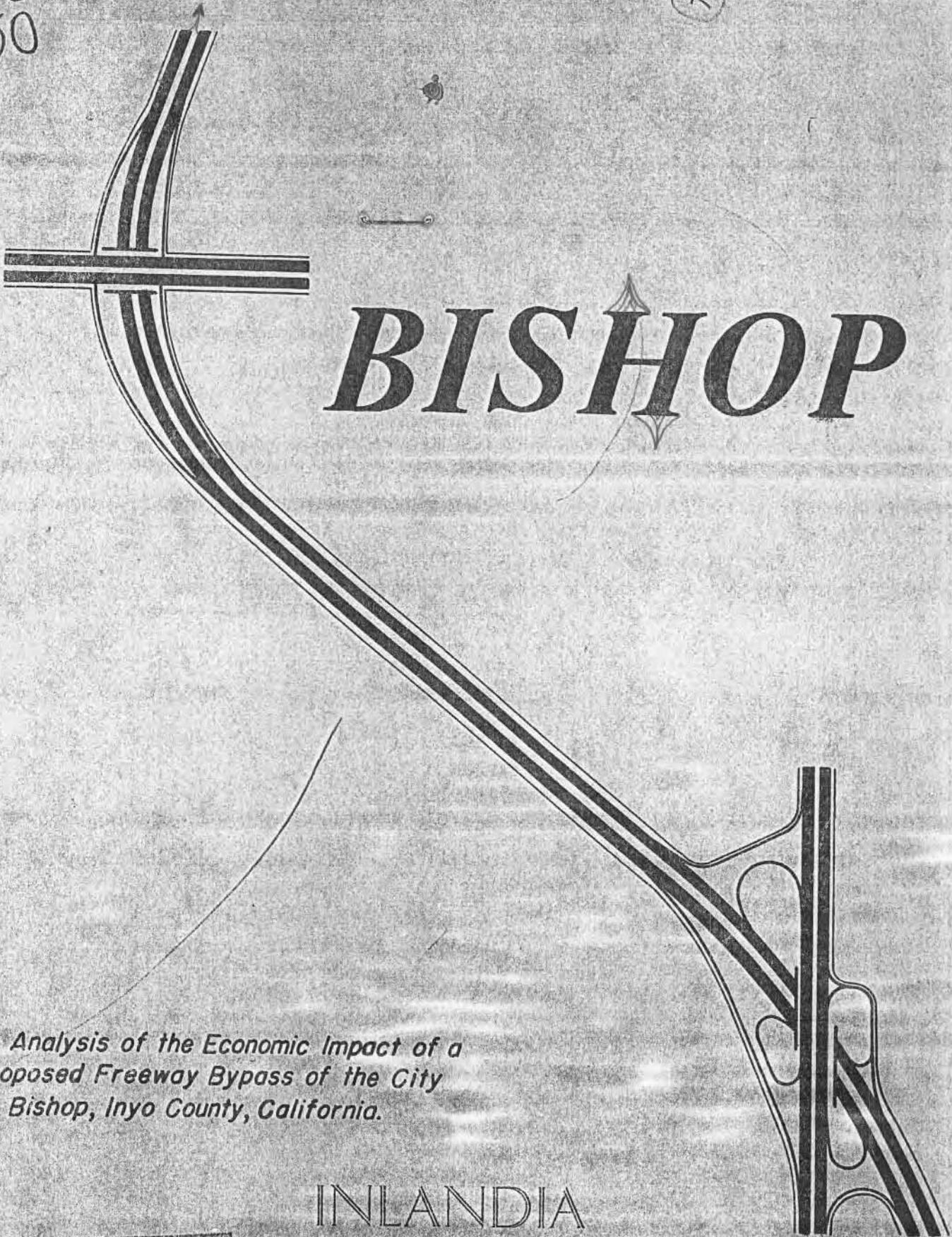


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# BISHOP

*An Analysis of the Economic Impact of a  
Proposed Freeway Bypass of the City  
of Bishop, Inyo County, California.*

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*Economic and Governmental*  
**RESEARCH**

DAVID C. WILLIAMS, President

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*Economic Impact  
Freeway  
Bypass Highway*

Analyses of Local Government  
City and Regional Planning  
Economic and Real Estate Research  
Personnel Studies and Plans  
Public Administrative Studies

May, 1965

Freeway Committee  
Bishop Chamber of Commerce  
Bishop, California

Gentlemen:

This report has been prepared for you to determine the economic impact of a proposed freeway bypass of the City of Bishop and to recommend actions to be taken by you, the City, the County of Inyo and individual businessmen,

Excellent cooperation has been provide to Inlandia Research by many agencies, businesses and individuals. Time and space pressures prevent us from listing each of these, but special thanks must go to all the businessmen in Bishop who provided information on their activities; the City of Bishop and County of Inyo; cities, chambers of commerce, highway departments and universities across the country; the Dunsmuir Chamber of Commerce; the City of King California; the State Board of Equalization; and especially the State Division of Highways - in Bishop, Sacramento and five district offices.

Inlandia Research takes full and complete responsibility for all information, conclusions and recommendations,

One conclusion that must be emphasized is that the unity and cooperation which the bypass proposal has created must continue,

Your cooperation, which made this study possible, is greatly appreciated.

Sincerely,

*David C. Williams*

DAVID C. WILLIAMS,  
President

## CONCLUSIONS AND RECOMMENDATIONS

### Conclusions

- 1) Bishop population is now 2,958, having grown slowly from 2,891 in 1950; with 3,500 projected in 1980.
- 2) The Bishop trading area has a population of 7,000 now and will grow to 8,000 in 1980.
- 3) Retail sales in the Bishop trading area totaled \$19,357,000 in 1963-64, with \$5,024,000 in traffic sensitive businesses.
- 4) The Bishop economy and retail sales are seasonal, being highest during the summer when highway traffic is highest.
- 5) Within the trading area, the traffic sensitive businesses are:

24 Restaurants	\$1,875,000
22 Motels	860,000
21 Service Stations	2,890,000
7 Sporting Goods Stores	259,000

- 6) The largest employer in the area is the Union Carbide tungsten mine at Pine Creek; all other large employers are governmental agencies or utilities.
- 7) Bishop is 80 to 90% dependent on tourism, recreation and the highway traveler.
- 8) A freeway bypass opened in 1975 would have these initial effects on retail sales;

Service Stations	-19.3%
Restaurants	-11.1
TOTAL RETAIL	-10.0
Sporting Goods	- 7.5
Motels	- 7.2
City Sales Tax	-13.0
County Sales Tax	-13.2

- 9) By 1985, the effect would be:

Service Stations	-8.7%
Restaurants	+3.3
TOTAL RETAIL	+4.2
Sporting Goods	+1.0
City Sales Tax	+6.4
County Sales Tax	+4.0

- 10) No strictly comparable community can be found -- the closest similarity is to Dunsmuir, California.
- 11) Freeway adoption procedures which emphasize "user--benefits" are expected to change somewhat this year.
- 12) East Sierra is heavily dependent on recreation, which should grow by 400 per cent by 1980, with the majority of all recreation users from Los Angeles County.

## Recommendations

- 1) Full cooperation among all concerned must be maintained and expanded,
- 2) No freeway agreement should be signed now nor until freeway funds have been budgeted,
- 3) A complete general plan of Inyo County, integrated with the Bishop General Plan, is essential before freeway route adoption,
- 4) The freeway bypass of Bishop should be started only when annual average daily traffic on Main Street reaches 18,000,
- 5) The recommended location for the highest benefit to Bishop businesses is on the east side of Bishop as close to the Central Business District as possible,
- 6) The freeway bypass and all of Route 395 must be well designed and landscaped as scenic highways,
- 7) Freeways to the Los Angeles metropolitan area must continue to be improved,
- 8) Parking on Main Street between Line Street and Elm Street should be completely removed, and Main Street marked for 4-lane traffic for its full length, with left-turn channels where feasible,
- 9) Three traffic signals and three pedestrian controls should be installed on Main Street,
- 10) A Parking Assessment District should be formed to create 8 lots with 453 spaces, and new spaces must be established on side streets,
- 11) Meters should be removed from all 1-hour parking zones,
- 12) New highway signs should be erected on all approaches to Bishop,
- 13) A "Tourist Information Center" should be constructed at the south entrance of Bishop, and manned on a regular basis,
- 14) The name of Main Street should be changed to "Sierra Highway" and that of Line Street to "Bishop Creek Road",
- 15) Motel tax revenues of the City and County should be used only for recreation development and tourist promotion,
- 16) Recreation facilities must be developed according to a Master Plan of Recreation with priorities to Mammoth Lakes and Owens River,
- 17) The Bishop community should sponsor the creation of a Local Development Corporation to finance recreation projects,
- 18) The City of Bishop should appoint a City Administrator to act as city representative, coordinating planning, development and promotion,

BISHOP

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## Chapter I

### Introduction

At San Diego, U.S. Highway 395 starts on its long route northward through California. It passes through San Bernardino, crosses the western section of the Mojave Desert, and enters the El Paso Mountains north of Randsburg. Some 10 miles north of Inyokern, the highway joins with State Highway 14 from Los Angeles to form the major route northward on the eastern side of the Sierra Nevada.

At Bishop, northeast of Kings Canyon National Park, U.S. 6 branches off into Nevada. U.S. 395 continues northeast, past Yosemite, through Bridgeport, and into western Nevada and Northern California.

In the 227 miles between Inyokern on the south and Bridgeport on the north, U.S. 395 forms the gateway to the colorful country east of the High Sierra. Good side roads branching from U.S. 395 will take you to Owens Lake, Mammoth Lakes, Panamint Valley, the Inyo Mountains and Saline Valley, the White Mountains, and the eastern slopes of the Sierra Nevada.

This eastern side of the mountains offers a myriad of attractions—high desert, spectacular mountains, uncrowded trails, good fishing, ghost mining towns, wild flowers and mineral deposits—all attainable on good roads. In the winter, these mountains offer good skiing.

This area can be reached from California's Central Valley, but only by way of passes through the High Sierra. From Southern California, U.S. 395 forms a natural artery that leads through the narrowing gap between the converging Sierra Nevada and Nevada state line. And this is an area that is comfortable most of the year, ideal for off-season vacations. The higher elevations become forbidding during winter, but the Owens Valley is comfortable and you can climb into mountain passes until the cold and snow dictate a return to the valley floor.

### Owens Valley

Owens Valley is a gigantic trough, over 100 miles long, only 6 to 15 miles wide. Its west face is the two-mile-high escarpment of the Sierra Nevada. Its east face is the less steep but equally high Inyo and White mountain chain.

The Sierra face of the valley is a steep, glacier-stripped mass of gray granite, forested with red fir and white, lodgepole, foxtail, and Jeffrey pine. It's a land of countless lakes and

streams, of mountain lodges and Forest Service camps. Twenty-one roads into the Sierra from U.S. 395 and a network of well-used trails make it a very accessible vacationland.

The Inyo-White mountain face is a desert range of lava, shale, and pumice dust, sparsely forested with sage, juniper, and pinon pine. This is a land of dry washes, cottonwood-crowded springs, and an occasional live stream. For dirt-road auto explorers who like ghost towns and mining camps, it's a discovery land; but explorers must look to the valley towns for overnight accommodations or try their hand at dry land camping.

Owens Valley, itself, is a sagebrush-covered flat that edges its fertile, willow-lined bottomlands with barren desert, volcanic mesas, cinder cones, dense black masses of dead lava, and alkaline-fringed lakes. The valley's side roads explore the Indian past and the area's geologic phenomena.

In summer, the valley is a heated corridor that leads to the gateways into the highest, most dramatic stretch of the cool Sierra. In late fall and early spring, the valley is romantic and impressive in its own right. Beginning in September, the cottonwoods take on the color of rich butter; the locusts turn a deeper yellow; along the creek banks that cut across U.S. 395, the red splashes of birch and gooseberry mix with the yellows and fading greens of the oak and willow. Also, the fish in the Sierra high country are out on an eating spree, and the campgrounds offer a choice of accommodations in September, October, and November.

Preceding paragraphs from Sunset Magazine publications.

#### VISITORS WELCOME, ALL YEAR ROUND

Because its natural bounty of water is claimed by Los Angeles, the Owens Valley has limited facilities for permanent occupancy. The Valley has, nonetheless, a decently large heart and the capacity to absorb a lot of visitors. The streets of the small towns are lined with motels, cafes and sporting goods shops. In a summer week, in any one of the Sierras' steep, long gorges, where creek water, white and raging, tumbles from pool to pool, there maybe 1,000 vacationers roughing it or lodging it and another 500 hidden under the aspen and tall pines in the side gullies dug out of the mountain flank by the upper arms of the creek. There is plenty of room on the mountainsides and, except for beer cans wantonly discarded and the distant sound of motor cars huffing and gasping in the thin mountain air, little evidence that a small army of city people has taken over.

The summer visitors come for various reasons, the majority merely escaping their city life to spend a week or two in quest of some lesser Grail, such as the trout that abound, thanks to the beneficence of God and the California Department of Fish and Game.

The trout--one species or another--are fished from the Owens River right on the valley floor and from creeks and lakes reaching upward to the 13,000 foot level, where winter never really quits. The trout come in all sizes. In lower lakes there are browns which, being either too stupid or too smart to take a hook, are as long as a man's arm. On opening day this spring at Lake Crowley, a 6,000 acre impoundment on high ground at the north end of the valley, 11,000 fishermen in 3,300 boats took more than 30 tons of trout, any fish under three-quarters of a pound being considered a runt. In the highest glacial lakes, by contrast, the little native golden trout rarely exceed nine inches--but there the angler fishes alone in alpine grandeur. Like the fish, the fishermen run the gamut. At one extreme there are the classicists who kill their fish only with the artificial fly; at the other are those who simply want fish and would just as soon toss a cherry bomb in the water, if it were either legal or productive.

The important thing in such a large playground is that every angler has full option. He can stick to the classic rules laid down on the chalk streams of the Old World, or he can use damn-near-anything for bait: fake bugs and real bugs, worms and grasshoppers, marshmallows and cheese, salmon eggs from the Pacific Northwest and fake salmon eggs made in Newport Beach. He can wait for the evening hatch and try to match it, or he can wait in a parked car on the streets of Bishop until the hatchery truck goes by, follow it and take a fish one minute after it has been released in a stream. With the dutiful passion of oldtime Wells Fargo carriers, the California Fish and Game trucks replenish the more heavily fished waters once a week and sometimes twice.

As might be expected, most of the valley's winter visitors are skiers, who move through the towns bound for the Mammoth Lakes area that lies 50 miles beyond. The ski season starts with the first good snow of late fall or early winter, and it continues on and on, through spring and early summer. The bottom of the elaborate skein of lifts at Mammoth Mountain is 8,900 feet, so that by July 1, when the sport is only a memory elsewhere, there are still diehards on the slopes.

At Mammoth the skier is free of the restrictions of the city, but not of the crowds. Weekend attendance sometimes exceeds 3,000, including some who use the slopes and trails as if they were freeways back home. But crowds and collisions are familiar hazards at ski areas everywhere these days, and at Mammoth one can at least find consolation: there is a bonesetter in residence. In the small town of Mammoth a sign proclaims: "E. Victor Gallardo, M.D. Orthopedic and Traumatic Surgery."

Lower down in the valley there are other signs urging the traveler to "Visit Harold's Club in Reno" and to "Get Right with God," an option that should attract either the fisherman or skier,

depending on his luck that day. He can have a ball trying to win a bundle, but if the dice and the wheel roll against him and he loses his worldly goods to Harold, he is properly ready to meet his Maker. It is doubtful, though, whether any visitors come with such sober motives. Most of them come to the valley simply to use this world for a short time unfettered, taking a trout with a bait of their own choice or skiing as fast as they want on slopes where there are no slow and fast lanes.

Preceding paragraphs from Sports Illustrated, August 12, 1963, "Giant Playground," by Coles Phinizy.

## Chapter II

### BISHOP--HISTORY AND GROWTH

Our story begins in 1826. On a return trip from California to Salt Lake City, the renowned frontiersman and fur trader, Jedediah Strong Smith, was the first white man to explore Inyo-Mono. His course paralleled the base of the Sierra Nevadas, continued northeast of Mono Lake, and then onward to the east. It is reported that he found some placer gold near the lake many years before Marshall's gold strike on the American River.

Seven years later, in 1833, a trail blazer and fur trapper by the name of Joseph Reddeford Walker entered Mono. He headed a trapping expedition formed by Captain B. L. Bonneville, who was on leave from his army post. It is believed that Walker followed a tributary of the Walker River (now named after him) and crossed the Sierras over the old Mono Trail. On the return trip from the Coast, he and his party passed through a broad defile in the mountains, now Walker Pass (also named for him), and entered the southern end of Inyo. He traced Smith's earlier route northward, then followed the Walker River through Mono.

Walker made his appearance again as a guide to the Chiles party which had traveled overland from Independence, Missouri, and he brought them over the course he and taken previously. Then again he is mentioned when he joined up with John C. Fremont in 1845. A branch of Fremont's party reached Owens Lake at that time. Richard Owens, an officer under Fremont, was honored by his superior who named Owens River and Owens Lake after him.

Discovery of gold in California started the great trek westward and in 1849, there followed a succession of terrifying expeditions through Death Valley. Notable among these were the Jayhawkers, Bennett, Arcane, Bier, Manly and others, each undergoing unbelievable suffering and tragedy.

It was in 1852 that Lieutenant Tredwell Moore, while pursuing an Indian murderer, crossed the Sierras, descending down through Bloody Canyon to Mono. While searching the canyons, he found gold in a ravine near Mono Lake, causing a flurry of excitement. Shortly thereafter, Leroy Vining and his associates prospected for gold in the canyon now bearing his name. Word leaked out that Mormon miners were working gold near Mono Lake and by 1859 Dogtown was alive with prospectors. A chance discovery nearby brought Monoville into existence and it became the most populated mining settlement in that entire region for a while. Then came one of the most significant of all "Strikes." William J. Bodie came across a rich placer find north of Mono Lake but lost his life in a snowstorm without knowing that the mining camp of "Bodie," later named after him, would not only produce millions but would write one of the bloodiest chapters in the history of the early West.

Meanwhile, in the Inyo area to the south, Dr. Darwin French, seeking the mythical "Gunsight Lode," discovered the Coso Ledge. Almost immediately, new mining districts were opened up--Kearsage, Big Pine Creek and others in Inyo, and Benton, Lundy, Mammoth among those in Mono.

All was not mining in those colorful 1860's and 70's. More and more settlers had arrived, engaging in ranching and cattle raising as well as operating lumber mills. Communities sprang up and became centers of supply for the mines. But the newcomers faced the hazard which had beset earlier pioneers, and that was the hostility of the Indians. Upon the arrival of the white man, it is estimated that some 1500 Indians were living in this area east of the Sierras. The Piutes (Paiutes) were confined mostly to the Owens Valley, the Shoshones east of Owens Valley and Inyo Range, and the Mono tribe around Mono Lake. Constant warfare raged and impeded development until peaceful times arrived in the late '70's. Inyo-Mono is replete with historical evidence of these skirmishes.

At a time when mining activities had quieted down, directly affecting the economy of the people, the famous Cerro Gordo mine came into being, producing millions in silver bullion. This was followed by Panamint, Union and other mines, all contributing to a new boom and prosperity that carried on through the 1880's.

Discovery of new leads at Bodie and the reopening of the Standard mine were responsible for a stampede of miners and speculators that swelled the population to more than 10,000. And once more gold flowed freely!

Within a few years, however, Inyo-Mono again experienced a let down with the dropping off of mining operations. As 1900 dawned, farming, stock-raising, dairying and other business enterprises made up the major income of the people. Little did they realize then that the time was not far off when Inyo-Mono would become one of the truly great vacation centers.

. . . . .

The foregoing is but a brief glimpse of the early days of Inyo-Mono. Millions in gold and silver that were hauled from east of the Sierras, from Virginia City, Nevada, on the north to Cerro Gordo on the south, contributed much to the building of the little pueblo of Los Angeles and the modest seaport of San Francisco into the great, thriving cities of today.

Los Angeles grew so large that it looked back to the area which furnished such great wealth in gold and silver....sought and received water via a giant aqueduct system. Now the tourists from Los Angeles and elsewhere throughout the Nation come to Inyo-Mono. . .to visit old ghost towns, to vacation, camp, fish in 2000 lakes and 5000 miles of streams, hunt and ski on Sierra slopes.

## POPULATION

Population growth in the City of Bishop has been slow and irregular. From a population of 503 in April, 1903, when the city was incorporated, there was a rapid rise to 1,190 in 1910 and to a high point of 3,270 in 1955. On April 1, 1965, a Special Census showed a population of 2,958. These figures, with comparisons to Inyo County and the State, are shown in Table 1. Percentage gains and loses are shown in Table 2.

Population from 1910 to 1945 was influenced primarily by the Los Angeles water program. As land was purchased, people moved out. Increases came with construction programs. The past twenty years however have been influenced by the steady growth of tourism and recreation. The drop from 1955 to 1960 was due to major residential development outside the city, to the west.

It is obvious that Bishop is not sharing in the tremendous population increase of Southern California, being one of only three cities in Southern California to lose population between 1950 and 1960. The other two were Paslier and Maricopa, central valley farming towns.

Population projections have been made by several organizations. The estimates of Hahn Wise and Associates in the General Plan of the City of Bishop appear to be the most carefully considered. The 1965 Special Census however indicates the estimates are probably too high.

Table #1  
POPULATION GROWTH

	<u>Bishop</u>	<u>Inyo Co.</u>	<u>So. Calif.</u>	<u>Calif.</u>
1850			5,849	92,597
1860			26,533	379,994
1870		1,956	38,760	560,247
1880		2,928	76,441	864,694
1890		3,544	220,968	1,213,398
1900	503*	4,377	325,225	1,485,053
1910	1,190	6,974	777,667	2,377,549
1920	1,404	7,031	1,375,974	3,426,861
1930	1,269	6,555	2,968,963	5,677,251
1940	1,490 (1)	7,625	3,713,234	6,907,387
1950	2,891 (2)	11,658	5,715,324	10,586,223
1960	2,875	11,684	9,118,422	15,717,204
1964 (est.)	2,958**	12,500	10,691,200	18,234,000

Source: 1850-1960 U.S. Bureau of the Census.

1964 California State Dept. of Finance

\* Population at time of incorporation, April, 1903

\*\* April 1, 1965 Special Census by U.S. Bureau of Census.

(1) Special Census, 1947---2,093

(2) Special Census, 1955---3,270

Table #2

## PERCENTAGE GROWTH

	<u>Bishop</u>	<u>Inyo Co.</u>	<u>So. Calif.</u>	<u>Calif.</u>
1910-20	+18.0	+0.8	+74.0	+44.1
1920-30	-9.6	-6.8	+101.1	+65.7
1930-40	+17.4	+16.3	+26.4	+21.7
1940-50	+94.0	+52.9	+53.9	+53.3
1950-60	-0.6	+0.2	+55.8	+48.5
1960-64	+2.9	+7.0	+16.7	+16.0

Table #3

POPULATION PROJECTIONS  
INYO COUNTY

	<u>1960</u>	<u>1965</u>	<u>1970</u>	<u>1975</u>	<u>1980</u>
1	11,684	11,700	11,900	12,100	12,400
2	11,684	11,800	12,200	13,100	14,000
3	11,684	-	12,400	-	13,100
4	11,684	-	16,000	-	23,000
5	11,100(est)	-	12,000	-	-
			<u>BISHOP</u>		
6	2,875	--	3,500	-	3,760

- 1 California State Department of Finance
- 2 Population Study Sub-committee, Los Angeles Chamber of Commerce
- 3 Bishop General Plan, 1963; Hahn, Wise and Associates
- 4 Southern California Research Council, "Developing the Inland Empire" 1962
- 5 State Economic Development Agency, 1960
- 6 Bishop General Plan, 1963; Hahn, Wise and Associates

Table # 4

## POPULATION CHARACTERISTICS

AGE GROUPS

	<u>Sierra</u>	<u>Inland Empire</u>	<u>California</u>
0-4	10.0	11.7	11.1
5-19	26.1	26.3	26.2
20-24	4.9	6.5	6.3
25-64	49.8	46.1	47.7
65 +	9.2	9.4	8.7

Source: Southern California Research Council, from 1960 Census Data

BUILDING

Building permits, valuation and number of dwelling units have been rising in past years, as indicated in Tables 5 through 8.

These figures however are closely related to population in the long range view, despite short-term rises and falls due to many various factors.

OTHER

Information on Employment and personal income is included in Tables 10 through 13. All these figures are used only to indicate general growth trends in the area.

Table # 5

INYO COUNTY  
BUILDING PERMITS  
 (in thousands)

<u>Year</u>	<u>Total</u>	<u>Residential</u>	<u>Commercial</u>	<u>Industrial</u>
1958	511	511	216	0
1959	242	137	67	0
1960	352	109	144	2
1961	408	168	171	0
1962	708	455	231	8
1963	2,030	1,688	273	5
1964	2,103	1,735	446	4

## SOURCES:

1963 and 1964 Surveys of Building and Real Estate Activity in the 14 Southern Counties of California, Security First National Bank.

Southern California Report, Security First National Bank, 1965

Table # 6

	TOTAL CONSTRUCTION			<u>Gout</u>
	<u>Inyo total Construction</u> (000)	<u>Inyo Building Permits</u> (000)	<u>Inyo Eng &amp; Const Contracts</u> (000)	
1958	1,662	494	1,168	-
1959	570	242	328	-
1960	3,040	352	2,688	-
1961	1,072	408	464	-
1962	3,099	708	1,232	1,159
1963	2,413	2,030	217	166

Table # 6 (Cont.)

	<u>Inyo total Construction</u>	<u>Inyo Building Permits</u>	<u>Inyo Eng. &amp; Const. Contracts</u>	<u>Gout</u>
1964	4,845	2,103	2,215	527

Source: Same as Table # 5

Table # 7

CITY OF BISHOP  
BUILDING PERMITS

<u>Year</u>	<u>Total</u>	<u>Residential</u>
1962	378	125
1963	695	374
1964	575	306

Source: Same as Table # 5

Table # 8

FAMILY DWELLING UNITS

	<u>INYO COUNTY</u>			<u>CITY OF BISHOP</u>		
	<u>Total</u>	<u>Single Dwellings</u>	<u>Units in Multiples</u>	<u>Total</u>	<u>Single</u>	<u>Units</u>
1946	71					
1947	92					
1948	88					
1949	27					
1950	11					
1951	15					
1952	41					
1953	34					
1954	12					
1955	25					
1956	24					
1957	5					
1958	22	4	8			
1959	12	10	2			
1960	7	6	1	7	6	1
1961	14	7	7	14	7	7
1962	30	25	5	10	5	5
1963	119	93	26	33	11	22
1964	116	104	12	14	5	9

Permits required in unincorporated area only after October 1, 1962.

Source: Same as Table # 5

Table # 9

INYO HOUSING  
(1960 Census)

Owner Occupied	1,908	47.0%
Renter Occupied	2,154	53.0%*
Total Occupied	<u>4,062</u>	100.0%

Vacant Units

For Sale	19
For Rent	154
Other	869
Total	<u>1,042</u>

Total 5,104

Vacancy Rate

Home Owner	1.0%
Rental	6.7%

Note: These are lowest in Southern California

\* Highest percentage of renter-occupied houses in Southern Calif.

Source: U.S. Census of Population and Housing, 1960

Table # 10

INYO COUNTY

PERSONAL INCOME

(1961-Calif. State Chamber)

		<u>%</u>	State <u>%</u>
Wages and Salaries	16,440,000		<u>65.6</u>
Labor Income (Employer Contributions)	699,000		2.5
Proprietors Income	4,111,000		10.8
Property Income (Rental income, dividends, etc.)	3,193,000		13.2
Transfer Payments Insurance, pensions, etc)	3,304,000		7.9
	<u>27,747,000</u>		<u>100.0</u>

PER CAPITA

Inyo County	\$2,372
Southern California	2,792
California	2,771

Inyo County is lower than Southern California average, but still ranks 5th out of 10, following only Los Angeles, Santa Barbara, Imperial and San Diego Counties.

Source: Southern California Report, Security First National Bank, 1965

Table # 11

INYO COUNTY

PERSONAL INCOME GROWTH

1940	\$ 6,863,000
1947	16,213,000
1950	17,830,000
1953	23,855,000
1955	25,207,000
1956	27,682,000
1957	25,389,000
1958	24,136,000
1959	24,470,000
1960	26,536,000
1961	27,747,000

State Economic Development Agency Projects, 1970

Personal Income of \$35,400,000

Source: Same as Table # 10

Table # 12

INYO COUNTY

TOTAL BANK DEPOSITS

1962	\$15,191,000		
% Change	1949-62	<u>Inyo</u> +115.6%	<u>So. Calif.</u> +130.7%
% Change	1960-62	- 7.8%	22.2%

Source: Same as Table # 10

Chapter III  
BISHOP ECONOMY

The City of Bishop is the largest community and only incorporated city in Inyo County. The immediate trading area, northern Inyo and southern Mono Counties, has a population of 7,000. Bishop is the primary commercial center for an area covering Inyo and Mono counties and part of western Nevada with a population of about 15,000.

The City of Bishop depends primarily for its existence on serving tourists and travelers on U.S. 395 and U.S. 6. Other economic activities include tungster mining, governmental agencies, utilities, water transmission, and some agriculture.

Employment

In 1962, employment in Inyo County was estimated as follows;

Table # 13

INYO COUNTY EMPLOYMENT

<u>Industry</u>	<u>Employees</u>
Wholesale & Retail Trade	1,130
Government	610
Service	510
Mining	410
Transportation, Communication Utilities	275
Manufacturing	230
Agriculture	200
Contract Construction	170
Finance, Insurance & Real Estate	75
Other Employment	525
Unemployed	210
	4,345

Source: City of Bishop General Plan, Economic Survey; Hahn, Wise & Associates, 1963.

Major employers in the Bishop Area in 1965 are:

Table # 14

MAJOR EMPLOYERS		<u>Full Time</u>	<u>Part Time</u>
Union Carbide	Pine Creek	400	
State Division of Highways	Bishop	261	93
California Interstate Telephone	Bishop	96	
U.S. Forest Service	Bishop	60	137
Los Angeles Dept. of Water & Power	Bishop	38	
Southern California Edison	Bishop	26	
Huntley Industrial Mills	Laws	20	

Source: Inlandia Research Survey

The General Plan reported "Resorts, motels and Restaurants offer most of the job opportunities, with rising demand during the 'season', May--October. After that most of the transient workers leave the area. Unemployment in Inyo County ranges from 5% in July to 12% in February. In Bishop there is greater fluctuation of from 5% in July to 28% in February, with over 20% unemployment in six months of the year."

The expansion of skiing facilities at Mammoth and June Lake have increased winter months activity, so that the extreme unemployment fluctuation is undoubtedly decreasing.

The General Plan estimated present and future work force as follows:

Table # 15

BISHOP PLANNING AREA  
SUMMARY--ESTIMATED WORK FORCE