated into the building's architecture.
- Delineated pedestrian walkways are encouraged.
- Setbacks should accommodate outdoor dining and small plazas while still supporting the functional needs of the business.



*Rear entrance and outdoor seating for business in Bishop, CA*

## Facade & Materials Color

The number of materials, colors, and combinations is unlimited, and the appropriateness of any given material, color, or combination for a particular building depends on a number of factors including architectural style and details, building material, building size, and building context. A visually balanced composition of materials and color is encouraged.

- Consider exterior colors that complement the architectural style or theme of a building.
- Vary color to provide architectural interest; at least one accent color is required, do not exceed what is required for contrast and accent of architectural features.
- Colors should be durable and weather-resistant; stain and flat paints are encouraged.
- Natural materials outside of the color palettes are permitted but should be comparable in color.
- Where appropriate, building colors should reflect the basic colors of the architectural style of the building; color palettes based on historical research are encouraged.
- The following pages showcase 3 color palettes reflective of Bishop's natural and built environment.

## Sunset + Sage

Inspired by the muted reds, oranges, pinks, and blue-greens of existing buildings and the surrounding hills and mountains.



CMYK: 95/67/54/51  
RGB: 2/51/64  
HEX#: 023340



CMYK: 95/62/36/17  
RGB: 10/85/116  
HEX#: 0a5574



CMYK: 75/46/52/21  
RGB: 68/102/103  
HEX#: 446667



CMYK: 53/24/28/0  
RGB: 127/166/174  
HEX#: 7fa6ae



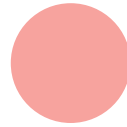
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RGB: 166/187/203  
HEX#: a6bbcbb



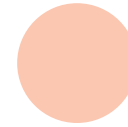
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HEX#: 75271a



CMYK: 24/73/72/11  
RGB: 176/90/74  
HEX#: b05a4a



CMYK: 0/44/28/0  
RGB: 247/163/158  
HEX#: f7a39e



CMYK: 0/26/26/0  
RGB: 251/198/177  
HEX#: fbc6b1



CMYK: 0/10/16/0  
RGB: 254/230/210  
HEX#: fee6d2



## Sand + Stone

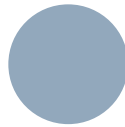
A muted palette in a balance of warm and cool earth tones, designed to harmonize with the landscape and the existing architectural vernacular.



CMYK: 95/67/54/51  
 RGB: 2/51/64  
 HEX#: 023340



CMYK: 95/62/36/17  
 RGB: 10/85/116  
 HEX#: 0a5574



CMYK: 44/26/17/0  
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CMYK: 16/7/4/0  
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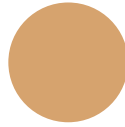
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 HEX#: d8dae0



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 RGB: 96/73/67  
 HEX#: 604943



CMYK: 50/48/47/11  
 RGB: 128/118/116  
 HEX#: 807674



CMYK: 16/37/63/0  
 RGB: 214/164/111  
 HEX#: d6a46f



CMYK: 9/12/45/0  
 RGB: 233/214/155  
 HEX#: e9d69b



CMYK: 6/7/7/0  
 RGB: 236/231/228  
 HEX#: ece7e4





## Warm + Bright

A bolder palette that encompasses a wider selection of saturated colors, inspired by local art and architecture, and the striking colors of that the desert can take on and reflect.



CMYK: 95/67/54/51  
 RGB: 2/51/64  
 HEX#: 023340



CMYK: 88/49/72/54  
 RGB: 10/63/52  
 HEX#: 0a3f34



CMYK: 75/46/52/22  
 RGB: 68/102/103  
 HEX#: 446667



CMYK: 39/20/84/1  
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 HEX#: a5ae53



CMYK: 35/18/13/0  
 RGB: 166/187/203  
 HEX#: a6bbcb



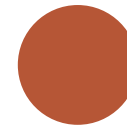
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CMYK: 32/89/93/42  
 RGB: 117/39/26  
 HEX#: 75271a



CMYK: 23/95/99/16  
 RGB: 168/44/35  
 HEX#: a82c23



CMYK: 21/76/86/10  
 RGB: 183/86/55  
 HEX#: b75637



CMYK: 11/38/100/0  
 RGB: 226/163/37  
 HEX#: e2a325



## Architectural Style Guidelines

The Architectural Design Guidelines in this section are intended to guide property owners and developers in the design of buildings that reflect Bishop's history, culture, and community preferences. These guidelines are not designed to be prescriptive standards but examples of characteristics of architectural styles of buildings found in Bishop, the Sierra Nevada Mountain Region, and similar western towns. The following Architectural Design Guidelines are appropriate anywhere within the Specific Plan Area and apply to all parcels.

As there are a variety of architectural styles it is important to consider the rooflines for all buildings and styles. In general, rooflines should be:

- Consistent with their surroundings, adjacent buildings shall be considered to avoid clashes in scale, style, and materials.
- Flat, gable, or hipped.
- Decorative cornices are allowed but tall or ornate roofs are out of character within the SPA.
- Decorative parapets to hide rooftop mechanical equipment encouraged.
- A building may not exceed the area's maximum building height but decorative pediments may extend beyond the max roofline height.

### VICTORIAN (1880s-1910s)

Victorian Style reflects the change of construction advances in the mid 1800's highlighted in extravagant detailing and complex volumes. Victorian-era architecture typically features multi-colored or multi-textured walls, steeply pitched roofs, and asymmetrical facades. Key characteristics of this style usually include:

- Gable or hipped roof
- Porch
- Brick or wood walls
- Window and door articulation with material changes



*Victorian single family home in Bishop, CA*

### AMERICAN CRAFTSMAN (1890s-1930s)

Craftsman Style buildings are defined by large gabled roofs, attic spaces with dormer windows, and street-friendly porches. The massing is low. Windows and doors are vertical in proportion and are trimmed in wood. Roofs are shallow in slope with overhangs rafters. Porch and balcony roofs are typically supported by timber piers. Key characteristics of this style usually include:

- Roofs with gables facing street, large overhangs, hipped roofs
- Brick, stone, stucco, or shingle
- Side porches and upper level balconies
- Building base and porch column and railings are detailed in wood, stone, or brick



*American Craftsman single family home in Bishop, CA*

### FLAT ROOF COMMERCIAL (1830s-1930s)

Flat Roof Commercial Style buildings are decorated rectangular masonry boxes in form, one-story buildings are always commercial in use, while multi-story buildings are mixed-use with commercial ground floors. Multi-story facades are typically divided into base, body and top with the ground floor taller than the upper floor. Key characteristics of this style usually include:

- Brick, stone or metal street facades
- Flat roof with parapet
- Glass storefronts that extend along the ground level
- Recessed entries
- Bay windows



*Flat Roof Commercial buildings along Main Street in Bishop, CA*

## ART MODERNE 'STREAMLINE MODERNE' (1930s-1960s)

Streamline Moderne is an architectural style which represents the last phase of Art Deco. Buildings of the Art Moderne style were designed to emphasize simple geometry, incorporating curving forms, long horizontal lines and occasional nautical elements. Art Moderne buildings were typically designed in low, horizontal shapes. Key characteristics of this style usually include:

- Low, horizontal and asymmetrical
- Flat roofs with no eaves
- Rounded corners
- Smooth, white walls
- Wraparound, porthole and glass block windows
- Stainless steel detailing



**Top** Art Moderne building along Main Street in Bishop, CA  
**Bottom** Art Moderne building in Bishop, CA

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## Signage Guidelines

Signage guidelines encourage a consistent, intelligible, and visually compelling streetscape along business corridors that are compatible with the pedestrian-oriented scale of downtown. All standards contained in this subsection shall be applied in addition to signage regulations contained in Bishop Municipal Code Chapter 17.85 Signage. If a conflict between the two articles appears to exist, the standards contained in Bishop Municipal Code Chapter 17.85 Signage shall take precedence.

### LOCATION AND PLACEMENT

- No sign should be placed in the ground plane of the public-right-of-way. Any sign placed within the State right-of-way will need to refer to the Caltrans Encroachment Permit Manual to adhere to specific standards and maintenance responsibility (See Caltrans ROW & Permitting Process Section on **page 50** for more detail).
- No sign shall be attached to any landscape or bush, streetlight and signal poles, street or regulatory signs, or utility poles.
- The signs should be maintained in a safe, presentable and good condition.





## TYPES AND SIZE

The standards of this section apply to all permanent signs and set minimum standards.

Permanent signs include the following types:

- Awning Signs
- Wall Signs
- Marquee Signs
- Window Signs
- Projecting Signs

## SIGNAGE SIZE LIMITS

Sign size should be proportionate with the scale of the building and not overwhelm the architecture of the building. No new signs should extend above the parapet of the building. These larger exterior signs do not fit the character of the Specific Plan Area and should only be considered if they are designed to match the character and materials outlined in this document.



Signage Type	Description	Permit Requirement	Maximum Number	Maximum Area per sign	Height
Awning Sign	An awning may include a printed or mounted sign. Signs may be placed only on awnings that are located on the ground floor façade of a building. No sign mounted to an awning shall project beyond, above or below the face of an awning.	Permit	Multiple	30 sq. ft	8.5 ft minimum height from the ground
Marquee Sign	A marquee sign shall be placed on a ground floor façade of a building. No marquee sign shall extend above the roof or parapet line of any building.	Permit	1 per building frontage	60 sq. ft	8.5 ft minimum height from the ground
Projecting Sign	Projecting signs shall be placed on a ground floor facade, not higher than the bottom of the second story windows or the roof line of a one story building.	Permit	1 per business frontage	32 sq. ft Includes both sides	8.5 ft minimum height from the ground
Wall Sign	A wall sign shall not obstruct any portion of a window, doorway or other architectural detail. A wall sign shall not be placed higher than the roof or parapet line.	Permit	Multiple	30 sq. ft	No higher than parapet of the building
Window Sign	Area of temporary and permanent window signs combined shall not exceed 40% of the area of the window on, or within which they are displayed.	Permit	1 per business frontage	Ground floor transparency - minimum 40%	
Neon Signage	Electronic or digital sign that emits colored light. Neon signs are appropriate if they are consistent with the historical character of the area in which they are located and existing signage if replaced.	Permit	1 per business frontage	30 sq.ft.	No higher than parapet of the building
Temporary banners and feather flags	A temporary banner shall be placed on a ground floor façade of a building. No temporary banner shall extend above the roof or parapet line of any building.	Permitted for 30 days	1 per building frontage	30 sq. ft	8.5 ft minimum height from the ground
Monument Signs	Freestanding signs with a solid base.	Permit	1 per building frontage	30 sq. ft	5ft height from the ground
Murals	Painted words or logos on a building.	Permit	In consultation with city	In consultation with city	In consultation with city
Corporate Signage	Signage for major corporations.	Permit	In consultation with city	In consultation with city	In consultation with city

Signage Type	Description	Permit Requirement	Maximum Number	Maximum Area per sign	Height
Light-Emitting Diodes (LED) Signs	Electronic or digital sign that emits colored light.	Not permitted	Not permitted	Not permitted	Not permitted
Abandoned Signage	Empty sign cabinets and out of business signage shall be removed immediately after the closure of the business.	Not permitted	Not permitted	Not permitted	Not permitted
Pylon Signs	Freestanding signs supported by steel columns. New pylon signs are not permitted. Existing businesses with pylon signs are encouraged to replace them.	Not permitted	Not permitted	Not permitted	Not permitted
Billboards	A freestanding sign typically found alongside busy streets.	Not permitted	Not permitted	Not permitted	Not permitted

## COLOR AND MATERIAL

In general, signs shall have mutually unifying elements which may include uniformity in materials, color, height, letter style, sign type, shape, lighting and location on buildings.

- Appropriate sign materials may include:
  - Wood
  - Tile
  - In certain cases metal, (non-corrugated steel that is formed, etched, cast, engraved, and properly primed or factory coated to protect against erosion)
  - Decorative iron brackets or wood
- Background colors shall be muted or natural tones.
- Bright colors are allowed only for lettering, trim, accents and logos. Contrast is important for the legibility of signs.
- Reflective and glossy materials are not allowed.
- Sign materials should be very durable.

Refer to the color template on **page 76** for details on evaluating and choosing colors.

## ILLUMINATION

The following rules and standards apply in establishing the type of illumination that may be used for signs:

- The light from any internally illuminated sign shall be shaded, shielded, or directed so that the light intensity or brightness will not be disruptive to a residential use or property, or create a distraction to a motorist.
- Colored lights are not permitted at any location to avoid confusion with constructed traffic-control devices.
- Neon illumination should not dominate a city block or a series of storefronts and must be reviewed by the planning commission.

## Wayfinding

Wayfinding is the process of determining and following a path or route between an origin and a destination, often intended for pedestrians and cyclists and for assisting people driving cars locate parking and other key destinations. This means that wayfinding helps people get to the destinations they desire, whether it be parking lots off Main Street or downtown attractions. This is achieved with signage and maps, special lettering, colors, symbols, iconic shapes, texture, and surface treatment working in unison to highlight key locations, attractions, and services, and provide route confirmation. Bishop should establish a wayfinding signage program to review existing signage and plan for new or upgrade existing, wayfinding signage in Downtown Bishop and across the city. The following sections are recommendations for the Downtown area but may be subject to change following the implementation of a City Wayfinding Program.

Design recommendations for wayfinding signage in Bishop include:

- Signage should be designed at a human scale with attention to detail and craftsmanship.
- Pedestrian-oriented signs should comply with standard clearances from other street elements and comply with ADA requirements.

- Wayfinding signage should be placed near important intersections, public plazas, or other areas with high pedestrian volume.
- Wayfinding signage should clearly communicate the locations of nearby destinations, by means such as arrows, infographics, and vicinity maps.
- Avoid placing too many signs on the street, which can cause visual clutter and confusion to people.
- Externally illuminated signs should be designed to minimize glare. The reflective coating should be used on other signs to minimize glare.

Roadway-oriented signage should be designed to comply with CA MUTCD design standards. It is important to note that the MUTCD allows for communities to create community-sensitive wayfinding. Community Wayfinding allows custom colors and enhancement markers (logos). DOT encourages transportation agencies to go beyond the minimum requirements, and proactively provide convenient, safe, and context-sensitive facilities that help roadway users of all types, ages, and abilities of all ages and abilities and utilize universal design characteristics (2010). For more information please see **page 95**.

## LOCATION AND PLACEMENT

Wayfinding signage should be placed along major thoroughfares to direct visitors to the downtown corridors such as Main Street, Line Street, and Warren Street. Wayfinding signs should be placed at pedestrian level at every  $\frac{1}{4}$  to  $\frac{1}{2}$  mile to guide visitors.

Any sign placed within the State right-of-way will need to refer to the Caltrans Encroachment Permit Manual to adhere to specific standards and maintenance responsibility (See Caltrans ROW & Permitting Process Section on **page 50** for more detail).

## COLOR AND MATERIAL

In general, wayfinding shall have mutually unifying elements which may include uniformity in materials, color, height, letter style, sign type, shape, lighting and location on buildings.

- Background colors shall be muted or natural tones.
- Bright colors are allowed only for lettering, trim, accents and logos. Contrast is important for the legibility of signs.
- Reflective and glossy materials are not allowed.
- Sign materials should be very durable.

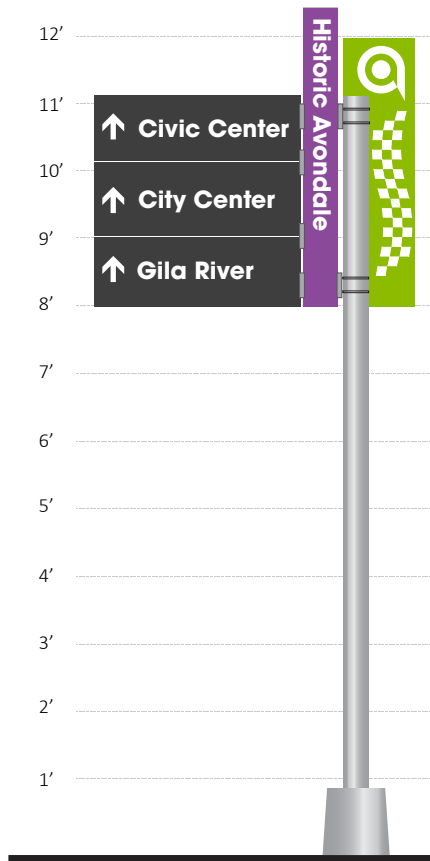
Refer to the color template on **page 76** for details on evaluating and choosing colors.

## SIZE

Signage Type	Description	Maximum Number	Maximum Area per sign	Minimum Text Size	Mounting height from bottom of sign to ground
<b>Parking Lot Directional</b>	Signs which can be placed throughout downtown to locate and direct to public parking lots.	Multiple	4'-0", 4'-0"	2"	12'-0'
<b>Pedestrian Directory</b>	An orientation sign, in the form of a map or other information, will inform the visitor about the locations of buildings and downtown features.	Multiple	8'-0"-3'-0"	5/8 min to 2"	6'-0"
<b>Pedestrian Directional</b>	Small signs which can be placed throughout downtown to locate and clarify specific buildings. Sign posts are located at the pedestrian level.	Multiple	3'-0", 3'-0"	2"	12'-0'
<b>Vehicular Directional</b>	Small signs which can be placed throughout downtown to locate and clarify specific buildings such as museums, theaters, restaurants, hotels, etc. Some may be building signs, others at curbside, on a lamppost, on benches, in the sidewalk, sides of buildings, on sign posts.	Multiple	4'-0", 4'-0"	2"	12'-0'

### VEHICULAR DIRECTIONAL

Individual blades are fastened to a custom aluminum pole that is painted as brushed aluminum using a poly blend paint. Blades are modular to accommodate change over time adding to the flexibility of the sign design.



Vehicle-oriented signage should be legible from a distance.

### PEDESTRIAN DIRECTIONAL

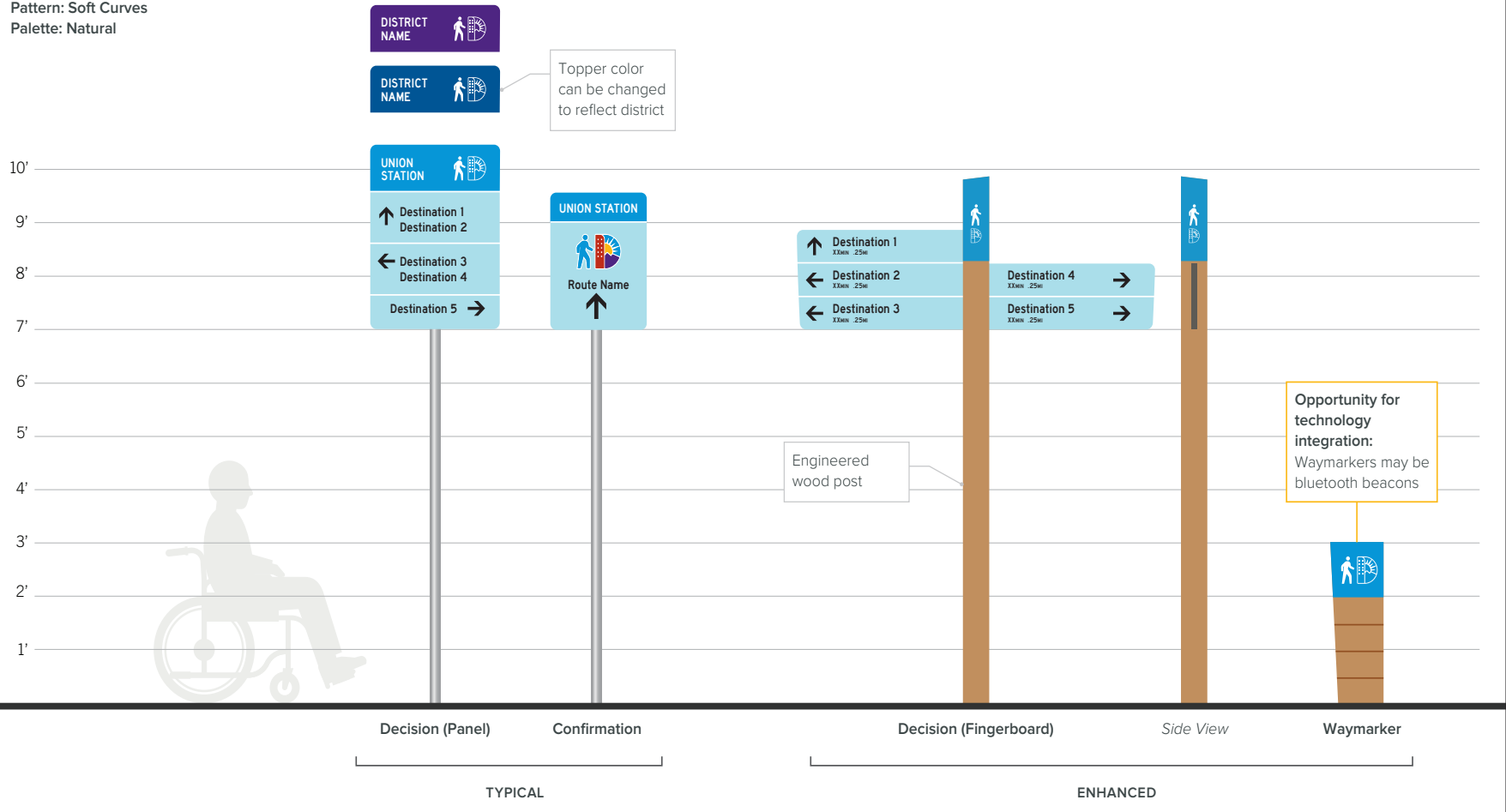
Vertical pedestrian map to should evoke the community or its surroundings. Pedestrian symbol should be located high and prominently.



Pedestrian-oriented signage should be simple and easily understood

Clear Skies / Sheet 1

Typology: Modern / Iconic  
 Material: Wood / Metal  
 Pattern: Soft Curves  
 Palette: Natural



Signage families should be simple, intuitive, and approachable, with a consistent design language between elements



## ADDITIONAL WAYFINDING INFORMATION

The Manual of Uniform Traffic Devices, Section 2D.50 allows for community-sensitive wayfinding but there are basic specific guidelines that must be followed.

The California Manual on Uniform Traffic Control Devices or CA MUTCD is the state standard (based on the national MUTCD) for all traffic control devices installed on any street, highway, bikeway, or private road open to public travel. Both on-street and off-street bicycle facilities are required to follow the standards within the CA MUTCD. Devices should be designed so that:

- Size, shape, color, composition, lighting or retroreflection, and contrast are combined to draw attention to the devices.
  - Size, shape, color, and simplicity of message combine to produce a clear meaning.
  - Legibility and size combine with placement to permit adequate time for response.
  - Uniformity, size, legibility, and reasonableness of the message combine to command respect.
  - Options for customizing signs while adhering to the CA MUTCD include adding unique mounting structures or an identifying enhancement marker.
- While the CA MUTCD provides standards and guidelines for the design, size, and content of wayfinding signs, many jurisdictions have implemented unique signs to enhance visibility or reinforce local identity.
  - Creative wayfinding elements enhance community identity and pride, reflect local values and character, and may provide more helpful information than signs which strictly follow the basic guidance of the CA MUTCD.

## Streetscape

The term streetscape generally refers to the space between the building and the roadway, where people walk, congregate and experience their built environment. The design and amenities associated with a particular streetscape can influence people's behaviors and feelings as they move through a given area. For example, lighting directly impacts safety and the perception of safety; trees impact the amount of shade on a street or courtyard – physically cooling the space. Many elements contribute to the overall sense of a streetscape including trees, lighting, benches, bike racks, public art and more. The recommendations in this section seek to reinforce the goal of creating a more walkable community and reiterates the overall vision of creating vibrant, authentic, and pedestrian-friendly Downtown Bishop. All streets within the SPA should be considered for potential pedestrian improvements; for specific streets that should be prioritized for improvements see **Chapter: 6 Mobility Recommendations.**








### IMPROVEMENTS GUIDED BY STREET TYPE

The matrix on the following page can be used as a reference tool when selecting appropriate streetscape priorities, programming and design elements based on the street type.



*Top* Public space in Bellingham, WA  
*Bottom* Outdoor plaza in Flagstaff, AZ

Figure 13 Public Realm Design Matrix

	 Street Trees and Enhanced Landscape	 Public Art	 Lighting	 Pedestrian Thoroughfare	 Seating + Resting	 Bike Facilities + Amenities	 Outdoor Dining
<b>Main Street/Rte 395*</b>	●	●	●	●	●	●	◐
<b>Line Street</b>	●	●	●	●	●	●	◐
<b>Secondary Downtown Streets</b>	●	◐	●	●	◐	●	◐
<b>Alleys</b>	○	●	◐	●	◐	◐	●
<b>Neighborhood Streets</b>	●	◐	●	●	◐	◐	○
<b>Example Elements</b>	<ul style="list-style-type: none"> <li>• Shade Trees</li> <li>• Flowering Trees + Shrubs</li> <li>• Parkway plantings</li> <li>• Landscaped plazas</li> <li>• Decorative/Protective Planters</li> </ul>	<ul style="list-style-type: none"> <li>• Special Paving</li> <li>• Decorative Crosswalks</li> <li>• Plazas</li> <li>• Murals</li> <li>• Sculptures + Statues</li> </ul>	<ul style="list-style-type: none"> <li>• Street Lighting</li> <li>• Pedestrian Lighting</li> </ul>	<ul style="list-style-type: none"> <li>• Sidewalk + Crosswalk Paving</li> <li>• Signage</li> <li>• ADA Ramps</li> </ul>	<ul style="list-style-type: none"> <li>• Benches</li> <li>• Cafe-style Chairs + Tables</li> <li>• Shade</li> </ul>	<ul style="list-style-type: none"> <li>• Bike Facilities</li> <li>• Bike Racks</li> </ul>	<ul style="list-style-type: none"> <li>• Cafe-style Chairs + Tables</li> <li>• Shade</li> <li>• Planters</li> </ul>

Improvements on Main Street /Rte 395 are subject to Caltrans review and approval

## STREETSCAPE ZONES

The streetscape is made up of several different zones distinguished by function (as illustrated in **Figure 14**), and within each zone are components which vary depending upon the surrounding land use and context of the street. As a result, minimum and maximum recommended space requirements vary depending on the type of street.

Due to the variability of street conditions, this guide is not intended to dictate which specific components or design treatments are used on a given street. Instead a range of options is provided that can be tailored to the context of a specific project.

### a. Building Frontage Zone

The Building Frontage Zone is typically located on private property, serving as the interface between private property and the public right-of-way. On Main Street, this is typically the only space readily available for streetscape improvements. Often the space between the façade of the building and the Pedestrian Through Space, the Building Frontage Zone can be as narrow as 2 feet in width to maintain clearance between building doors and the Pedestrian Through Space, but can be much wider to accommodate amenities such as bicycle parking or cafe tables and chairs. This zone may include the following:

- Building Door Zone
- Sidewalk Cafes
- Bicycle Parking Zone

### b. People Zone

The People Zone is used for unobstructed pedestrian travel by foot, wheelchair, or other mobility device. This zone can range from 6-12 feet wide. This zone includes the following:

- Sidewalk / Pedestrian Through Space

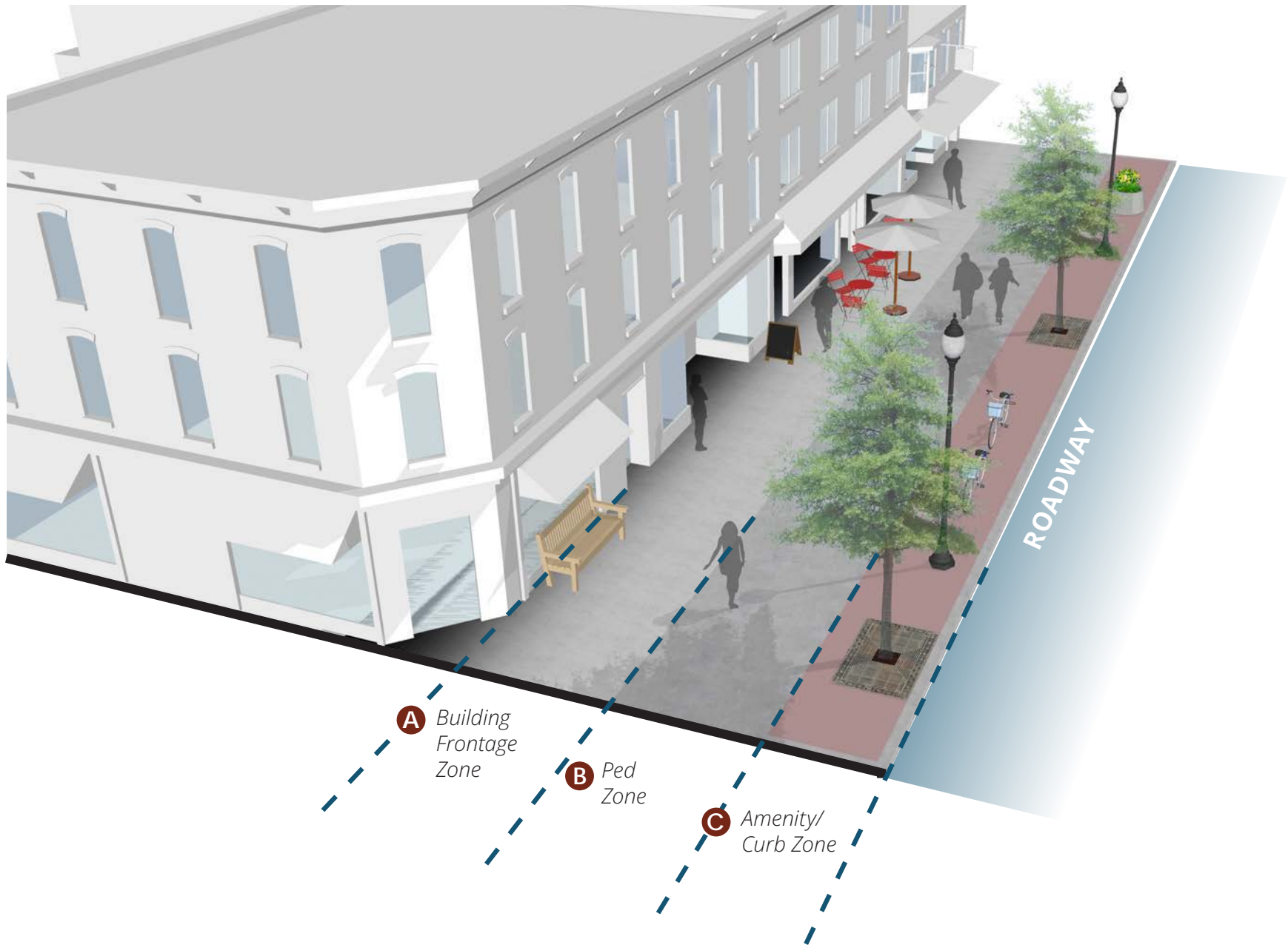
### c. Amenity / Curb Zone

The Amenity / Curb Zone can simply be a curb, or can include facilities like stormwater capture Infrastructure, and lighting, shade, water, rest and short-term bicycle storage that supports a safer and more comfortable active transportation experience - all physically separated from the roadway. The Amenity / Curb Zone typically ranges from 1.5-6 feet wide and may include the following:

- Curb
- Bicycle Parking
- Driveways
- Furniture & Lighting
- Trees & Plants
- Lighting & Utilities
- Stormwater Capture

Any Improvements outside of the frontage zone on Main Street will require Caltrans coordination and approval.

Figure 14 Streetscape Zones Diagram



## Design Considerations

### STREET TREES

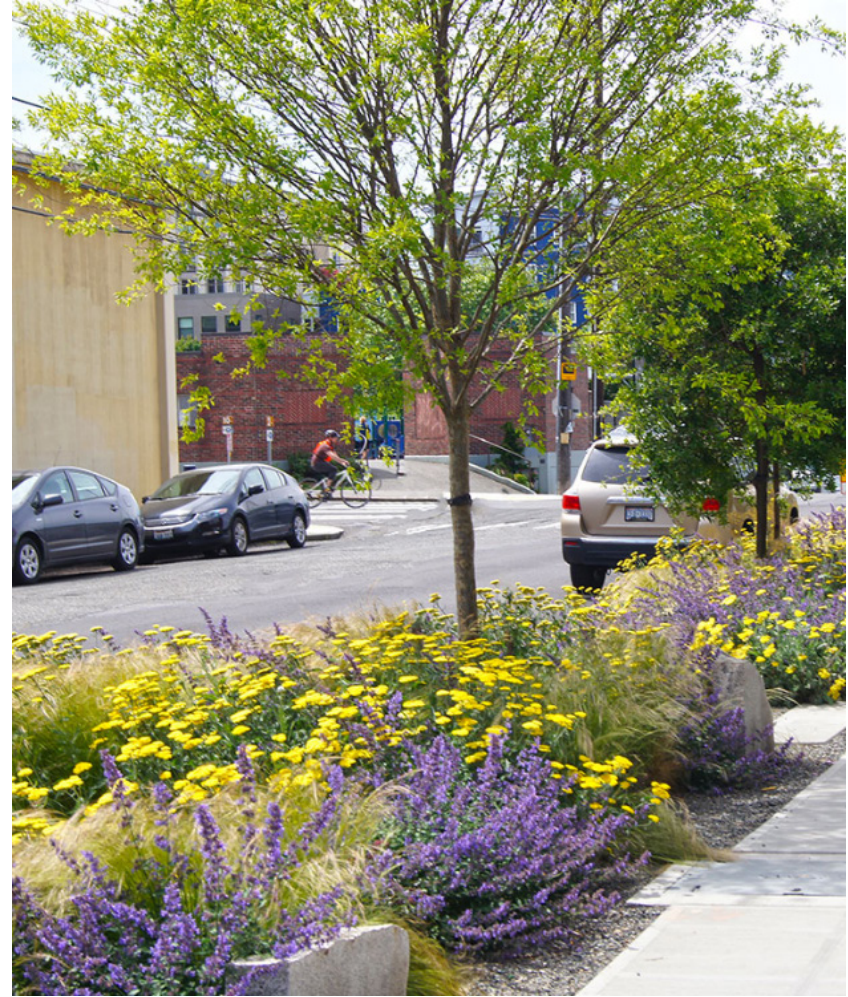
Street trees should provide continuous shade, where feasible, along bicycle and pedestrian routes. Additionally, tree planting should align with placemaking initiatives, and the species planted should be appropriate for the Eastern Sierra.

### Irrigation Establishment

When new street trees are planted, an 'establishment' period is typically enacted so that they receive supplemental water for a period of time, typically 1 to 3 years.

Many cities rely on watering trucks to water trees on a regular schedule during the establishment period, and this may be performed by city staff or an outside contractor. Another method of providing establishment irrigation that is gaining in popularity is the use of watering bags that must be refilled regularly and provide water slowly between refillings.

Once the establishment period is finished, trees are left unirrigated to survive on available precipitation. Agreements may be made with adjacent property owners to water the tree over time. Generally, watering the tree with a hose for two minutes twice per week is sufficient.



*Street trees and parkway planting can provide a buffer for pedestrians and beautify the city*

## TREE GRATES

Tree grates provide additional ADA compliant walkable surface area to sidewalks while protecting tree root systems and tree well planting soil from compaction caused by pedestrian foot traffic. Tree grates also help to protect irrigation equipment from damage, such as bubblers or drip lines, as they are placed below the grate surface. Lastly, tree grates prevent litter and debris from accumulating in the tree well, and suppress weed growth.

Tree grates are most useful on streets with narrow sidewalks that can benefit from additional walking surface, or in areas with very high foot traffic. Additionally, tree grates can be used as decorative elements on a streetscape that contribute to the identity and place-making of the city.

As street trees grow, the grates surrounding their trunks need to expand as well. Tree grates are designed to have break-away or cut-away rings that can be easily removed by maintenance personnel. It is important for the city to include this item in their street tree maintenance program as trees may be choked by the tree grates and ultimately die if not adjusted properly.



*An example of artistic tree grates from Boston, MA*



*Planters provide an opportunity for beautification throughout the community*

## PLANTERS

Free-standing planters provide additional space for plants above ground. Planters should be used in areas with constrained sidewalk space where there is no access to subgrade soil for a planting medium for trees and other vegetation, or where a vertical element is desired to create a visual buffer between the sidewalk and roadway. Small trees can be planted in larger pots, while shrubs and perennials can be planted in medium to small planter boxes.

Trees planted in containers require higher levels of maintenance and are often short-lived. The use of planters

should generally not be the primary choice as a planting medium, especially for street trees. When planters are used, opportunities to integrate seating into their design should be considered.

The use of planters as streetscape elements in Bishop can be seen when walking or driving down Main Street. The planters serve as a physical barrier protecting pedestrians from vehicles traveling along the roadway.



## BENEFITS OF STREET TREES

Trees provide more than just beauty and shade, trees also can provide numerous ecosystem services. Trees help reduce extreme heat and improve air quality. Mature trees can cool surface temperatures by as much as 45 degrees Fahrenheit. Furthermore, the U.S. Forest Service estimates 129 million trees have died in California since 2010 due to conditions caused by climate change, drought, and pests. Additional trees in the public realm can help bolster this struggling population

Benefits of trees include three categories:

- Cooling benefits
- Environmental benefits
- Community benefits

### Cooling Benefits

The urban heat island effect causes urban areas—replete with impermeable, dark-colored surfaces like parking lots, roads, and roofs—to experience higher surface temperatures throughout the day, and to retain heat into the night. While Bishop is not impacted by the same “urban heat” as larger cities, the densest and most built out areas still contribute to increased heat levels on the hottest days of the year. Likely the most effective strategy to offset urban heat in Bishop is through the increase of shade from trees.

Street trees that provide shade can increase comfort for pedestrians and bicyclists by lowering temperatures as well as filtering and improving the quality of air and water.

### Environmental Benefits

Trees improve the air we breathe by reducing particulate matter and other forms of air pollution. In the United States alone, street trees remove 822,000 metric tons of pollution per year.

### Community Benefits

There are numerous benefits a tree can provide to a community beyond cooling and environmental benefits. The presence of trees that provide shade can make walking and biking facilities feel more comfortable and appealing, making it easier for people to walk, bike, and utilize transit. This helps encourage mode shift towards more environmentally-friendly travel options and therefore mitigates climate impacts. Additionally, on tree-lined streets, people tend to drive more slowly, reducing the risk of collisions.

## Street Trees



***Clockwise from upper left***  
*Golden Rain Tree*  
*Chinese Pistache*  
*Thornless Honey Mesquite*  
*Silver Linden*

Figure 15 Tree List

Small Trees (up to 25' in height)		
Botanical	Common	Remarks
Chilopsis linearis	Desert Willow	Deciduous, flowering, tough, power line friendly, good small parkway tree
Cotinus coggygia	Smoke Tree	Small tree, may reach 15', power line friendly, prune upright to maintain tree form
Pinus monophylla	Single Leaf Pinyon Pine	Small native pine, low branching, not ideal parkway tree, suitable for more open green spaces
Prunus cerasifera 'Krauter Vesuvius'	Krauter Vesuvius Plum	Non-fruiting ornamental plum, purple foliage, to 25', power line friendly
Medium Trees (30' - 50' in height)		
Botanical	Common	Remarks
Celtis reticulata	Netleaf Hackberry	Native, slow growing, tolerates seasonal flooding and drought, to 35' tall, good for stormwater planting
Pistacia chinensis	Chinese Pistache	Tough street tree with Fall Colors, Pistacia x 'Red Push' is drought and cold tolerant to 35' tall
Koelreuteria paniculata	Golden Rain Tree	Heat, cold, and drought tolerant, deciduous to 35' tall
Prosopis glandulosa 'Maverick'	Thornless Honey Mesquite	Thornless cultivar of native mesquite, deciduous to 35' tall, good shade tree, prune in winter to maintain upright form
Large Trees (Above 50' in height)		
Botanical	Common	Remarks
Fraxinus velutina	Arizona Ash	Native to Southwest, to 50', deciduous, needs ample growing space for large root system
Ginkgo biloba	Ginkgo Tree	Needs ample space and large planting area; fall colors
Gleditsia triacanthos	Honey Locust	Broad, spreading crown, airy shade, thornless cultivars available to 70' tall
Celtis Occidentalis	Common Hackberry	Needs ample space and large planting area, to 80' tall, deciduous
Tilia tomentosa	Silver Linden	Medium to large deciduous tree with upright columnar form and attractive foliage to 50' tall
Quercus muehlenbergii	Chinquapin Oak	Good shade or street tree, deciduous, to 50' tall
Quercus buckleyi	Texas Red Oak	Good shade or street tree, deciduous, to 50' tall

Figure 16 Landscape Planting List

<b>Groundcovers</b>			
<b>Botanical</b>	<b>Common</b>	<b>Height</b>	<b>Width</b>
Artemisia frigida	Fringed Sage	1.5'	1.5'
Juniperus horizontalis	Creeping Juniper	6-18"	5-8'
Dalea greggii	Trailing Indigo Bush	12-18"	5-10'
Eriogonum wrightii	Wright's Buckwheat	1.5'	2'
Teucrium chamaedrys 'Prostratum'	Prostrate Germander	6-8"	3-4'
Zinnia grandiflora	Prairie Zinnia	6"	1-1.5'
<b>Small Shrubs</b>			
<b>Botanical</b>	<b>Common</b>	<b>Height</b>	<b>Width</b>
Artemisia filifolia	Sand Sage	3'	3'
Baccharis 'Starn'	Starn Coyote Brush	3-4'	3-4'
Dalea frutescens	Black Dalea	3-4'	3-4'
Hesperaloe parviflora	Red Yucca	3-4'	3-4'
Salvia greggii + cvs	Autumn Sage	3'	3'
<b>Grasses</b>			
<b>Botanical</b>	<b>Common</b>		
Aristida purpurea	Purple Three Awn	2'	2'
Sporobolus airoides	Alkali Sacaton	3'	4'
Muhlenbergia emersleyi 'El Toro'	Bull Grass	2'	2-3'



*Streetscape tailored for pedestrians in Ennis, Texas*

## PARKWAYS

In addition to street trees, supplemental landscape plantings should be used along streets in Bishop where space is available. Plantings along streets should occur in the Amenity / Curb Zone between the sidewalk and roadway. Parkway plantings provide a buffer from the roadway for pedestrians and enhance the visual quality of the city. It is recommended

that plants listed in the landscape planting palette on **page 104** as ground covers and grasses be planted in parkways. Plants listed in the small shrubs category should be used in green space areas rather than parkways as they may grow too tall and cause a visual obstruction between motorists and pedestrians.

## OUTDOOR GATHERING SPACE/COMMUNITY AMENITIES

Public and private improvements within the Downtown Specific Plan area must conform to the design standards in this section as applicable.

- Developments on sites larger than 15,000 square feet shall incorporate at least one of the following outdoor gathering spaces or community amenities and one additional amenity for each 5,000 square feet above 15,000 square feet of area.

**Patio or plaza.** An open space designed for public use that serves a variety of purposes and users.

**Protected pedestrian walkways.** Building pass-throughs containing window displays and intended for general public access.

**Landscaped areas such as parks and squares.** Communal landscaped areas intended for general public access.

- Outdoor gathering spaces provided in accordance with the above standard shall incorporate a variety of pedestrian amenities to promote regular use.



*Public Square in Dahlonega, GA*

## LIGHTING

Street lighting plays a vital role in the walkability and safety of the SPA. Lighting should be considered for all streets within the SPA, though particular attention should be given to the corridors identified within **Chapter: 6 Mobility Recommendations**.

All lighting fixtures in the SPA shall follow these regulations:

- All lighting shall comply with The California Building Standards Code (CCR, Title 24) and California Green Building Standards Code (CCR, Title 24, Part 11 - CALGreen).

- All outdoor lighting shall use low-energy, shielded light fixtures which direct light downward and which are fully shielded.
- All outdoor lighting shall be BUG (Backlight, Uplight, and Glare) rated.
- Sky glow can be controlled with “Cap” and/ or “cut-off” optics to be “dark sky” compliant.
- Both day and night characteristics of the lighting fixtures should be considered.
- The placement of lighting fixtures should follow a consistent rhythm in each neighborhood.

There are two types of lighting fixtures that should be used in the appropriate context within the city:

- Street lighting
- Pedestrian lighting

### Street Lighting

Street lighting fixtures that illuminate both roadway and sidewalk are typically 20’ to 30’ high. Existing street lighting fixtures used in Bishop are mostly “Cobra Head” style. The following are the recommended standards for installation of these types of light fixtures, any exception will need to be reviewed and approved by the City of Bishop:

- Spacing ratio: 4.5 – 5.0 times the fixture mounting heights.
- Contrast ratio (darkest point of the space compared to the average light level in the same space): no more than 4 to 1.
- Light source: Low glare IP68 luminaries with LED, 3,000k – 90+ CRI.

### Pedestrian Lighting

Pedestrian lighting fixtures are typically 12’ to 15’ high. They can be used to illuminate pedestrian-only walkways and provide additional light for sidewalks. Pedestrian lighting fixtures should be encouraged in areas with high nighttime pedestrian activities. They can also adequately illuminate narrow streets, such as alleys and neighborhood streets, alone.

Pedestrian lighting fixtures selection should be compatible to the overall streetscape style of the area. Neighborhoods should have a consistent fixture style and look. Banner arms, flowerpots, signage, etc. can be added to light poles to present a unified neighborhood identity. The following are recommended standards for installation of these types of light fixtures, any exception will need to be reviewed and approved by the City of Bishop:

- Spacing ratio: 3.5 – 4.0 times the fixture mounting heights.
- Contrast ratio: 3.0 – 3.5 to 1.



*Pedestrian lighting in Red Wing, Minnesota*

- Light source: Low glare IP68 luminaries with LED, 3,000k – 90+ CRI.
- Pedestrian-scale lighting shall be used to accent building entries and illuminate sidewalks to enhance security and comfort at the ground level.
- All pedestrian-scale lighting shall be no more than 20 ft. in height and prevent spillover into adjacent properties and roadway.



*Creative seating can be both functional and beautiful*

## **SIDEWALK AMENITIES AND STREET FURNITURE**

Street furniture shall be placed so as to maintain a clear pedestrian walkway. Encroachments must comply with a 48" ADA clearance. The remaining sidewalk space for such encroachments shall not occupy more than ten-percent (10%) of the sidewalk area fronting the property and no more than twenty five-percent (25%) of the width of the sidewalk. Street furniture includes benches, trash receptacles, and other pedestrian amenities. Please see the outdoor dining area guidelines on **page 60** for further details.



## SEATING

A comfortable seating environment enables people to spend more time in the public space, contributing to an area's vitality and supporting nearby businesses. Street furniture shall be placed so as to maintain a clear pedestrian walkway. Encroachments must comply with a 48" ADA clearance. The remaining sidewalk space for such encroachments shall not occupy more than ten-percent (10%) of the sidewalk area fronting the property and no more than twenty five-percent (25%) of the width of the sidewalk.

Design recommendations for seating elements in Bishop include:

- Seating should be designed with durable, high quality, and vandalism-resistant materials.
- The design and arrangement of seating should be compatible with other streetscape amenities and reflect the character of the area.
- Seating should be located under a tree canopy, umbrella, or shade structure where possible to provide shade and comfort.
- Seating can be built into other elements of the streetscape; benches can be integrated as part of the planter or public art.

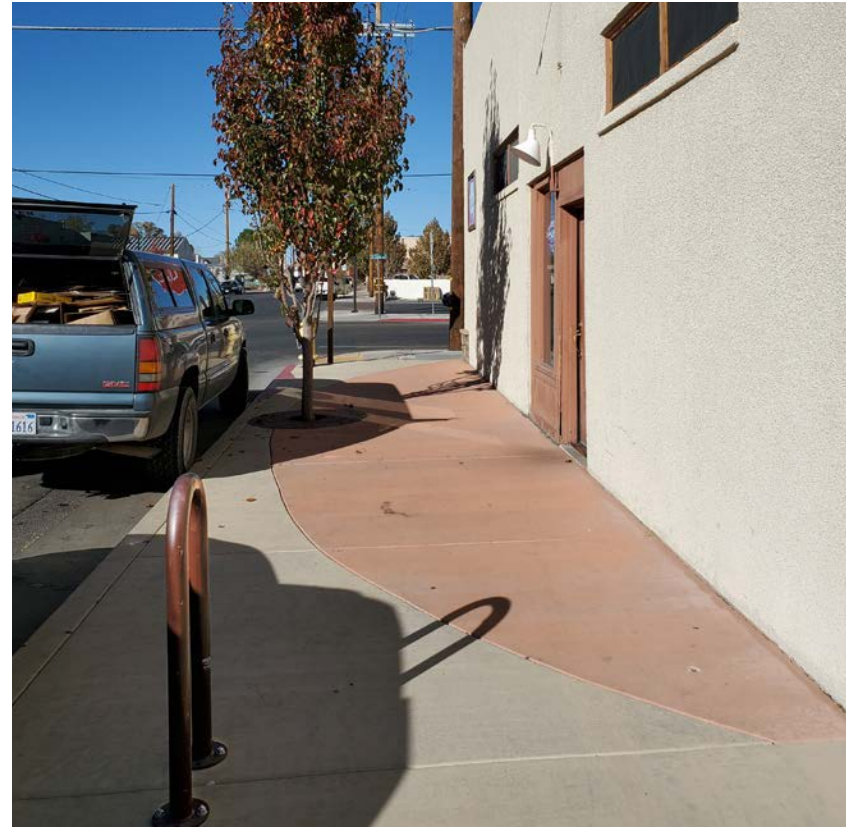


*Outdoor seating area*

- Seating should be designed to encourage sitting but discourage lying down.
- Some areas can benefit from movable seats, which allow people to orient seats to best suit their needs and could be used for sidewalk dining, farmers markets, or other events.

## BIKE PARKING

Bike Parking is an important aspect of facilitating active transportation in Downtown Bishop. Providing safe and convenient bike parking near businesses can encourage residents to take advantage of Bishop's relatively flat topography to ride bicycles to their destinations. Bike parking should be located near the main entrance or no farther than 100 ft of walking distance from the nearest off-street parking space. The city will need to manage long term bike parking to keep areas clean and maintained, including removing trash and abandoned bikes and locks. For additional information on bicycle parking that must be provided onsite as part of develop see on-site bicycle parking recommendations. Please see the Bicycle Parking Regulations on **page 58** for further details.



*Bike parking on Warren Street sidewalk*

## TRASH RECEPTACLES

Receptacles are an important component of a clean and comfortable pedestrian environment. Their effectiveness in maintaining the sanitation of the street is largely dependent on their location, design, and capacities. Design recommendations for trash receptacles in Bishop include:

- Trash and recycling receptacles should be placed at high pedestrian volume and activity areas, such as the downtown area, mixed-use corridors, and street corners.
- At least one trash and recycling receptacle should be located at all transit stops.
- Along Main Street and Line Street, a maximum of one trash and recycling receptacle can be used every 200 feet, unless business owners can provide continued maintenance for additional receptacles.
- Receptacles should be sturdy and anchored to the pavement.
- Receptacles should use durable and graffiti-resistant materials such as galvanized or stainless steel.
- Receptacles should be wildlife proof as necessary.
- Receptacles should also be considered as a design element. Their design should complement the design of other streetscape elements and enhance the character of the street.



*Contemporary wood sided trash can that could complement the Bishop aesthetic*

## SHADE STRUCTURES

While trees provide the greatest measurable cooling benefits, shade structures are a great tool to use when planting trees is infeasible in a particular location. Shade structures can reduce surface temperatures, air temperature, and block UV radiation. In addition to improvements to pedestrian comfort, shade structures can be placed as an art element and contribute to the branding and placemaking of city streets. Shade structures shall be engineered to meet the wind and other loads of the area installed. The seven types of shade structures that may be used in Bishop are listed below:

- Freestanding shade structures
- Building-supported shade structures
- Shade sails
- Bus shelters
- Cantilever shade structures
- Hip shade structures
- Awnings

Design recommendations for shade structures include:

- Shade structure should be designed with durable, high quality, and anti-vandalism materials.
- The look and feel of the shade structure should be compatible to the surrounding context.
- Shade structures can be used as temporary installations for events, such as umbrellas and tents.



*Building-supported shade structure*

- Shade structures can be used for designated playgrounds.
- Use shade structures in constrained areas where trees are infeasible to provide continuous shade on corridors or at transit stops.

## GATEWAY MONUMENTS

Gateway monuments are typically large structures located in the pedestrian realm to announce the arrival to a place. It functions as a major art element. The design of gateway monuments can often be combined with signage, seating, public art or other streetscape elements.

### Applications

- Gateway monuments can be placed on one or both sides of the street or in a plaza to emphasize the entrance to a district such as Downtown Bishop.

Design recommendations for gateway monuments include:

- Gateway monuments should be designed with durable, high quality, and anti-vandalism materials
- Gateway monument design should reflect the character of Bishop.
- Gateway monuments should be placed on sidewalks that are larger than 12 feet to avoid pedestrian flow obstruction.
- Avoid placing gateway monuments within transit stops.
- Gateway monuments should not obstruct vehicle visibility.
- Gateway monuments can be designed with illumination as conditions require.



*Monument Sign commemorating historic Route 66 in Rancho Cucamonga*

## PUBLIC ART

Public art is highly valued in the City of Bishop, and its established community of artists should be leveraged to provide new works for public consumption in Downtown Bishop. In addition to providing a visually pleasing and delightful experience for visitors and residents, public art can help establish an identity for a given district, elevate the pedestrian experience and reinforce an area's history or culture. Beyond reflecting and reinforcing the unique heritage, history, and culture of the Eastern Sierra Region, public artwork can also help support downtown revitalization effort by serving as an attractor and meeting point for residents and visitors alike, contributing to a larger base of potential customers with longer "dwell times" within the area.

While Bishop has 15 murals, many of which are located within the Downtown Specific Plan's boundaries, no sculptural works are yet present. Sculptural works may complement the city's collection of murals and help transform downtown focal points and alleyways into pedestrian paths and plazas. While Bishop prides itself on its annual Mule Days Celebration and being the Mule Capital of the World, there is little indication of this, and a public artistic work may help tell this story.

In order to provide publicly accessible works of art for the cultural benefit of its residents, the Plan recommends the establishment of a public art fee. 1% of the total cost of

all construction, improvements, and renovation projects undertaken by new private development within the Specific Plan's boundaries will be set aside for public art projects in Downtown Bishop. The lead department of the public art program will develop guidelines to manage the program with the assistance of a public art committee consisting of local artists and groups such as the Bishop Mural Society, C5 Studios Community Arts Center, and the Inyo Council for the Arts, as well as local artists from Bishop, Eastern Sierra, Paiute-Shoshone, and Latino communities.

The guidelines shall include, but not be limited to the following objectives:

- Outdoor public art must be visible from an adjacent public sidewalk or street and easily viewed by pedestrians.

### Applications

At large scale, public art can be used as a gateway element, announcing the entering of a major street, a district, or the city. Public art can also be combined with signage and wayfinding, providing information and direction in an aesthetic way.

At pedestrian scale, public art is often used in high pedestrian volume streets and plazas. It serves as a focal point and adds visual interest to the place.

At pedestrian scale, public art can also be used along pedestrian walkways and alleys with fewer people passing by, offering a distinct identity to the location.

Regardless of scale, a dedicated public arts program should also include provisions for community co-creation, temporary public art, cultural planning and cultural district planning, public space design, and professional artist development.

Design recommendations for public art in Bishop include:

- The material of the public art should be durable against vandalism, theft and weather and require low maintenance.
- The style of the public art should be compatible with the style of immediate and adjacent buildings and landscape.
- Prioritize artwork from local artists and art organizations.
- Create a unified collection of artwork that reflects the unique culture of Bishop.
- Outdoor public art, particularly sculptural works, should be located in easily visible and accessible areas.

For additional best practices on public art fees, please refer to **Chapter 7: Implementation.**



*Top* Mural in Bishop depicting a historical scene from the Owens Valley  
*Bottom* Burro sculpture in Santa Fe, NM celebrating local culture





# DOWNTOWN BISHOP MIXED-USE OVERLAY

## General Intent

The Mixed-Use Overlay (MUO) provides regulations for development, redevelopment, infill, new land uses and building form within the MUO boundary. This section also describes how these regulations will be used during the city's development review process.

## Applicability

The development standards and guidelines shall apply to all new development, infill, redevelopment, signs, exterior modifications and major renovation projects occurring within the MUO, except as provided in Exemptions, or otherwise noted within individual sections of this document. If a conflict should arise between the MUO and other sections of the Municipal Code (as applied to a particular development), the requirements set forth in the MUO shall prevail.

## Exemptions

Exemptions to the regulations contained in this chapter may apply as follows:

- Projects involving only work, maintenance or repairs to the interior of a building or structure and that do not affect exterior appearances are exempt from this chapter.
- Projects involving only ordinary maintenance or the replacement of similar or identical materials of an existing building or structure are exempt from this chapter.

## Development Review Process

- Plans for projects within the MUO zoning district shall be reviewed upon an application for building permits.
- A major project review is required pursuant to chapter 17.04 - General Provisions prior to submitting for a building permit for projects with building area greater than 15,000 square feet.

## Mixed Use Overlay Goals

The MUO was created with the following goals for future development:

- Concentrate density on parcels that front Main Street and Line Street;
- Reduce potential VMT impacts resulting from higher density development;
- Protect natural viewsheds through responsive standards that allow for a variety of building forms;
- Provide regulations that step down intensity of downtown to the surrounding residential neighborhood.

## Relationship to Specific Plan

The Mixed Use Zoning Overlay incorporates the various code requirements for the MUO for use by property owners, developers, citizens and city staff. The MUO area is designed to facilitate a variety of uses and building form within the MUO area, which places a strong emphasis on the relationship of the development to the public realm and to the surrounding neighborhoods.

## Regulating Plan

The Regulating Plan seen in **Figure 17** establishes the overall boundaries for the MUO, including the Downtown Zone, and the Neighborhood Transition Zone. The purpose and intent of each zone is defined in the following section. This Regulating Plan should be consulted as a first step in the development process, as it dictates where additional development standards may apply.

## Development Standards

The General Development Standards establish common requirements and guidelines for all development within the Overlay area, as well as specific standards for a particular zone and use. The MUO contains two zones, the boundaries of which are illustrated in the Regulating Plan Map on **Figure 17**. These zones establish a framework for the scale of development that is desired in different locations within the Overlay's boundaries.



*Conceptual illustrations showing potential facade improvements and new construction that could accommodate retail and housing*

Figure 17 Mixed Use Overlay Regulating Plan



## Mixed Use Downtown Zone (MUO-DT)

The purpose of the MUO Downtown Zone is to provide opportunities for infill and redevelopment and increase the scale and capacity of buildings on Main Street and E Line Street while promoting their traditional “Main Street USA” character. To support this objective, allowable building heights are increased for structures fronting Main Street and Line Street. Active uses, such as retail and restaurants, as well as residential uses are desired along both corridors to promote a lively street environment.

## Mixed Use Neighborhood Transition Zone (MUO-NT)

The purpose of the Neighborhood Transition Zone is to provide a gradual transition between the more dense development desired along Main Street and Line Street and the adjacent residential neighborhoods. To support this objective, allowable building heights are reduced to create a natural shift towards the surrounding neighborhood. The building form becomes more residential in character with the application of the Building Design Guidelines. For example, the Specific Plan and Mixed Use Overlay Downtown Zone (MUO-DT) allows a maximum building height of 48 feet while MUO-NT only allows up to 36 feet. This will as a result protect the neighborhood character while accommodating updated regulations. Uses in this zone will primarily be a mix of commercial and residential compatible with the character of the zone.

## Land Use Regulations

This section sets forth the land uses that are permitted within the Overlay. A mix of uses is encouraged within each zone and may be required in some locations, as specified in this section. The following table indicates allowed land uses with the following abbreviations:

**P** for Permitted Use

**C** for Conditional Use

**N** for Not Permitted

	MUO-DT	MUO-NT
<b>Residential Use</b>		
Accessory Dwelling Unit	C	C
Assisted living facility	C	C
Dwelling unit located above ground floor	P	P
Dwelling unit located at ground floor	P	P
Live-work space	P	P
Single-family dwelling	P	P
Townhouse, rowhouse	P	P
Two-family dwelling	P	P

	MUO-DT	MUO-NT
<b>Civic and Semi-Public Uses</b>		
Colleges and universities, commercial schools and professional training facilities	C	N
Day care centers	P	P
Emergency Shelter (new item)*	P	N
Hospitals, clinics, nursing homes	C	N
Libraries, museums, community centers	P	N
Parks and recreation facilities	P	N
Religious assemblies	P	P
Schools, public and private	C	C
Transit stations and related parking facilities	C	N
<b>Commercial Uses</b>		
Art and craft galleries and studios	P	P
Businesses may have drive-through service windows.	C	N
Convention centers and halls, conference centers, exhibition halls	C	N
Farmers' markets	P	P
Food and beverage sales	P	P
Hotels, motels, inns, bed and breakfasts	P	C
Mixed-use developments or multi-use developments	P	P
Professional business and general offices such as banks, offices, clinics, medical, dental and doctor's offices, government and public utility office buildings, post offices, opticians' offices and similar uses.	P	N

\*By Right

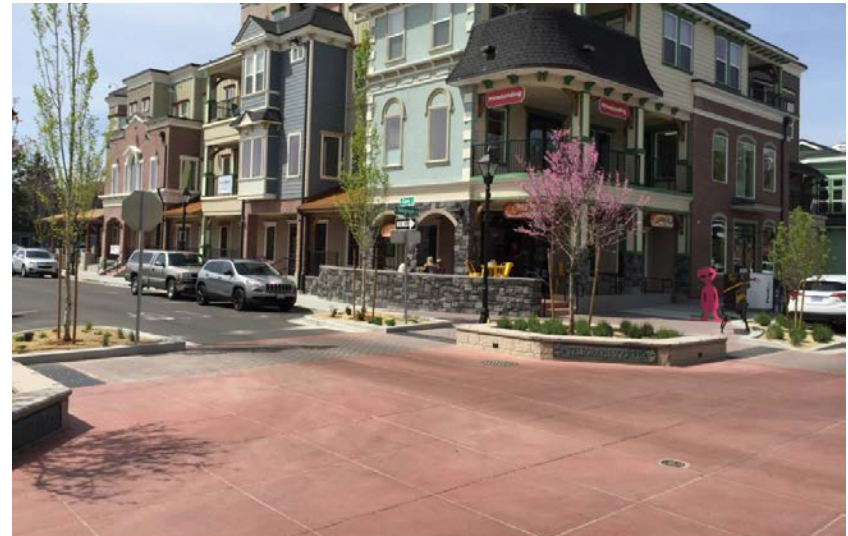
	MUO-DT	MUO-NT
Restaurants including open air or sidewalk cafes	P	C
Retail sales and service establishments, multi-tenant shopping centers, and personal service establishments	P	P
Services such as beauty shops, barbershops, and dry-cleaning establishments.	P	P
Sports facilities, arenas, stadium	N	N
Structured parking facilities when part of a mixed-use development	C	N
Taverns, lodges or private clubs	C	C
Theaters, indoor entertainment facilities, fitness centers, health clubs	P	N
<b>Parking</b>		
Automobile sales and service	C	N
Automotive service stations, including convenience stores with fuel sales	C	N
Drive-through facilities in conjunction with a permitted use	C	N
Outdoor sales and storage in conjunction with a permitted use	C	N
<b>Storage</b>		
Storage site	N	N

### MIXED-USE CHARACTERISTICS

To provide for a balance of commercial, office, residential and civic uses as prescribed in the Land Use Regulations, new developments are encouraged to include a mix of two or more distinct types of permitted uses.

### GROUND FLOOR USES

The incorporation of commercial uses is encouraged at the street level to promote an active pedestrian environment and to support adjacent uses. This configuration of uses is specifically encouraged along Main Street and Line Street.



Mixed-use housing examples

## Mixed-Use Downtown Zone

### BUILDING PLACEMENT

Buildings shall be located on the site as indicated on the table below and **Figure 18**. Setbacks shall apply to all floors to promote a consistent street wall (for example, if the ground floor is set back 0 ft. from the primary property line, upper floors shall be set back a minimum of 0 ft. from the primary property line).

#### Building Placement Requirements

Primary Street	0 ft. max
Rear Setback	0 ft. max
Side Street	0 ft. max
Side Yard	0 ft. max

Figure 18 MUO-DT Building Placement Diagram



## BUILDING HEIGHT

Building heights shall comply with the standards shown in the table below and **Figure 19**.

### Building Height Requirements

Ground story floor to floor height (min.)	12 ft.
Pitched roof height above top of the building; ornate facade features can go a maximum 3ft above the maximum height of the building	Allowed
Top of the building, height (max.)	48 ft.

Figure 19 MUO-DT Building Height and Story Diagram





## LOT SIZE

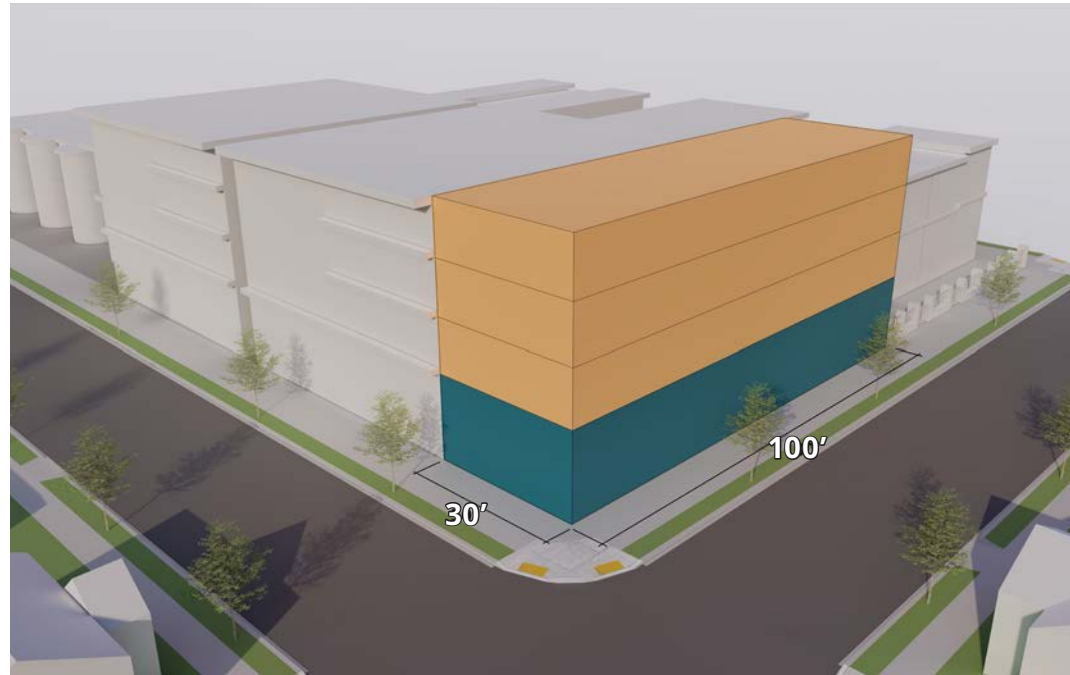
Each lot shall have a minimum area of 1,500 sq. ft., a minimum width of 30 ft. fronting on a dedicated street, and a minimum depth of 100 ft.

## DENSITY

Residential density shall comply with the standards as shown in the table below.

Density	
Residential Density	20 units/acre min.
	50 units/acre max.

Figure 20 MUO-DT Lot Standards



## Mixed-Use Neighborhood Transition Zone

### BUILDING PLACEMENT

Buildings shall be located on site as indicated in the table below and **Figure 21**. Setbacks shall apply to all floors (for example, if the ground floor is set back 5 ft. from the primary property line, upper floors shall be set back a minimum of 5 ft. from the primary property line).

Building Placement	
Primary Street Setbacks	5 ft. min / 10 ft. max
Rear Setback	5 ft. min / 10 ft. max
Side Street	5 ft. min / 15 ft. max
Side Yard	5 ft. min / 10 ft. max

Figure 21 MUO-NT Building Placement Diagram



## BUILDING HEIGHT

Building heights shall comply with the standards as shown in the table below and **Figure 22**.

### Building Height Requirements

Ground story floor to floor height (max.)	12 ft.
Pitched roof height above top of the building,	Not allowed
Top of the building, height (max.)	36 ft.

## REQUIRED TRANSITIONS

A 15' stepback in the building's massing is required for all floors above the first floor.

Figure 22 MUO-NT Building Height and Story Diagram



### LOT SIZE

Each lot shall have a minimum area of 1,500 sq. ft., a minimum width of 50 ft. fronting on a dedicated street, and a minimum depth of 100 ft.

### DENSITY

Residential density shall comply with the standards as shown in the table below.

Density	
Residential Density	15 units/acre min.
	25 units/acre max.

Figure 23 MUO-NT Lot Standards



## MIXED USE OVERLY ZONE (MUO) PARKING

Parking policies for the MUO are driven by the goals set out in **Chapter: 2**. The policies focus on maximizing land use opportunities and helping create a vibrant pedestrian-friendly environment for Bishop. As with the SPA, parking maximums will still be utilized to ensure that land is focused on commercial and residential development and improvements to landscaping. To help make Bishop's downtown and opportunity sites the destinations and designs that the community desires, the city is planning to develop a parking fee-in-lieu program.

One of the goals of the parking fee-in-lieu program is to help encourage walking and to facilitate a "park and walk" built environment that provides shoppers, visitors, and residents an enjoyable experience. The fees will be used within the SPA and MUO to pay for wayfinding, lighting, crosswalks, landscaping, and improvements to existing parking lots. The impact fee will help generate funds to centralize parking and directional signage to highlight where parking is available.

The overall in-lieu fee will likely be significantly less than building parking space and should help encourage development in the targeted areas and help reduce the cost of housing as parking does not have to be built. Additionally, these fees will be spent within the SPA and MUO to help mitigate the need for parking by improving the walking and biking experience for the community and visitors.



*Stepbacks above the first floor are required within the MUO-NT, and can be considered throughout the Plan area*

This parking in-lieu fee does not apply to R-1 zoning, parking for R-1 will be regulated by existing code. Parking dimensions are the same in both the SPA and MUO.



COUNTRY  
GLASS

hardware

THE BREAD SHOP

# MOBILITY RECOMMENDATIONS

This chapter provides high level recommendations to support the land use and policy regulations/guidelines developed for the Specific Plan Area (SPA) and the Mixed-Use Overlay Zone (MUO). These recommendations provide key connections to downtown and improvements within the downtown area that will help facilitate trips by active modes of transportation. The City of Bishop is a compact community, with relatively flat terrain ideal for completing local trips by walking or biking. To support the increased development within the SPA and the MUO, the goals below were developed through the community engagement process.

## Mobility Enhancements Goals

- Create a pedestrian-friendly environment to encourage residents and visitors to downtown businesses;
- Accommodate alternative transportation modes (e.g., pedestrian, bicycle) to reduce downtown congestion.

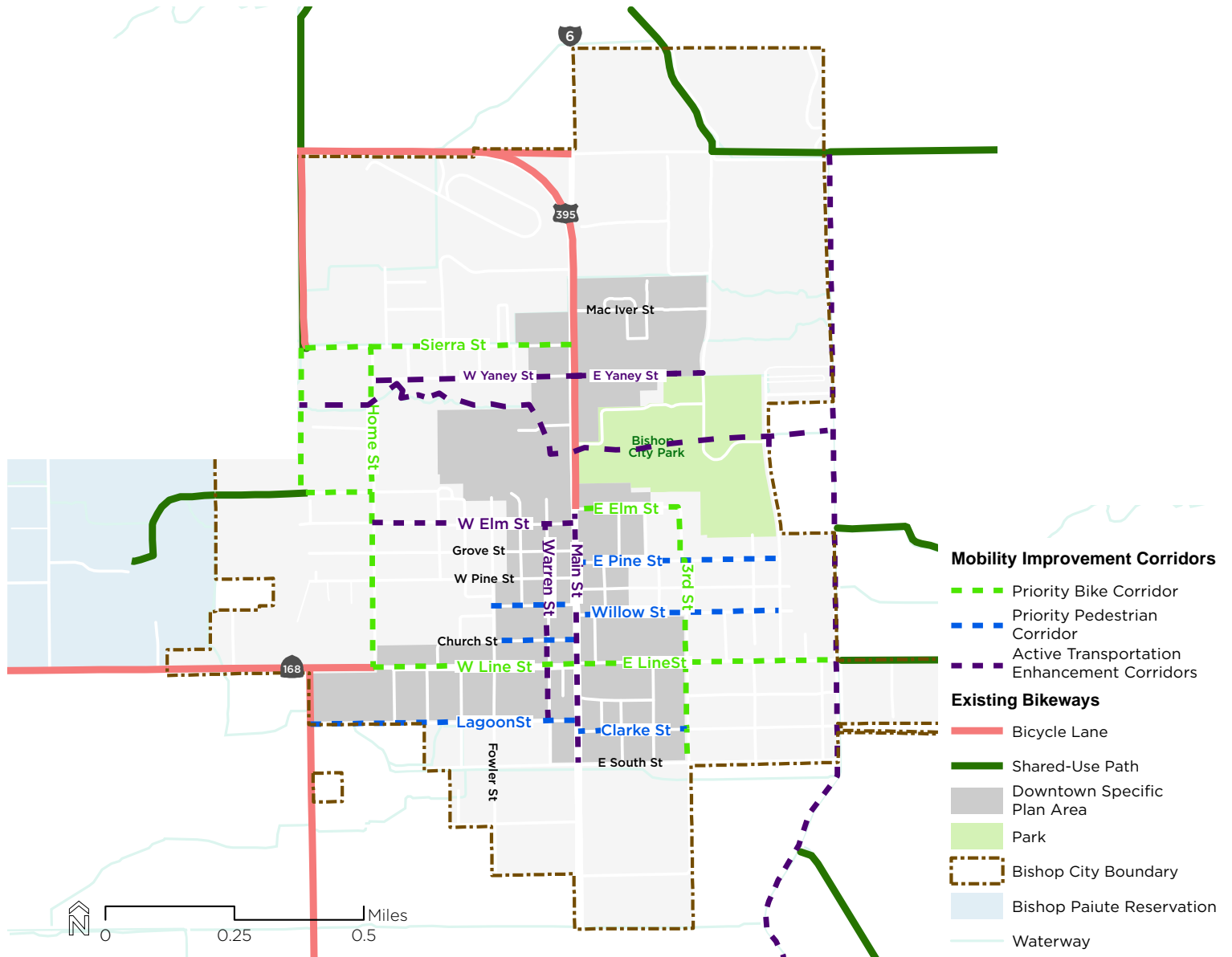
To achieve these goals priority corridors were identified and improvements have been developed. These corridors are categorized as pedestrian, bicycle, and active transportation priority corridors, the corridors were determined by their existing conditions and potential to help network connectivity.

**Figure 24** illustrates all of the priority corridors. These mobility

improvements will help create a welcoming environment that supports local trips for residents and tourists alike. These proposed improvements will help reduce the need to drive to get to local shops and businesses which will help reduce greenhouse gas (GHG) and vehicle miles traveled (VMT), and potential congestion locally. These recommendations to improve the walking and bicycle opportunities came from the public themselves, their desire for safer streets with improved intersections and calmer traffic.

The majority of the transportation improvements are located within the SPA and the MUO but there are recommendations outside of these areas to allow for members of the community to access the downtown area by walking and biking. In combination with the active transportation improvements, local transit service can help bring people to Downtown Bishop.

Figure 24 Priority Corridors





## Pedestrian

### PRIORITY PEDESTRIAN CORRIDORS

The Priority Pedestrian Corridors (PPCs) were selected utilizing public input, existing conditions of the street and their connections to SPA and the MUO Zone. The PPCs will feature improvements such as widening sidewalks, improving intersections and wayfinding. The PPC will support the overall aesthetics and increase walking in the SPA and MUO, allowing for residents and tourists to enjoy Downtown Bishop.

Below are the types of bicycle facilities that should be considered for the PPCs. The PPC recommendations are focused on the roadways depicted in **Figure 25**.

#### Priority Pedestrian Corridors:

- **Willow Street** – Hanby Avenue to Main Street
- **Pine Street** – Hanby Avenue to Main Street
- **Church Street** – Main Street to Fowler Street
- **Academy Avenue** – Main Street to Fowler Street
- **Lagoon Street**-Edwards Street to Main Street
- **Clarke Street**-Main Street to 3rd Street

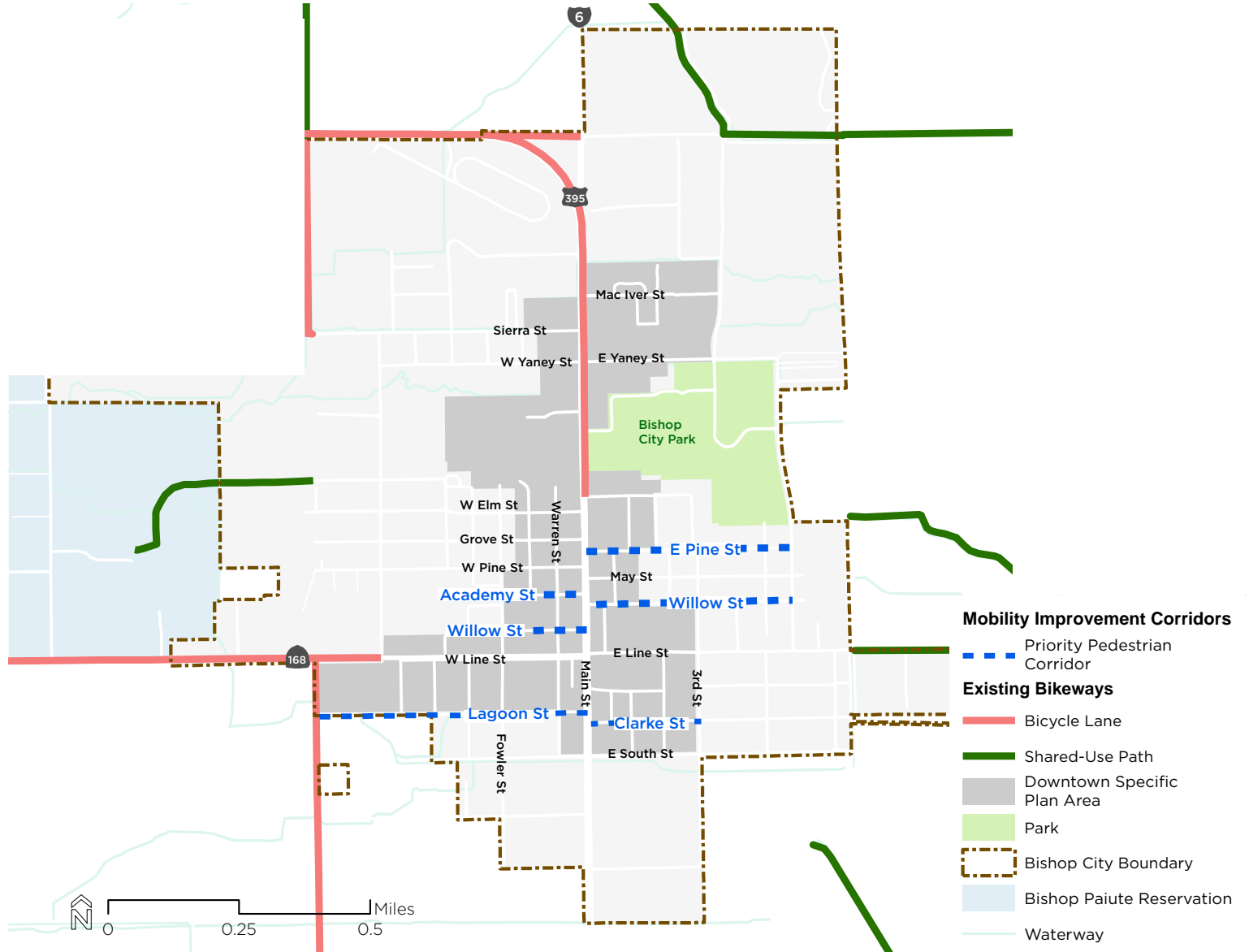


*Top* Wide detached sidewalks with good tree canopy and seating areas  
*Bottom* Wide sidewalks with seating areas in Telluride, CO

### TREATMENT TYPES

- Increase sidewalk space for local streets
- Crosswalk improvements
- RRFBs to improve crossings
- Wayfinding, see **page 90** for more information

Figure 25 Priority Pedestrian Corridors



## WIDENED SIDEWALKS

Increases the space for pedestrians allowing for easier travel. Additionally increased space allows for additional improvements within the sidewalk such as trees, benches, signage and public art which improve the pedestrian experience.

## CROSSING FACILITIES

- Make crossing the street at intersections and midblock safer and more comfortable.
- High-visibility crosswalk markings are more visible to approaching vehicles and have been shown to improve yielding behavior.
- Advance yield markings, or “shark teeth,” warn drivers they are approaching a crosswalk.

## CURB TREATMENTS

- Curb ramps allow users of all abilities to make the transition from the street to the sidewalk. They are required by the Americans with Disabilities Act (ADA) at all crosswalks, including those that are unmarked.
- Curb extensions (pedestrian bulb outs) create safer and shorter crossings for pedestrians. They can help slow vehicle traffic by visually narrowing the roadway. They also increase the available space for street furniture, plantings, and street trees.

## Pedestrian Facility Types





### RECTANGULAR RAPID FLASHING BEACONS (RRFBs)

- RRFBs indicate to drivers that someone may be crossing the street.
- Make crossing the street safer and more comfortable.



### TRAFFIC CALMING

- Encourage drivers to travel at slower speeds.
- Some treatments alter the configuration of a roadway, while others change how drivers perceive and respond to a street. *Speed humps and tables may not be applicable due to emergency response needs.*
- Can be used at targeted locations such as a dangerous intersection, or along corridors.



### PEDESTRIAN-SCALE LIGHTING

- Improves visibility for people walking, as opposed to street lights intended to light the roadway.
- Additional care and emphasis on pedestrian lighting should be taken at and near crosswalks.



### WAYFINDING

Wayfinding signs help people traveling along bicycle, pedestrian, and trail networks by providing directional and distance information to community destinations.

## Bicycle

### PRIORITY BIKE CORRIDORS

The Priority Bike Priority Bike Corridors (PBCs) were selected using public input, existing conditions of the street and their connections to SPA and the MUO Zone. The PBCs should be focused on creating streets that support and facilitate bike trips for people of all ages and ability. The PBCs will feature different bicycle facilities tailored to the street geometry and nature to ensure they balance the transportation needs of the Bishop Community and the downtown area.

Below are the types of bicycle facilities that should be considered for the PBCs. The PBC recommendations are focused on four main corridors depicted in **Figure 26**.

### PRIORITY BIKE CORRIDORS:

- **Line Street/State Route 168** - 1st Street to Home Street
- **Home Street** - Sierra Street to Line Street
- **Sierra Street** - Main Street to the western end of Sierra Street
- **Elm Street** - Main Street to 3rd Street



### TREATMENT TYPES

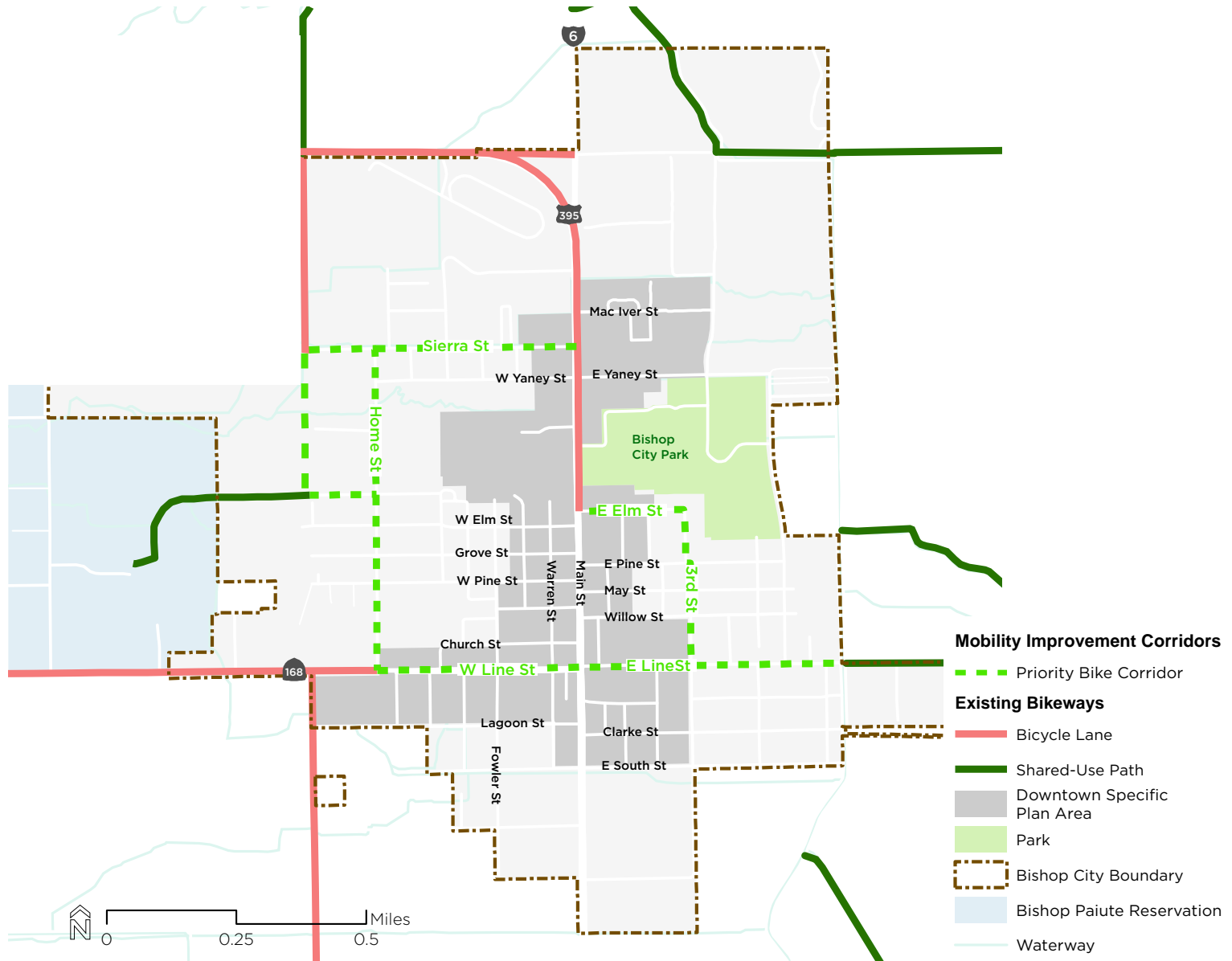
PBCs feature different bicycle facilities tailored to related street geometry and nature to ensure they balance the transportation needs of the Bishop community and the downtown area.

### Proposed Facilities

- Class I
- Class II
- Class IIB
- Class IIIB
- Class III with traffic calming
- Bike Racks

Figure 26

### Priority Bike Corridors



## Bicycle Facility Types



### CLASS I

#### Shared-Use Path

- Paths completely separated from motor vehicle traffic used by people walking and biking.
- Comfortable for people of all ages and abilities.



### CLASS II

#### Bicycle Lane

- A dedicated lane for bicycle travel adjacent to traffic.
- A painted white line separates the bicycle lane from motor vehicle traffic.





### CLASS IIB

#### Buffered Bicycle Lane

- A dedicated lane for bicycle travel separated from vehicle traffic by a painted buffer.
- The buffer provides additional comfort for users by providing space from motor vehicles or parked cars.



### CLASS III

#### Bicycle Route

- A signed bike routes that people biking share with motor vehicles.
- Can include pavement markings.
- Comfortable facility for more confident bicyclists.
- Recommended when space for a bike lane may not be feasible.



### CLASS IIIB

#### Bicycle Boulevard

- Calm, local streets where bicyclists have priority but share roadway space with motor vehicles.
- Shared roadway bicycle markings on the pavement as well as traffic calming features such as speed humps and traffic diverters to keep these streets more comfortable for bicyclists.
- Comfortable facility for bicyclists with wider range of abilities.



### BIKE PARKING

Bike parking provides a secure place to store your bicycle at key destinations making it an essential part of making a bike trip feasible.

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## Active Transportation Enhancement Corridors

Active Transportation Enhancement Corridors (ATEC) are corridors in which both bicycle and pedestrian enhancements work in conjunction with each other to develop improved user experiences for both modes. These corridors are important to the growth and connectivity of Downtown Bishop and the suggested transportation improvements on the following pages reflect those needs.

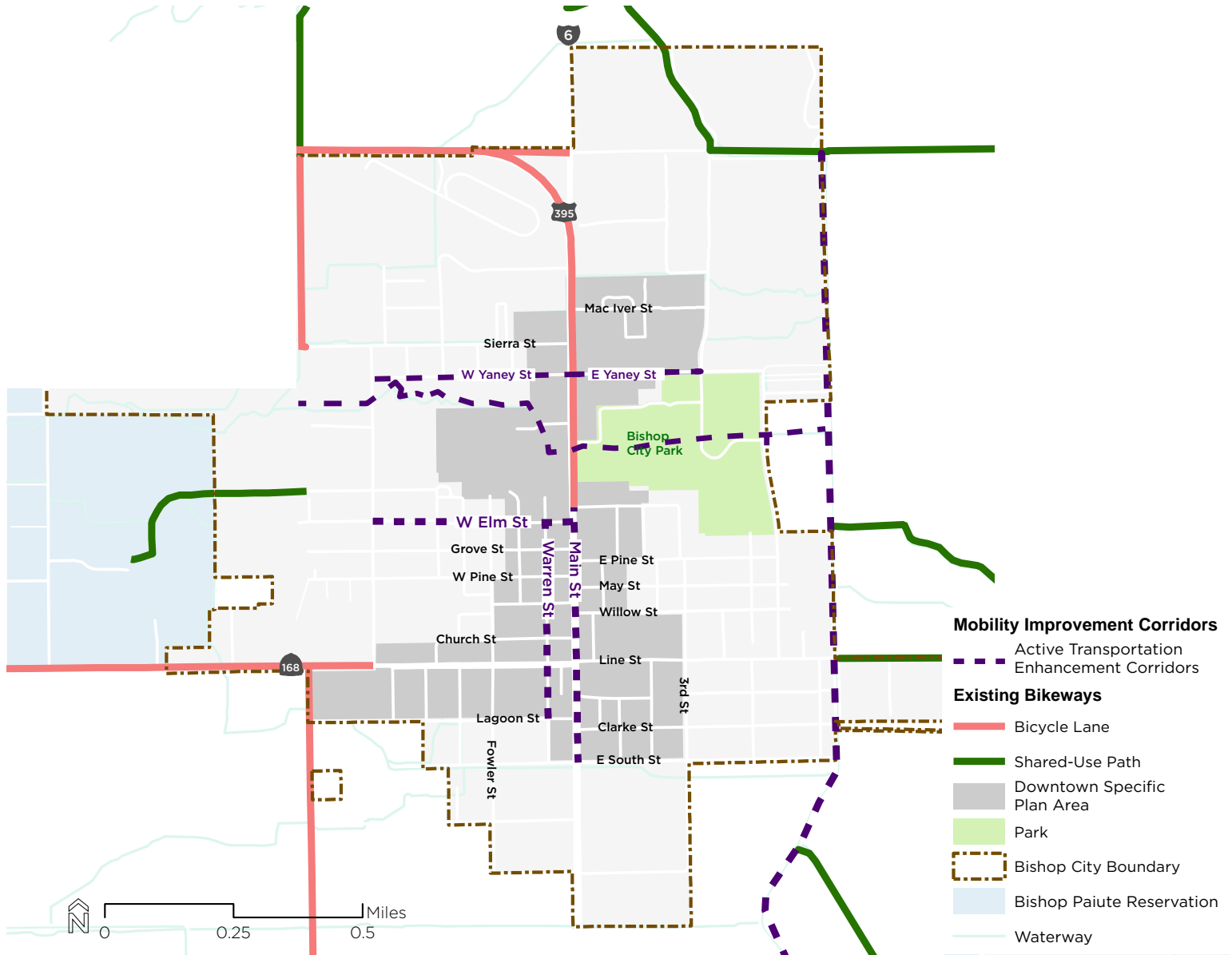
The recommendations are focused on five main corridors depicted in **Figure 27**.

### ACTIVE TRANSPORTATION ENHANCEMENT CORRIDORS:

- **Main Street** - From Elm Street to South Street
- **Warren Street** - From Elm Street to Lagoon Street
- **Elm Street** - From Home Street to Main Street
- **Yaney Street** - From Home Street to Spruce Street
- **Bishop Creek Canal** - Along the east City boundary

Figure 27

### Active Transportation Enhancement Corridors



## MAIN STREET

Elm Street to South Street

- Class II bike lane
- Bike parking at appropriate locations along the corridor
- High visibility crosswalks at signalized intersections and unsignalized
- Rectangular Rapid Flashing Beacons at unsignalized intersections
- Improve landscaping along the corridor
- Install wayfinding signage
- Public art/muralization along the corridor

## WARREN STREET

Elm Street to Lagoon Street

- Class III bike route with sharrows and accompanying signage
- Additional bike parking along the corridor
- Upgrade all of the intersections along the corridor to match the intersections of Warren St/Academy Ave and Warren St/Church St with curb extensions and colorized crosswalks
- Install new sidewalks between Line Street and Lagoon Street
- Install additional landscaping and pedestrian furniture along the corridor
- Install wayfinding signage
- Public art/muralization along the corridor



**Top** Conceptual illustration looking north at Whitney Alley and E Line Street  
**Bottom** Conceptual illustration looking west at the intersection of Grove Street and Main Street.

## ELM STREET

Main Street to Home Street

- Class III bike route with sharrows and accompanying signage
- Install a new continuous sidewalk on one side of the street between Hobson Street and Main Street
- Install high visibility crosswalks
- Install wayfinding signage

## YANEY STREET

Bishop Creek Canal to Home Street

- Class II bike lane
- Intersection improvements at Main Street
- Formalize sidepath on south side of Yaney between Home and Lee Street
- Improve sidewalk conditions, width, and accessibility along corridor
- Consider further daylighting of Bishop Creek

## BISHOP CREEK CANAL SHARED-USE PATH

The Bishop Creek Canal just east of the Specific Plan Area presents an additional north-south pathway for people walking or biking, both for commuting and recreation. A low-stress facility along the canal separated from vehicular traffic could safely be used by people of all ages and abilities, especially for those who do not feel comfortable bicycling in the roadway. While some residents currently use the canal as an informal pathway to access destinations, the City can explore opportunities with the property owner to formalize the canal area and improve the existing right-of-way to create a shared-use path with multiple access points which connects to neighborhoods, commercial areas, and downtown. Shared-use paths are already used elsewhere in Bishop, and this additional facility would provide an important and viable link in the city's active transportation network, encouraging more residents to walk or bike to their destinations. In addition to improving the right-of-way to shared-use path standard, art, wayfinding, and informational and interpretive signage can be incorporated along the path or at path ingresses/egresses.



**Top** Mojave riverwalk an example of a shared-use path near water

**Bottom** Shared-use paths can feature art to enhance the experience for those using the path

## Highway 395 / Main Street

Highway 395/Main Street is the core roadway through Downtown Bishop, it is a highway controlled by California Department of Transportation (Caltrans). This is the most traveled vehicular corridor in Bishop and is frequently traveled by people walking and riding even in challenging conditions. One of the most important issues that the public identified is crossing Highway 395/Main Street, and the need to improve intersection and mid-block crossing facilities. The City is currently working with Caltrans to help address some of the unsignalized crossings by including flashing beacons and additional signage but more robust intersection treatments and corridor improvements are necessary to improve and encourage active transportation along main street. As development increases within Downtown Bishop, it is critical to continue to collaborate with Caltrans to improve the corridor since the agency has jurisdiction over the area. Recommendations such as pavement striping, public art, wayfinding signage placed within the state right-of-way will require an encroachment permit and must adhere to Caltrans standards and maintenance requirements.

Caltrans continues to move forward with policies and practices to support a more balanced transportation system and



*Conceptual illustration looking south along Main Street*

facilities. Caltrans has policies and plans include complete Streets policies such as Deputy Directive-64-R2, the Small Town and Rural Multimodal Networks Guide, and the Caltrans Complete Intersections Guide. In addition, the City and Caltrans will continue to consider alternatives for a potential truck bypass as identified in the 2007 Bishop Area Access and Circulation Feasibility study.



## **VMT Impact**

For more information, please see the CEQA document in the appendix.

## **Airport Impact**

For more information, please see the CEQA document in the appendix.

## Transit

The City of Bishop is served by the Eastern Sierra Transit Authority and with relatively high ridership amongst local residents via their Dial-A-Ride service and its regional shuttles such as the Bishop Creek Shuttle, transit will have a role in supporting mobility in the SPA and MUO.

As new businesses and residential development grows within the SPA and the MUO, the City should work with Eastern Sierra Transit Authority (ESTA) to improve shuttle stops and to increase the frequency of service to the downtown area as well as other sites throughout the eastern Sierra City to reduce single occupancy vehicle trips and the need for parking. Any future stops and services should consider featuring routes along pedestrian priority corridors and AT Enhancement Corridors. Locating stops along these corridors will make the first/last mile connections more pleasant and help attract additional riders.

- Create an enhanced transit stop within the SPA located near the heart of downtown for inter-regional shuttle services.
- Work with ESTA to designate a preferred parking lot for weekend/3-day+ hikers and to establish as pick-up location.



**Top** Enhanced transit stop in Telluride, CO

**Bottom** Wide sidewalks with seating areas in Santa Monica, CA

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7191

585

OPEN Saturday  
9:00 AM to 1:00 PM

# IMPLEMENTATION AND NEXT STEPS

The Plan and Overlay will be used in tandem to direct future development within Bishop's Downtown. These two planning tools create a framework which encourages more housing and businesses without creating more sprawl in Bishop's natural surroundings. The tools will help create a vibrant, authentic, and pedestrian-friendly Downtown Bishop that becomes a destination for residents and tourists. While the height, density and locations are defined in the preceding sections, interpretations and aesthetic reviews will need to be undertaken by the city. To help review these elements of development the city can utilize staff, the Planning Commission or a new Design Review Board. These entities would provide review on development decisions which could include some of the following:

- Signage review
- Building facades and the intersection of public space
- Public art review
- Planned and needed public works projects to serve the site and Specific Plan Area

## What is a Design Review Board?

A Design Review Board (DRB) is a body that is advisory to the Planning Commission and represents the professions of architecture, landscape architecture, interior design, or related fields. The DRB reviews building plans and potential design issues prior to issuance of building permits for projects.

## Paying for Public Right of Way Improvements

In addition to building development, the Specific Plan calls for improvements to the built environment including improvements in public rights of way such as sidewalks and local roads. To help ensure that mobility and public art improvements are implemented, funding needs to be considered. The Specific Plan proposes various funding sources and financing mechanisms for public improvements in the Specific Plan. The City of Bishop will need to implement these funding and financing alternatives to help establish operational funds to maintain public infrastructure improvements. One of the next steps for the city is the establishment of a benefit assessment district. The section below provides additional information on benefit assessment districts, what they can pay for as well as more detailed explanation of development fees, public art fees and parking impact fees. These fees will be essential to fund the future of Downtown Bishop.

## Overview of Funding Sources

The Specific Plan proposes various funding sources and financing mechanisms for public improvements in the Specific Plan. The City of Bishop will need to implement these funding and financing alternatives to help establish operational funds to maintain public infrastructure improvements. The following section reviews in detail funding sources.

### BENEFIT ASSESSMENT DISTRICTS

Benefit Assessment Districts finance the construction of public work improvements (e.g., sidewalks, curbs, lightning, etc.) and finance the operations and maintenance. In order to create a benefit assessment district, property owners must first vote in favor to create the district in order to help finance improvements. Only the properties within the district will directly benefit from the public improvements. After the district is formed, an assessment amount is determined relating to the benefits properties will receive. Furthermore, the assessment is not based on the value of the property. Instead the assessment amount is set by the lead city department and must be approved by property owners. There are several types of benefit assessment districts that a city and property owners can implement:

- **Business Improvement Districts (BID)** are formed by private property owners and businesses. A fee is collected to improve the business area and helps fund street maintenance, capital improvement projects, business development, facade improvements, art and wayfinding improvements. The process of creating a BID typically involves businesses petitioning the local government to create a BID. The local government determines if the majority of the businesses in the designated area would like to participate. After determining this, the local government enacts legislation to create the BID. A city's primary role is to levy the assessment on behalf of the BID and requires that a nonprofit corporation be responsible for procuring the BID improvements. In addition, the assessment formula is developed and used to determine the amount each property owner must pay on a yearly basis. The goal is to create an assessment formula that is roughly proportional to the benefit received. BID's develop various methods to determine the appropriate formula. For example, formula options include front footage length (typically applied when most of the revenue benefits ground floor retail) or gross building square footage (typically applied for mixed use districts). Funds gathered from this can be expended on an annual basis and/or saved for larger projects. A city has full authority to audit and review the financial condition of the BID and helps calculate the final cost once the BID is approved.



*Conceptual photograph and illustration showing potential improvements in Bishop*

- **Property and Business Improvement Districts (PBID)** is a type of assessment on owners of commercial properties within a designated area. The funds from this assessment are used to provide services that benefit the district and help finance public improvement projects and various items deemed useful to the district in the long-term. The creation of this district must be petitioned by the property and business owners who will pay more than 50 percent of the proposed assessment. As a result, a PBID requires significant public support.
- **Lighting and Landscape Assessment District (LLD)** is an assessment to finance the acquisition of land for parks or open space as well as install planting and landscaping features. Funds can be used to support the maintenance of public amenities.
- **Maintenance Assessment District (MAD)** typically funds the maintenance and construction of open space, street medians, street lighting, security, and flood control. In order to establish a MAD, a developer or property owners will first express interest and may petition a desired assessment amount for specified benefits which is reviewed by the city.
- **Parking Benefit District** helps finance parking facilities and improvements of parking lots. The Parking District Law of 1943 (Streets and Highways Code section 31500) also authorizes a city to finance the issuance of bonds and

employee salaries. The formation of this district helps collect parking fees and assist with parking management.

## DEVELOPMENT IMPACT FEES

A development impact fee is a one time expense to a new development. The fee offsets some of the cost of public facilities and mitigates the impacts from new developments. Cities often determine these types of fees in order to finance public improvement projects. To implement the goals and objectives of this Specific Plan and help mitigate the impacts from new developments, a development impact fee has been recommended. The section below provides additional information about these types of funding mechanisms.

## PUBLIC ART FEE

A Public Art Fee is established by a city ordinance to create public art as a result of new private development within the Specific Plan boundaries. The fee is often accompanied by the establishment of a public art fund to help manage the program's finances. The fee is added to the city's Master Fee Schedule in order to properly note projects.

In addition, a city designates a lead department to help manage the development of guidelines and procedures for program implementation and administration. The lead department helps prepare an annual plan for expenditures, which is reviewed and approved by the City Council.



Eligible expenses can include the following items: design fee and materials for installation, documentation of the completed work, permit fees, and other public art project related expenses. The lead department must also consider construction cost changes which can impact the amount contribution. For example, if construction costs increase, the lead department will deposit the set fee of such increased costs. If the amount decreases, the lead department will reimburse the fee of such decreased cost. Furthermore, if the development source of funding prohibits the use for the arts as an expenditure, the fund will be excluded from the total project budget.

### **PARKING FEE-IN-LIEU PROGRAM**

Allows developers to pay a fee in lieu of providing parking spaces required by zoning ordinances. The city can then use this revenue to finance public parking spaces to replace the private parking space the developers would have been required to provide. The in-lieu program can reduce the cost of development, encourage shared parking, improve urban design, support historic preservation and facilitate the development of sites that cannot physically accommodate the required parking. The in-lieu program can be applied to the parking exempt areas downtown, as described by Section 17.76.080 of the Bishop Municipal Code. The exempted areas include:

- That area lying between Main Street as the easterly

perimeter, and Warren Street as the westerly perimeter, and Lagoon Street as the southerly perimeter, and Academy Street as the northerly perimeter;

- That area lying between Main Street, as the westerly perimeter, extending easterly therefrom for a depth of one parcel as the same are shown and reflected on the county assessor's map as of the effective date of the ordinance codified in this title, regardless of ownership, from Clarke Street on the south to May Street on the north.

In addition to these fees there are a variety of traditional funding sources cities often rely on to implement right-of-way improvements:

- Competitive Grant Funding: Also known as discretionary funding, is a process based on the evaluation of a reviewer determined by the guidelines of an application.
- Formula Grant Funding: Unlike competitive funding, formula grants pre-determined beneficiaries based on census criteria or other eligible entities.
- Continuation/Renewal Grants: An extension or renewal of existing program funding for one or more additional budget periods.
- Pass-Through Grant Funding: Funds issued by a federal agency to a state agency which are then transferred to local governments or eligible groups.

**Appendix B** lists potential funding sources that help fund capital improvement projects such as active transportation, economic development, greening and art. Sources identified may be discontinued and/or new funding opportunities may become available. City staff will remain vigilant and maintain focus on adapting to secure funding from sources of revenue as opportunities arise.

## Implementation Strategies

As described above, Downtown Bishop’s future growth, increased housing development, and improved public spaces are reliant upon a regulatory framework that attracts and encourages new investments. By leveraging associated development fees and investing potential grant funds into Downtown Bishop, the city can nurture a feedback loop of continued investment in which each new development, facade improvement, or active transportation facility upgrade further encourages additional investments and attracts new developers. The strategies listed below can help guide the city’s implementation of the SPA and MUO, setting it up for continued success.

## CITY ADMINISTRATION

- Actions
  - Formally adopt the policies in the Downtown Bishop Specific Plan and Mixed Use Overlay Zone.
  - Update associated city zoning code.
  - Update city fee schedules in accordance with the Benefit Assessment Districts and Development Impact Fees.
  - Establish a Design Review Board.
  - Engage local and regional development communities.
- Considerations
  - Explore grants and utilize Development Impact Fees to improve public space.
  - Focus city efforts on improving the streetscape and associated pedestrian experience, thereby enriching the daily lives of residents and visitors while making Downtown Bishop even more attractive to potential developers.
  - Investments in public art, publicly accessible spaces, and wayfinding are amongst the most requested improvements from constituents polled as part of this plan’s creation, and similarly can help attract new investments.

## HOUSING AND DEVELOPMENT

- Actions
  - Engage in conversations with property owners interested in facade improvements, expansions, and redevelopment.
  - Engage in conversations with owners of vacant and underutilized parcels as identified in this Plan to explore potential for sale, redevelopment, and/or temporary usage.
  - Develop relationships with developers.
- Considerations
  - A two-track approach should be considered. While large parcel developments may present the best opportunity for increasing housing stock within the plan's boundaries, investments in smaller parcels may lead to more immediate improvements for the community.
  - Utilize public comments, polling, and preferences as documented in this Plan to help guide developer's proposals toward the types of buildings and uses most desired by the community.

## STREETScape AND MOBILITY

- Actions
  - Improve and expand pedestrian and bicyclist facilities along the priority corridors identified in this plan.
  - Coordinate with Caltrans District 9 in order to provide enhanced active transportation facilities along Caltrans-owned rights-of-way.
  - Identify locations and secure funding for public art, including sculptures and murals.
  - Expand the urban street tree canopy downtown.
  - Develop a Downtown Bishop wayfinding program including locations, messaging, and symbology. Include both pedestrian-scale and vehicle-oriented (e.g. parking) signage.
  - Consider gateway monuments at key intersections such as Line Street and Main Street announcing Downtown Bishop's presence.
- Considerations
  - General public realm improvements that fall on city-owned rights-of-way, may be the most readily implementable actions within this plan.
  - Continue engaging city leadership, businesses owners, elected officials, and constituents in discussions

regarding a Highway 395 Truck Route, the Bishop Airport's expansion, and other regional discussions in order to mitigate adverse impacts on Bishop's mobility network.

- The residential areas of Bishop are flat, compact, and have low average daily traffic numbers. While this Plan is focused on downtown, the city shall continue to encourage residents to use active transportation in residential areas and to access downtown by walking and biking. These areas are well suited for active transportation trips and streetscape improvements will allow for easier access to Downtown Bishop.

## FUNDING

- Actions
  - Secure funding for public improvements in Downtown Bishop through a variety of mechanisms, including regional, state, and federal funding, grant funding, and the city's general funds.
  - Review and pursue grant programs described in Appendix B.
  - Focus expenditures of Development Impact Fees, and Benefit Assessment Districts in one or two key areas of Downtown Bishop to build inertia and make readability identifiable improvements.

- Partner with local and regional community groups to pursue and administer grants.
- Considerations
  - Many competitive funding sources reward applicants that demonstrate a project's community engagement and support; utilize this Plan's community outreach process to identify and pursue competitive projects.
  - Support local artists, builders, and craftspeople when creating public art.

## The Future of Bishop

The city is poised for the future with the potential for creating new jobs and housing opportunities for existing and future residents and to become a destination to live, work and enjoy in the natural setting that makes Bishop so unique and beautiful. A future that celebrates the history of Bishop from the Bishop Paiute Tribe and its western roots to the eclectic charm and its mixed architecture throughout downtown. This plan helps establish those steps to bridge past to future while preserving what makes Bishop special. A future Bishop that allows one to walk or bike to their destination while enjoying art and shade, congregating in plaza and dining outdoors maximizing the ability for people to enjoy the natural environment that makes Bishop an attraction.



*Conceptual illustration of a redeveloped warehouse space*



A

Appendix

# APPENDIX A

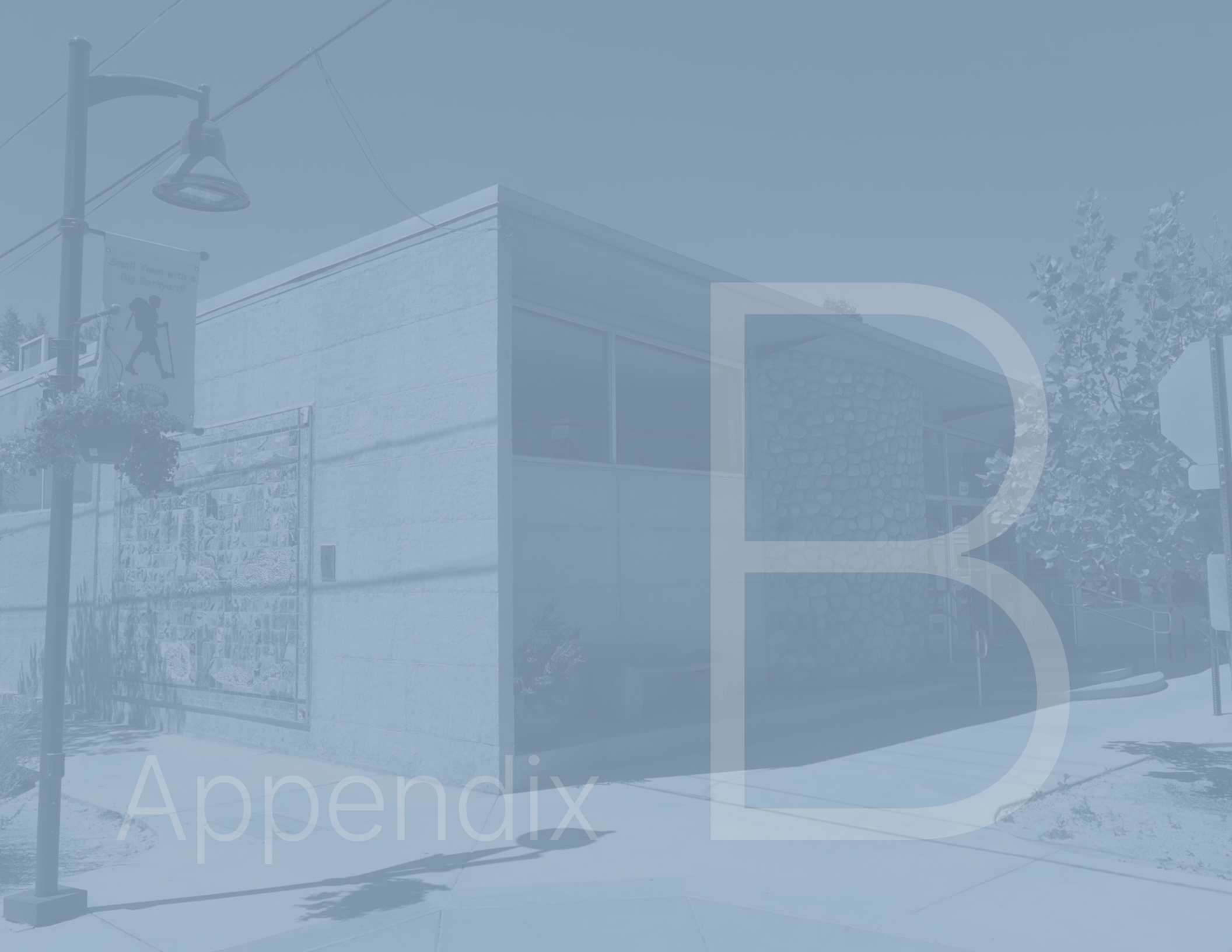
## Glossary of Planning Terms

- **Adaptive Reuse:** Refers to the repurposing of an existing structure for new use. For example, converting an old church into a restaurant, an old train station into an office space, or an old windmill into a home.
- **Assessed Land Value:** The value at which property is appraised and takes into account local property value and location.
- **Street Wall:** A street wall helps define public space by providing a continuous business facade to frame the street edge.
- **California Environmental Quality Act (CEQA):** A state law requiring state and local agencies to analyze the potential impact of their actions on the environment.
- **Class II Bicycle Lane:** A dedicated lane for bicycle travel adjacent to traffic. A painted white line separates the bicycle lane from motor vehicle traffic.
- **Class IIB Buffered Bicycle Lane:** A dedicated bicycle lane for travel separated from vehicle traffic by a painted buffer. The buffer provides additional comfort for users by providing space from motor vehicles or parked cars.
- **Class III Bicycle Route:** A signed bike route that people biking share with motor vehicles. This can include pavement markings to make it more convenient for confident bicyclists.
- **Class IIIB Bicycle Boulevard:** Calm, local streets where bicyclists have priority but share roadway space with motor vehicles. Shared roadway bicycle marking on the pavement as well as traffic calming features such as speed humps and traffic diverters to keep these streets more comfortable for bicyclists.
- **Crossing Facilities:** Helps make crossing the street at intersections and midblock safer and more comfortable by implementing high-visibility crosswalk markings or advance yield markings.
- **Curb Treatments:** Enhances the crossing experience for pedestrians by implementing ADA curb ramps and/or curb extensions.
- **Density:** The number of residential units permitted per acre of land.
- **Frontage:** The frontage, or front, of a lot. Typically defined as the side nearest the street.
- **Improvement Value:** The total value of land and improvements conducted to a property.
- **Infill Development:** Development of vacant or underutilized land within a largely developed area.
- **Massing:** The perception of the general shape and form as well as the size of a building.

- **Mixed-Use Overlay:** Establishes additional development standards and guidance for a subset of properties within an area. The area typically allows compatible uses within the same structure, such as a building with residential uses above ground-floor commercial space.
- **Ordinance:** A law or statute enacted by a city government.
- **Overlay:** A land use or zoning designation that modifies the basic underlying designation in a specific manner. For example, overlay zones are often used to designate historical areas or areas with special characteristics.
- **Overlay Zoning:** Additional standards to existing zoning that can be used to protect specific features of a given area.
- **Parking Maximum:** Cities establish a maximum ratio for parking spaces. Developers then have the option to provide less parking than the maximum amount allowed. This typically encourages walking and transit use.
- **Public Realm:** Publicly owned spaces that belong to and are accessible by the public. These can include streets, plazas, sidewalks, parks, and open spaces.
- **Rectangular Rapid Flashing Beacons (RRFBs):**  
A beacon indicates to drivers that someone may be crossing the street.
- **Right-of-Way:** A strip of land occupied or intended to be occupied by public use facilities such as roads or utility lines.
- **Setback:** The minimum distance required by zoning regulations between two building structures or between a structure and property line.
- **Specific Plan:** A specific plan is a strategic document that provides guidance to city officials and staff, addresses the community's needs, and links implementing policies of the general plan and individual projects.
- **Traffic Calming:** Encourages drivers to travel at slower speeds. Some treatments may alter the configuration of a roadway, while others change how drivers perceive and respond to a street.
- **Wayfinding:** Signs that help people traveling along bicycle, pedestrian, and trail networks by providing directional and distance information to community destinations.
- **Zoning:** Zoning determines the uses permitted on a parcel and provides regulations for development.



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# Appendix

# APPENDIX B

## Potential Funding Sources

In addition to the finance mechanisms mentioned previously, a variety of options exist to further plan and construct capital improvement projects. The following competitive grant programs support the efforts to implement these improvements.

### FEDERAL

#### Community Development Block Grant (CDBG) Program

The Community Development Block Grant (CDBG) Program provides annual grants on a formula basis to states, cities, and counties to develop viable urban communities by providing decent housing and a suitable living environment, and by expanding economic opportunities, principally for low- and moderate-income persons. The CDBG may fund, but not limited, acquisition of real property, rehabilitation of residential and non-residential structures, and construction of public facilities and improvements.

More information:

[https://www.hud.gov/program\\_offices/comm\\_planning/cdbg](https://www.hud.gov/program_offices/comm_planning/cdbg)

#### Congestion Mitigation and Air Quality Improvement (CMAQ)

The Congestion Mitigation and Air Quality Improvement (CMAQ) Program, a Federal Highway Administration (FHWA)

funding program, provides funding for eligible transportation projects, programs, and operational strategies that reduce emissions and contribute to the attainment or maintenance of the National Ambient Air Quality Standards (NAAQS) for ozone, carbon monoxide and particulate matter. CMAQ funds are apportioned to the states and are administered through state DOTs.

More information:

<https://www.fhwa.dot.gov/fastact/factsheets/cmaqfs.cfm>

#### Assistance to Firefighters Grants (AFG)

The Federal Emergency Management Agency's (FEMA) Assistance to Firefighters Grants (AFG) grants provides financial assistance to eligible fire departments for critical training and equipment. This funding source may be relevant when considering obtaining new firefighting equipment should increased building heights or other features of this Plan call for it.

More information:

<https://www.fema.gov/grants/preparedness/firefighters/assistance-grants/documents>

## Highway Safety Improvement Program (HSIP)

HSIP is a data-driven funding program for construction-related projects with a goal of reducing traffic fatalities and serious injuries on all public roads. Agencies must identify eligible projects through crash analyses. Agencies can use HSIP funds for both infrastructure and non-infrastructure projects, including bicycle and pedestrian safety improvements, enforcement activities, traffic calming projects and crossing treatments in school zones. In California, all HSIP projects must be consistent with the California Strategic Highway Safety Plan.

More information:

<https://safety.fhwa.dot.gov/hsip/>

## Housing and Urban Development (HUD)

The Department of Housing and Urban Development (HUD) awards discretionary funding through 20 grant programs. A Notice of Funding Opportunities (NOFO) is published annually on Grants.gov for HUD's discretionary funding programs.

More information:

<https://www.hud.gov/grants/>

## National Endowment for the Arts (NEA) - Our Town Grants

NEA provides a limited number of planning and design grants, ranging from \$25,000 to \$200,000, for creative and

innovative projects in which communities improve their quality of life, encourage greater creative activity, foster stronger community identity and a sense of place, and revitalize economic development.

More information:

<https://www.arts.gov/grants-organizations/ourtown/place-based-projects-grant-program-description>

## National Endowment for the Arts (NEA) - Art Works Grants

NEA provides grants for organizations that support exemplary projects in artist communities, arts education, dance, design, folk and traditional arts, literature, local arts agencies, media arts, museums, music, musical theater, opera, presenting and multidisciplinary works, theater, and visual arts. Funding goes toward projects only. These grants support artistically excellent projects that celebrate creativity and cultural heritage, invite mutual respect for differing beliefs and values, and enrich humanity. Matching grants generally range from \$10,000 to \$100,000. A minimum cost share/match equal to the grant amount is required.

There is also assistance available to artist communities for projects that encourage and nurture the development of individual artists and foster and inspire their creative

processes. NEA defines an artist community as an organization, whether focused on a single discipline or multidisciplinary, whose primary mission is to provide artist residencies.

More information:

<https://www.arts.gov/grants/apply-grant/grants-organizations>

### **Pilot Program for Transit-Oriented Development Planning**

The Pilot Program for TOD Planning helps support FTA's mission of improving public transportation for America's communities by providing funding to local communities to integrate land use and transportation planning with a new fixed guideway or core capacity transit capital investment.

More information:

<https://www.transit.dot.gov/TODPilot>

### **Rebuilding American Infrastructure with Sustainability and Equity (RAISE)**

The Rebuilding American Infrastructure with Sustainability and Equity, or RAISE Discretionary Grant program, provides a unique opportunity for the DOT to invest in road, rail, transit and port projects that promise to achieve national objectives.

The eligibility requirements of RAISE allow project sponsors at the State and local levels to obtain funding for multi-modal, multi-jurisdictional projects that are more difficult to support through traditional DOT programs.

More information:

<https://www.transportation.gov/RAISEgrants/about>

### **USDA Rural Business Development Grants**

Designed to support rural communities in developing or expanding small and emerging private business in rural areas with fewer than 50 employees and less than \$1 million in gross revenues. Grants generally range from \$10,000 - \$500,000 and may be used for community economic development, feasibility studies and business plans, rural business incubators, and long-term business strategic planning. Several projects featured in the "Rural Prosperity Through the Arts & Creative Sector" report published by the National Governors Association have received funding through this grant program.

More information:

<https://www.rd.usda.gov/programs-services/rural-business-development-grants>

### **USDA Community Facilities Direct Loan & Grant Program**

This program offers both loans and grants to assist development of essential community facilities in rural areas, including street improvements and community gardens. It is available to low-income communities with a median household income below 80% of the state average.

More information:

<https://www.rd.usda.gov/programs-services/community-facilities-direct-loan-grant-program>

### **American Rescue Plan Act Travel, Tourism, and Outdoor Recreation (ARPA Tourism)**

This funding source, developed in an effort to assist with economic recovery in the wake of COVID-19. It may or may not be continued beyond 2022, and is intended to help communities and regions devise and implement sustainable economic recovery strategies through a variety of non-construction and construction projects to respond to damage to the travel, tourism, and outdoor recreation sectors from the coronavirus pandemic and to promote the economic resilience of regions dependent on those industries.

More information:

<https://eda.gov/arpa/travel-tourism/>

## **State**

### **Active Transportation Program (ATP)**

The California State Legislature has consolidated a number of programs centered on active transportation into a single program. The resulting Active Transportation Program (ATP) encompasses the federally funded programs (MAP-21 and FAST Act), Bicycle Transportation Account, the Safe Routes to Schools Program, and the Recreational Trails Program.

The California Transportation Commission writes guidelines and allocates funds for the ATP, while the ATP will be administered by the Caltrans Division of Local Assistance. Goals of the ATP are currently defined as the following: Increasing the proportion of trips accomplished by biking and walking; Increasing safety and mobility for active transportation users; Advancing active transportation efforts of regional agencies to achieve the greenhouse gas reduction goals; Enhancing public health; Ensuring that disadvantaged communities fully share in the benefit of the program; and, Providing a broad spectrum of projects to benefit many types of active transportation users.

More information:

[www.dot.ca.gov/hq/LocalPrograms/atp/index.html](http://www.dot.ca.gov/hq/LocalPrograms/atp/index.html)

### **Affordable Housing and Sustainable Communities (AHSC) Program, California Strategic Growth Council**

The California Strategic Growth Council's AHSC Program provides funding for affordable housing (new construction or renovation development) and transportation infrastructure. This may include sustainable transportation infrastructure, such as new transit vehicles, sidewalks, and bike lanes; transportation-related amenities, such as bus shelters, benches, or shade trees; and other programs that encourage residents to walk, bike, and use public transit. These projects increase the accessibility of housing, employment centers, and key destinations via low-carbon transportation options such as walking, biking, and transit.

More information:

<https://sgc.ca.gov/programs/ahsc/>

### **Artists in Communities**

The Artists in Communities (AC) grant program centralizes artists and their artistic processes as vehicles for community vitality. AC grants support sustained artistic residencies in community settings. Artists must work closely with organizational partners and community members to produce creative projects that are relevant and responsive to their

community. An applicant must be a California-based nonprofit arts organization, unit of government, or a social service/community nonprofit organization. Libraries, housing agencies, senior centers, cultural centers, or hospitals may be eligible.

More information:

<http://www.arts.ca.gov/programs/ac.php>

### **California Department of Housing and Community Development Grants and Funding (HCD)**

The Housing and Community Development (HCD) administers programs which provide housing development grants and loans. On an annual basis, the state department issues a list of available funding sources. Some include, Veterans Housing and Homeless Prevention Program, Permanent Local Housing Allocation Formula Program, and No Place Like Home Program. To view the full list of funded programs and the state's funding availability calendar, please visit the department's website.

More information:

<https://www.hcd.ca.gov/grants-funding/index.shtml>

### **California Housing Finance Agency Mixed-Income Program (CalHFA)**

The CalHFA Mixed-Income Program (MIP) provides long-term subordinate financing for new construction of multifamily housing projects which restrict units at a mix between 30% and 120% of the Area Median Income.

More information:

<https://www.calhfa.ca.gov/multifamily/mixedincome/index.htm>

### **Carl Moyer Program: Emergency Vehicles**

The Carl Moyer Program provides funding for fire apparatus as described in the California Vehicle Code 165 including, but not limited to, pumpers, ladder trucks, and water tenders. The terms “fire apparatus” and “fire trucks” are used interchangeably to refer to fire-related emergency vehicles collectively. Both medium heavy-duty and heavy heavy-duty diesel fire apparatus are eligible for program funding. Eligible projects are those in which a new or used replacement vehicle with an engine certified to the 2010 emissions or cleaner California emission standard, replaces an older, more polluting equipment or vehicle.

More information:

<https://ww2.arb.ca.gov/our-work/programs/carl-moyer-program-emergency-vehicles>

### **Environmental Enhancement and Mitigation Funds**

EEM Program offers grants to local, state and federal governmental agencies and to nonprofit organizations for projects to mitigate the environmental impacts caused by new or modified public transportation facilities.

More information:

<https://resources.ca.gov/grants/environmental-enhancement-and-mitigation-eem>

### **Proposition 84 Grant Program**

The Proposition 84 Grant Program provides funding for public agencies and nonprofit organizations to acquire, develop, rehabilitate, restore, and protect land and water resources consistent with Proposition 84. This includes trail and open space planning and construction.

More information:

<https://water.ca.gov/Work-With-Us/Grants-And-Loans/IRWM-Grant-Programs/Proposition-84#:~:text=Proposition%2084%20Chapter%20%20Integrated,water%20quality%20and%20the%20environment>

### **Local Partnership Program (CTC)**

The Road Repair and Accountability Act of 2017 (Senate Bill 1) created the Local Partnership Program. It funds counties,



cities, districts, and regional transportation agencies in which voters have approved fees or taxes dedicated solely to transportation improvements or that have imposed fees, including uniform developer fees, dedicated solely to transportation improvements

More information:

<https://catc.ca.gov/programs/sb1/local-partnership-program>

### **Office of Traffic Safety (CA OTS)**

OTS Grants provides funding for traffic safety programs such as pedestrian and bicycle safety, roadway safety, and other related program areas.

More information:

<https://www.ots.ca.gov/grants/>

### **SB1**

Senate Bill 1, the Road Repair and Accountability Act of 2017, was signed into law on April 28, 2017 and is a landmark transportation investment opportunity to rebuild California by fixing local roads, freeways, and bridges in communities across California. Each year, this new funding will be used to tackle deferred maintenance needs both on the state highway system and the local road system. A portion will go to cities,

counties, and regional transportation agencies to build or convert more bike paths, crosswalks, and sidewalks. SB1 significantly increases funding for these projects through the Active Transportation Program (ATP).

More information:

<http://rebuildingca.ca.gov/programs.php>

### **Solutions for Congested Corridors (SCCP)**

SCCP funds transportation, environmental, and community access improvement projects. Regional transportation planning agencies, county transportation commissions and Caltrans are eligible to apply for program funds through the nomination of projects.

More information:

<https://catc.ca.gov/programs/sb1/solutions-for-congested-corridors-program>

### **State Transportation Improvement Program (CTC)**

The State Transportation Improvement Program (STIP) is the biennial five-year plan adopted by the Commission for future allocations of certain state transportation funds for state highway improvements, intercity rail, and regional highway and transit improvements.

More information:

<https://catc.ca.gov/programs/state-transportation-improvement-program>

### **Urban Greening Program**

Urban Greening Program funds projects that reduce greenhouse gas emissions by reducing vehicle miles traveled, while also transforming the built environment. Eligible projects will result in the conversion of an existing built environment into green space that uses natural and green infrastructure approaches to create sustainable and vibrant communities.

More information:

<https://resources.ca.gov/grants/urban-greening/>

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DOWNTOWN  
**BISHOP**  
PLAN

BISHOP

BISHOP

TERMINATOR DARK FATE  
ADDAMS FAMILY

TERMINATOR DARK FATE  
ADDAMS FAMILY

