



*Small Town with
a Big Backyard!*

CITY OF BISHOP

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Draft Mitigated Negative Declaration

Date: 28 October 2019

General: The City of Bishop requests comments on this draft Mitigated Negative Declaration and the attached Initial Study.

Project: North Sierra Highway Waterline

Location: On Sierra Street, along the bike path known and the Sierra Street Bike Path that extends between Sierra Street and North Sierra Highway, and then along North Sierra Highway.

Description: The proposed project will construct about 3,500 feet of new 12 inch waterline, including water services to 2 existing buildings, and 3 fire hydrants, to part of the city not currently served and may reconfigure fences and gates in the project area to improve operation of a Class 1 bike path.

Document Availability: The Initial Study is available on the City of Bishop website cityofbishop.com and at the City of Bishop Department of Public Works office, City Hall, 377 West Line Street.

Proponent: City of Bishop Department of Public Works.

Contact: David Grah, Department of Public Works, at addresses and numbers shown above.

Proposed Findings: With the proposed mitigations, the proposed project could not have a significant effect on the environment, and a Mitigated Negative Declaration will be prepared.

Comments Due: 25 November 2019

Hearing: 6 pm 25 November 2019

David Grah, Department of Public Works

28 October 2019

Date



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**Initial Study
North Sierra Highway Waterline
City of Bishop**

Lead Agency:

City of Bishop
Department of Public Works
377 West Line Street
Bishop, California 93514
760-873-8458

28 October 2019

SECTION 1 INTRODUCTION

1.1 PURPOSE

The purpose of the North Sierra Highway Waterline project is to improve domestic water service and fire protection in an area of the City of Bishop not currently served.

1.2 PROJECT LOCATION

The project is located on Sierra Street, along the bike path known and the Sierra Street Bike Path that extends between Sierra Street and North Sierra Highway, and then along North Sierra Highway.

Access to the site is from Sierra Street, along the Sierra Street Bike Path, and from North Sierra Highway.

The site is along the east boundary of the north half of Section 1, Township 7 South, Range 32 East and in the northwest $\frac{1}{4}$ of Section 6, Township 7 South, Range 33 East, Mount Diablo Baseline and Meridian.

See overview sheet in attached draft plans for location and vicinity map for project.

1.3 PROJECT DESCRIPTION

The proposed project will:

- Construct new 12 inch water line to a portion of North Sierra Highway. In particular, construct waterline from existing water lines at the intersection of Home Street and Sierra Street west about 700 feet to the end Sierra Street, then about 2,000 feet north along the bike path to North Sierra Highway, and then about 750 feet east along the south side of North Sierra Highway to the west boundary of the Tri County Fairgrounds
- Construct water services to 2 existing buildings
- Construct fire hydrants at west end of Sierra Street, where bike path intersects North Sierra Highway, and at west boundary of the fairgrounds

- Restore surface conditions to pre-project conditions
- Reconstruct and potentially reconfigure fences and gates
- Make other related improvements

1.4 PROJECT PROPONENT

City of Bishop

Department of Public Works
377 West Line Street
Bishop, California 93514
760-873-8458

Contact: David Grah

1.5 INTENDED USES OF THIS DOCUMENT

The City of Bishop will use this Initial Study to identify any potential environmental impacts associated with the project and to solicit input regarding the project from agencies and the public. This Initial Study will also be used in support of a Mitigated Negative Declaration when considering the approval of the project.

1.6 ENVIRONMENTAL SETTING

The City of Bishop is located in Inyo County at the northern end of Owens Valley. The City covers an area of approximately 1.9 square miles and has a population of approximately 3,879 (United States Census 2010). The population is expected to remain relatively steady because the city is largely prevented from growth by a combination of public and Native American land surrounding developed portions of the city.

The Owens River, which is located north and east of the City of Bishop, flows south through the Owens Valley. The valley is bounded by the Sierra Nevada mountain range to the west and the White Mountain and Inyo Mountain ranges to the east. Numerous creeks, canals, and ditches carry water from the Sierra Nevada Mountains toward the Owens River.

Bishop is located in the rain shadow of the Sierra Nevada. The warmest month of the year is July with an average maximum temperature of about 98 degrees Fahrenheit. The coldest month of the year is December with an average minimum temperature of 22

degrees Fahrenheit. Temperature variations between night and day are over 40 degrees during the summer and over 30 degrees during winter. The annual average precipitation at Bishop is 5 inches. The wettest month of the year is February with an average rainfall of 1 inch.

The project is at an elevation of about 4,165 feet. The site slopes gently to the northeast toward the Owens River.

Sierra Street is a partially developed city street with full width pavement but partial curb, gutter, and sidewalk. The bike path is paved 8 feet wide and in fair condition.

Except for the portion of the project along Sierra Street, a city street, the project will be constructed by permission on City of Los Angeles Department of Water and Power (DWP) property. DWP permission to construct the project is expected by the end of 2019.

The \$300,000 to \$400,000 project is funded from the City of Bishop water program. Funds are available for the project during the current fiscal year that ends 30 June 2020. Construction is expected to proceed as soon as the CEQA document is complete.

The portion of the project along Sierra Street will be constructed in street pavement. The portion of the project along the path will be constructed entirely in cleared and disturbed area but is expected to include the removal of 3 trees over 6 inch in diameter. The trees to be removed in this portion of the project includes one cottonwood tree about 7 feet in diameter. The portion of the project along North Sierra Highway / Highway 395 will be constructed in area that is mostly vegetated, some with no known historical disturbance, and will include the removal of a dense group of 5 trees.

From most of the project site the surrounding ranchland and mountains are visible.

Maps showing agriculture and owners in the area dating from 1919 indicate the site as a mixture of pasture, crops, and brush. These maps show Sierra Street existing at that time. The bike path was built in the 1980's.

1.7 GENERAL PLAN DESIGNATION

The project site is a combination of street with no zoning, open space, and commercial highway services. The portion of the project along North Sierra Highway is adjacent to the north city limit of the city, which is the south right of way line of the highway.

See attached map that shows zoning for the City of Bishop.

SECTION 2 ENVIRONMENTAL CHECKLIST

Environmental Issues	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
1. Aesthetics				
<i>Would the project:</i>				
a) Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic building within a state scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
2. Agriculture Resources				
<i>In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland.</i>				
<i>Would the project:</i>				
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
3. Air Quality				
<i>Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations.</i>				
<i>Would the project:</i>				
a) Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Environmental Issues	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions, which exceed quantitative thresholds for ozone precursors)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Create objectionable odors affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
4. Biological Resources				
<i>Would the project:</i>				
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of wildlife nursery sites?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Environmental Issues	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
5. Cultural Resources <i>Would the project:</i>				
a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
6. Geology and Soils <i>Would the project:</i>				
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
ii) Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iii) Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iv) Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Environmental Issues	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
7. Hazards and Hazardous Materials <i>Would the project:</i>				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the likely release of hazardous materials into the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Be located within one-quarter mile of a facility that might reasonably be anticipated to emit hazardous emissions or handle hazardous or acutely hazardous materials, substances or waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Be located on a site of a current or former hazardous waste disposal site or solid waste disposal site unless wastes have been removed from the former disposal site; or 2) that could release a hazardous substance as identified by the State Department of Health Services in a current list adopted pursuant to Section 25356 for removal or remedial action pursuant to Chapter 6.8 of Division 20 of the Health and Safety Code?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Be located on land that is, or can be made, sufficiently free of hazardous materials so as to be suitable for development and use as a school?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Environmental Issues	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
h) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
i) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
j) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
8. Hydrology and Water Quality				
<i>Would the project:</i>				
a) Violate any water quality standards or waste discharge requirements?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Substantially alter the existing drainage pattern of area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner, which would result in flooding on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Otherwise substantially degrade water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Environmental Issues	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h) Place within a 100-year flood hazard area structures, which would impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
j) Inundation by seiche, tsunami, or mudflow?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
9. Land Use and Planning				
<i>Would the project:</i>				
a) Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Conflict with any applicable habitat conservation plan or natural communities conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
10. Mineral Resources				
<i>Would the project:</i>				
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
11. Noise				
<i>Would the project result in:</i>				
a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Environmental Issues	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
12. Population and Housing				
<i>Would the project:</i>				
a) Induce substantial population growth in an area, either directly (e.g., by proposing new homes and businesses) or indirectly (e.g., through extension of roads or other infrastructure)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Displace substantial numbers of people necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
13. Public Services				
<i>Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:</i>				
a) Fire Protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Police Protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Environmental Issues	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
14. Recreation				
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities, which might have an adverse physical effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
15. Transportation/Traffic <i>Would the project:</i>				
a) Cause an increase in traffic, which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Result in inadequate parking capacity?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Environmental Issues	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
16. Tribal Cultural Resources <i>Would the project:</i>				
a) Cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
17. Utilities and Service Systems <i>Would the project:</i>				
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Environmental Issues	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
e) Result in a determination by the wastewater treatment provider, which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Comply with federal, state, and local statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

18. Mandatory Findings of Significance

a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Does the project have environmental effects, which will cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Environmental Factors That Could Result in a Potentially Significant Impact

The environmental factors listed below are not checked because the proposed project would not result in a "potentially significant impact" as indicated by the preceding checklist and supported by substantial evidence provided in this document.

- | | | |
|--|---|---|
| <input type="checkbox"/> Aesthetics | <input type="checkbox"/> Agriculture Resources | <input type="checkbox"/> Air Quality |
| <input type="checkbox"/> Biological Resources | <input type="checkbox"/> Cultural Resources | <input type="checkbox"/> Geology/Soils |
| <input type="checkbox"/> Hazards & Hazardous Materials | <input type="checkbox"/> Hydrology/Water Quality | <input type="checkbox"/> Land Use/Planning |
| <input type="checkbox"/> Mineral Resources | <input type="checkbox"/> Noise | <input type="checkbox"/> Population/Housing |
| <input type="checkbox"/> Public Services | <input type="checkbox"/> Recreation | <input type="checkbox"/> Transportation/Traffic |
| <input type="checkbox"/> Utilities/Services Systems | <input type="checkbox"/> Mandatory Findings of Significance | |

Environmental Determination

On the basis of this initial evaluation:

- I find that the proposed project could not have a significant effect on the environment, and a **Negative Declaration** will be prepared.
- I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. **A Mitigated Negative Declaration** will be prepared.
- I find that the proposed project MAY have a significant effect on the environment, and an **Environmental Impact Report** is required.
- I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measure based on the earlier analysis as described on attached sheets. An **Environmental Impact Report** is required, but it must analyze only the effects that remain to be addressed.
- I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier **EIR** or **Negative Declaration** pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier **EIR** or **Negative Declaration**, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

Signed _____ Date XX October 2019
 David Grah
 Public Works

SECTION 3 DISCUSSION OF ENVIRONMENTAL EVALUATION

1. AESTHETICS

Highway 395 (North Sierra Highway) in the project area is not designated as a scenic highway. The project site is not visible from designated scenic vistas or a designated state scenic highway. However, the project is located within an area of generally high scenic value, with panoramic views of the Sierra Nevada and White Mountains dominating the landscape.

The project will construct an underground water utility and may make barbed wire fence changes. Project construction will require the removal of 8 trees including a dense group of 5 trees. The trees are not unique and are similar to many other trees that will remain in the project area.

The proposed project will have a less than significant impact on aesthetics.

2. AGRICULTURAL RESOURCES

The site does not contain Prime Farmland and is not under a Williamson Act Contract to be preserved as farmland.

The proposed project will have no negative impact on agricultural resources.

3. AIR QUALITY

Air Quality within the City of Bishop and surrounding Inyo County is monitored and regulated by the Great Basin Unified Air Pollution Control District. Inyo County is listed as non-attainment for the state standard for PM-10 (particulate matter less than 10 microns in diameter) air emissions, which include chemical emissions and other inhalable particulate matter with an aerodynamic diameter of less than 10 microns.

The project will not increase traffic-related emissions. Negative air quality impacts would be limited to the emissions from construction equipment involved in the construction of the proposed improvements. These impacts would last the approximately 1 month long construction period. The short duration of the proposed work combined with existing

regulations regarding motor vehicle fuels and emissions would result in potential air quality impacts being well below any state or federal significance criteria.

The project does not propose any use or construction technique that would result in odors that would be objectionable to the public.

PM-10 emissions during construction would be controlled through the implementation of best management practices to limit PM-10 emission such as regular use of a water truck to keep potential dust producing surfaces damp.

The proposed project will have no negative impact on air quality.

4. BIOLOGICAL RESOURCES

The portion of the project along Sierra Street will be constructed in street pavement. The portion of the project along the Bike Path will be constructed in a cleared and disturbed area and is expected to include the removal of 3 trees. The portion of the project along North Sierra Highway/Highway 395 will be constructed in an area which is mostly vegetated. Work in this area is expected to include the removal of a dense group of 5 trees.

Tierra Environmental Services (Tierra) was contracted to conduct a biological resources study for the project. Primrose Biological Services was retained by Tierra to conduct a general biological review of the project area. This biological survey focused on the occurrence of wetlands and/or riparian habitats, the occurrence of any “wild and scenic rivers,” the potential take of any state or federally listed threatened or endangered species under the Endangered Species Act (ESA), the potential take of Bald or Golden Eagles protected under the Bald and Golden Eagle Protection Act, and the potential take of migratory birds listed under the Migratory Bird Treaty Act within the project area.

A list of state and federally threatened, endangered, proposed threatened and proposed endangered species was solicited and reviewed. The field survey focused on determining the potential presence of those species identified. In addition, the field survey focused on identifying habitat community types in the project area.

A biological resource survey was conducted in the morning of September 29, 2019. The survey and subsequent report were conducted in accordance with the California Environmental Quality Act (CEQA).

Vegetation observed within the project alignment consists primarily of out-of-season annuals, ruderal grasses and disturbed upland vegetation. There are two distinct groups of trees located along the Bike Path which are likely to be removed as part of the project. These trees were inspected to identify both the species, and any active or inactive nests.

No listed plant or animal species were detected in the project area during the visit, nor were any Bald or Golden Eagle nests observed within the project area. Likewise, there were no definable “wetlands” within the project area as no areas contained sufficient hydrology, hydric soils, or hydrophytic vegetation to qualify as wetlands. A 1.2-acre emergent wetland (CDFW Wetland Code PEM1C) exists to the immediate west of the Bike Path segment, outside of the project area. Existing culverts in the project vicinity provide irrigation to the surrounding pasture lands. Lands to the east of the Bike Path within the project area do not exhibit a predominance of hydrophytic vegetation or hydric soils, and there is not sufficient flow that would facilitate anaerobic growing conditions in the soil at the time of the survey. There would be no impacts to wetlands or riparian habitat. The project will not have a significant adverse effect on any habitat connectivity or wildlife corridors.

The proposed removal of the cottonwood and elm trees which exist along the Bike Path will not impact special status vegetation and will not significantly deplete the overall habitability of the area as hundreds of acres of land surrounding the project site remain open and undeveloped.

There are several trees that could potentially facilitate bird nesting within the project area. No active or inactive nests were observed in those trees during the survey. However, since trees will be removed as part of the proposed project, it is required that mitigation measure BIOMM-1 be implemented to reduce any potential impacts to below a level of significance.

Mitigation BIOMM-1 is as follows: “Within 10 days of ground-disturbing activities associated with construction or grading that would occur during the nesting/breeding

season of native bird species potentially nesting on the site (typically February through August in the project region, or as determined by a qualified biologist), the applicant shall have a single pre-construction survey conducted by a qualified biologist to determine if active nests of bird species protected by the Migratory Bird Treaty Act and/or the California Fish and Game Code are present in the disturbance zone or within 300 feet (500 feet for raptors) of the disturbance zone. If nesting birds are found to be present, surveys will continue on a weekly basis until those within the disturbance zone or buffer area are finished nesting.

If active nests are found, clearing and construction within 300 feet of the nest (500 feet for raptors) shall be postponed or halted, at the discretion of the biologist in consultation with the California Department of Fish and Wildlife (CDFW), until the nest is vacated and juveniles have fledged, as determined by the biologist, and there is no evidence of a second attempt at nesting. Limits of construction to avoid an active nest shall be established in the field with flagging, fencing, or other appropriate barriers, and construction personnel shall be instructed on the sensitivity of nest areas. The biologist shall serve as a construction monitor during those periods when construction activities will occur.”

With the proposed mitigation, the proposed project will have a less than significant effect on biological resources.

5. CULTURAL RESOURCES

Tierra Environmental Services (Tierra) was contracted by the City of Bishop Public Works Department to conduct a cultural resources study for the project. The study was conducted in accordance with the California Environmental Quality Act (CEQA) and related regulations and guidelines. The resulting report follows the State Historic Preservation Office’s guidelines for Archaeological Resource Management Reports (ARMR).

A records and literature search for the project was conducted at the Eastern Information Center (EIC) at University of California, Riverside. The records search provides background on the types of sites that would be expected to occur in the region. The records search provided by the EIC revealed that 14 investigations have been conducted within ½-mile radius of the project area. Eight of the previous studies were

conducted within portions of the project area. The records search indicated that 9 cultural resources have been identified within a ½-mile radius of the project area, however no previously recorded resources were recorded within the project area. The records search also revealed that no properties listed on the National Register of Historic Places (NRHP) or the California Register of Historic Resources (CRHR) are located within the project area.

An intensive pedestrian survey of the project area was conducted on September 28, 2019 by Dr. Michael Baksh of Tierra utilizing one to five-meter transects. The project area was found to be largely developed or considerably disturbed. Surface visibility throughout the project area was moderate to high, affording a comprehensive ground surface review.

Considering the limits of cultural resources identified by the records search, the lack of cultural resources observed and the current extent of disturbance, intact cultural resources are unlikely and no further archaeological work is recommended for this project. However, in the event unanticipated, buried prehistoric archaeological resources (lithic material, faunal, pottery, etc.) or historical archaeological resources (ceramics, building materials, glassware, etc.) be unearthed during construction or any other ground disturbing activities within the project area, additional resource treatments may become necessary. Once a potential resource has been identified, all work within 50 feet must be halted until the find can be assessed by a qualified archaeologist.

The City of Bishop will continue consultation with the Big Pine Paiute of the Owens Valley, the Bishop Paiute Tribe, and the Cabazon Band of Mission Indians regarding any potential significant impacts to cultural resources or if any of the tribes identify a need for a Native American Monitor or Consultant need to be present for any ground-disturbing activities.

In the event that unanticipated, buried prehistoric archaeological resources (lithic material, faunal, pottery, etc.) or historical archaeological resources (ceramics, building materials, glassware, etc.) be unearthed during ground disturbing activities within the project area, additional resource treatments would become necessary. Once a potential resource has been identified, all work within 50 feet must be halted until the find can be assessed by a qualified archaeologist.

If human remains are encountered during the proposed work, no further excavation or disturbance may occur in the vicinity of the find or in any area that may also harbor

similar remains until the County coroner has been contacted. Public Resources Code §5097.98, CEQA §15064.5, and Health & Safety Code §7050.5 shall be followed. The County coroner must be contacted immediately. If the coroner identifies the remains as Native American, the descendants will be notified by the Native American Heritage Commission (NAHC).

The proposed project will have no significant effect on cultural resources.

6. GEOLOGY AND SOILS

The Natural Resources Conservation Service (NRCS) designates soils in the project area as Dehy sandy loam, 0 to 2 percent slopes, Lucerne loamy fine sand, 0 to 2 percent slopes, and Dehy-Dehy calcareous complex, 0 to 2 percent slopes. These soils are generally not considered to be susceptible to liquefaction.

The Bishop Area is located in seismic Zone 4. The project site at its nearest point at the northeast end of the project is ¼ mile of an Alquist-Priolo Special Studies Zone. Special measures are not required to address potential seismic activity in the area during construction or during use of the constructed project.

The proposed project will have no negative impact on geology and soils.

7. HAZARDS AND HAZARDOUS MATERIALS

The construction of the project and use of the constructed features will not pose significant hazard to the public or the environment. Construction of the project will involve the short-term use of hazardous materials such as diesel fuel and grease associated with the construction equipment. Refueling and equipment maintenance would be done off-site or within a contained area so as to avoid soil contamination on the project site.

No long-term use of hazardous materials is foreseeable as a result of the project.

The proposed project will have no negative impact on hazards and hazardous materials.

8. HYDROLOGY AND WATER QUALITY

Drainage patterns will not change with the construction of the project and typical best management practices will be used during construction to protect the quality of stormwater.

The proposed project will have no impact on hydrology and water quality.

9. LAND USE AND PLANNING

The project is on City of Bishop street right of way and land owned by the City of Los Angeles Department of Water and Power (DWP) property.

The project site is a combination of street with no zoning, O-S, Open Space, and C-H, Commercial Highway Services. Land within the city that is adjacent to the project is zoned R-1, Single Family Residential, A-R, Low Density Residential, R-3, Multiple Residential, and C-H, Commercial Highway Services. Land outside of the city and north of North Sierra Highway is zoned OS-40, Open Space, 40 acre minimum by Inyo County.

Construction and operation of a municipal waterline is consistent with city street use and Commercial Highway Services zoning but not explicitly consistent with Open Space zoning. A Conditional Use Permit for construction of the waterline within the Open Space Zone will be requested concurrently with the consideration of the Negative Declaration for the project.

The proposed project will have no negative impact on land use and planning.

10. MINERAL RESOURCES

No mineral resources are known to exist on the project site.

The proposed project will have no negative impact on mineral resources.

11. NOISE

The proposed project would result in temporary noise associated with construction activities.

The proposed project will have no negative impact on noise.

12. POPULATION AND HOUSING

There is no housing located on the project site and none is proposed. The proposed project could make it easier for the future construction of housing and accompanied increase of population by bringing municipal water service including fire protection to an area that is not currently served.

Because of limited land available for development, the City of Bishop struggles to meet housing targets. Most land suitable for development is owned by DWP. To release land within the city for development, DWP requires that it is served by the city water system. This project, by constructing a waterline into an area not currently served, could make DWP property in the area more attractive for release by DWP and more attractive to ultimate development for housing or other purposes.

The release of land by DWP and its subsequent development would each require California Environmental Quality Act (CEQA) compliance separate from the CEQA compliance for this waterline project. Population and housing impacts of those projects would be addressed in the CEQA documents for those projects.

The proposed waterline project will have no negative impact on population and housing.

13. PUBLIC SERVICES

The project will improve domestic water service and fire protection in the project area.

The proposed project will have no negative impact on public services.

14. RECREATION

Most of the project length is along the bike path often known as the Sierra Street Bike Path and, during construction, use of the path may be affected by construction activities. In fact, it is likely that for safety reasons the path would be temporarily closed during construction.

The Sierra Street Bike Path is used by bicyclists and pedestrians commuting and recreating between the city and developed areas to the northwest of the city or to open space to the north of the city. If the path is closed during construction, these areas could still be accessed although by less direct routes along streets and highways.

The bike path is open to adjacent pasture. As a result, cattle frequent the path. The cattle can be intimidating to some users of the path. In addition, it is difficult for gates to allow path users to access the path but prevent the escape of livestock. Excluding livestock from the path with fencing and gates and upgrading one or both of the user access points by the project will be beneficial to long term recreational use of the path.

The proposed project will have a short-term negative impact but may have a long-term positive impact on recreation.

15. TRANSPORTATION AND TRAFFIC

The project will have short-term impacts during construction to traffic on the west end of Sierra Street, the intersection of Home Street and Sierra Street, and along the Sierra Street Bike Path (as discussed in the previous section). Construction vehicles and equipment may access North Sierra Highway from the project site, but are not expected to impact traffic.

The proposed project will have no long term negative impact on Transportation and Traffic.

16. TRIBAL CULTURAL RESOURCES

In accordance with Public Resources Code, section 21080.3 two tribes have requested notice of City of Bishop projects. The two tribes are the Bishop Paiute Tribe and the Cabazon Band of Mission Indians. In addition, and although they have not requested notice of city projects, the Big Pine Tribe has general interest in matters in the Bishop area.

On 16 July 2019, letters were sent to the Bishop Tribe, the Cabazon Band, and the Big Pine Tribe requesting each of the tribe's consultation on the project. No responses were

received from the Cabazon Band or the Big Pine Tribe. A 12 August response was received from the Bishop Tribe.

The Bishop Tribe's response requested consultation regarding significant effects of the project on tribal cultural resources but did not indicate the project would have such significant effects. In an email on 16 August, a meeting was requested with the Tribe to discuss the project and how to best move consultation with the Tribe forward, but no response was received. The email was followed by certified letters sent to two contacts provided in the Tribe's initial request for consultation. The letters indicated the city welcomed consultation with the Tribe but indicated that, without further response or information, California Environmental Quality Act (CEQA) compliance would move forward with the best information available, including information on tribal cultural resources. No further response was received from the Bishop Tribe.

There are no known or visible tribal cultural resources in the project area. If tribal cultural resources are discovered during construction, construction activity will be immediately stopped and a qualified cultural specialist will be contacted. In the case of both human remains and other cultural resources, the Bishop Paiute Tribe represents the persons most likely associated with those resources and the Tribe will be an important partner in the response to the discovery. If resources are found, the city would work with the Tribe to arrange a specialist, if appropriate, to determine how to best respond to the discovery. The response would be in accordance with Health and Safety Code 7050.5 and Public Resources Code 5097.98.

The proposed project will have no negative impact on tribal cultural resources.

17. UTILITIES AND SERVICE SYSTEMS

The proposed project will improve the effectiveness of the water system by extending water service into a part of the city not currently served. There is adequate water supply and ability in the system to fully supply the waterline constructed by this project.

The proposed project will have no adverse impact on utilities and service systems.

18. MANDATORY FINDINGS OF SIGNIFICANCE





Project impacts would be mostly short-term and minor. The proposed project would not cause any potential impacts to the environment that could result in a mandatory finding of significance.



SECTION 4 ATTACHMENTS

Draft plans

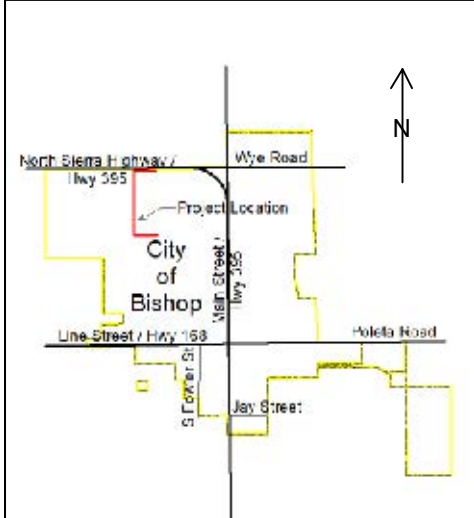
Zoning Map

Legend

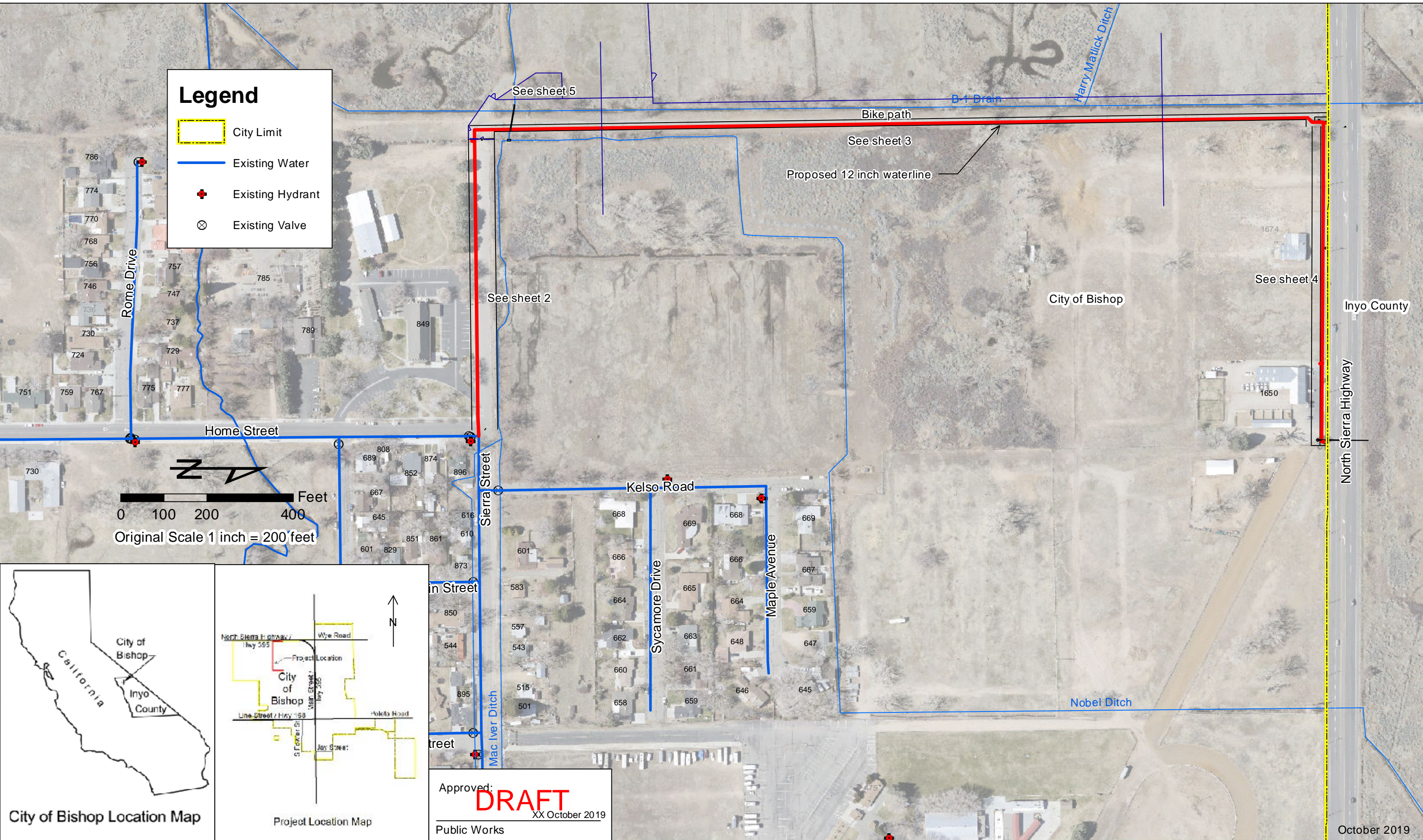
-  City Limit
-  Existing Water
-  Existing Hydrant
-  Existing Valve

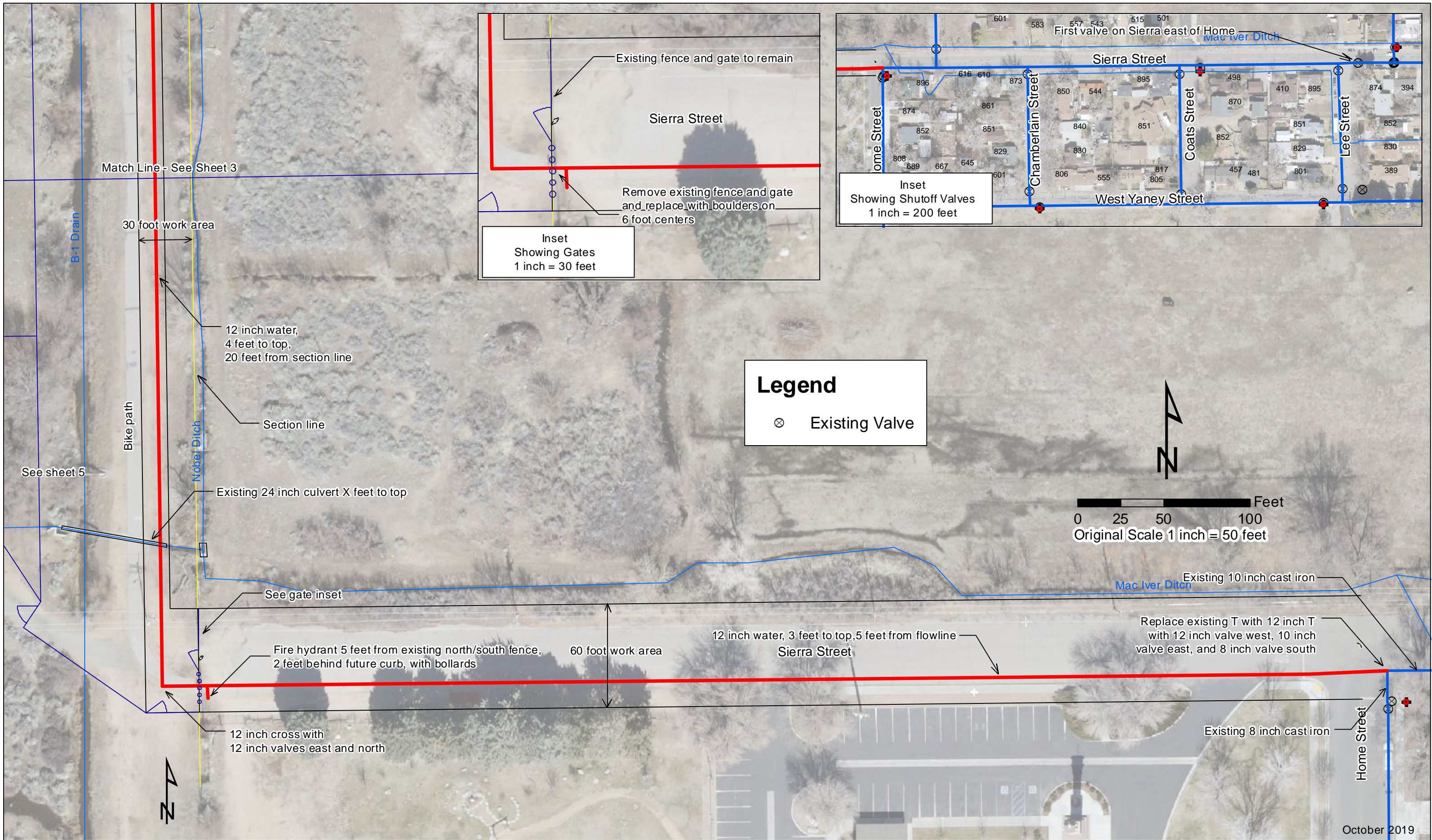



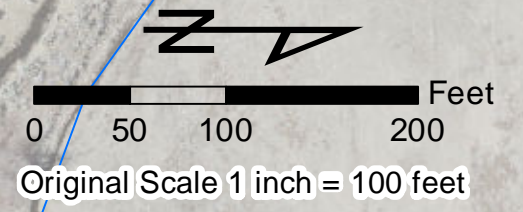
Original Scale 1 inch = 200 feet



Approved: **DRAFT**
 XX October 2019
 Public Works

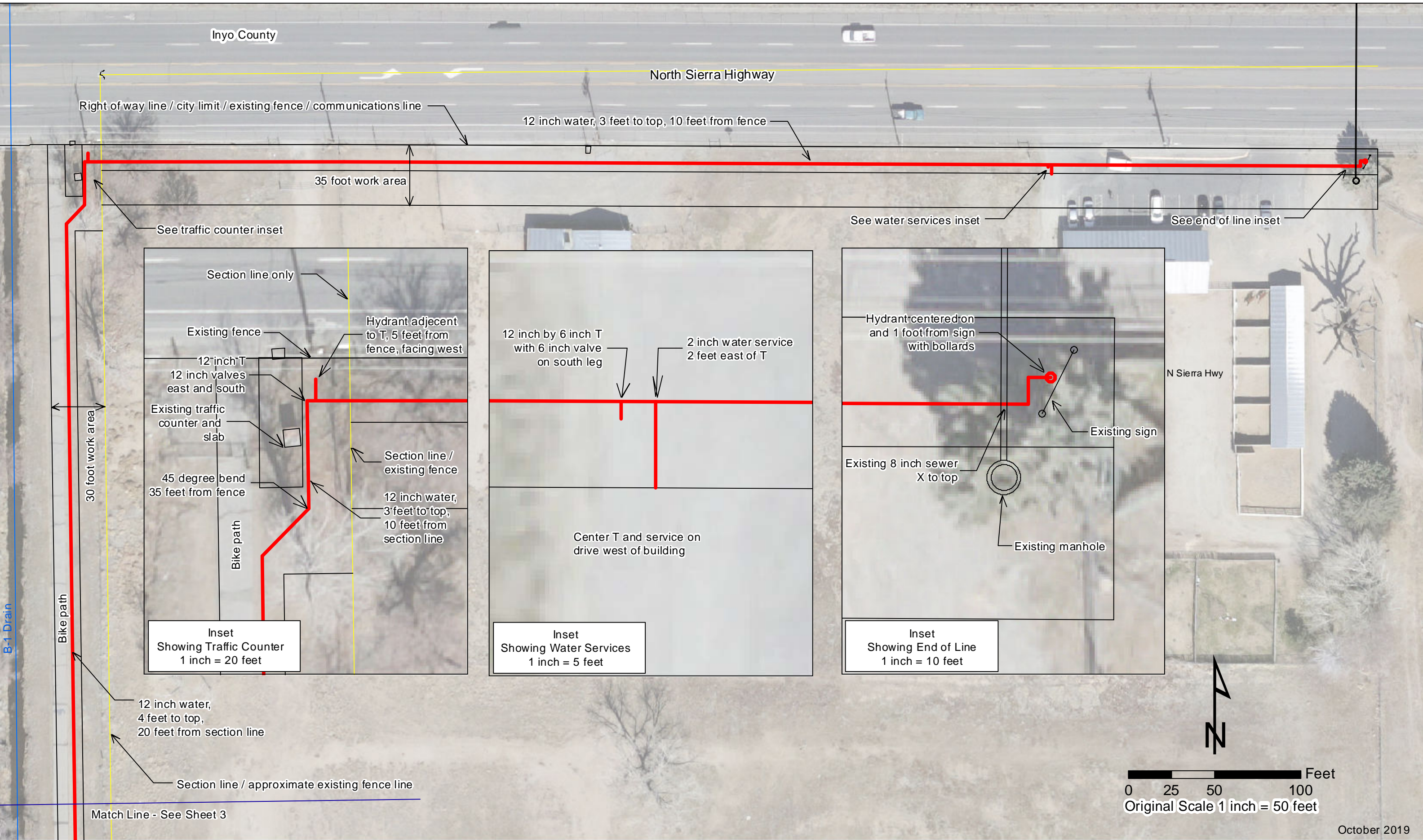




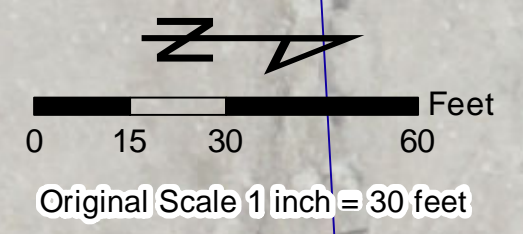


October 2019

DRAFT



October 2019



October 2019



ZONING MAP

of the City of Bishop

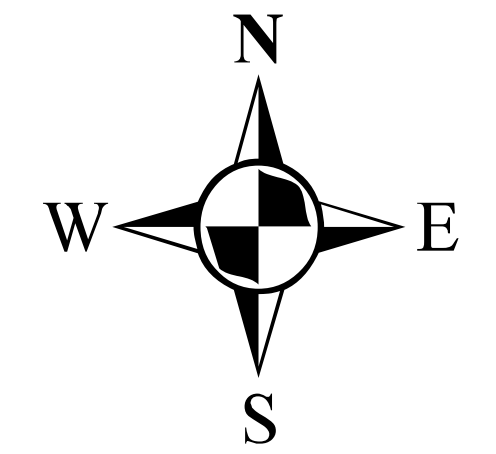
Adopted by City Council 25 April 2011

Zone Areas		
Zone	Acres	%
R-1	186.18	17.3%
C-1	169.16	15.8%
P	157.72	14.7%
R-3	138.66	12.9%
O-S	85.36	7.9%
R-2000	74.99	7.0%
C-2	64.88	6.0%
M-1	64.58	6.0%
C-H	48.51	4.5%
A-R	30.87	2.9%
R-2000-P	11.05	1.0%
R-2	10.97	1.0%
C-H BP	10.79	1.0%
R-M	8.52	0.8%
R-3-P	8.09	0.8%
O-P	3.62	0.3%
Total	1073.95	

Overlay Areas	
Overlay	Acres
Downtown Core	13.79
Emergency Shelter	31.53

Legend

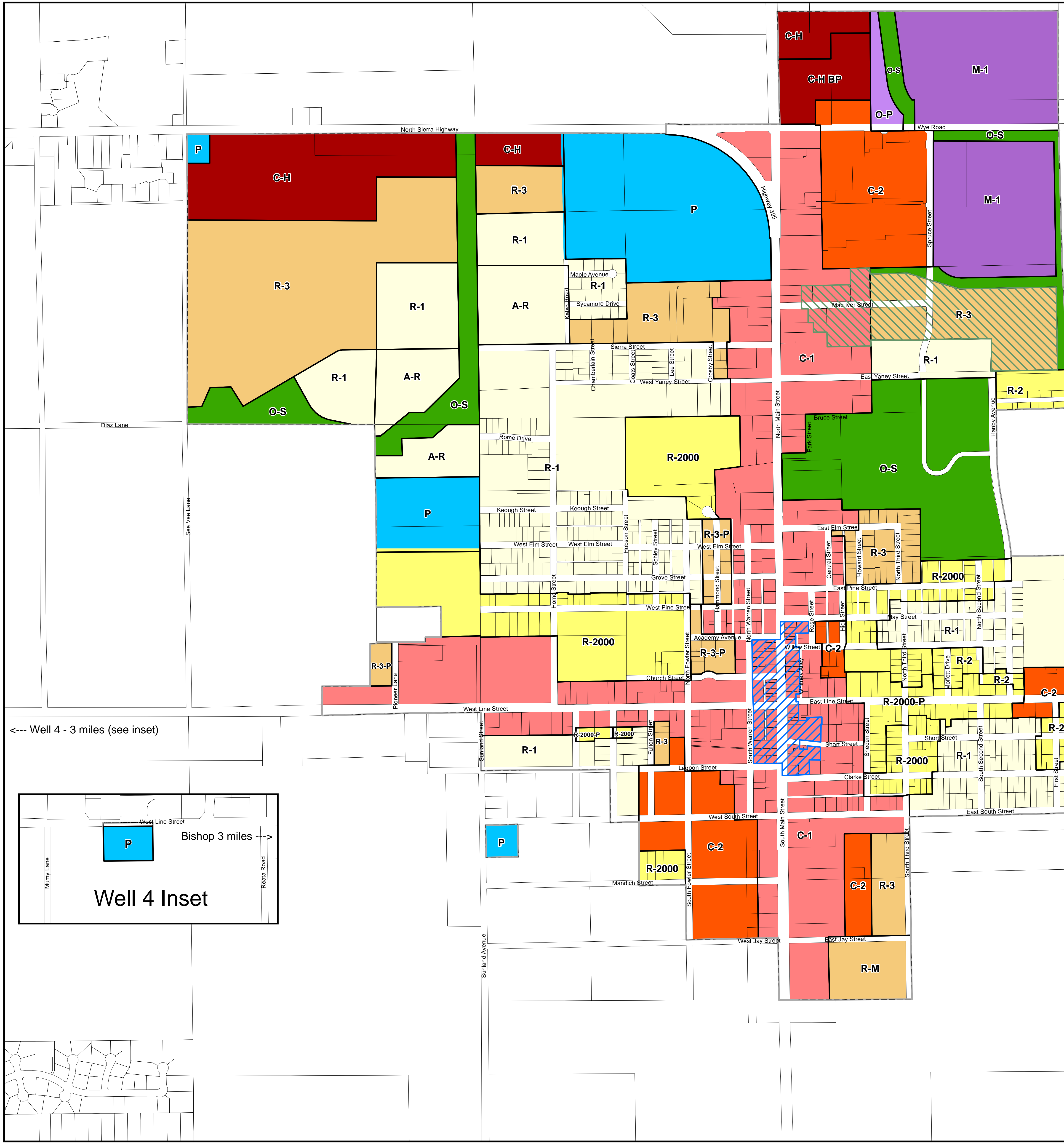
- City Limit
- Zone Districts
- Emergency Shelter Combining District
- Downtown Core
- Parcels



0 200 400 800

Original Scale
1 inch = 400 feet

Zone Categories	District Definitions
LOW DENSITY RESIDENTIAL	A-R Low Density Residential
MEDIUM DENSITY RESIDENTIAL	R-1 Single-Family Residential
HIGH DENSITY RESIDENTIAL	R-2 Low Density Multiple Residential
GENERAL COMMERCIAL AND RETAIL	R-2000 Medium High Density Residential
GENERAL COMMERCIAL	R-2000-P Medium High Density Residential and Offices
HIGHWAY COMMERCIAL	R-3 Multiple Residential
OFFICE AND PROFESSIONAL	R-3-P Multiple Residential and Offices
GENERAL INDUSTRIAL	R-M Residential Mobile Homes
OPEN SPACE	C-1 General Commercial and Retail
PUBLIC	C-2 General Commercial
	C-H Commercial Highway Services
	M-1 General Industrial
	BP Business Park
	O-P Office and Professional
	P Public
	O-S Open Space
	ES Emergency Shelter



<--- Well 4 - 3 miles (see inset)

