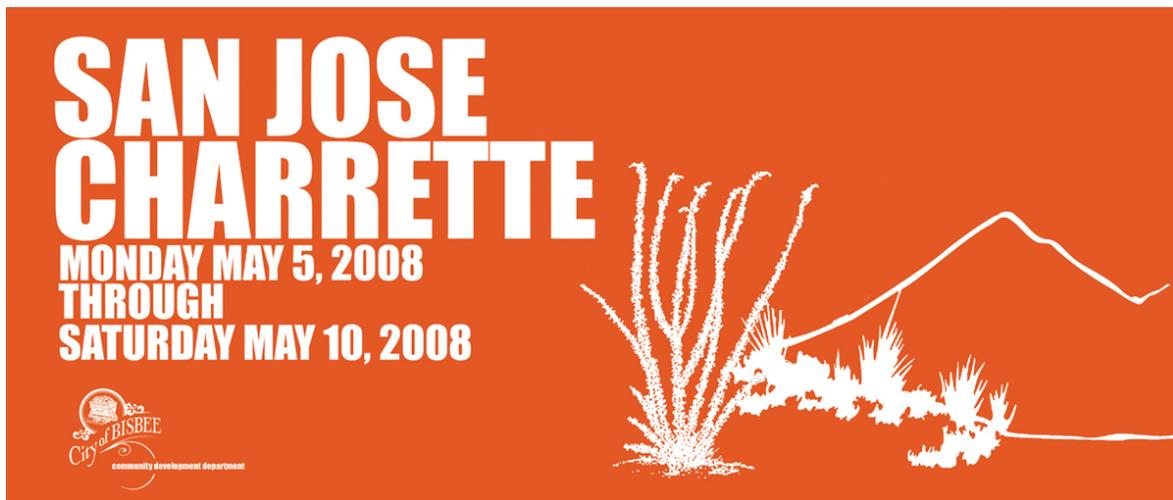


Guiding Principles and Best Practices for the San Jose District



The University of Arizona



Urban Earth Design

SERA

ARCHITECTURE
URBAN DESIGN + PLANNING
INTERIOR DESIGN



THE PLANNING CENTER
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In May of 2008, citizens and stakeholders of Bisbee participated in a week-long intensive planning workshop for the San Jose District. The Charrette team received over 300 comments from the public regarding their vision and ideas for this area which were then synthesized into 6 broad themes, followed by Guiding Principles and Best Practices to implement the principles. These principles and practices should serve as the underpinnings for future policies, reviews and decisions about growth in San Jose made by the City and its citizens.

Sustainability

In 2007, the City of Bisbee became a signatory to the U.S. Mayors Climate Protection Agreement, as endorsed by the 73rd Annual U.S. Conference of Mayors meeting, Chicago, 2005 (<http://usmayors.org/climateprotection/agreement.htm>)

As one of only ten signatories to this agreement in the state of Arizona, the city has agreed to strive to meet or exceed Kyoto Protocol targets for reducing global warming pollution by taking actions in its own operations and communities. Sustainability, including the conservation of San Jose's natural amenities, are inextricably linked to this agreement.

Principle

Designs for new as well as the improvement of existing development should create opportunities to reduce the carbon footprint of that development through energy efficiency and water conservation, while protecting San Jose's wildlife corridors, habitat, washes, groundwater and viewsheds.

Best Practices

- ✓ Sites within walking distance of shopping centers, jobs, schools, trails or public transit
- ✓ Promote transportation options such as bicycle trails, commute trip reduction programs, incentives for car pooling and public transit;
- ✓ Clustered development with 80% or more open space.
- ✓ Open space could include parks, ball fields, civic plazas, formal gardens, children's playgrounds, and as well as open space that accommodates the ecological functions of undeveloped lands, preserves washes and riparian corridors, and provides habitat protection
- ✓ Ranch and cropland conservation
- ✓ Manage and monitor open space through conservation easement
- ✓ Respect on site topography, limit impact to within 15' of the footprint of the building

Sustainability Best Practices (cont'd)

- ✓ Protect onsite vegetation, soil during process
- ✓ Recycled materials for building construction
- ✓ Pervious pavement
- ✓ Narrow road widths: 10 feet per lane
- ✓ Passive solar (east-west oriented)
- ✓ Plant native shade trees on north side
- ✓ Evaluate opportunities to increase pump efficiency in water and wastewater systems; recover wastewater treatment methane for energy production
- ✓ Treatment of effluent to a quality for re-use or recharging aquifer
- ✓ 100 % alternative/renewable energy e.g. solar panels, wind turbines
- ✓ Use local materials for construction
- ✓ Renewable materials within 100 miles of site
- ✓ Use of grey water and rainwater harvesting
- ✓ Low-flow fixtures
- ✓ Use of drought-tolerant landscaping
- ✓ Use of rastra, adobe, mikey block, rammed earth or other sustainable/renewable and energy efficient materials in construction
- ✓ White roof to reduce urban heat island.
- ✓ Use of roof as living space
- ✓ Shade trees on north side of building
- ✓ Passive solar ventilation air preheating system
- ✓ Solar thermal hot water
- ✓ Radiant heating
- ✓ Dark skies compatible
- ✓ Natural lighting (skylights/windows)
- ✓ Elimination of carpet
- ✓ Use of concrete or tile
- ✓ Energy star rated
- ✓ Elimination of electric appliance in favor of other method (clothes line)
- ✓ Help educate the homeowners, public, schools, other jurisdictions, professional associations, business and industry about reducing global warming pollution Greater than 15% of housing is affordable
- ✓ Increase recycling rates in City operations and in the community
- ✓ Work with Cochise County to develop policies that help control hillside development and that encourage and direct development within the city limits
- ✓ Encourage a mix of land uses to help minimize driving distances to services and employment
- ✓ Provide incentives for conservation subdivision design
- ✓ Shared parking, credit for parking provided off-site and reduced parking requirements for mixed use development
- ✓ A robust, efficient, user-friendly, all-materials, recycling program
- ✓ A local recycling center for used building materials

Community Character / Identity / Sense of Place

The City of Bisbee, as a whole, is identified by the character of its historic district in Old Bisbee, and older, planned neighborhoods like Warren. San Jose has the opportunity to grow and improve in a way that creates its own unique identity, yet to do so in harmony with the concept that Bisbee is one city united by its diverse neighborhoods.

Principle

New development should incorporate design features such as architectural styles, landscaping, beautification, connectivity, multi-modal access and recreational amenities that create a sense of place for new and existing residents of the San Jose District.

Best Practices

- ✓ Design guidelines
- ✓ Site Plan review
- ✓ Form-based codes
- ✓ Special districts and overlay zones so streets, buildings, and public spaces work together to create a sense of place and promote local character
- ✓ Adopt streetscape and parking standards for all roads that utilize indigenous drought-tolerant vegetation or xeriscapes, drip irrigation, water harvesting, and a high desert or compatible with the existing vegetation plant palette
- ✓ Consider adoption of a Native Plant Preservation Ordinance
- ✓ Require that all new development provides street and trail connectivity to adjacent properties
- ✓ Encourage large residential developments to include recreational amenities such as parks, children's playgrounds, and multi-use trails or provide in-lieu fees
- ✓ Seek funding sources for beautification efforts along Highway 92 and Naco Highway and throughout the San Jose District
- ✓ Match building scale to street width in zoning and permit approval processes

Infrastructure / Transportation Network / Community Services

The number of access points along the major highways (Naco Hwy and 92) are such that traffic conflicts may be exacerbated by any new development. Additionally, there is a lack of sidewalks for pedestrians and residents with different mobility needs. The public has also noted the need and desire for many of the community services enjoyed by the other districts of Bisbee, such as a library, recreational fields, community swimming pool, walking trails, parks, playgrounds, responsive police services.

Principle

A vision for San Jose should include the provision of community services, a safe and efficient transportation network and adequate infrastructure needed to serve its diverse population.

Best Practices

- ✓ Design and implement a safe and efficient multi-modal transportation network to serve the San Jose area that includes a hierarchy of roads for local and regional traffic
- ✓ Work with ADOT to:
 - install synchronized traffic signals along Highway 92
 - reduce the number of curb cuts along Highway 92
 - Provide safe crossings for pedestrians and people with different mobility needs at the Naco Highway/Highway 92 intersection
 - reduce the speed limit to 45 mph along Highway 92
 - provide multi-modal transportation paths along Highway 92
- ✓ Work with the County to maintain and beautify Naco Highway
- ✓ Explore an alternative truck route to connect the port of entry and Highway 92
- ✓ Provide community services needed to serve the current and projected population of San Jose (including recreation, police, fire, EMS, library, etc.)

Viability/Economic Vitality

Citizens of Bisbee have identified a lack of certain retail and service offerings in San Jose, creating a need to travel to Sierra Vista. In a time of high fuel prices and concern for reducing our carbon footprint, traveling over 60 miles roundtrip for goods and services defeats any goals towards sustainability. Residents have also noted how a good mix of housing could contribute to the viability of San Jose as a whole.

Principle

A healthy, vital and competitive economy will be dependent upon a diverse work force and an appropriate mix and scale of housing, retail, services and industry.

Best Practices

- ✓ Identify service and retail needs for the citizens of San Jose
- ✓ Explore economic opportunities with Mexico and identify ways the San Jose area can meet those needs through expanding and building upon the economic base
- ✓ Encourage a mix of housing opportunities with new developments
- ✓ Promote art and cultural programs for its citizens and tourists through the sponsorship of festivals, youth events, art fairs, rodeos and other similar activities
- ✓ Tax incentives and/or expedited permitting processes to encourage redevelopment of underused or vacant sites and buildings

Connectivity

San Jose is divided by Highway 92, a 200 foot state-maintained right of way with little or no accessibility for safe passage by pedestrians, bicycles, or residents with different mobility needs. This lack of safe accessibility has created a disconnect between San Jose and the other neighborhoods of Bisbee, as well as a mish mash of fragmented corridors and informal paths. In addition to connectivity between activity areas and residential neighborhoods, the washes and vegetated belts in San Jose serve as corridors for wildlife movement between the Mule Mountains and Greenbush Draw, which is also an important tributary and corridor to the San Pedro Riparian National Conservation Area (SPRNCA).

Principle

New development should be designed to connect both old and new neighborhoods, create a trail network, and enhance existing rights of way with sidewalks, safe crossings, and ADA compliant access to accommodate alternative modes of transportation.

Principle

The construction and improvement of rights of way should be designed and engineered to protect the functions of wildlife corridors and run-off flows between the mountains and Greenbush Draw and lateral connections between corridors.

Best Practices

- ✓ Require that all new development provide street and trail connectivity to adjacent properties
- ✓ Identify potential biking and hiking trail networks throughout San Jose and connecting to Warren and Old Bisbee; provide emergency call boxes along trails; and explore funding opportunities for potential City acquisition
- ✓ Require new developments to install sidewalks, safe crossings and ADA compliant access for pedestrians and people with different mobility needs
- ✓ Seek funding sources for beautification efforts along Highway 92 and Naco Highway and throughout the San Jose District to include installment of sidewalks, multi-use lanes and safe crossings
- ✓ Work with ADOT to provide safe crossings for the Naco Highway/Highway 92 intersection
- ✓ Require protection of high value ecological features including existing wildlife corridors, lateral connections between those corridors and run-off flows between the mountains and Greenbush Draw for new developments

Livability/Quality of Life

Words such as enchantment, soul, attractiveness and sense of community have been used as descriptors for a high quality of life and what makes a community livable. At the same time, there are potential risks associated with industrial, commercial, and residential land development.

Principle

The City should adopt a precautionary, growth management approach to reviewing and approving development proposals that come before it, using public input, project modeling, phasing, monitoring, and evaluation to help ensure success.

Principle

Enhancing the quality of life in San Jose will entail the incorporation of all the principles, best practices, and amenities desired by the community.

Congratulations!

If you have met the above principles, residents should be enjoying a high quality of life and a livable community.

