

B

Bisbee Civic Town Plan: Planning the Past, Saving the Future V, July 20 - 23, 2006



BISBEE



Participating Agencies

- Grant Programs/Arizona State Parks
- Arizona Main Street Program/Arizona Department of Commerce
- Arizona Department of Tourism
- Arizona Department of Environmental Quality
- National Park Service
- National Trust for Historic Preservation
- City of Bisbee

Funding Sources

- Arizona State Parks Board, on behalf of the State Historic Preservation Office, established funding for the Planning Charrette Program with a grant from the Heritage Fund
- Certified Local Government Pass Through Grant/Historic Preservation Fund
- City of Bisbee

Bisbee Civic Town Plan
July 20 - 23, 2006
Bisbee, Arizona

TABLE OF CONTENTS

1.0

INTRODUCTION

2.0

BACKGROUND

3.0

RESULTS

Planners and Preservation iii
 What is a Charrette? iii
 State Historic Preservation Office iv
 Certified Local Government v
 Design Team vi

History and Character of Bisbee 2
 Why Have a Charrette in Bisbee 3
 Bisbee Charrette Schedule 4

Charrette Results 5
Civic Center 7
Gateway Development 9
Terraced Parking Structure 11
Infil/Refill Design 13
 Brewery Avenue
 Hillside Residential Infill
Public Realm 17

4.0

PRE-DEVELOPMENT CONSIDERATIONS

Environmental Issues	22
Archaeology	23
Funding Sources	25
Design Review Guidelines and Process	27

5.0

APPENDICES

A. Bisbee Design Guidelines, published 1991	32
B. Bisbee Subdivision Code, adapted 1985	38
C. Old Bisbee Historic Residential National Register District	45



PLANNERS AND PRESERVATION

In the past several decades, community planners and historic preservationists have discovered common ground in that preservation, land use, and transportation planning are inseparable. Planners have made increasing use of historic preservation as a strategy for the implementation of specific physical plans and economic redevelopment policies in declining town centers and inner-city neighborhoods. Preservationists, on the other hand, have sometimes found it difficult to envision their program activities within the larger context of community planning.

From July 20 through 23, 2006, a historic preservation and urban design planning charrette was held in Bisbee, Arizona. The charrette encouraged planners and preservationists to create a collaborative policy that would guide preservation actions in concert with comprehensive planning objectives in the City of Bisbee.

WHAT IS A CHARRETTE?

The charrette process is used by planners to address a difficult urban problem in a short period of time. It is an intensive workshop/think-tank effort usually held over the span of several days, during which participants gain an understanding of the issues from the community and then generate design ideas aimed at solving the problem. It is a participative process involving design professionals, public agencies, private business stakeholders, and community residents.

The word comes from the French word for cart and refers to the cart that came to collect the architectural works of a student in any atelier (professor's workshop) of the Ecole des Beaux-Arts in Paris in the period between 1869 and 1930. The word came to mean the harried period in which a student's final drawings were, hopefully, completed.

The advantage of a charrette over a mission statement or charter of planning principles is the graphic image of physical planning. Designers envision landscapes, streets, public spaces, and buildings that illustrate, in a readily understood manner, regulations and policy statements that are often difficult to visualize.

1.0

INTRODUCTION

STATE HISTORIC PRESERVATION OFFICE

The State Historic Preservation Office (SHPO) is responsible for the identification, evaluation, and protection of Arizona's prehistoric and historic cultural resources. The SHPO staff represents various areas of expertise, including history, prehistoric and historic archaeology, historical architecture, and grants management. The programs and services provided by this staff are diverse and meet a range of needs within the public and private sectors of Arizona.

The Arizona SHPO assists private citizens, private institutions, local governments, tribes, and state and federal agencies in the identification, evaluation, protection, and enhancement of historic and archaeological properties that have significance for local communities, the state of Arizona, or the nation. The role and function of the SHPO is defined in both state law (Arizona Historic Preservation Act) and federal law (National Historic Preservation Act, as amended). In 1980, Congress established a framework for local preservation programs through an amendment to the National Historic Preservation Act. This program recognizes political subdivisions of Arizona, such as cities and counties, which may apply to the SHPO to become Certified Local Governments (CLGs). Once certified, these entities are eligible for specialized assistance and funds for developing their own local preservation programs.

The Civic Town Plan Charrette Program

In Arizona, SHPO has pioneered the use of the charrette to emphasize the relevance of the local historic preservation program within the larger context of comprehensive planning objectives. In Bisbee, as in previous charrettes in Globe, Winslow, Jerome, and Tombstone the resulting Civic Town Plan defines historic preservation as a strategy of community and economic development.

CERTIFIED LOCAL GOVERNMENTS (CLG)

In 1980, the National Historic Preservation Act of 1966 was amended to provide support for grassroots historic preservation (HP) efforts as a function and responsibility of local governments. Certification of the local government (CLG) HP program by the National Park Service is administered by the State Historic Preservation Office (SHPO). In concert with national and state HP programs, the ability to perform three fundamental program functions qualify a local government for certification:

Identification—Through survey, properties (buildings, structures, objects, and districts) within the local jurisdiction are identified for potential designation within the local register as worthy of preservation.

Designation—As authorized by the local government zoning ordinance, the establishment of an HP overlay zone designates properties of historical importance at the national, state, and local level for their association within the context of broad patterns of history, association with a person important in history, or association with a distinctive aesthetic style or a movement or school of design, architecture, or landscape planning.

Protection—Establishment of an HP advisory commission for design review pursuant to the Secretary of the Interior's Standards for the Treatment of Historic Properties.

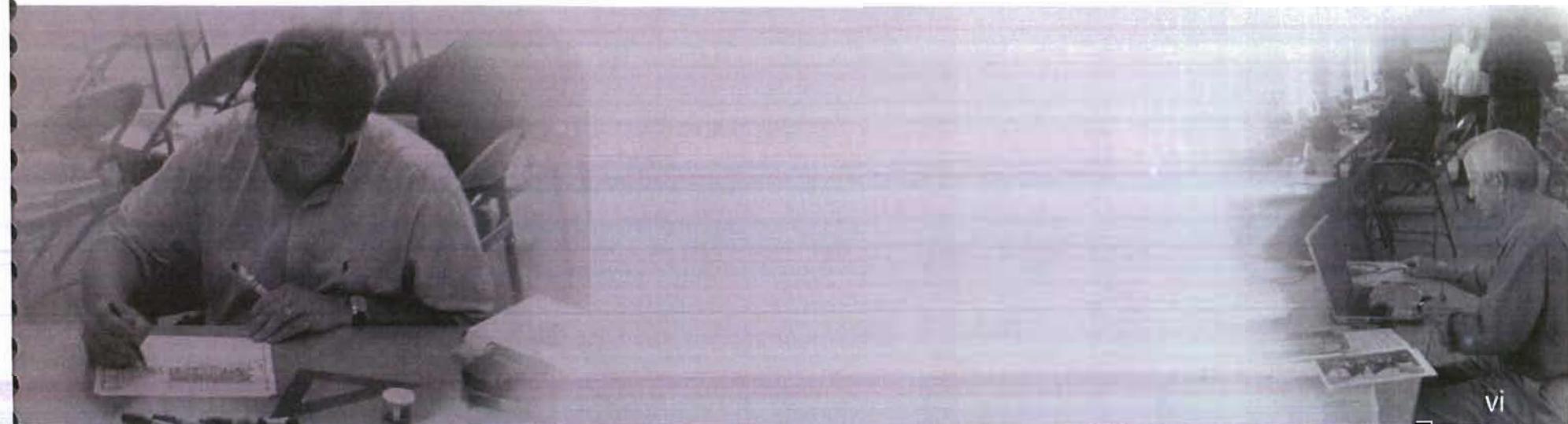
The commission guides the local government's actions in issuing permits for building permits for additions or alterations that directly affect designated properties, or in issuing permits for new construction within designated districts, and demolition permits.

In addition to technical assistance and training for HP commissioners and staff, financial support for preservation planning is provided through SHPO in the form of pass-through grants from each state's apportionment of the National Historic Preservation Fund derived from off-shore oil leases.



CHARRETTE TEAM

Roger Schluntz, FAIA	Dean of the College of Architecture at the University of New Mexico
Ken Anderson, AIA	RNL Design
Steve Thompson, AIA	Jensvold/Thompson Architects
Reid Butler	Butler Housing Co. Inc.
Michael Dollin	Urban Earth Design
Albert Hopper, AIA	Architect
Harris Sobin	Professor, University of Arizona
Ron Short	City of Glendale Planning Director
John Charley	Director of Community Development, City of Bisbee
Linda Mayro	National Trust for Historic Preservation
Lisa Henderson	State Main Street Coordinator
Arcelious Stephens	Arizona Department of Environment
Bob Frankeberger, AIA	State Historic Preservation Architect
Jim Garrison	State Historic Preservation Officer
Doris Pulsifer	Chief of Grants, Arizona State Parks
Eric Vondy	Historic Preservation Incentives Program
Matthew Bilsbarrow	State Historic Preservation Archaeologist
Nick Astrauskas	Student intern at Urban Earth Design
Kim Creagan	Student intern at Urban Earth Design



2.0

BACKGROUND



HISTORY & CHARACTER OF BISBEE

In 1877 a reconnaissance detail of army scouts and cavalrymen was sent to the Mule Mountains to search the area for renegade Apaches. What civilian tracker Jack Dunn found instead were signs of mineralization indicating the presence of lead, copper and possibly silver. The first mining claim was staked in what would later become the City of Bisbee. The filing of this claim, and a multitude of others filed by George Warren, sent prospectors and speculators scurrying to the Mule Mountains in hopes of striking it rich. Numerous rich ore bodies were located and Bisbee soon became known as the "Queen of the Copper Camps"

Bisbee continued to grow and prosper. With prosperity came an increased population and the need for sanitation, clean water, medical care, building codes and fire protection. On January 9, 1902 a city charter was approved and the City of Bisbee was incorporated. A temporary city council was formed and went to work on these sorely needed civic improvements. In 1910 the city was considered the largest in the territory, with over 25,000 people. The Cochise County seat was relocated from Tombstone to Bisbee in 1929.

During almost a century of mining, 8 billion pounds of copper, 102 million ounces of silver and 2.8 million ounces of gold along with millions of pounds of zinc, lead and manganese were produced. By 1974 ore reserves had been depleted and December brought the announcement of the impending closure of mining operations in Bisbee. Phelps Dodge curtailed open pit operations that year and ceased underground operations in 1975. It appeared as though the queen was about to be laid to rest.

With the departure of its industrial base, the real estate market in Bisbee collapsed as hundreds of homes went up for sale. The availability of cheap real estate drew retirees, "hippies" and eventually a new group of speculators. These new residents purchased property and slowly began to contribute to the renovation of the city.

The Bisbee of today is a well-known artist's community whose architectural and historic heritage has been preserved. Located at the center of the natural and historic beauty of Cochise County, the city has transformed itself into the ideal spot for tourism. These benefits combined with "the most perfect year round climate" make it an attractive place to visit and a great place to call home.

by Jennifer L. Graeme http://www.cityofbisbee.com/bisb_history.html

WHY HAVE A CHARRETTE IN BISBEE?

Until the spring of 2006, and for the preceding decade, Bisbee had placed a moratorium on new construction. A new building was not permitted, until a rehabilitated sewer infrastructure had been completed. Meanwhile, additions and alterations were permitted in existing buildings following a process of design review. During the period when design review was restricted to alterations and minor additions to the existing buildings, the regulation of building permission using style-based design guidelines had proved sufficient. But once the moratorium was lifted, it became clear that regulating and permitting construction of new buildings destined to "in-fill" the vacant or underdeveloped sites scattered throughout the urban matrix would necessitate revising the design guidelines. Design review, once concerned with individual building design, was now concerned with the larger issues of urban design and the form new infill construction should assume within the context of Bisbee's historic townscape. Design review would be concerned with the aesthetics of livability and community development. Hence, the process of design guideline revision begins by envisioning a desired future "build-out" of the in-fill sites scattered throughout Bisbee. The public planning process of the charrette, could present a broadly supported ideal vision of Bisbee's future urban form, as the basis for a comprehensive Civic Town Plan.

URBAN DESIGN ISSUES:

Preliminary arrangements for the charrette began with a meeting of City officials to discuss emerging problems in reviewing and regulating new in-fill construction under the current zoning ordinance and design guidelines. From this meeting and subsequent reconnoitering and research by the core charrette design team, an agenda was developed of issues to be addressed in the planning charrette to meet the emerging challenges in regulating Bisbee's anticipated growth:

- Protecting hillside view corridors
- Providing adequate parking
- Establishing optimum building form and massing
- Providing desirable mixed uses
- Determining appropriate densities
- Establishing characteristic set-back and height limits
- Accommodating affordable housing
- Enhancing and sustaining Bisbee's historic charm

These issues were introduced during a scheduled meeting of the Design Review Board and broadcast throughout the community via television and newspaper articles and published in a widely distributed poster inviting public comment and participation in the charrette addressing these specific issues.



3
Good rehabilitation projects

CHARRETTE SCHEDULE

Thursday, July 20th

PUBLIC RECEPTION

A public reception at the Presbyterian Church Annex, 6 p.m. The reception provided an opportunity for the visiting charrette team of urban designers, architects and planners to meet with the people of Bisbee and become acquainted with the local perspective on Bisbee's past, present and future.

THE PANELS:

Rob Page	Susan Blackford	Joan Warner
Carrie Gustavson	Joe Dorner	Anna Garcia
Mike Politi	Cathy Murphy	Rose Johnson
Dan Simonis	Melvin Doud	Kathy Sowden
David Gisa	Ralph Ratteinueller	

Charrette interview panels include those who would express perspectives on the following:

- the Demographics - a cross section panel of those who exemplify the Bisbee lifestyle and can speak about the issues of livability.
- the Dynamics - a panel of those most directly associated with Bisbee's internal and regional commerce, both economic and social, who understand the mechanics of getting things done, or how things work in Bisbee.
- the Direction - a panel of those within the political and community leadership who can best express Bisbee's vision and aspirations for the future.

Panelists each gave a 3- to 5-minute presentation of their views and answered questions from the audience and the charrette design team.

Friday, July 21st

WALKING TOUR & INTERVIEWS

Day two of the charrette began with a guided tour of the City center. The charrette re-convened at the Presbyterian Church Annex, 1 p.m., as three panels of residents, business owners and civic leaders addressed community demographics, dynamics and directions. They described life in Bisbee, its current situation and its aspirations, in an interactive forum with the charrette team of professional planners and designers.

Saturday, July 22nd

FULL DAY DESIGN STUDIO

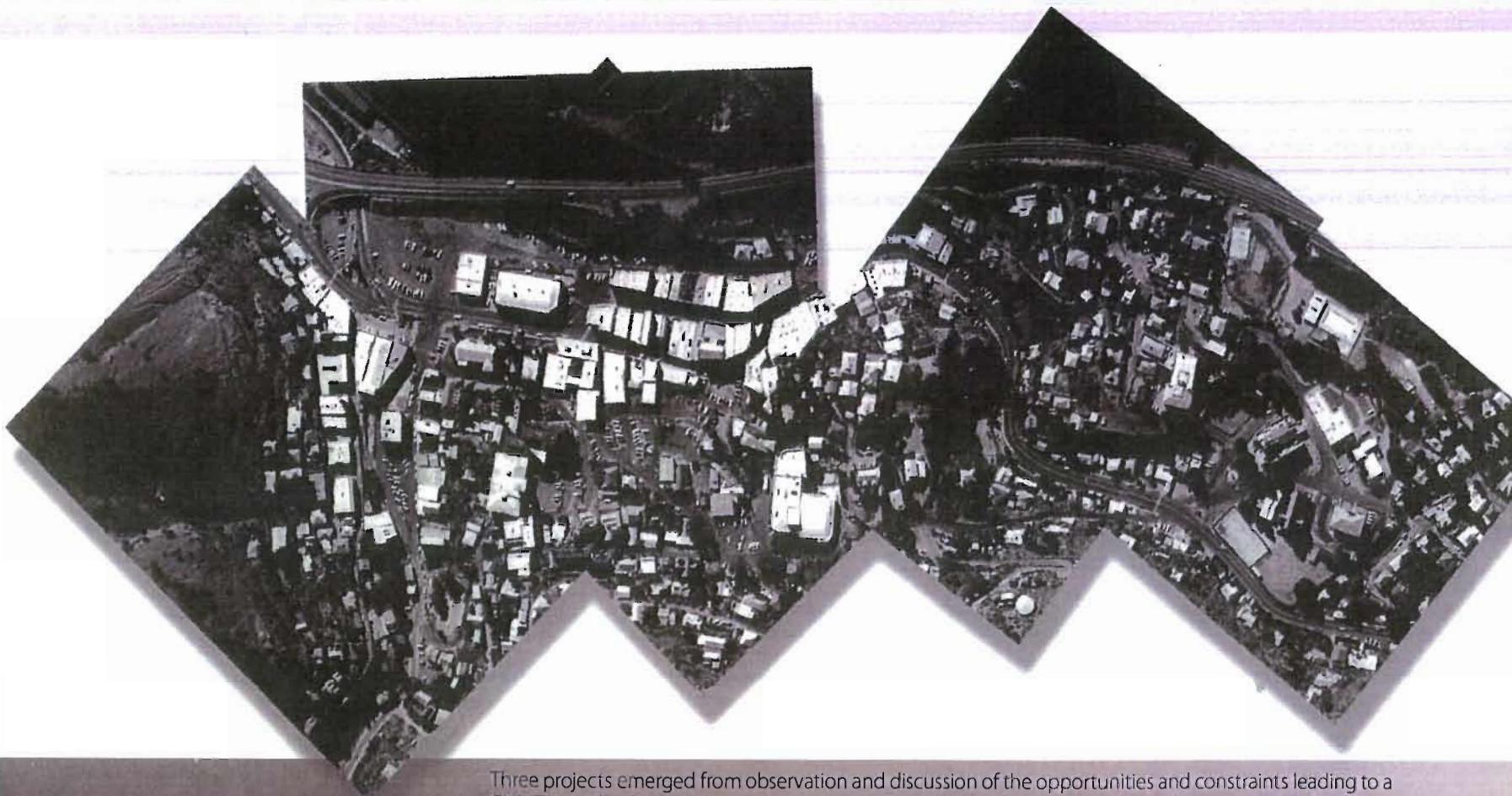
Team members worked in a studio atmosphere at the Presbyterian Church Annex, developing sketches, diagrams, plan drawings and narrative descriptions of possible planning strategies that are responsive to the input from the community. The studio was informal and visitors were welcome to observe and to participate.

Sunday, July 23rd

PUBLIC PRESENTATION

The charrette concludes on Sunday with a public presentation of the planning results. Illustrative sketches, diagrams, drawings and narrative description of the draft Bisbee Civic Town Plan were presented by the team.





Three projects emerged from observation and discussion of the opportunities and constraints leading to a Civic Town Plan for an enhanced urban core. The three projects suggest a possible scenario for the future "build-out" of in-fill or refill sites.

- (A) A vision of a new Civic Center Plaza or Town Square, builds upon the civic activity that traditionally has been drawn to convergence on this public space of the Post Office, Library, former mercantile and Banks.
- (B) A large scale mixed -use development, on what is perhaps the largest and best positioned infill site at the urban center, that would include convention and hospitality facilities, retail and structured parking, following the precedent of the massive mining building and adjacent train depot once existing at this place of entrance to Bisbee.
- (C) A terraced parking structure replacing the City owned surface parking with increased capacity, and opportunity to accommodate buffering mix of residential, gallery and commercial uses at the periphery adjoining the existing urban fabric.

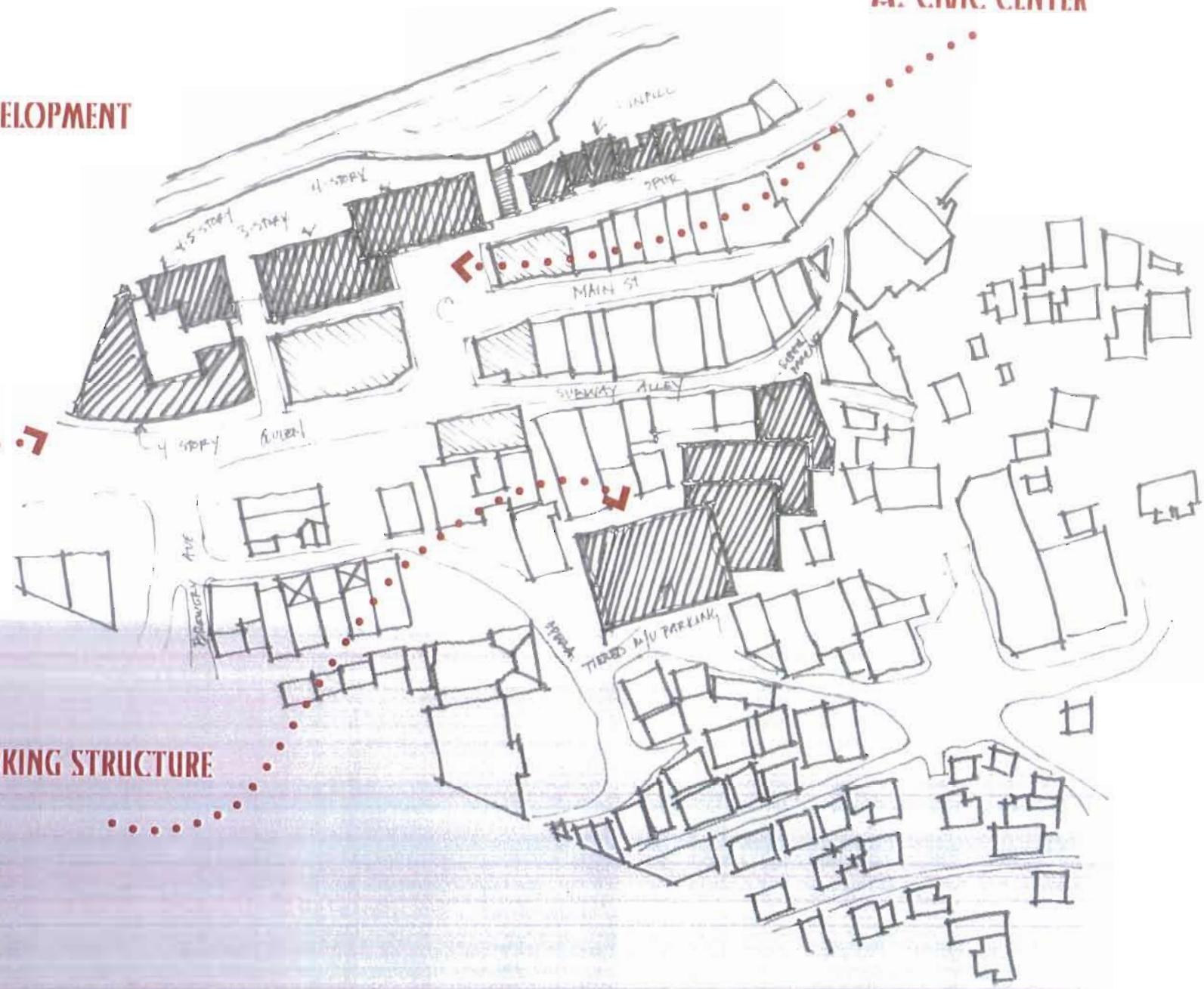
3.0

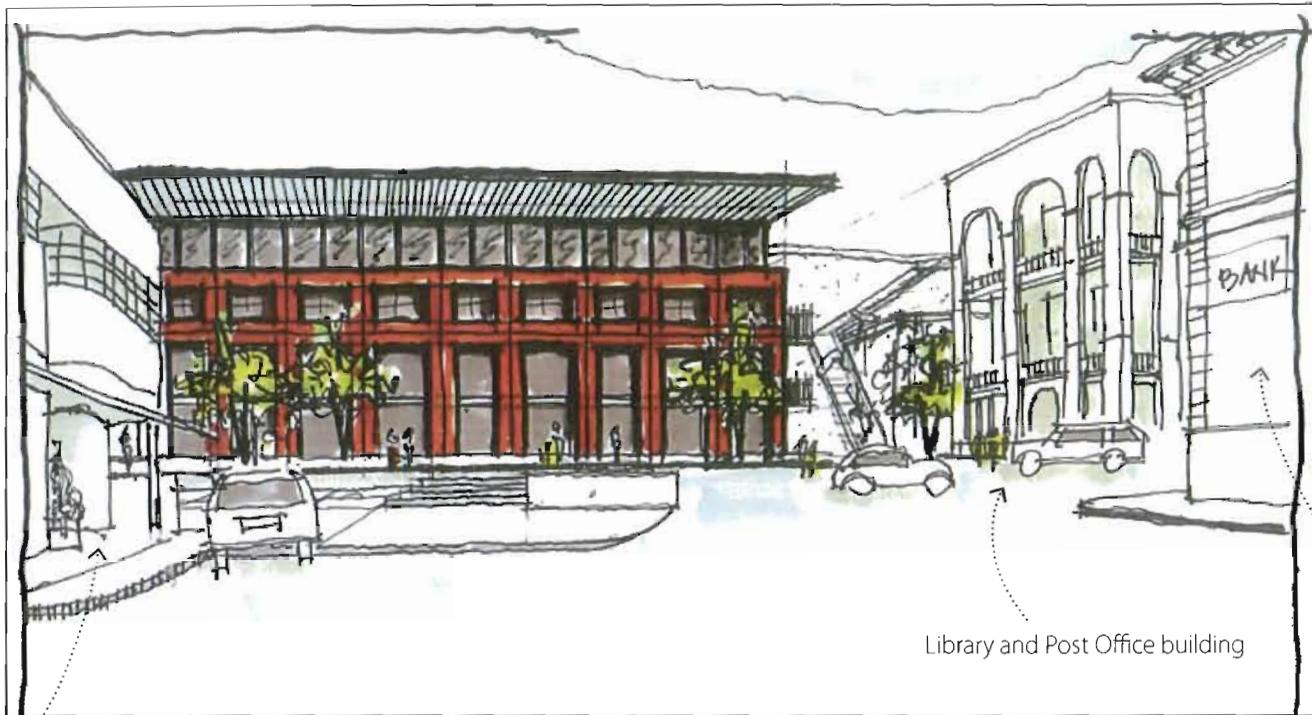
CHARRETTE RESULTS

A. CIVIC CENTER

B. GATEWAY DEVELOPMENT

C. TERRACED PARKING STRUCTURE





Going to and from the Post Office, the Banks and the Company Store traditionally animated public space, characterizing it as the town center.

The scale of the Post Office/Library Building and the Mercantile Building evoke a complimentary development facilitating public uses and adding definition to inform a public space.

Main Street dissolves into an amorphous open space as it zigzags around the Mercantile past the Post Office.

Library and Post Office building

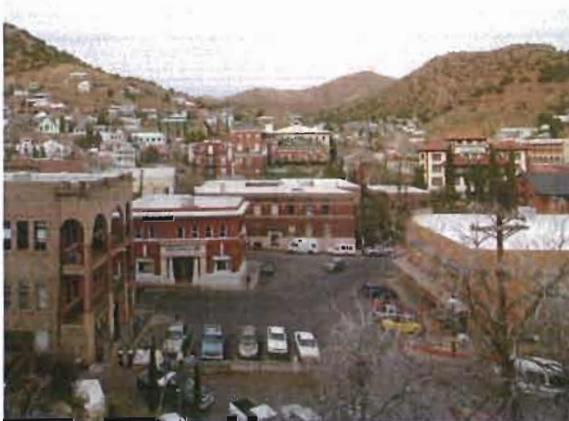
Bank building

Mercantile Building

THEN

NOW

An obelisk organizes calmed automobile traffic while declaring the Civic importance of this public place, in a visionary scenario of an enhanced streetscape



CIVIC CENTER SPACE

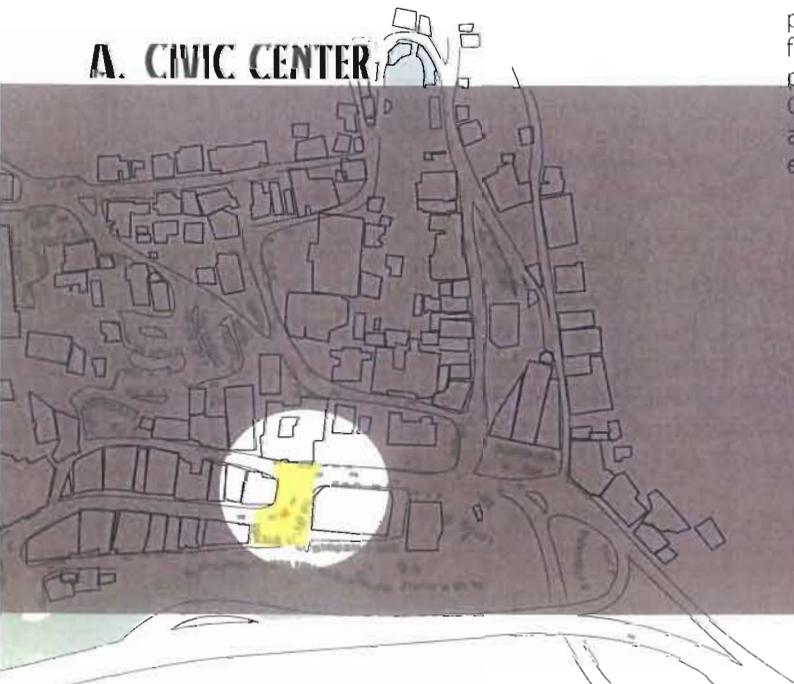
An organized structure to the streetscape along with proper scale is critical in the development of a civic feeling for a small town. Some of the historic photos shown on the following pages illustrate that larger scale and multiple story structures were present in Bisbee's past, and are even desirable in a town of this size for creating a space that could house viable civic activities. Large scale structures historically tend to have a more civic presence to them, whether they are found in large cities, or small towns. The width of streets such as Queen, Main and Brewery Gulch and the way these streets intersect one another creating offsets, angular connectors and odd shaped overlapping voids introduce opportunities for the town to utilize its buildings of civic and public importance advantageously.

The Courthouse located further up the hill on Main Street has a singular presence due to its architecture and its siting on the hill that allows it to stand alone as a civic marker. The civic plaza at the bottom of the hill could develop a similar presence. Because of the offset of Main Street as it meanders around the Mercantile Building at this spot and collides with Queen, the street is currently a large, daunting mass, difficult to negotiate. Parking in this area, while necessary, is random and undefined and creates more confusion for the pedestrian trying to pass from one side to the other. The Courthouse is a good anchor and landmark of the space, but the overall feeling is of an idea that didn't come to fruition.

The adjacent sketches reflect the need to 'finish' the civic space with additional built structures, presumably ones that hold civic activities. They could house public offices, or perhaps a gallery space, museum or historical displays. In small towns, it is important to locate the civic functions together since, due to size, there tend to be fewer of them. There may be only one post office instead of three, or one library rather than multiple branches throughout town. The functions should be public in nature, but just as important is the scale of the new structures. The perspective image on this page shows a contemporary four story structure at the open end of the new Civic Center Space that not only encloses the open area, but establishes an order to this area that allows for functional requirements such as parking and deliveries, while also leaving room for the elements that create town character and presence.

(Ken Anderson)

A. CIVIC CENTER





Currently the primary entry to town passes along an open surface parking lot and through a large intersection of converging roads that create somewhat of a wasteland as one heads toward Queen and Main Streets. This appears to be a missed opportunity for the town to establish a prime place for commercial activity as well as a wonderful signature arrival statement for visitors and residence alike. Although it can be difficult to accomplish for small towns due to limited funding sources and mechanisms, larger spaces such as this should be assembled when possible for greater flexibility and opportunity. Our suggestion is to make that attempt with these parcels and develop a mixed-use complex showcasing the character and strengths of the town.

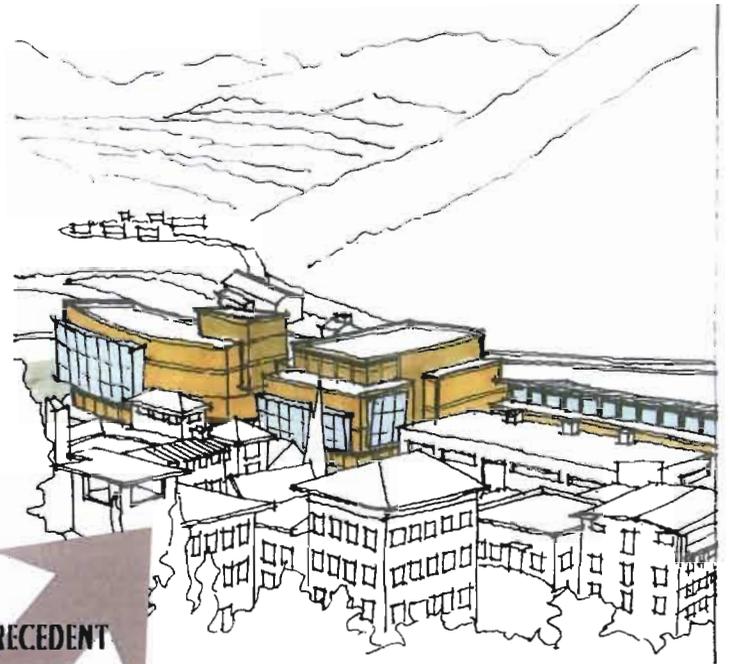
B. GATEWAY DEVELOPMENT



These pages show an image of what that type of development could be like, and how it would benefit the town. This site, as is the case with the Civic Center Space, could easily support a building or buildings rising four to five stories, as seen in adjacent images. Four stories and large volume buildings are consistent with the history of this town, as illustrated by the foto of the old Mercantile Building and Train Warehouse. Surface parking could be easily replaced by structured parking that is effectively hidden by a mixed-use wrap structure that engages the street with retail or hotel and perhaps has office and residential on the floors above. This could be a mixed-use complex that takes care of many town needs, while also creating new commercial markets, such as small conventions, that take advantage of the inherent qualities and beauty of the town. It could add economic and social diversity that would contribute to the longevity of the town.

If designed thoughtfully, a structure such as this could also accentuate the natural beauty of the hills and landscape beyond. Part of the character of Bisbee is the surrounding landscape and hillsides. In a town like Bisbee it's important to maintain view corridors, and if possible, create new ones. The infill of open spaces should not be seen as growth that will hide or eliminate access to these beautiful views, but, when done well, it can actually create new view corridors that help frame the landscape beyond. Views can be enhanced when seen within the frame of buildings, and this location provides a wonderful opportunity for this to occur.

(Ken Anderson)



THE NEW RECALLS ITS PRECEDENT



THE NOW VACANT SITE WANTS REFILL OF EQUAL STATURE

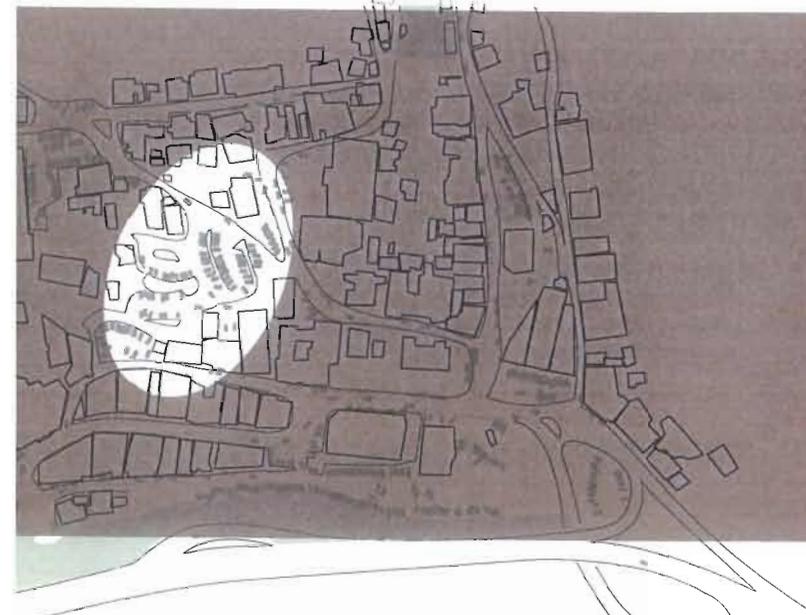


ONCE THE SITE OF A MASSIVE BUILDING

A parking structure presents an organic geometry that characterizes Bisbee's urban form, through the interjection of landscaping and pocket parks within the rigidly orthogonal geometry imposed in facilitating an efficient automobile storage layout.



C. TERRACED PARKING STRUCTURE



A terraced parking structure could be fanciful as public art or it could defer to the surrounding buildings and townscape with a complement of gardens.



A terraced parking structure replacing the City owned surface parking with increased capacity, and opportunity to accommodate a buffering mix of residential, gallery and commercial uses at the periphery adjoining the existing urban fabric.



INFILL/REFILL

With infill redevelopment, style is not the issue. Traditional or contemporary and anything in between can all be appropriate. Style changes with each individual, and strict adherence to one over another stifles creativity and suggests a past that tends not to be an accurate retelling of the story of a town. Tombstone, Arizona and Williamsburg, Virginia have chosen this approach to development and suffer from a lack of diversity in both character and economic opportunity. 'Scale and balance' are what defines a successful infill or re-fill development. (Re-fill is a term signifying the re-filling of a space that once contained something, but is now empty.) Using the standards of scale and balance in respect to what was existing before, and more importantly, to what is adjacent currently, eliminates 'taste' and 'false historicism' as the determining factors to what is appropriate and what is not appropriate re-fill.

Re-fill speaks to 'streetscape' above all else. Brewery Gulch was at one time a street of two, three and four-story buildings, most of which were attached to one another. Over time, some of those buildings have collapsed or been removed leaving holes along the streetscape. The sketches and photographs on these pages are meant to show that as voids get filled, they can be filled with multiple styles of structures. However, what is most important is that the new structures communicate with the street and sidewalk and also be respectful to the adjacent structures that are already there. This is done reflected in the sketches through the carry over of the major horizontal floor lines from building to building, the repetition of bay spacing along the street façade, and an attempt to maintain a balance to the façade, whether it be glass and metal, or brick and wrought iron. When a building achieves a balance, such as the relationship of its openings to its solid surfaces, the difference between the materials only adds character to the whole, and these types of differences should be encouraged.

Re-fill could also be as simple as the absence of structural form, but the ordering of space, as in the case of an urban park. Space is not only defined by four walls and a roof, and a well designed park can be an important asset to a street and a town. Here again, the tools of balance, proportion and scale are the most critical, and when done well, will reinvigorate a dead space and allow it to once again contribute back to the town.

(Ken Anderson)

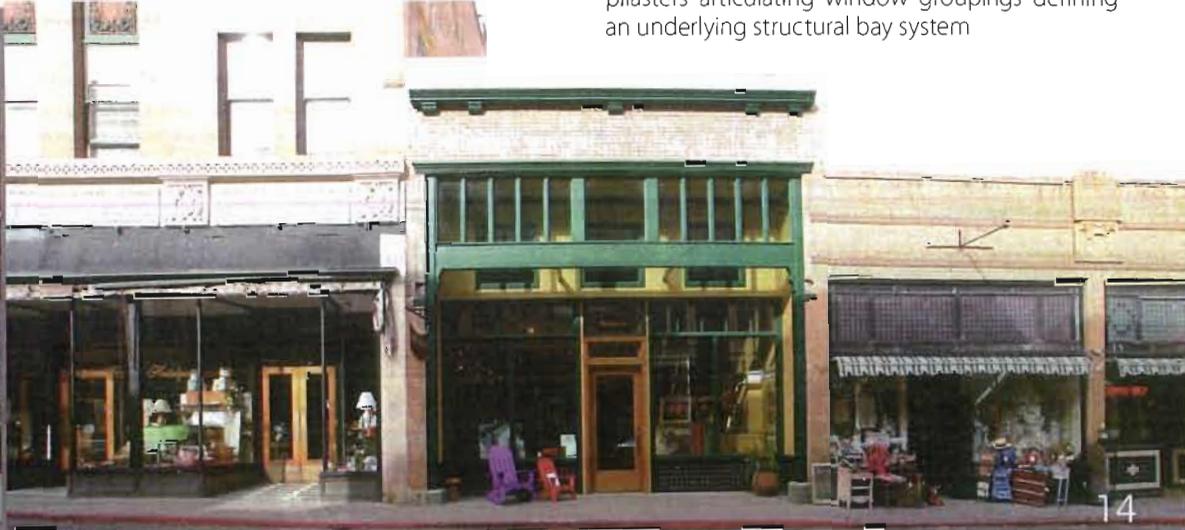
BREWERY AVENUE

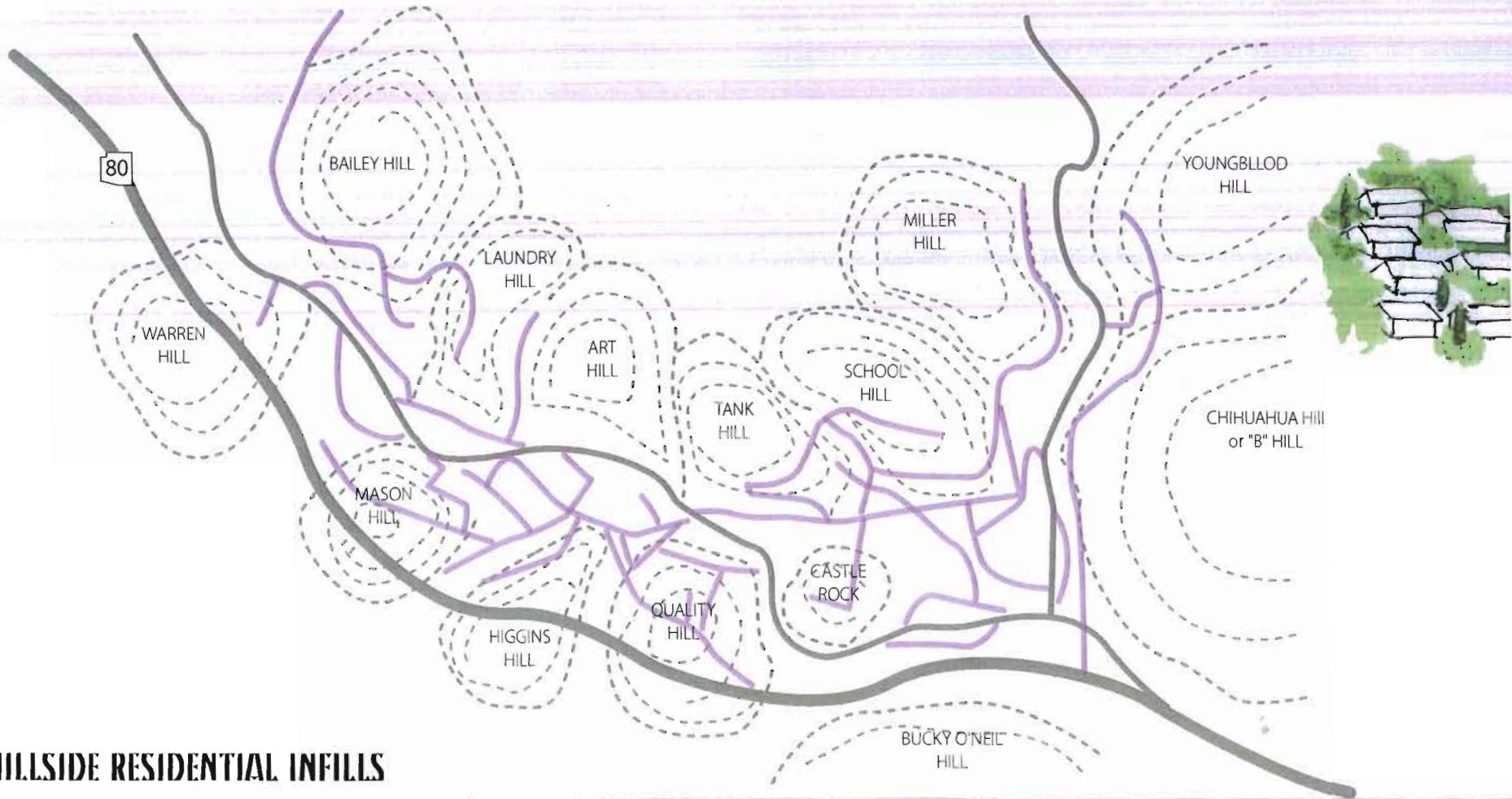




Design guidelines emerge from the vision of a preferred build-out scenario of in-fill or re-fill sites:

- A preferred position on the ground established by a "build-to" line consistent with the characteristic alignment of buildings that inform and define the public space of the street
- A preferred building mass or size in proportion and scale with its physical context of neighboring buildings
- A preferred architectural articulation of building features consistent with the "grain" of the streetscape as expressed in the proportion of solid to voids in the street façade, ranging from the fine grain of highly articulated building fenestration to the course grain of buildings with uninterrupted expanses of a single material unrelieved by openings.
- A preferred strategy to achieve compatibility with the neighboring architectural context as in responding to established building height and qualities of horizontality expressed in the articulation of spandrels or in cornices or other devices creating shadow lines defining floor to floor heights, or of verticality expressed by pilasters articulating window groupings defining an underlying structural bay system



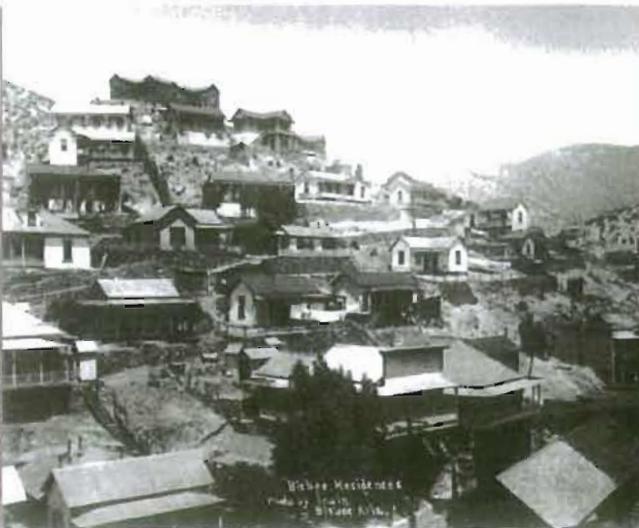
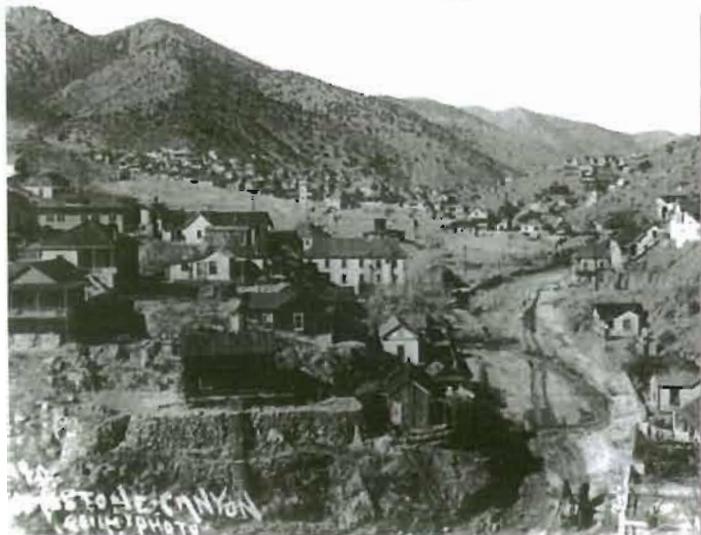
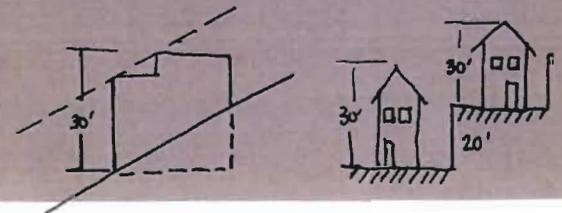


HILLSIDE RESIDENTIAL INFILLS

Based on "Form Based Code" approach, Bisbee Design Charrette Team suggested that specified limits on hillside developments should be included in the Bisbee's Zoning Code to ensure compatible development.

HISTORIC DISTRICT HILLSIDE ISSUES

- Houses blocking views
- Houses blocking sunlight
- Over-sized houses built above existing homes





SUGGESTED SOLUTIONS

- Maximum building height of 30 feet
- Define height as measured from lowest point of natural grade adjacent to building.
- All residential lots shall not exceed 2000 square feet of maximum building coverage.
- Remove height as exempted property restriction in historic districts.
- Professional planning consultant prepare hillside development ordinance
 - » Ridge protection
 - » Grading
 - » Drainage
 - » Landscaping
 - » Driveway

OTHER CONSIDERATIONS

- Require combining lots by minor subdivision process to remove lot lines.
- Transfer minor alterations and signs to administrator.
- Require a pre-application meeting with administrator before submittal of application
- Update the entire zoning ordinance for consistency and simplification by professional planning consultant working with citizen task force.
- Develop specific procedures for design review process including submittal requirements
- Improve notification of community regarding design review board agenda items.
- Develop checklist for staff and board review for properties that are:
 - » Contributing
 - » Non-contributing
 - » New Construction
- Develop specific design guidelines for exterior lighting and color

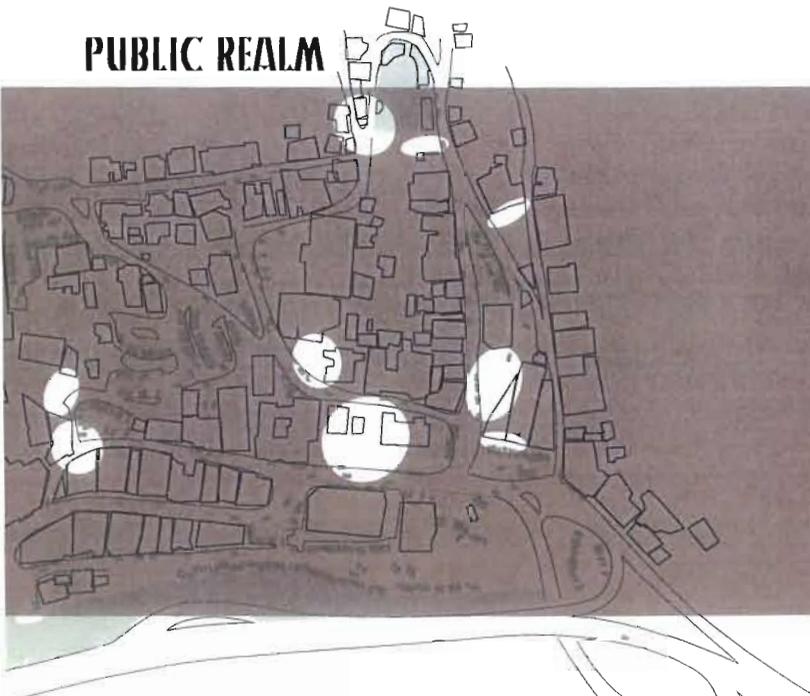
LANDSCAPE & THE PUBLIC REALM

Bisbee is a charming place with a human scale and an excellent climate. The qualities of this vital town are comprised not only of historic buildings and narrow, hill town streets, but also in its gardens, pedestrian areas and in the public realm. The public realm, as it is referred to herein, is comprised of those places and spaces that make up the areas which the public experiences in general. Thus, not only public parks, gardens and streetscapes are a part of the public realm, but also the views and vistas, alleys, artwork and the "Townscape" of Bisbee, all contribute to the public realm. Therefore, while an understanding and implementation of architectural and development guidelines is essential, we suggest going beyond these important factors and include consideration of additional elements such as civic spaces, pocket parks, gardens, view corridors, streetscapes, public art and the landscape of Bisbee in the continuing efforts of preservation and development.

Several suggestions emerged from this study for treatment of the public realm. Among them are the following:

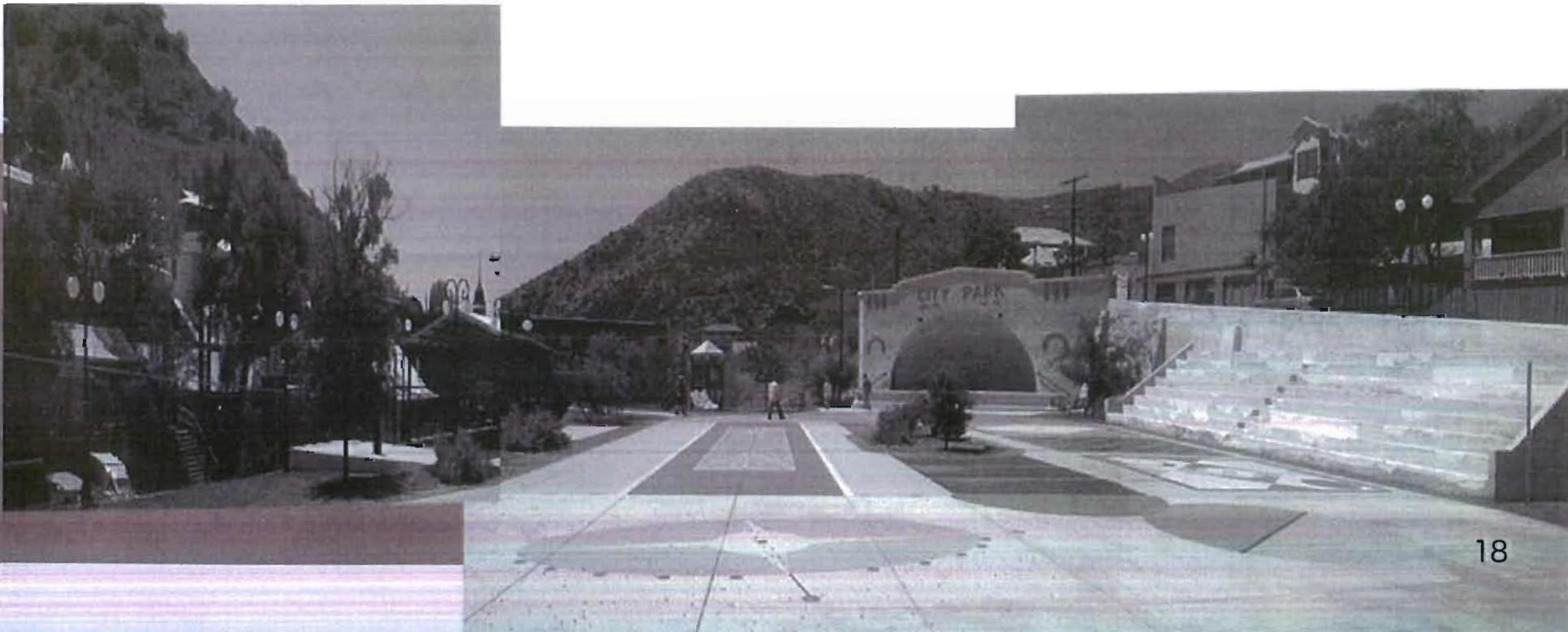
1. Consider enhancing the street environment on Main Street adjacent to the Mercantile Building and Bank of America, creating a drivable Plaza with upgraded paving, public monuments, lighting, site furnishings and landscape. A modest fountain might also be considered. The plaza could function as a thru street during the week and be closed to traffic for festival events, public markets and performances.
2. Retain and maintain the scattered public parks throughout Bisbee. Consider adding new public parks and pocket parks in major new developments such as the suggested Gateway project. As a tourist destination, open spaces provide a valuable contribution to the experience of Bisbee.
3. Retain hillside views and vistas wherever possible. Consider conducting a view-shed analysis to preserve critical views and vistas.
4. Respect the landscape character of Bisbee. While the edges of town contain largely native, chaparral and oak woodland association landscapes, the developed areas of town have a gardenesque quality with many exotic and imported plants. Many of these plantings thrive and add value to the town. Provided that invasive species and noxious weeds are not encouraged, using non-native, adapted plants for the continued development of Bisbee seems appropriate. Water conservation should be an important consideration and drought tolerant plantings should be used wherever possible. However, in the public realm, it is important to balance the need for beauty, shade and comfort with water conservation.

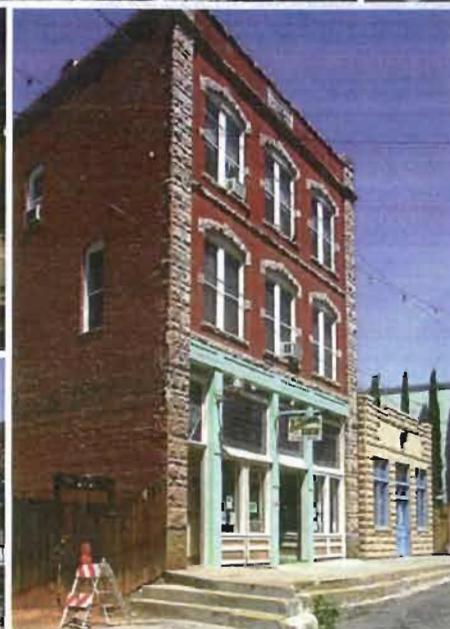
PUBLIC REALM

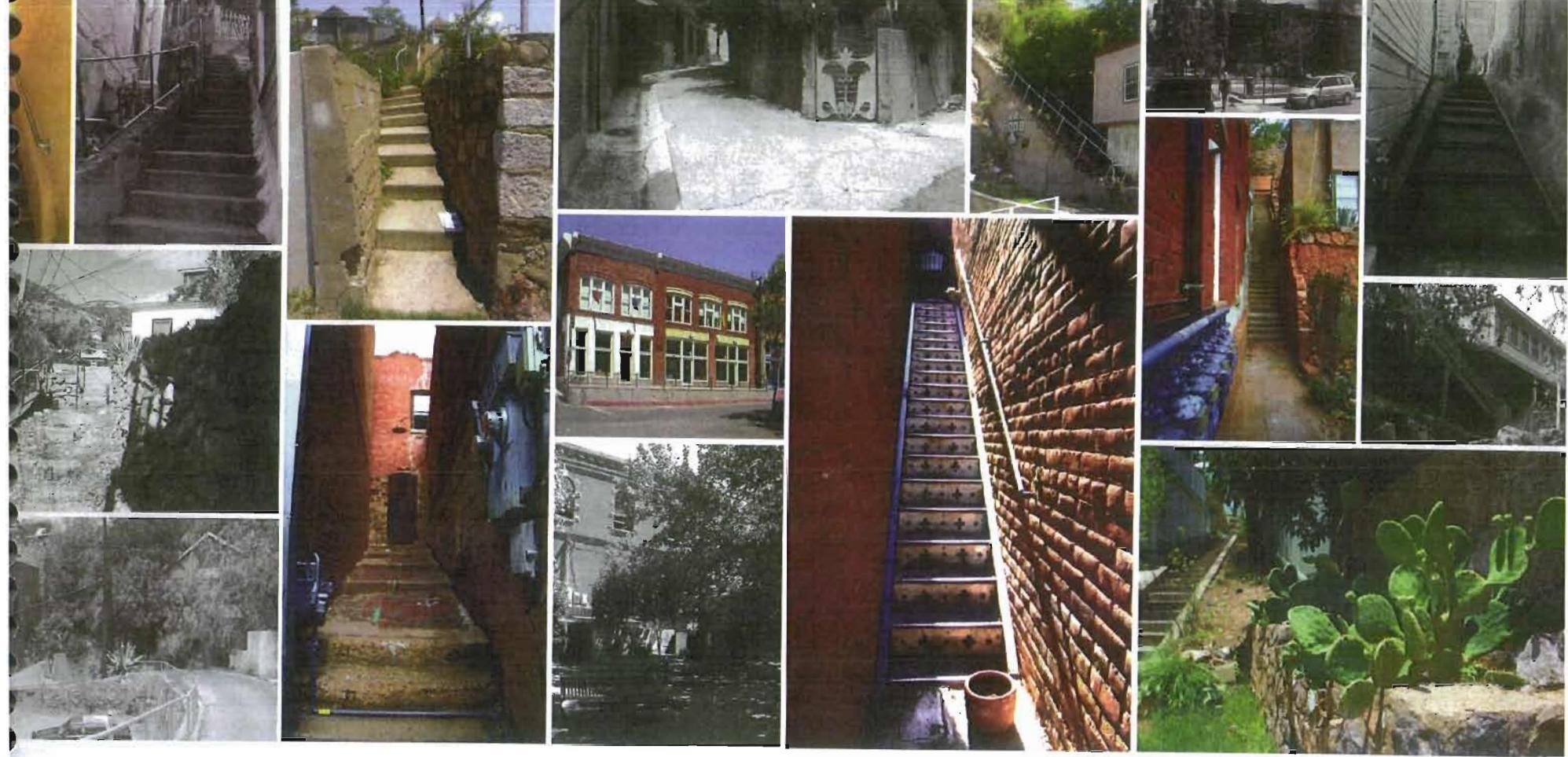


5. Hillside sidewalks, stairs, pathways as well as walls, curbs and other utilitarian structures add to the historic character and charm of Bisbee. Wherever possible, preserve and incorporate these elements into new, infill development.
6. Many private gardens are visible from the public realm. Gardens should be encouraged. Consider planning an annual garden tour.
7. Public art is visible throughout Bisbee. Much of this art is incidental and not commissioned by a formal public art program. This adds to the organic charm of the Town. Consideration should be given to support for local artists, public art and public performance.
8. Parking areas and parking structures provide an opportunity to enhance the landscape of the Town. When designing and building parking lots and structures, give high consideration to landscape treatments, signage, lighting and environmental graphics that take this necessary land use and help make it an aesthetic as well as functional asset.

(Michael Dollin)







4.0

PRE-DEVELOPMENT CONSIDERATIONS

1. ENVIRONMENTAL ISSUES

For property not city owned, the city should consider conducting a Phase I environmental assessment (ESA) Appropriate Inquiry (AAI) to identify potential environmental concerns.

This process also serves to limit the city's liability as a responsible party should it choose to purchase a property identified with environmental concerns.

This should also be done for the siting of facilities such as schools. The phase I ESA will evaluate the need for environmental testing of a property.

Former Underground Storage Tank (USTs)

USTs historically have been associated with former gas stations, car dealerships, auto repair shops and dry cleaners.

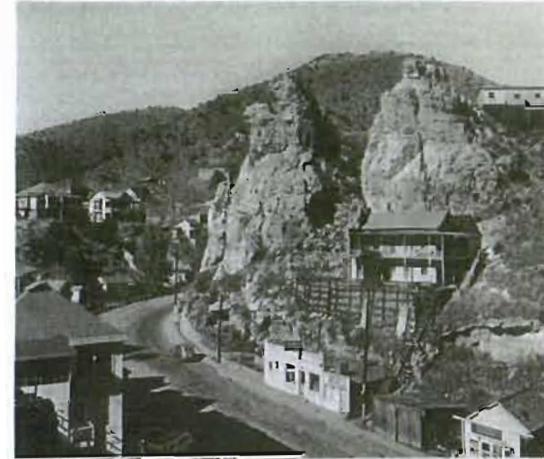
The perception of contamination from USTs at these sites tend to discourage their development.

Funding Sources for Eligible Sites

Funding sources for eligible sites to address the USTs and their potential contamination include ADEQ's Municipal Tank Closure Program and its Brownfields Program.

Assistance may also be available through the Federal Brownfields

Access the ADEQ website at www.AZDEQ.gov.



2. PLANNING FOR ARCHAEOLOGY

Requirements

- On City or County lands... document to State standards
- Using State funds or permits... document to State standards
- Using Federal funds or permits... document to Federal standards
- On Private lands... respectful treatment of human bones and grave goods

Presumption

- With City or County funds... document to State standards

Consideration

- On Private land... archaeological investigations should at least follow the Governor's Archaeological Advisory Commission's Standards for Archaeological Investigations on Private Land

Implementing the Plan

- Identify Archaeologically Sensitive Areas within Bisbee city limits
 - » What research themes are important?
 - » What types of features or deposits would contain data associated with these themes?
 - » Where would these features or deposits occur?
 - » Are these features or deposits likely to be present today?
- Update sensitivity map based on new information regularly
- Inform developers of archaeological requirements and if their parcel occurs within a sensitive area
- Involve the Bisbee Mining & Historical Museum in planning relating to archaeologically sensitive areas
 - » Archival research
 - » Exhibits based on any local archaeological excavations

Old Bisbee

- Industrial sites e.g., smelter, railroad round house
- Trash deposits e.g., pits, privies, fill

San Jose, Warren & surrounding areas

- Paleo-Indian sites e.g., Naco Kill Site
- Archaic-period sites e.g., Double Adobe Site
- Agricultural-period sites
- Historic Apache camp sites
- Historic-period mining sites e.g., Warren Mill Site



3. FUNDING SOURCES

GRANTS

Grants are a great funding source; however, grants are generally competitive and usually require a certain amount of matching funds. We need to look beyond grants as a sole source of outside funding.

Most grant programs allow the use of other grants as matching funds, such as CDBG (Community Development Block Grants), or ADOT (Arizona Department of Transportation).

When using other grants, it is important to understand the requirements, limitations and conditions in using those sources as matching funds.

Arizona State Parks administers several grant programs including:

- Arizona Heritage Historic Preservation Grant Fund Program
 - » Available to local governments and non-profits (private companies and for-profits are eligible only as a third party through an eligible entity).
 - » Available for historic preservation projects for resources that are on or eligible to be listed on the State or National Register of Historic Places.
 - » Eligible activities include acquisition of property, building condition assessments, National Register nomination preparation, rehabilitation, restoration, stabilization and protection of historic resources.
 - » Not eligible: site work for parking, landscaping, tenant upgrades, grant administration and indirect costs.
 - » Matching fund grant: 60/40 match
- Arizona Heritage Local, Regional, State Parks (LRSP) Grant Fund Program
 - » Available to Government entities. Private and non-profits may apply only through an eligible entity.
 - » Available for park development, lighting, park facilities, picnic areas, ball fields, restrooms, playground equipment, ADA compliance that serve outdoor recreation and provide new opportunities.
 - » Matching fund grant: 50/50

Other Grants

- Arizona Office of Tourism—marketing
- Arizona Department of Transportation—streets/highways
- Arizona Department of Education—education
- Arizona Department of Commerce—rural development
- CDBG (Community Development Block Grants)
- Arizona Department of Environmental Quality (ADEQ) water/sewer grants and revolving fund programs.

BONDS

Bonds are one method of financing improvements through assessments and user fees. (General Obligation [GO] Bonds and Revenue Bonds, such as Water/Sewer Revenue Bonds).

- GO Bonds are assessed and collected through primary and secondary taxes and require voter approval.

TAXES

- City Sales Tax
 - » a portion of city sales tax revenue (5%) can be authorized and allocated by an annual Resolution by the City Council to a Capital Improvement Program. Historic Preservation Projects, Street Improvements, Building and Facility Development/Improvements, Park Development/Improvement are examples.
- Bed Tax – this is an additional tax imposed to lodging visitors. This source of revenue can be used for promotional, marketing, and improvement projects. It could be incorporated into the Capital Improvement Program.

LOTTERY REVENUE

- The Arizona Lottery makes available to local governments funds from the proceeds of the Arizona Lottery. These funds must be applied for, although it is not a competitive process. These funds are generally for street improvements. However, a small percentage may be used for recreational purposes.

HURF (HIGHWAY USER REVENUE FUNDS)

- These monies are distributed to local governments based on census population. This source of money is derived from motor vehicle fuel tax. The use of this particular revenue source is limited to street improvements and maintenance.

OTHER

- State Revenue Sharing
- Urban Revenue Sharing
 - » These two revenue sources, derived from state sales tax, are distributed to local governments based on census population.

4. DESIGN REVIEW GUIDELINES AND PROCESS

References to:

1. Bisbee Zoning Code -- 10.05.98 Update
2. "Design Guidelines for the Bisbee Historic District"
3. "Bisbee Historic Register District" (established in 1972)

OVERVIEW

As evidenced by the current state of its Historic District, the Visiting Charrette Team has the impression that Bisbee has been reasonably well served by its ordinances and design review process. However, based on the recent experiences of other communities and historic districts, it would be ill-advised for the residents of Bisbee to presume that their past success is necessarily a predictor of future well-being or accomplishment. With the recent lifting of the moratorium on new construction, we anticipate a considerable number of new building requests that could result in significant – and perhaps negative – repercussions throughout the Historic District, and particularly in the residential hillside areas.

As noted in the Bisbee Zoning Code (3.5.1), Architectural Design Review is intended to encourage and enhance the historical character and natural attractiveness of the City of Bisbee. . . . The Historical Preservation District is a supplemental special district which, when superimposed over any other zoning district, requires that plans for all sites, buildings, structures, or appurtenances which are to be erected, constructed, converted, established, altered or enlarged within the district to be reviewed and approved by the Zoning Administrator and the Design Review Board prior to any construction, removal, or site work.

Moreover, "In considering any application for Design Review approval, the Design Review Board shall be guided by the Design Guidelines for the Bisbee Historic District and the secretary of the interior's Standards for the Treatment of Historic Properties." (Section 3.5.3).

In general, this regulatory ordinance presumes that the proposed design for new construction, additions, or alterations will meet all of the prescriptive requirements (e.g., that which is quantifiable and factual) that are listed in the Zoning Code.

Because of the vast multiplicity of building typologies and precedent that extends throughout the Historic District of Bisbee, it is difficult, if not impossible, to develop specific standards or requirements that will be able to direct numerous design considerations and decisions in anticipation of new construction. Additionally, the wide range of sizes and types of residential lots – with respect to topography, access, and orientation – further complicate the ability to standardize the many facets of desired construction outcomes that are typically encompassed in the design review process. [As acknowledged in the Zoning Code, . . . Land use zoning designations are defined in Section 5.2, but property restrictions of lot area, width, depth, and setbacks do not apply (in the Historic District).]

Thus there is also the need for discretionary review to assess the myriad design considerations specific to a given proposal relative to the goals and objectives of maintaining the character of the Historic District. The City's current design review process includes the opportunity and expectations for a series of discretionary judgments to be undertaken by the appointed members of the Design Review Board (DRB) in voicing its qualitative and subjective expectations). In this respect, the DRB is expected to review the proposed design relative to the City's adopted "design guidelines" as well conforming with the Secretary of the Interior's Standards for Historic Preservation.

In of the ordinances and process, the Design Charrette team offers several considerations and recommendations for possible revisions. These topics are discussed briefly below.

RECOMMENDATIONS AND CONSIDERATIONS

1. Form Based Code

To encourage and ensure compatible development, the Design Charrette Team suggests that two prescriptive elements be included in the Historic Preservation Overlay Zone (Section 5.3 of the 1998 Bisbee Zoning Code).

First, to maintain existing view corridors and ensure solar access to existing residential parcels, as well as maintain the historic character of the district, the maximum building height of single-family residential structures should have a specified limit. However, in a number of instances, and particularly where the parcel is on a relatively steep slope, this provision can be waived on a case-by-case basis under the current procedural policies.

Second, we underscore that the character of historic Bisbee results from modestly sized residential structures that are relatively "fine grained," i.e., relatively void of large surfaces and masses. Based on the unhappy history of some other communities that enjoy national historic significance and recognition, there is the realization that Bisbee's distinctive character could be quickly overwhelmed with the construction of very large residences. To preserve the character and patterns of the hillside development, limitations on lot area coverage (and perhaps a limit on the aggregation of lots for a single dwelling) need to be specified.

These two elements begin to articulate a "form based code" approach for historic Bisbee's Design Guidelines. Following is suggested language that could be added to the "Special Provisions" of the Zoning Code.

- "The maximum height of the building or structure including chimneys and accessory buildings shall not exceed 25 feet as measured from the highest point of the building to the natural grade at the lowest point adjacent to the building structure or supporting column."
- Maximum lot coverage within the HP district overlay shall not exceed 2000 square feet for residential zoned lots. (...insert diagrams)

2. Hillside Development Ordinance (Proposed)

While beyond the scope of the design charrette study, it is the opinion of the charrette team that the City of Bisbee should – carefully and specifically – address issues including grading, drainage, cut and fill, driveway requirements, and landscaping. To accomplish this, we recommend the consideration of a separate, citywide hillside development ordinance that would also be applicable to the Historic Preservation Overlay Zone.

3. Color Considerations for Exterior Construction

While the Bisbee Zoning Code states that the property owner include with the submission for design review "a list of exterior materials and colors" (Section 3.5.2 B-4), in practice this expectation seems to be disregarded. The Design Guidelines (page 29) states that "the applicant is encouraged to consult with the city staff and the DRB for help on this issue," and notes that "... As long as the intended color choices are in harmony with the neighborhood, they will usually be approved."

Recognizing the diversity that is expressive of the character of old Bisbee, broad latitude should continue to be given with respect to the selection and use of color palettes, as well as desired patterns, for new construction. Implicitly, the deployment of color (e.g., exposed materials, including roofs and painted surfaces) for all construction and remodeling within the historic district are expected to be sensitive and complementary to existing structures and historical precedents. However, to prevent

the possibility of the egregious misuse of color that is incompatible and clearly detrimental to the visual character of the Historic District (e.g., "...inharmonious, bizarre") in future projects, the Charrette Team recommends that applications for design review be required include the submission of a color pallet for all external surfaces.

4. Outdoor Illumination/Lighting

The Zoning Ordinance and the Design Guidelines appear to be silent relative to exterior illumination/lighting located on residential properties. This lack of specific direction/control could pose serious problems in the Historic District in the future. The Team urges the inclusion of specific guidelines that would protect residential properties from incidental lighting from neighboring residential fixtures, as well as excessive illumination and glare properties excess that would detract from the general ambiance of the Historic District.

5. Exterior Signs

The Bisbee Zoning Code (Section 7.7, "Preservation District Sign Regulations") provides specific limitations on exterior signage. It is not clear if signs used for off-premise advertising (e.g., billboards) are permissible. We recommend that such exterior advertising be specifically prohibited in the Historic District.

The Zoning Code and the Design Guidelines are also silent on lighting of exterior signs. We recommend that "up-lighting" be specifically prohibited to eliminate the incidence of "night sky lighting" and intrusive light sources when viewed from higher elevations.

There is a presumption that the Design Review Board will review all sign applications. However, for those signs that clearly comply with the stated requirements, these requests could be accomplished administratively.

6. Design Review Process – Clarity of Procedures

Based on a preliminary review of the Bisbee Zoning Code and its Historic District Design Guidelines (and corroborated in conversations with staff and citizens), it is apparent to the Charrette Team that there is a need for the City to elaborate more fully and more explicitly on its procedures and process for design review.

Because of the importance of design review for the continuity of the Historic District, the Team recommends that the next iteration of the Design Guidelines also include a detailed outline of the process (as also stated in the Bisbee Zoning Code). Having both the legislative requirements and the guidelines in a single document will facilitate the public understanding and provide greater consistency in the application and review processes.

7. Pre-Application Administrative Review Process

"The Design Guidelines for the Bisbee Historic District" attempts to address both new construction and exterior rehabilitation/remodeling in a single document. However, many changes are relatively minor, and perhaps these could be reviewed administratively, with only new and major alterations being presented formally to the Design Review Board. The process employed could be differentiated based on the specific classification of the structure under consideration as being either:

- New Construction
- Contributing
- Non-Contributing

A pre-application process could be developed that would require that the zoning administrator or building inspector to undertake a preliminary assessment prior to a formal review by the Design Review Board. This pre-application process could also include a preliminary meeting with the chair of the DRB to determine issues or concerns that may need to be addressed.

Aided by a simple checklist, a preliminary site plan review could be undertaken by the city administrator to determine conformance or non-conformance with applicable zoning and code issues that are quantifiable or factual (e.g., setbacks, parking, building height, firewalls, access). Another checklist should be developed to assist the DRB in its more qualitative and discretionary assessment and review. Specifically, the DRB should confirm in its review that both the City of Bisbee Design Guidelines is satisfied, as well as conformance with the Secretary of Interior Standards. Any conditions for approval should be carefully articulated and listed. Checklists would help ensure both consistency and comprehensiveness.

8. Submission of Construction Application

For new construction and major renovation/additions, the specific submittal requirements (drawings, photographs) by applicants to the City and the Design Review Board need to be expanded and made explicit. To aid in understanding, the submitted application materials for Design Review consideration must include information on the neighboring context, as well as the existing property. Ideally this supplemental information will include elevations and photographs of all adjacent structures, as well as photographs of other nearby properties that help define the immediate neighborhood or precinct.

9. Notification of Intent to Construct

The Team recognizes that in some instances not all "interested persons" are aware of the agenda and specific proposals coming before the Design Review Board. Notification of adjacent and other potentially impacted surrounding property owners is an important concern that should be carefully considered and addressed, at least in instances involving major renovations/additions and new construction. Notification could consist of direct mailings, posting on the parcel itself, and legal advertising. Such notification should occur at least 10 days prior to a scheduled formal DRB hearing.

10. Next Step - Implementation:

The Charrette Team suggests that as a next step, the City of Bisbee should organize and appoint a special Task Force to review these and other recommended changes to the current Design Guidelines and Zoning Ordinance. The Task Force might consist of two current members of the Design Review Board, two former DRB members, the City Attorney, the City's Building Inspector, and two citizens "at-large."

When the Task Force has come to some tentative conclusions/recommendations (or impasse), a professional planning consultant should be engaged to work with the Task Force and the City to develop specific revisions/additions to the Zoning Ordinance and Design Guidelines, as well as a new Hillside Development Ordinance for the city, for City Council review.

(Roger Schluntz)

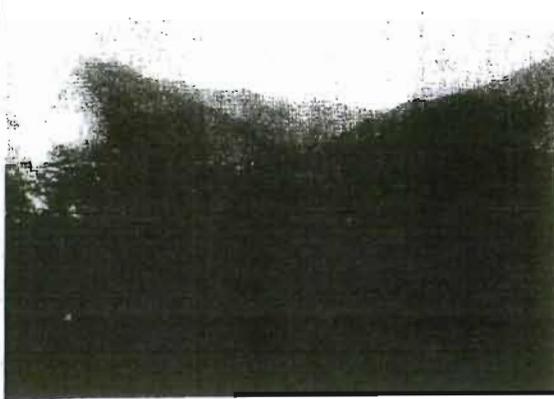
5.0

APPENDICES

- A. Bisbee Design Guidelines, published 1991
- B. Bisbee Subdivision Code, adapted 1985
- C. Old Bisbee Historic Residential National Register District

Design Guidelines

for the Bisbee Historic Districts



Bisbee, Arizona

INTRODUCTION	1
HISTORY OF BISBEE	2
MAP OF THE CITY OF BISBEE	5
MAP OF THE BISBEE HISTORIC DISTRICT	6
BASIC DESIGN CONSIDERATIONS • PLANNING YOUR PROJECT	7
COMMERCIAL BUILDINGS • REHABILITATION	8
COMMERCIAL BUILDINGS • NEW CONSTRUCTION	11
RESIDENTIAL AREAS, GENERAL GUIDELINES	15
ARCHITECTURAL DETAILS:	
Roof Styles, Slopes and Coverings	
Windows • Doors • Siding • Porches • Fascia Boards •	
Frieze Boards • Cornice Boards	
WINDOWS AND TRIM • ILLUSTRATIONS	19
DOORS • ILLUSTRATIONS	20
SIDING TYPES AND DETAILS • ILLUSTRATIONS	21
BRICK PATTERNS	23
PORCHES	24
DECK AND PORCH RAILINGS • FENCES AND WALLS	25
FENCES • ILLUSTRATIONS	26
FENCES • OUTDOOR LIGHTING • SIGNS	27
SIGNS • ACCEPTABLE LETTER STYLES	28
COLOR • PAINT SCHEMES • TRASH BARRELS AND DUMPSTERS	29
SOLAR COLLECTORS • SATELLITE DISHES	29
GARAGES AND OUTBUILDINGS	29
SECRETARY OF THE INTERIOR STANDARDS FOR REHABILITATION	31

CITY COUNCIL MEMBERS

LaVerne Williams, Mayor
Stan Sirebel, City Manager
John Harris
Thomas M. Wheeler
Rosanna Mattingly
Peggy A. O'Sullivan
Norman W. Wymbe
Dale G. Osborne

MEMBERS OF THE BISBEE
DESIGN REVIEW BOARD

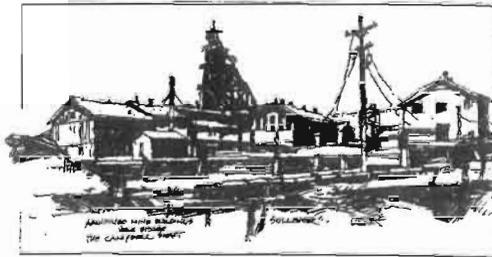
Patricia Rowe, Chair
Jeff Hill
Chris Carraber
Sara Solleder
Richard Byrd
Linda Ford

CITY STAFF MEMBERS

Bob Jackson, Director of Planning
Judy Edwards, City Staff

"These Guidelines have been funded with the assistance of a matching grant-in-aid from the Department of the Interior, National Park Service, under provisions of the National Historic Preservation Act of 1966, as amended, and as administered in Arizona by the Arizona State Parks Board through the State Historic Preservation Office."

Typsetting • David H. Garcke
Contemporary photographs • Richard Byrd
Historical photographs from the collection of the Bisbee Mining and Historical Museum • Tom Vaughan, Curator
Drawings, maps, graphics, layout, illustrations • Sara Solleder
Text • Sara Solleder, Patricia Rowe
Cover design • Judy Edwards
Cover photograph, courtesy of Bill Epler



INTRODUCTION

Whether arriving from the north through the Verde Tunnel or coming in from the south past the Lavender Pit Mine, one can't help but realize that Bisbee is a special place with a character all its own. House-sitting on the sides of hills and canyons, reminiscent of the original ad homes for the copper owners who sought any available space to build. Many of these homes are still only reached by the public staircases that crisscross the hillsides. Roads meander through the canyons much like the mule trails they replaced, defying any attempt to ever form the grid-like pattern of many cities. Downtown remains the business and social center of Old Bisbee. It is rich with architectural landmarks, public spaces and wonderful views that have survived a century of change.

Recognizing the significance of Old Bisbee and the necessity of preserving it, the City Council created the local Bisbee Historic Register District in 1972 and the design review board process as we know it today. In 1980 the downtown commercial and surrounding residential areas were designated as a National Register Historic District. The Council later adopted the Secretary of the Interior's Standards for Rehabilitating Historic Buildings in 1986. Volunteer members are appointed to the Design Review Board and charged with reviewing all plans for exterior construction, modification, relocation and demolition of structures in both the local and National Register Historic Districts. Smaller details of lighting, signs, fences and landscaping, which have an effect on the appearance of the Districts, are also reviewed.

The Board realized that although the Secretary of the Interior's guidelines for evaluating projects were valuable, these needed to be modified and refined for the unique qualities of Bisbee. The Board also recognized the frustration that many applicants felt when their proposals were denied and others similar to theirs were approved. Hence, this document was created in an attempt to accomplish several goals:

- To provide the Design Review Board with a guide for consistently and fairly evaluating design proposals
- To offer developers and property owners a framework for designing their project
- To educate residents and visitors about some of the precious aspects of Old Bisbee and the need to preserve and enhance them.

Prior to starting or designing a project, we encourage you to meet with the Design Review Board and City Planning staff to discuss your ideas with us. This manual is also intended to help you with planning your project. It will not address every situation and should be used as a guide rather than as a set of rules. These guidelines apply to all new construction, public or private, and all exterior rehabilitation/remodeling.



Bisbee mines, circa 1910

HISTORY

No one can say with any certainty when the first mineral deposits were discovered in the Bisbee District. There are those who say that the Indians and Spaniards knew of some scattered ore deposits and were able to utilize them to some degree, but there is no way now to substantiate these accounts.

What we know for certain is this, three men, John Dunn, T. D. Byrne and Lieut. J. A. Rucker, scouting for the Army in 1877 drifted up the canyon to the area that has since become the city of Bisbee. The three adventurers were looking for good water and possibly signs of hostile Indians.

What caught their eye instead were some odd, colored rock formations which prompted them to file the first recorded mining claim on Aug. 2, 1877. The claim was called the Rucker, in honor of the Lieutenant.

The Bisbee District, at an elevation of 5300 feet in the Mule Mountains, has from the beginning been a power to reckon with. Unlike the majority of short lived gold and silver boom

towns, the foundation of Bisbee was laid solidly in stable copper and she produced a flow of wealth that continued almost nonstop for nearly 100 years. Bisbee was known by mining men from all over the world as one of the greatest copper camps of all time.

The first major find of copper ore was made in an open cut on the hillside above the present day library/post office building. The discovery of this mine, the "Haltero" was named after the man who found it. Later owners changed the name to the, now famous, Copper Queen. The first smelter was also located at this spot.

The second smelter, a more modern affair, was located on Queen Hill, (later Bucky O'Neil Hill) behind the Czar Stunt on the slope above the buildings that now house the city of Bisbee's "Queen" Mine Tours. Both of these enterprises can be seen clearly in the accompanying photograph below. Also easily seen in this view is a problem that we in our society know all too well: aging. For this reason as well as the need to expand, a large and efficient smelter was completed in Douglas in 1904.



By the early 1870's Bisbee had its roots firmly down and was expanding in all directions. Mostly up. Every available slope seemed to sprout a shack, a house or some similar structure. Our ancestors became adept at putting buildings on land many thought to be too steep and inaccessible. Much of Old Bisbee's romantic terra cotta today is terraced lots cut into the steep slopes, with stone retaining walls holding them in place and access to them by narrow and crooked streets.

The newly-born camp was named in honor of judge Dewitt Bisbee, a partner in the San Francisco Mining Firm of Bisbee, Williams and Co. The judge helped finance the first smelter for the Williams Bros., who, as history shows, were prime movers in Bisbee's infant years.

The importance of a railroad to the growth and survival of these early mining camps cannot be overestimated. Fortunate indeed was the town that could finance the iron road and at the same time be geographically accessible to such a marvel. With the completion of the railroad and the arrival of the steam cars in 1888-1889, the future of Bisbee was assured. The Arizona and Southeastern Railroad was built from Fairbank, near Tombstone, southeast along the San Pedro River and then north for a short distance into Bisbee, a total of some 38 miles. Ore in great volume could now be shipped easily to the railroad at Fairbank, vastly improving the profit margin for the mining companies. In addition, every necessity and modern convenience that one might want or was able to afford could now be brought in on the train. Everything from coal oil to pleasure arrived aboard the car.

Even in a brief history of Bisbee it would be remiss not to mention George Warren. His semi-tragic life and how he figures in Bisbee's history can be discovered by doing a bit of research at the Mining Museum in downtown Bisbee. Another person of great import and one who looms prominently in Bisbee's drama is James Douglas. He arrived in 1881, soon becoming very conspicuous in the affairs of Bis-

bee and later was the "booming spirit" of the Phelps Dodge Corporation.

Like nearly all frontier mining camps, Bisbee was set upon from time to time by natural calamity. Fires and flood periodically took their toll. Even today the flood waters rising down Brewery Gulch during the monsoon season are something to behold. The fear of fire was always present in the old camp and the great fire of 1908 was one of several conflagrations that took many of the early buildings.

Mining towns have always had a reputation for rough ways and raucous ball rattling and Bisbee was no exception. If a person was inclined to such pursuits then the aforementioned Brewery Gulch was the ticket. Drinking, gambling, ladies of the evening and other forms of entertainment were readily available at all hours.



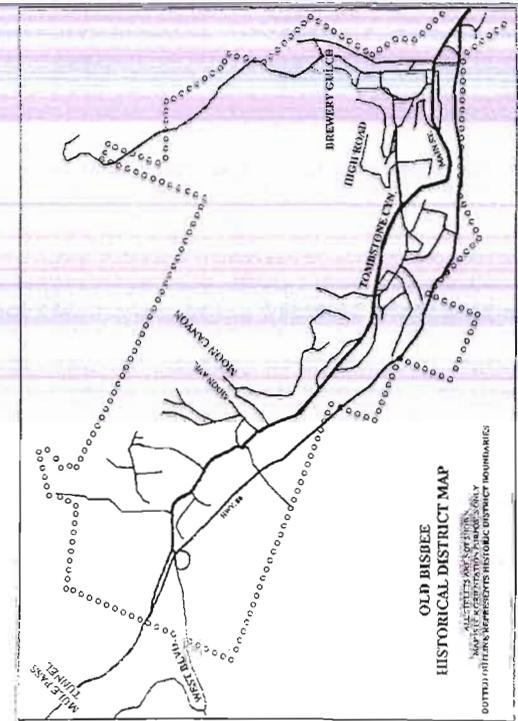
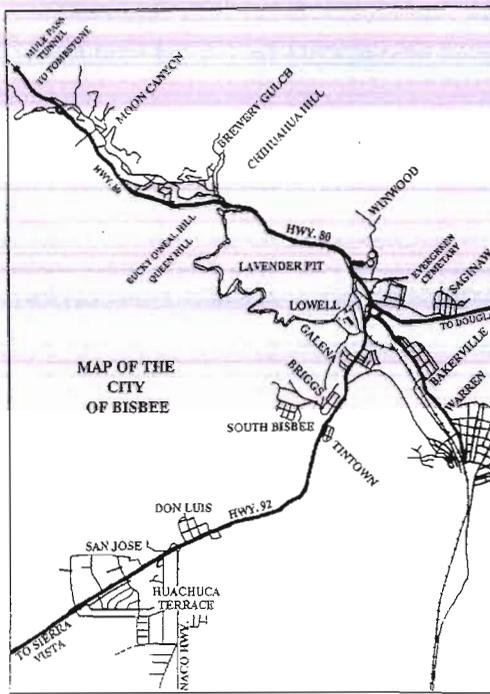
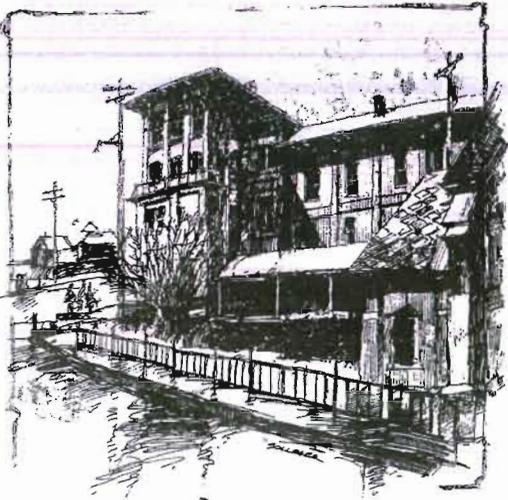
Old Number 1 and her crew.
The first locomotive into Bisbee

Recognizing that this particular image of drunkenness and boyish frivolity was not in concert with the stable atmosphere that the mining companies wished to project, steps were taken to begin phasing out the all night drinking and the activities of the prostitutes in the Gulch. It has been set down in print that there was a considerable address when the "lulled doves" were asked to emigrate to other parts.

Finally, Bisbee has been a home to as diverse a collection of human beings as have ever been assembled anywhere. People of practically every ethnic, social and political

background have participated in the ebb and flow of the great copper camp's fortunes. She has been loathed by some, and cherished by countless others. Admirers overlook her faults. Sometimes too hot, too cold, too noisy or too gaudy, she is sometimes up and then down. Always, though, a magnet drawing those with eye and heart who understand.

Mining of copper was Bisbee's beginning and also its principal motivator of growth and survival. The mining phase of this great camp may not be over yet as Phelps Dodge may have plans to resume its activities once again.



BASIC DESIGN CONSIDERATIONS

Bisbee is indeed fortunate that so many of its commercial and residential buildings from her famous past still remain. There is great variety in the architectural styles that exist today and it is for our common good that these historical structures be protected. Also of our mutual interest is the preservation and enhancement of the look and feel of the entire historical district. Remodeling and new construction should be done with care and sensitivity and an effort made to blend the new with the old. From both an aesthetic and an economic point of view these foregoing statements have proven to be true.

Using the Secretary of the Interior's standards and the City of Bisbee's Ordinance 88-10 as well as other criteria, the Design Review Board and the city staff have determined that the historic time period under consideration is from 1880 until 1940. The design for rehabilitation/remodels and new construction should be influenced by surviving architectural examples as well as by photographic documentation.

The Bisbee Mining and Historical Museum has a large collection of photographs to help the applicant in his or her design work.

Some brief thoughts to consider at the outset regarding design and planning are these:

- It is important to retain the characteristics of an existing structure. Do not obliterate or drastically change the exterior of buildings.
- Recognize and respect the changes that have occurred to a building over its history. If a building was built in 1885 and added on to in 1920, then the character of that combination needs to be examined thoughtfully.
- Avoid alterations which are not based on historical evidence.
- Repair wherever possible rather than replace with new materials.
- Do not cover or remove significant architectural elements.

In the appendix of this handbook, you will find the Secretary of the Interior's standards of rehabilitation summarized in detail.

PLANNING YOUR PROJECT

The bulk of building activity within the historic district will address the renovation of existing structures. There are two main issues to be considered: (1) respecting the original features of the buildings, and (2) how best to relate the proposed changes to existing neighborhood styles. Although new construction does not have to deal with considerable masonry, any new design will still have to take into account the existing neighborhood styles. Any project or design, whether public or private must also meet the requirements of Sec. 11-202-B of Bisbee Ord. 88-10. Whether the project is a remodel or new construction the planning procedure is the same:

Step One - Review the guidelines to ascertain what design features will be appropriate.

Step Two - (Applies to rehabilitation) Determine the building's historic qualities. If a building is historically significant then the Design Review Board will expect special precaution and care to be taken to preserve the original architectural features.

Step Three - Develop preliminary ideas. The applicant is encouraged to bring ideas to the city staff and to the Design Review Board for help in the early design stage. Please call the City Planning Department to make an appointment. (432-5446)

Step Four - At this stage actual plans are drawn in preparation for filing an application to the Design Review Board. In the case of signs, fences, walls, etc., accurate sketches will be sufficient instead of formal plans.

Step Five - Fill out a simple one page form at City Hall outlining your project. Please call for an appointment about a week before the DRB meeting.

Step Six - After an approval by the Design Review Board a building permit may be obtained. (Either you or a representative should attend the DRB meeting.)

COMMERCIAL BUILDINGS

REHABILITATION/RENOVATION

Commercial buildings in Old Bisbee obviously have different preservation needs and aesthetic characteristics than do residential structures in the historic district.

Most commercial buildings are constructed of some type of masonry material such as brick, ornamental concrete block or stone. In addition there may be a marble wainscot or some ornamental tile work on the facade or a decorative tile mosaic under foot at the entrance. Store fronts usually have a large amount of glass which may include a transom and/or a clerestory window.

Other architectural features which deserve attention are decorative moldings (either wood or masonry), cornices, eaves, trim of all kinds, signs and any special details that make the building unique.

In many instances the facade of a commercial building has been altered in some manner that may detract from the original design. Often a structure has been substantially changed in its recent past in an attempt to "modernize" the exterior. Some examples might be: a whole facade covered with aluminum siding (see page 10) on some type of wood which has no historical relation to the original appearance of the building or to its neighbors; original double hung windows replaced with horizontal aluminum sliding ones; transoms and clerestory windows painted over, blocked with wood or completely removed; decorative wood or masonry details remodeled or covered.

The most desirable situation is the restoration of an historic facade as close to the original as possible. Factors such as availability of time, money and appropriate modern replacement materials may create situations where compromise may be needed.

Some considerations for the remodel of commercial buildings are:

- FACADE ELEMENTS/SMALL SURFACES**
- A. Does brick or stone need repair, repointing or repainting?
 - B. Replace or delete small painting

bricks, etc. contemporary commercial "used bricks". (Repointing of masonry is the replacing of mortar between the bricks or stones. This should be done with compatible mortar.)

2. Does the surface need to be cleaned of old paint or surface discoloration?
 1. Sandblasting is not permitted as it destroys the hard exterior glazed surface of bricks and exposes them to water penetration by water.
 2. Do not use strong chemical cleaners or high pressure water systems on brick surfaces.
 3. Leave brick unpainted unless it has become so deteriorated that a protective finish is needed.
 4. Clean and repair old tile and marble work.

CORNICES

A. Often an old building will have a cornice molding. This is a decorative band at the top of the facade made of masonry, some type of sheet metal, or wood.

1. Does the cornice need repairing?
2. If the cornice is missing or partially missing can it be replaced?

WINDOWS/DOORS

A. Can windows and doors be repaired?

1. If windows or doors cannot be repaired use new products that are the same style as the old.
2. Avoid covering up or changing the size of existing window openings.
3. Repair existing trim and window sash.

4. Glass surfaces, including display windows, transoms and clerestory windows are very important.
 1. Large display windows often serve as the most effective initial connection between the person on the street and your business. They are also a main area for the public to view your merchandise and to read signs in or on the windows. Is the sign work in harmony

- with the overall facade?
2. A transom is an operable window over a door or fixed window. If such windows exist do they operate or can they be made to function?
3. A display window is a window or band of windows across the top of the display glass. It was designed to admit more light into the store interior space was often quite deep.
 - a. In order to control a lowered ceiling some clerestories have been painted or covered over with wood. A clerestory should be made visible again wherever possible.

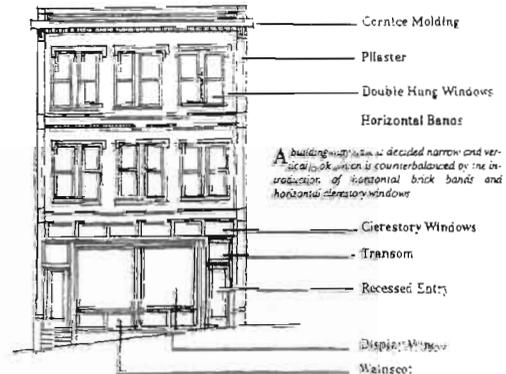
SECURITY

A. The security of your business is also a factor in planning a workable renovation.

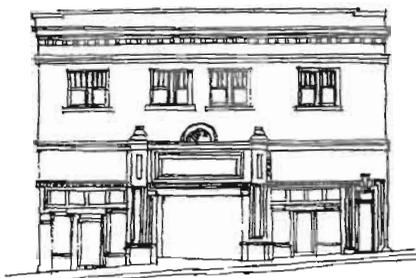
1. Alarm systems and adequate illumination at night are the preferred security systems as they do not alter the structure's appearance. Permanently mounted metal window bars will usually not be approved. Metal gates that contact and systems that employ rolling metal shutters may be approved depending on circumstances. There are other design elements that might be considered such as retractable club awnings. These were once common in the historic district. Awnings are not only practical but they provide additional sign space for the name of your business.

Please refer to "planning your project", steps one through three on page seven for help before you begin.

DESIGN ELEMENTS OF A TYPICAL FACADE

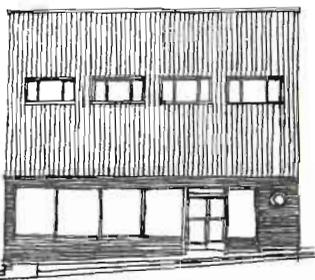


COMMERCIAL BUILDINGS



Positive Design • Facade Respected

Original features retained including cornice, windows, clerestory, decorative masonry, etc.



Negative Design • Facade Not Respected

Original brick building substituted by aluminum siding and fiberglass veneer. Original double hung windows replaced with horizontal aluminum sliders.

COMMERCIAL BUILDINGS

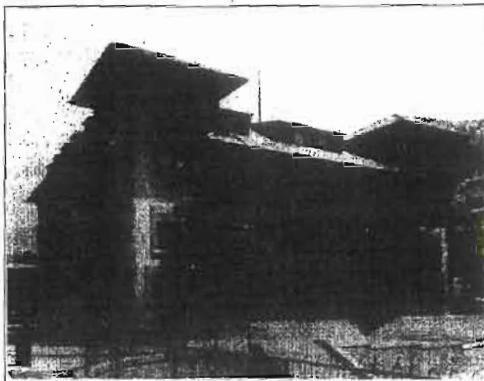
NEW CONSTRUCTION

The challenge of designing a new building for the Old Blibee town is characterized by the need to follow some simple guidelines and to integrate modern thought and materials with the aesthetic requirements of the historic district.

There are some folks who would not want any change to occur as all in the look and feel of this old city. On the other hand there are those people who believe that modern progress at any cost is more desirable than protecting a "bunch of old buildings". Both extremes are to

be avoided. Indeed it is possible to achieve harmony among differing viewpoints and opposing ideas can live side by side. What is required is the thoughtful integration of the old ideas with the needs of the present generation.

Instead of copying an historic design verbatim, new construction should borrow ideas of style, proportion, scale, height, materials, etc. from adjacent buildings and then seek an honest, contemporary solution to the design problem.



The Copper Queen Hotel, photograph circa 1903. The Copper Queen is one of the finest surviving examples of Blibee architecture. Note the tile roof, roof dormer, window patterns, porch railings, arched openings, etc.

A through Blibee's old Commercial Buildings do not all look alike, they share common characteristics, which will guide the designer to his or her approach to new work.

A. Facade Materials/Elements

1. Brick, stone, ornamental concrete block, stucco and some horizontal boards over wood framing.
2. Marble work on windows. Tile on windows and floors are on floors of early ways.
3. Decorative brickwork used in horizontal bands to distinguish one story of the building from the next.
4. Decorative cornices of masonry, sheet metal or wood.
5. Transom and clerestory windows.
6. Windows predominantly double hung or double hung with transoms.
7. Wood trim in color and harmony with the design.
8. Properly designed and placed signage.

B. Proportion and Directional Emphasis

Generally speaking, old buildings were taller than they were wide and are said to have a vertical emphasis.

(The height of new construction will be governed by city codes and the height of existing buildings adjacent to the location of the new building.)

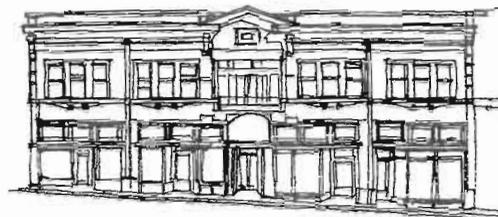
Windows are usually tall and narrow (vertical emphasis), and nearly always double hung.



The style of double hung window is sometimes installed in pairs which creates a more square opening while still using vertical elements.



There are other common characteristics which can be appreciated by studying the existing buildings.



There are existing buildings within the Historic District that have a horizontal emphasis offset by vertical elements such as pilasters and vertical windows.

COMMERCIAL BUILDINGS

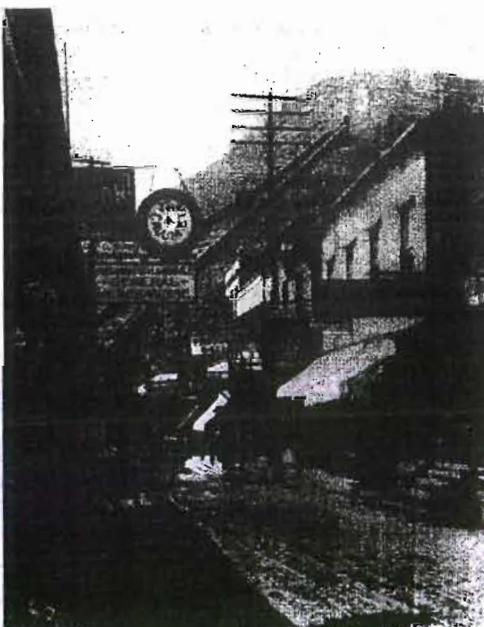
ROOFING

Because Old Blibee is situated in a way that permits us to look down on a good portion of the town, roofing materials and the arrangements of pipes, heating and cooling machinery, skylights and dormers also assume importance in the rehabilitation of structures or the design of new buildings.

Fortunately, it is easy to study many existing roof treatments and to see the variety of roofing materials that were used. These include, corrugated iron, standing seam metal, clay tile and compositions or built up roofs.



Two cornice details with ornate brackets underneath and a stylized entrance in a commercial building.



Brewery Gulch looking south about 1902. There is an abundance of good detail in this photograph, not the least of which is the signage. Note the cornices with brackets, double hung windows, awnings, wooden steps, barrels, etc.

RESIDENTIAL AREAS • GENERAL GUIDELINES

This section of the guidelines manual will identify the major areas of residential rehabilitation/repair and new construction design concerns.

RESIDENTIAL REHABILITATION

The rehabilitation of existing structures should be approached in the same way as the rehabilitation of commercial buildings. That is REPAIR - Repair the original material if possible.

RESTORE - Restore the original materials by cleaning or repainting.

REPLACE - Replace architectural elements and features only if absolutely necessary and then do so with materials that match the original.

IMPROPER USE OF PROPER MATERIALS

The selection and application of appropriate materials for residential (or commercial) new construction or remodel work is of paramount importance to the look of the historic district. This means that it would not be correct, for example, to select an acceptable siding material from the choices illustrated in the manual and then to apply the siding in a contemporary pattern such as diagonal. It is a good idea to study existing structures and old photographs for guidance.

DO NOT MIX STYLES

The applicant should be aware of the need to keep any remodel changes within the con-

text of the style. Examples: You wish to add or to a house built in 1910. The existing house is frame with double hung windows, horizontal siding, a gable roof and is compatible with its neighbors, a suitable 1910 style. After preparing for the same period would be a shed roofed adobe dwelling. Combining these two "current" styles would not produce the desired effect and would be considered poor design.

ANOTHER RENOVATION CONCERN

Suppose that you have a house built in 1900 and wish to renovate it or add on in some way. It is not required that your home be made so such as though it was built in 1900. You have the choice of keeping the style in the 1900's using design and materials appropriate to that era.

ELEMENTS OF OLDER HOME DESIGN

Generally speaking, the homes of our forefathers were smaller than those of our houses that we build today, with the overall feel of exterior proportions having a vertical emphasis rather than horizontal. Ceiling heights of nine to ten feet were common in residential structures which accounts for some of the vertical look of these buildings. Buildings have more often creeps than they seem, wide which sometimes dictated the narrow and vertical design elements and proportions.

ROOF STYLES

There are basically three roof styles (and their combinations) which are seen throughout the Blibee Historic District. They are the gable roof, the hip roof and the shed roof. These styles and some of their combination can be seen in the following illustrations. The "steepness" or slope of these roof styles is usually much greater than is common today. Shallow or low roof slopes should be avoided.

ROOF COVERINGS

Residential roofs may be covered in a variety of materials. These include, red wood shingles, three nail fiber-glass shingles, corrugated and standing seam metal, slate.



ARCHITECTURAL DETAILS • ROOF STYLES AND SLOPES



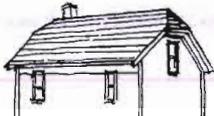
Yes • Gable and intersecting gable



Yes • Gable and hip roof combined



Yes • Hip roof



Yes • Gable roof with the tip sliced off



Yes • Shed roof, usually an add on

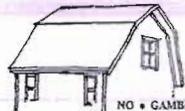


Yes • Gable with dormers added to roof

Because roof slopes were comparatively steep the space underneath the roof was often utilized as an attic. In order to admit light to this attic space, dormers were added, which were not only functional but added interest to the roof shapes.

ARCHITECTURAL DETAILS • WINDOWS • DOORS • SIDING • PORCHES

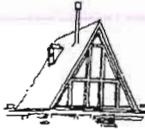
Some roof shapes that will not be approved in the Historic District. The Gambrel, the Mansard and the A Frame or "Ski-Chalet"



NO • GAMBREL



NO • MANSARD



NO • A-FRAME

WINDOWS

Windows in older homes are predominantly vertical, narrow and double hung. These are installed with or without transoms and have wide trim boards, usually about five inches in width. There is room for variation in the way that the window panes are divided. (Please see illustrations.) Aluminum double hung windows may be used in place of wood

provided that the aluminum is anodized or painted (no bare aluminum showing) and the correct sill and trim detail is used. Flat pane roof skylights (no bubble domes) will be allowed in some cases.

DOORS

Exterior doors are usually paneled doors with several variations. Again, please see the illustrations. Door trim is wide like the window trim, about five inches in width.

SIDING AND WALL TREATMENT

Most residential structures are of frame construction and are covered in a variety of horizontal boards. These include four inch shiplap, 1 x 6 and 1 x 8 tongue and groove boards. The tongue and groove should be a "V" groove rather than a flat butt tongue and groove. Also appropriate would be 1 x 12 vertical board and batten. A 5/8" minimum thickness rough sawn plywood with no vertical grooves may be used instead of 1 x 12 boards, 1 x 3 or 1 x 4 battens will be applied at twelve inches on center. Smooth or "hand finish" stucco is also common to the Bisbee District. Adobe bricks, fired red brick and shingles in a variety of patterns may also be used. In some cases a vinyl or aluminum siding will be approved provided that it closely resembles a wood shiplap design and there is no other alternative. Also available are hard board products that in some cases successfully imitate natural wood. These simulated boards should be smooth (no embossed wood grain). Plywood siding that contains vertical grooves or flagestone wainscots will not be accepted. (Materials should be applied in an historic and authentic manner.)

PORCHES

To our ancestors, no home was complete without the front porch and one should be included whenever possible in new residential design. (Please refer to the illustrations for examples of porch posts, railings, lattice work under the porch and post brackets.)

RESIDENTIAL

FASCIA BOARDS • FRIEZE BOARDS CORNER BOARDS

the corners of the house over the horizontal siding or shingles. Corner boards may also be installed first and then the siding material butted into them.

FRIEZE BOARDS

Frieze boards are not in vogue today, but were very common in older construction. This detail is a wide (1 x 10 or 1 x 12) board nailed on top of the siding material underneath the eave at the gable end of the house.

Fascia boards were quite plain in the Bisbee District compared with the elaborate cut details found on High Victorian style homes.

Some ornamentation, such as brackets under the eaves, is also historically correct.

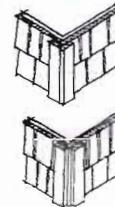
CORNER BOARDS

Historically correct residential design should include the application of wide (about 5") corner boards. These are placed vertically at

Although the theme or idea of the vertical elements found in older style houses ought to predominate in the designer's thinking, it should be noted that the architecture of Bisbee is too diverse to make any iron clad rules. There are square and, in some cases, horizontal fascias which contain the vertical elements. (Tall narrow windows, steep roof slopes, porch columns, etc.)

The design of any new residential buildings will be successful if the material is used in a thoughtful way and is combined with good proportions. Study of existing structures within the historic district will be of great help in determining good style and proportions.

Overlapping Corner Boards



Corner boards with quarter round decorative strip in between



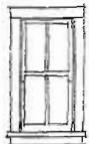
SIMPLE NOMENCLATURE

ARCHITECTURAL DETAILS • WINDOWS AND TRIM

Below are sketches that indicate the general trend of acceptable window styles in the Bisbee Historic District. (Also note examples of styles that will not be approved.)



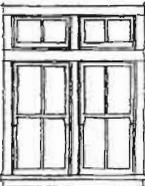
Yes • double hung



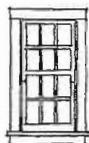
Yes • double hung



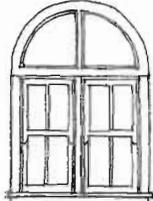
Yes • double hung



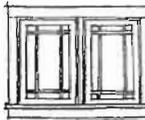
Yes • paired double hung with or without transoms



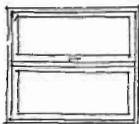
Yes • double hung



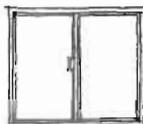
Yes • double hung with variation



Yes • wooden casements with wide divider between



No • awning window



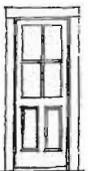
No • aluminum slider

ARCHITECTURAL DETAILS • DOORS • SCREEN DOOR

Below are sketches that indicate the general trend of acceptable door styles in the Bisbee Historic District. (Also note examples of styles that will not be approved.)



Yes • panel door



Yes • panel door with glass



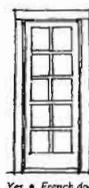
Yes • panel door with variation



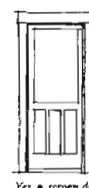
Yes • panel door with variation



Yes • panel door with transom



Yes • French door



Yes • screen door



No • flush door



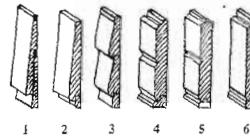
No •



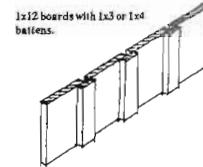
No •

ARCHITECTURAL DETAILS • SIDING TYPES AND DETAILS

Cross sections of various horizontal siding boards including three or four inch shiplap and different types of tongue and groove boards with and without a "V" groove.



Examples 1 and 2 illustrate a tapered horizontal lap siding. Number 3 is a rounded shiplap with or four inch horizontal shiplap. Numbers 4 to 6 illustrate various shiplap. Number 5 is a "V" notch tongue and groove. Number 6 is a "V" notch shiplap.



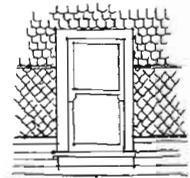
1x12 boards with 1x3 or 1x4 battens.

Another alternative to real boards and battens is 5/8" exterior plywood without grooves which may be used with batten spaced 12" on center. An alternative to the use of real wood could be the various horizontal siding products, provided the siding is to receive paint. Also appropriate for use in the historic district are shingle siding and brick. Some repair work is acceptable but it should be native stone laid up in its original fashion. Siding changes that are not acceptable are grooved plywood, asbestos shingles and unweathered concrete block. Some examples are illustrated on the next page.

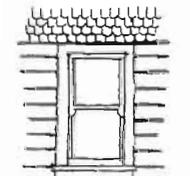
Examples of shingle patterns



Flat butt shingles with 5" or 6" exposure



Fish scale and diamond shingles



Fish scale shingles with horizontal siding

ARCHITECTURAL DETAILS • SIDING TYPES



Yes • 1x4, 1x6, 1x8 horizontal siding with correct width trim.
 Yes • Sand finish stucco to match existing route on renovations. Also for new construction in some cases.
 Yes • Match original brick on remodels, also use brick for new construction.



No • Diagonal Siding.



No • Vertical groove plywood.

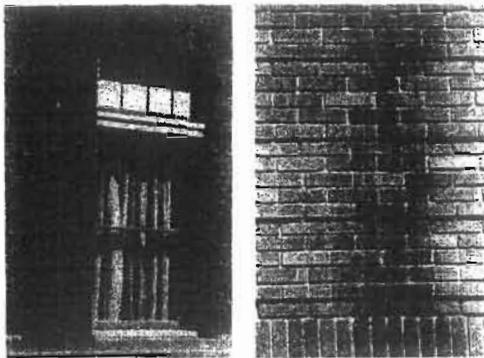


No • Fake stone or brick.



No • Very wide horizontal siding (1x12) No window trim.

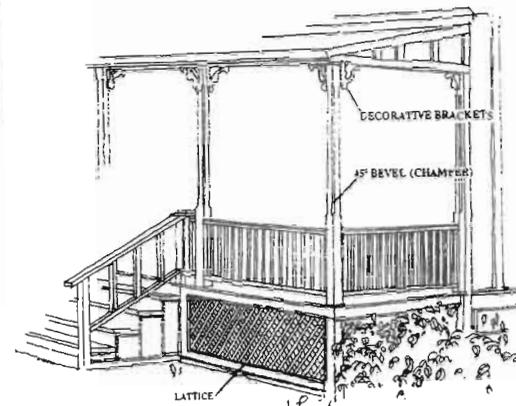
ARCHITECTURAL DETAILS • BRICK PATTERNS



There are many varieties of brick patterns to study in the Bisbee Historic District. Our ancestors were inventive in the design of brick work and a subtle pattern change can add much to the overall effect of new construction. Of course if the project is a remodel and brick work is involved, then the old brick pattern should be respected and the remodeled parts matched to it. (Commercial simulated "used brick" is unacceptable as a replacement material when trying to match old brickwork.)

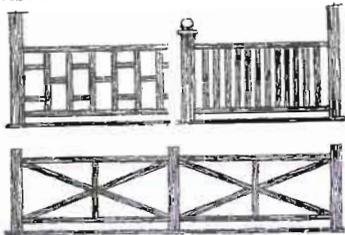
ARCHITECTURAL DETAILS • PORCHES • PORCH POSTS

Section of a typical porch with lattice work underneath to hide the foundation and an example of porch posts with chamfered edges and decorative brackets under the beam. Also included in the illustration is a simple porch railing with top and bottom rail and 2" X 2" vertical balusters.



Note: The supposed story on old buildings nearby always had a detail called a chamfer. This is simply putting a 45° bevel on the corner of each post. A router does the work easily today.

ARCHITECTURAL DETAILS • PORCH RAILINGS • FENCES • WALLS
 SOME EXAMPLES OF ACCEPTABLE PORCH/DECK RAILINGS



FENCES

There is scarcely a home or building lot in Old Bisbee that does not have some kind of fence surrounding it. The design or style of such residential fences can add or detract from the aesthetics of any new construction or remodel project.

Some fencing styles that are strongly recommended include the following: decorative wire fencing, usually with rounded tops. Several types of woven wire may also be used. Picket fences of various designs (see illustrations). Wrought iron fences will be approved if they are featured in the old style and are not contemporary or Spanish in design. Solid board fences can be used but are not encouraged for the front yard of a home. Some fences that are not acceptable are: brightly colored plastic fences, cyclone or "chain link" fencing, decorative concrete blocks and wood fencing designed in contemporary styles. Note: Cyclone or chain link fencing will not be approved for the front or side yards of a home but may be approved for the back yard in some cases.

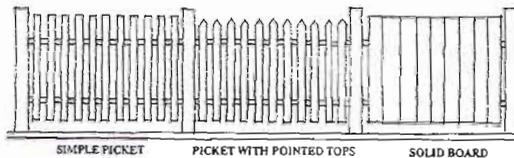
(Please submit a sample sketch or photograph when filling out your application.)

WALLS

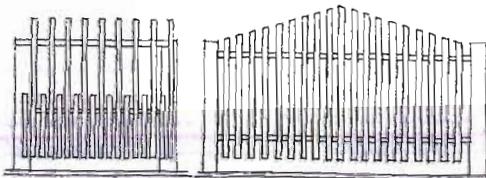
A great part of Old Bisbee's charm and appeal is provided by the profusion of different types of residential walls and retaining walls. Walls may be built of native stone, with or without mortar, poured concrete or concrete block veneered with native stone or brick. Concrete block may also be stuccoed in a neutral color in some cases. (Do not leave concrete block unveneered.) Fences and walls are of special importance to our historic preservation efforts in Bisbee.



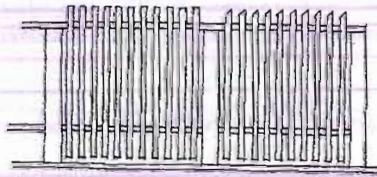
ARCHITECTURAL DETAILS • FENCES
 SOME EXAMPLES OF ACCEPTABLE FENCE STYLES



SIMPLE PICKET PICKET WITH POINTED TOPS SOLID BOARD



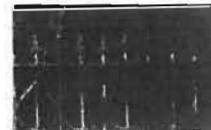
PICKET AND HALF PICKET PICKETS AT AN ANGLE



NARROW FLAT TOP PICKETS NARROW BEVEL CUT PICKETS

ARCHITECTURAL DETAIL • FENCES • OUTDOOR LIGHTING • SIGNS

YES • WROUGHT IRON



NO • DECORATIVE CONCRETE BLOCKS

OUTDOOR LIGHTING

The aesthetics of outdoor lighting fixtures is a consideration in the Historic District, especially in the area of commercial remodel and

new construction. When the time comes to select lighting fixtures, the collection of photographs in the Mining and Historical Museum will lend assistance in the selection of lamps that will be authentic in style. There are lighting catalogs available that illustrate older fixtures that are still manufactured today.

The light source should produce a warm yellow light as is produced by an incandescent bulb. Greenish or blue light given off by some commercial fixtures should be avoided.

SIGNS

The City of Bisbee has spent considerable time and effort on a comprehensive sign code. Before designing a new sign, the applicant should consult with the city staff and obtain a copy of the sign ordinances.

Lettering styles should conform as closely as possible to those in use between 1880-1940. Again, the photo collection at the Mining and Historical Museum will be a big help. Included are some examples of acceptable letter styles.



SOME EXAMPLES OF ACCEPTABLE LETTER STYLES

The positioning of signs on the building facade is important in any new or rehabilitation project.

Signs should be placed so as to enhance any existing architectural element rather than obscure any prominent detail. Avoid positions that would blind or otherwise cover any major features such as stained glass windows, decorative masonry, etc. Holes in the building facade that have previously been used to hang signs should be used again if possible. Drilling new holes in the building should be the last resort.

Materials used in signs should include wood planks (2x12) joined at the edges to produce a flat surface or signboard (plywood covered with paper, commercially available) may also be used. Materials to be avoided are plastics, unfinished aluminum, or any like material of modern origin.



SOLAR COLLECTORS AND SATELLITE DISHES

The subject of painting commercial buildings and the color schemes that might be involved is a very important issue in the Historical District. Some buildings should be left unpainted such as brick structures that are in reasonably good condition. The applicant is encouraged to consult with the city staff and the Design Review Board for help on this issue.

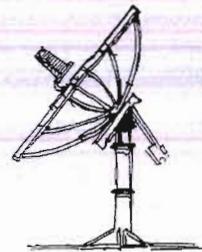
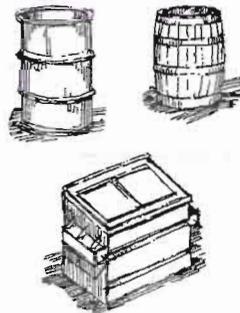
There is more flexibility in color schemes for residential structures. As long as the intended color choices are in harmony with the neighborhood, they will usually be approved.

The ordinances, as they apply to historic preservation, recognize that although it is desirable to preserve and enhance the Bisbee Historic District, we are still living in modern times. To that end solar panels and satellite dishes will be allowed with the following condition: Solar panels will be placed out of sight whenever possible. Satellite dishes will also be placed out of sight or effectively screened from view by trees, shrubs or fences.

TRASH BARRELS AND DUMPSTERS.

Trash barrels are, of course, a necessity around commercial structures. Both wooden and iron barrels are acceptable. Not acceptable would be the concrete, modern metal or plastic receptacles in use at shopping malls, etc.

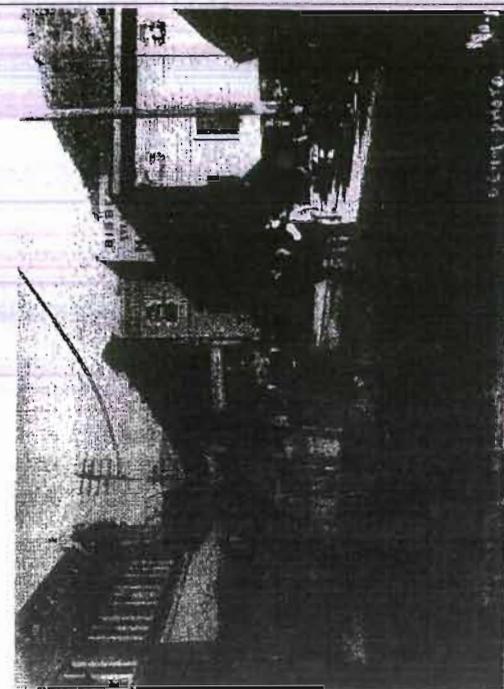
Barrels and dumpsters should be out of sight wherever possible.



GARAGES AND OUTBUILDINGS

Garages and outbuildings should be designed as thoughtfully as a residence or commercial building. All of the considerations mentioned in the manual pertaining to commercial or residential structures will apply to these secondary structures.

Commercially premanufactured storage sheds or any enclosure that was not originally intended as a building (for example: tractors or vans) must be screened from public view by lattice work or other similar devices.



Brewery Gulch looking north, about 1905

SUMMARY OF THE SECRETARY OF THE INTERIOR'S STANDARDS FOR REHABILITATION

The Secretary of the Interior is responsible for establishing standards for all programs under departmental authority and for advising Federal agencies on the preservation of historic properties based on eligible for listing in the National Register of Historic Places. In partial fulfillment of this responsibility, the Secretary of the Interior's Standards for Historic Preservation Projects have been developed to direct work undertaken on historic buildings.

Initially used by the Secretary of the Interior to determine the applicability of proposed project work on regulated properties within the Historic Preservation Fund grant-in-aid program, the Standards for Historic Preservation Projects have received extensive testing over the years—more than 6,000 acquisitions and development projects were approved for a variety of work treatments. In addition, the Standards have been used for Federal agencies in carrying out their historic preservation responsibilities for properties in Federal ownership or control, and by State and local officials in the review of both Federal and non-Federal rehabilitation proposals. They have also been adopted by a number of historic district and planning commissions across the country.

The Standards for Rehabilitation (36 CFR 67) comprise that portion of the overall historic preservation project standards addressing the most prevalent treatment today: rehabilitation. "Rehabilitation" is defined as the process of restoring a property to a new or utility through repair or alteration, which makes possible an efficient contemporary use while preserving those portions and features of the property which are significant to its historic, architectural, and cultural values.

The Standards for Rehabilitation are as follows:

1. Every reasonable effort shall be made to provide a compatible use for a property which requires minimal alteration of the building, structure, or site and its surroundings, or to use a property for its originally intended purpose.

2. The distinguishing original qualities or character of a building, structure, or site and its surroundings shall not be destroyed. The removal or alteration of any historic material or distinctive architectural features shall be avoided where possible.

3. All buildings, structures, and sites shall be recognized as products of their own time. Alterations that have no historical basis and which seek to create an earlier appearance shall be discouraged.

4. Changes which may have taken place in the course of time are evidence of the history and development of a building, structure, or site and its surroundings. These changes may have acquired significance in their own right, and this significance shall be recognized and respected.

5. Distinctive stylistic features or examples of skilled craftsmanship which characterize a building, structure, or site shall be treated with sensitivity.

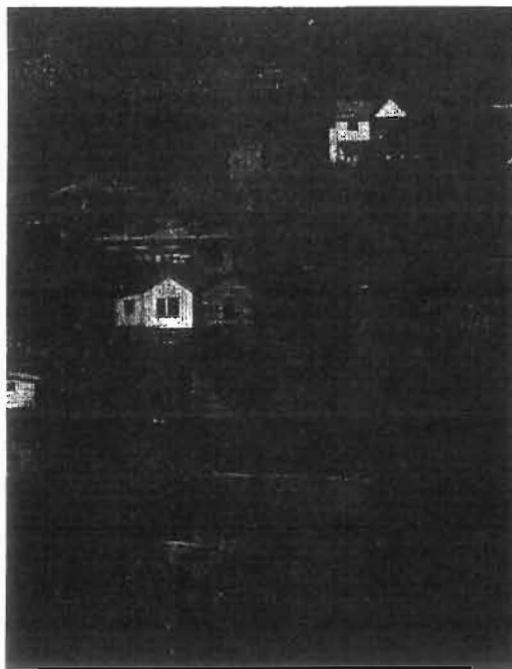
6. Deteriorated architectural features shall be repaired rather than replaced, whenever possible. In the event replacement is necessary, the new material should match the material being replaced in composition, design, color, texture, and other visual qualities. Repair or replacement of missing architectural features should be based on accurate duplications of features, substantiated by historic, pictorial, or pictorial evidence rather than on conjectural designs or the availability of different architectural elements from other buildings or structures.

7. The surface cleaning of structures shall be undertaken with the greatest care possible. Sandblasting and other cleaning methods that may damage the historic building materials shall not be undertaken.

8. Every reasonable effort shall be made to protect and preserve archaeological resources affected by, or adjacent to any project.

9. Contemporary design for alterations and additions to existing properties shall not be discouraged when such alterations and additions do not destroy significant historic character of the property, neighborhood, or environment.

10. Whenever possible, new additions or alterations to structures shall be done to such a manner that each addition or alteration will be so removed in the future, the essential form and integrity of the structure would be unimpaired.



This photograph illustrates the steepness of the terrain mentioned in the introduction and history of this manual. Also of benefit are the many roof shapes shown.

The Bisbee Design Guidelines were completed in February 1991 and were adopted by City Council Resolution on March 15, 1991. The Arizona Planning Association awarded the Guidelines "Best Ordinance/Resolution" in the state for 1991. Thanks to all members of the community who participated.



Subdivision Code
of
The City Of Bisbee, Arizona
Adopted December 17, 1985
Ordinance 0-85-177

AN ORDINANCE OF THE CITY OF BISBEE, ARIZONA,
ADOPTING PUBLIC RECORD IDENTIFIED AS
"SUBDIVISION CODE OF THE CITY OF BISBEE, ARIZONA"
BY REFERENCE AND PROVIDING PENALTIES FOR THE

Section 1-1	Short Title	1
1-2	Purpose	1
1-3	Administration	1
1-4	Application	1
1-5	Prohibition of Circumvention	2
ARTICLE 2. DEFINITIONS		
Section 2-1	Pertaining to Grammatical Usage	2
2-2	For Brevity of Text	2
2-3	Pertaining to Persons	3
2-4	Pertaining to Subdivisions	3
2-5	Pertaining to Plats	4
2-6	Pertaining to Plans and Standards	4
2-7	Pertaining to Streets, Alleys and Easements	5
2-8	Pertaining to Lots, Blocks and Parcels	6
2-9	Pertaining to Measurement	6
2-10	Pertaining to Plat Approval	7
2-11	Pertaining to Utilities	8
ARTICLE 3. PLATTING PROCEDURES AND REQUIREMENTS		
Section 3-1	Outline of Platting Procedures	8
3-2	Preapplication Stage	9
3-3	Preliminary Plat Stage	10
3-4	Final Plat Stage	16
ARTICLE 4. SUBDIVISION DESIGN PRINCIPLES AND STANDARDS		
Section 4-1	General	23
4-2	Public Land	24
4-3	Drainage Planning	25
4-4	Street Planning	26
4-5	Easement Planning	31
4-6	Lot Planning	32

SUBDIVISION CODE

VIOLATION THEREOF, PROVIDING FOR REPEAL AND
SEVERANCE, AND DECLARING AN EMERGENCY

BE IT ORDAINED BY THE MAYOR AND COMMON COUNCIL OF THE
CITY OF BISBEE, ARIZONA, as follows:

SECTION I

That certain document known as "Subdivision Code of the City of Bisbee, Arizona", three copies of which are on file in the Office of the City Clerk of the City of Bisbee, Arizona, is hereby referred to, adopted and made a part hereof as if fully set out in this Ordinance.

SECTION II

Any person found guilty of violating any provision of the Subdivision Code shall be guilty of a misdemeanor, and upon conviction thereof shall be punished by a fine not to exceed ONE THOUSAND DOLLARS (\$1,000) or by imprisonment for a period not to exceed one year, or both such fine and imprisonment. Each day that a violation continues shall be a separate offense punishable as above described.

SECTION III

All ordinances and parts of ordinances, resolutions, and parts of resolutions, and/or the City Code of the City of Bisbee, or any part thereof, as conflict with the provisions of this ordinance or any part of the Code adopted hereby by reference, are hereby expressly repealed.

SECTION IV

If any section, subsection, sentence, clause, phrase or portion of this Ordinance, or any part of the Code adopted hereby by reference, is for any reason held to be invalid or unenforceable by the decision of any court of competent jurisdiction, such decision shall not affect the validity of the remaining portions hereof.

SECTION V

Whereas, it is necessary for the preservation of the peace, health and safety of the City of Bisbee, Arizona, that this ordinance No. 0-85-177

Ordinance become immediately effective, an emergency is declared to exist, and the Ordinance shall be effective immediately upon its passage and adoption.
PASSED, ADOPTED AND APPROVED BY THE MAYOR AND COMMON COUNCIL OF
THE CITY OF BISBEE, ARIZONA, this 17th Day of December 1985

MAYOR FRANK M. PETERS

ATTEST

NELLI HODGES, City Clerk/Treasurer

CONTENTS	INDEX	PAGE
ARTICLE 5	STREET AND UTILITY IMPROVEMENT REQUIREMENTS	33
Section 5-1	Purpose	33
5-2	Responsibility for Improvements	33
5-3	Drainage Improvement Standards	34
5-4	Street Improvement Standards	34
5-5	Utility Improvement Standards	39
5-6	Lot Improvement Standards	44
5-7	Submittal Review and Approval of Engineering Plans	44
5-8	Improvements Security	44
5-9	Final Inspection and Acceptance of Improvements	45
ARTICLE 6	RESERVED	46
ARTICLE 7	RESERVED	46
ARTICLE 8	MODIFICATIONS	46
Section 8-1	Extraordinary Conditions, Appeal for Modifications	46
8-2	Appeal to Council	47
8-3	Additional Requirements	47

SUBDIVISION CODE

Article 1	TITLE, PURPOSE AND ADMINISTRATION
1-1	Short Title
1-2	Purpose

CONTENTS	INDEX	PAGE
ARTICLE 1	TITLE, PURPOSE, AND ADMINISTRATION	
1-3	Administration	
1-4	Application	
1-5	Prohibition of Circumvention	

1-3	Administration
1-4	Application
1-5	Prohibition of Circumvention

Section 1-1 SHORT TITLE

This Code shall be known as the "Subdivision Code of the City of Bisbee".

Section 1-2 PURPOSE

The purpose of this Code is to provide for the orderly growth and harmonious development of the City of Bisbee; to secure adequate traffic circulation through coordination street systems with relation to major thoroughfares, adjoining subdivisions and public facilities; to achieve individual property lots having optimum utility and livability; to secure adequate provisions for water supply and distribution, drainage and flood control, sanitary sewerage and other health requirements; to ensure and facilitate provisions of sites for schools, recreation and other public purposes; to promote conveyance of land by accurate legal description; and, to establish logical procedures for the achievement of this purpose.

Section 1-3 ADMINISTRATION

The Bisbee Planning and Zoning Commission is hereby authorized to receive, process and otherwise act upon preliminary and final subdivision plats in accordance with this Code.

Section 1-4 APPLICATION

Where this Code imposes a greater restriction upon land, and improvement or development, and land use, than is imposed or required by existing provisions of law, ordinance, contract or deed, this Code shall control.

Section 1-5 PROHIBITION OF CIRCUMVENTION

As provided in Arizona Revised Statutes 9-463.03, it shall be unlawful for any person, firm, corporation, partnership, association, syndicate, trust, or other legal entity to offer to sell or lease, to contract to sell or lease, or to sell or lease any subdivision or part thereof until a final plat thereof, in full compliance with the provisions of this Ordinance, is recorded in the Office of the Cochise County Recorder; except that this shall not apply to any parcel or parcels of a subdivision offered for sale or lease, contracted for sale or lease, or sold or leased in compliance with any law or subdivision regulation regulating subdivision design and improvements of subdivisions in effect at the time the subdivision was established.

Article 2: DEFINITIONS

2-1	Pertaining to Grammatical Usage
2-2	For Brevity of Text
2-3	Pertaining to Persons
2-4	Pertaining to Subdivisions

- 2-5 Pertaining to Plats
- 2-6 Pertaining to Plans and Standards
- 2-7 Pertaining to Streets, Alleys and Easements
- 2-8 Pertaining to Lots, Blocks and Parcels
- 2-9 Pertaining to Lot Measurement
- 2-10 Pertaining to Plat Approval
- 2-11 Pertaining to Utilities

Section 2-1 PERTAINING TO GRAMMATICAL USAGE

- A. Words used in the present tense include the future tense; words in the singular include the plural and vice versa.
- B. The word "shall" is always mandatory; the word "may" is always permissive.
- C. Terms not herein defined shall have the meanings customarily assigned thereto.

State Law Reference. ARS Title 9, Chapter 4, Article 6

Section 2-2 FOR BREVITY OF TEXT

- A. **Commission.** The Hixbee Planning and Zoning Commission.
- B. **Council.** The Hixbee City Council.
- C. **Committee.** A committee appointed by the Commission for the purpose of giving detailed consideration to subdivision proposals in accordance with provisions of this Code, and such other duties relating to land subdivision as may be so assigned.

Section 2-3 PERTAINING TO PERSONS

- A. **Subdivider/Owner.** The person, firm, corporation, partnership, association, syndicate, trust, or other legal entity holding title to land by deed or as vendee under land contract or holding other title records, that files application and initiates proceedings for the subdivision of land in accordance with this Code; except that an individual serving as agent for such a legal entity is not a subdivider.
- B. **Agent.** The person authorized, in compliance with Section 3-3 (B-3) of this Code, by the subdivider to act in his behalf for the purposes of subdividing land in accordance with this Code.

Section 2-4 PERTAINING TO SUBDIVISIONS

- A. Subdivision means improved or unimproved land or lands divided for the purpose of financing, sale or lease, whether immediate or future, into four or more lots, tracts, or parcels of land, or if a new street is involved, any such property which is divided into two or more lots, tracts, or parcels of land, or any such property the boundaries of which have been fixed by recorded plat which is divided into more than two parts. Subdivision also includes any condominium, cooperative, community apartment, townhouse or similar project containing four or more parcels in which an undivided interest in the land is coupled with the right of exclusive occupancy of any unit located thereon, but plats of such projects need not show the building or the manner in which the buildings or air space above the property shown on the plat are to be divided.

- B. Subdivision does not include the following:
 1. The sale or exchange of parcels of land or between the joint property owners if such sale or exchange does not create additional lots.
 2. The partitioning of land in accordance with other statutes regulating the partitioning of land held in common ownership.
 3. The leasing of apartments, offices, stores or similar space within a building or trailers park not to mineral, oil or gas leases.

Section 2-5 PERTAINING TO PLATS

- A. **Plat.** A map of a subdivision.
- B. **Preliminary Plat.** A preliminary map including supporting data indicating a proposed subdivision design prepared in accordance with the provisions of section 3-3 (E) of this code.
- C. **Final Plat.** A map of all or part of a subdivision essentially conforming to an approved preliminary plat prepared in accordance with the provisions of Section 3-4 (F) of this Code.
- D. **Recorded Plat.** A final plat bearing all the certifications of approval required by this Code and filed in the Office of the County Recorder.

Section 2-6 PERTAINING TO PLANS AND STANDARDS

- A. **Engineering Plans.** Plans, profiles, cross-sections, specifications and other details of construction of the improvements required under the provisions of Section 5-5 of this

Code, prepared by a registered engineer in accordance with the approved preliminary plat and in compliance with adopted City standards.

- B. **General Plan.** The City of Hixbee General Plan together with any supplements thereto.
- C. **Traffic Circulation Plan.** A supplement of the General Plan which provides for the development of major streets, highways and thoroughfares of the City.
- D. **Development Master Plan.** A preliminary map indicating tentative layout of streets and location of schools, recreation areas, and other community facilities for the entirety of a landholding of which a portion is to be submitted as a preliminary plat; a map meeting the needs of Section 3-2 (D) of this Code.

Section 2-7 PERTAINING TO STREETS, ALLEYS, AND EASEMENTS

- A. **STREET.** Any existing or proposed street, avenue, boulevard, road, lane, parkway, place, bridge, viaduct, or easement for public vehicular access, or a street shown in a plat heretofore approved pursuant to law, or a street in a plat duly filed and recorded in the Cochise County Recorder's Office. A street includes all land within the street right-of-way, whether improved or unimproved, and includes such improvements as pavement, shoulders, curbs, gutters, sidewalks, parking spaces, bridges, and viaducts.
 1. **Arterial Street.** A street so designated on any adopted neighborhood or other specific plan whose primary function is to carry traffic between and through major traffic generators.
 2. **Collector Street.** A street so designated on any adopted neighborhood or other specific plan whose primary function is to carry traffic from local streets to arterial streets and whose secondary function is to provide access to abutting properties.
 3. **Minor Street.** A street serving the primary function of providing access to abutting property including:
 - A. **Marginal Access Street.** A local street parallel and adjacent to an arterial street which provides access to abutting property; intercepts other local streets and controls access to the arterial street (also called a "frontage street" or "frontage road").
 - B. **Collector Street.** A short local street with a maximum length of four hundred (400) feet having one end permanently terminated in and including a vehicular turning area.
- B. **Alley.** A public way providing secondary vehicular access and service to properties which abut upon a street.

- C. **Crosswalk.** A public walk dedicated entirely through a block from street to street or to a school, park, recreation area, or other public facility.
- D. **Drainage way.** A right-of-way dedicated to the public for the purposes of constructing and maintaining drainage improvements as may be compatible therewith.
- E. **Easement.** A grant by the owner of a use of a strip of land by the public, a corporation, or persons for specific and designated uses and purposes.
- F. **Street Line.** A line describing the boundaries of a street right-of-way.

Section 2-8 PERTAINING TO LOTS, BLOCKS, AND PARCELS

- A. **Block.** A piece or parcel of land, or group of lots, entirely surrounded by public streets, watercourses, railroads, parks or a combination thereof.
- B. **Lot.** A piece or parcel of land separated from other pieces or parcels by description, as in a subdivision or as a record survey map or by metes and bounds, for purposes of lease, transfer of ownership or separate use.
 1. **Corner Lot.** A lot abutting on two (2) or more intersecting streets having an interior angle of intersection not exceeding one hundred thirty five (35) degrees.
 2. **Double-Frontage Lot.** A lot abutting on two (2) non-intersecting streets.
 3. **Key Lot.** Any interior lot, one (1) side of which is contiguous with the rear line of a corner lot.
- C. **Easement.** Any parcel of land located within the boundaries of a subdivision which is not included in the plat.

Section 2-9 PERTAINING TO MEASUREMENT

- A. **Lot Line.** A line bounding a lot.
 1. **Front Lot Line.** A lot line coinciding with the street line or in the case of a corner lot, the shorter of two lot lines coinciding with street lines or in the case of a double frontage lot, the lot line coinciding with the street line which provides access to the lot.
 2. **Side Lot Line.** Any lot line other than a front or rear lot line. In the case of a corner lot, the lot line abutting the street side is termed an exterior side lot line; all other side lot lines are termed interior side lot lines.

- 3. **Rear Lot Line.** The lot line opposite and farthest from the front lot line, for a pointed or irregular lot, the rear lot line shall be an imaginary line parallel to and farthest from the front lot line, not less than ten (10) feet long and wholly within the lot.
- B. **Lot Width.**
 1. In the case of a rectangular lot or a lot abutting on the outside of a street curve, the distance between the side lot lines measured at the maximum front setback line parallel to the street or street chord.
 2. In the case of a lot abutting on the inside of a street curve, the distance between the side lot lines measured at the rear line of the dwelling or, when there is no dwelling thirty (30) feet behind the maximum front setback line parallel to the street or street chord.
- C. **Lot Depth.** The distance measured on a line parallel to the side of the lot between a point on the front lot line and a point on the rear lot line which is closest to the proposed or existing dwelling or principal building or any part thereof.
- D. **Usable Lot Area.** That portion of a lot usable for or reasonably adaptable to the normal use for which the lot is intended and not including area which is covered by water, is excessively steep, or has its normal use restricted by certain types of easements.

Section 2-10 PERTAINING TO PLAT APPROVAL

- A. **Preliminary Approval.** Unconditional approval of a preliminary plat by the Commission as evidenced by meeting minutes and noted upon copies of the preliminary plat.
- B. **Conditional Approval.** An affirmative action by the Commission and Council indicating that approval of a preliminary plat will be forthcoming upon satisfaction of certain specified stipulations.
- C. **Final Approval.** Unconditional approval of a final plat by the Council as evidenced by certification thereon by the City Clerk.

Section 2-11 PERTAINING TO UTILITIES

Public Underground. above ground, or overhead furnishing to the public under State or municipal

regulations, electricity, gas, steam, communications, water, drainage, flood control, irrigation, garbage or trash disposal, and sewage disposal; also, such person, firm, corporation, or municipal department or board, as the context indicates.

- Article 3. PLATTING PROCEDURES AND REQUIREMENTS
 - 3-1. Chain of Platting Procedures
 - 3-2. Preapplication Stage
 - 3-3. Preliminary Plat Stage
 - 3-4. Final Plat Stage

Section 3-1 OUTLINE OF PLATTING PROCEDURES

- A. The preparation, submission, review and official action concerning all subdivision plats, plats filed for the purpose of reverting to acreage of land previously subdivided, plats filed for the purpose of vacating streets or easements previously dedicated to the public and for plats filed for the purpose of vacating or re-describing lot or parcel boundaries previously recorded, within the City of Hixbee shall proceed through the following progressive stages, except as provided in Paragraph B, below:
 1. Preapplication Stage.
 2. Preliminary Plat Stage.
 3. Final Plat Stage.
- The Commission shall neither receive nor review preliminary or final plats until the plats have been reviewed by the staff and the Committee. The Council shall neither receive nor review preliminary or final plats until the plat has received authorization of the Commission.
- B. The formal Preapplication Stage and preliminary Plat Stage may be omitted when filing a plat for subdividing previously platted land, vacating or re-describing lot or parcel boundaries previously recorded and where no public improvements are affected. Provided, however, that such plats shall be reviewed and approved by the entire Commission prior to Council consideration.

Section 3-2 PREAPPLICATION STAGE

- A. **Purpose.** This stage affords the subdivider the opportunity of obtaining the advice and assistance and of informally discussing the proposed subdivision with members of the Staff and the Subdivision Committee prior to the expense of a preliminary plat preparation. This stage of processing also affords the Staff and Committee the opportunity to give informal guidance at a time when potential rival easily resolved, subdivider relations improved, official action simplified and public expense and delay saved by the subdivider.
- B. **Development Master Plan Submission.** The subdivider shall confer with the Commission and present the graphic depiction of this proposal at a scale of 1 inch = 400 feet (One inch

equal feet hundred with supporting detailed information as an appropriate scale, including but not limited to:

1. Proposed general street layout and classification giving special attention to neighborhoods circulation and access to arterial and collector street.
2. Proposed general location of schools, parks and other public areas, and information regarding tentative layout and method of acquisition by the public.
3. Proposed general location and general extent of all types of land uses including layout of lots, existing and proposed zoning in adjacent to parcel, major drainage courses and existing easements of record.
4. Proposed methods of sewage disposal, water supply and storm drainage including relationship to existing or planned public systems.
5. Location and type of existing developed land and designation of all land ownership within the limits of the development master plan.

C. **Submission, Review and Approval.** The subdivision shall prepare and submit six (6) copies of a Development Master Plan not less than five (5) working days prior to the Committee meeting at which it is to be considered. The Committee shall review the Development Master Plan for its general approach to area planning and capability of satisfying public objectives as contained in the general plan and may request similar review and recommendation by school authorities and such other officials as it may consider appropriate. The Committee may find that the Development Master Plan provides an acceptable basis for preliminary platting and may require its modification prior to consideration of any preliminary plat by the Commission.

D. **Updating of Development Master Plan.** An approved Development Master Plan shall be kept up-to-date by the subdivider as plats are subsequently subdivided and approved and as applicable laws are amended with each preliminary plat submitted. Whenever revision of an approved Development Master Plan is proposed, the subdivider shall discuss each revision with the Committee prior to preparation and submission of any subsequent plat in accordance with Section 3-2 (b) of this Code.

Section 3-3 PRELIMINARY PLAT STAGE

A. **Purpose.** This stage includes preparation, submission, review, and approval of the preliminary plat based on the approved Development Master Plan. Processing will be expedited by submission of all information essential to determining the intended direction and general acceptability of the proposal.

B. Information Required for Preliminary Plat Submission

2. **Filing Fee.** Application for plat approval shall include payment to the City Clerk of a filing fee in the amount of twenty-five dollars (\$25.00) or two dollars (\$2.00) per lot, whichever is the greater amount. The filing fee shall also cover filing of an amended or revised preliminary plat when processed as the same case.

3. **Zoning Amendment.** The preliminary plat shall be designed to meet all requirements of the Zoning District in which it is located; however, in the event that an amendment of zoning is deemed necessary, such application shall accompany submission of the preliminary plat. An application for zoning amendment shall be heard by the Commission at the same meeting as the preliminary plat constitutes only one unit of a larger development intended for progressive platting, zoning amendment shall usually be limited to the area contained in the first plat.

4. **Preliminary Plat Review.** The Community Development Director shall receive, review, and process the preliminary plat in order to determine its compliance with the provisions of this Code. The Community Development Director shall distribute copies of the plat to the following officials who shall prepare their recommendations in writing for consideration of the Commission:

- A. Public Works Director for review of existing and proposed conditions, data relating to streets, drainage, flood control, water supply, and sewage disposal facilities.
- B. Community Development Director for review of conformance to general plan and identification data.
- C. Director of Public Works for review of maintenance or operational considerations.
- D. Community Development Director for review of conformance to current and proposed zoning.
- E. Chief of Police for review of traffic circulation pattern and potential traffic hazards.
- F. Fire Chief for review of access routes and Fire Hydrants.
- G. Superintendent of the appropriate school district for his information.
- H. Postmaster of local district for his information.
- I. County Engineer and Director of Planning if proposed subdivision abuts Cochise County.

5. If the preliminary plat meets all requirements of Section 3-3(B) of this Code, the application shall be transmitted to the Subdivision Committee for their review and recommendation to the Commission. If the application does not meet the requirements of this Code, it shall be rejected, the filing date forfeited, and the subdivider notified as to the deficiencies.

1. **Plan and Scale.** Preliminary plat information shall be prepared on one or more plan sheets with written data entered directly thereon or contained in letters attached thereto. All mapped data for the same plat shall be drawn at the same standard engineering scale of one inch equals 100 feet to the inch. A larger scale may be utilized with written permission of the Public Works Director in situations which warrant its use as a result of a need to show detail which cannot be easily shown at a scale of one hundred (100) feet to the inch.

2. Subdivision Data

- A. Proposed subdivision name, location by section, township and range, referenced by direction and bearing to a section corner of a 1/4 section corner.
- B. Name, address and telephone number of subdivider.
- C. Name, address and telephone number of person preparing plat.
- D. Name, address and telephone number of agent.
- E. Scale, north point, and date of preparation, including any revision dates.

3. Existing Conditions Data

- A. Topography by the contours related to a U.S.G.S. Survey shown and shown on the same sheet as the subdivision by one contour interval shall be one (1) foot for grades up to five (5) percent, five (5) feet for grades five (5) to ten (10) percent, and two (2) feet for grades over ten (10) percent.
- B. Precise location of water wells, washes, and drainage ditches including direction of flow.
- C. Location, width, and names of all abutted streets, alleys, and rights-of-way of public record, easements of record, public areas, and permanent structures to be retained within or adjacent to tract.
- D. Name, book, and page numbers of recorded plats abutting the tract or across a boundary street.
- E. Legal description, preliminary dimensions, and acreage of tract.

4. Proposed Conditions Data

6. The Commission shall review the preliminary plat for compliance with provisions of this Code and make its written recommendation to the Commission.

7. Commission Hearing and Action

- A. If all requirements of this section have been met, the commission shall consider the preliminary plat at a regular meeting or special meeting.
- B. It is noted that all requirements and objectives of this Ordinance have been met, the Commission shall find preliminary approval and the chairman shall note such approval on two (2) copies of the plat, retaining one in commission files, and transmitting one to the City Council.
- C. If the plat is generally acceptable, but requires minor revision before preparation of the final plat, the Commission shall find conditional approval and specify the minutes and thereafter any new filing of a plat for the same tract or part thereof, shall follow normal procedure and be subject to a new filing fee.

8. **Council Hearing and Action.** Upon finding of preliminary or conditional approval, the Community Development Director shall transmit the plat, with Commission and Staff recommendations to the Council, for their review and confirmation of the preliminary or conditional approval.

9. **Significance of Approval.** Approval of a preliminary Plat by the Council constitutes authorization for the subdividers to proceed with the preparation of the final plat and engineering plans. Preliminary or conditional approval is valid for a period of twelve (12) months from the date and may be extended once at the discretion of the Commission for six (6) months from the expiration date of the original approval upon written request of the subdivider prior to expiration of the approval. If the approval expires prior to filing the final plat, improvement plans, and supporting data, the preliminary plat shall be resubmitted for approval as a new case and a new fee paid. If a Committee review of a resubmitted plat reveals no substantial changes from the previously approved preliminary plat, and that conditions under which previous approval was granted have not changed, the resubmitted plat shall be scheduled for a hearing by the Commission at its first regular meeting thereafter.

Section 3-4 Final Plat Stage

A. **Purpose.** This stage includes final design of the subdivision, engineering of public improvements, submitted of plat and plans by the subdivider, plat review by the staff and Commission, and final hearing by the Council.

B. Information required for final plat submission

A. Street layout including location and width of all streets, alleys, crosswalks, and easements, proposed names of streets.

B. Plat layout including scale, direction of travel for lots, width and depth of all corner lots and lots on street corners, and all pertinent connectivity, total number of lots, key lot/easement lots, will be identified by lot number in side legend.

C. Location, width, and proposed name of easements.

D. Location, extent, and proposed name of all land to be dedicated or reserved for public use.

E. Location and boundary of all existing and proposed zoning classifications.

F. Limits of proposed utility easements.

5. **Proposed Utilities.** All lots shall be provided public water supply and sanitary sewerage.

6. **Preliminary Drainage Layout.** Shall indicate location and extent of open and pipe-to-landfill as a result of construction and off-site drainage basins, data regarding estimated flow quantities and frequency of inundation and proposed means of flow conveyance through and within the parcel being subdivided. Information submitted shall be sufficient to determine whether or not storm water drainage can be accommodated as proposed.

7. **Proof of Ownership.** Proof of ownership shall consist of a copy of a title report issued not more than thirty (30) days prior to the date of submission by a title company authorized to conduct business in the State of Arizona.

8. **Proof of Agency.** If the plat is owned by a corporation, proof of agency shall consist of a Corporate Resolution designating the individual to act as agent, the Corporate Resolution must be certified by the Secretary of the corporation, and authenticated by the firm prescribed in A.R.S. 11-506.2.

If the land is owned by a partnership, proof of agency shall consist of a written document from the partner(s) designating an individual to act as agent. The document must be certified and acknowledged in the form prescribed by A.R.S. 33-506.3.

If the land is owned by an individual, proof of agency shall consist of a written document designating an individual to act as agent. The document must be certified and acknowledged in the form prescribed by A.R.S. 33-506.01.

C. Preliminary Plat Submission Procedures

1. **Filing and Mailing Dates.** An application for plat approval, together with fifteen (15) copies of the preliminary plat and one copy of the required supporting data prepared in accordance with Section 3-3 (b) of this Code, proof of ownership and proof of agency, shall be filed with the City Clerk at least three (3) working days prior to the regular Commission meeting at which the subdivider desires to be heard. The City Clerk shall return the date of filing and immediately transmit the plat and supporting data to the Director of Planning.

1. **Preparation of the Final Plat.** The final plat shall conform closely to the approved preliminary plat and be prepared in accordance with the provisions of this code.

2. Medium of presentation

A. The final plat shall be drawn in black ink on clear polyester film or translucent clear sheet or sheets of twenty-four inch by thirty-six inch (24" x 36") proportions. All stamps or written matter, including signatures, shall be made permanent opaque ink on that legible prints may be obtained therefrom. When the final plat consists of two or more sheets, one key map showing the relationship of the tract portions on the sheets shall be placed on the first sheet and each sheet shall clearly indicate the sheet number and total number of sheets.

B. The plat shall be drawn to an accurate scale of one hundred (100) feet to an inch. A larger may be utilized with the written permission of the public Works Director in situations which warrant its use as a result of a need to show detail which cannot be easily shown at a scale of one hundred (100) feet to an inch.

C. Copies of the final plat shall be reproduced in the form of baseline or blackline prints on a white background.

3. Abbreviation Photo

A. Name of subdivision and location by section, township, range and County.

B. Name, address and registration number or seal of the registered professional engineer or registered land surveyor preparing the plat.

C. Scale, north point, and date of plat preparation.

D. Legend identifying the symbols utilized in the plat preparation, except loss abutting a key lot will be identified in a legend by lot number with the following notation: building setback exceeds standard side yard setback (see zoning requirements).

E. Precise legal description of tract boundaries.

4. Survey Data

A. Boundaries of the tract fully balanced and closed, showing true point of beginning and all bearings and distances determined by an accurate survey in the field, all dimensions expressed in feet and decimals thereof.

B. Any exceptions within the plat boundaries located by bearings and distances measured in feet and decimals thereof determined by an accurate survey.

C. Location and description of cardinal points to which all dimensions, angles, bearings, and similar data on the plat are referenced; two corners of the subdivision traverse shall be tied by course and distance to separate sections, corners or quarter-section corners. The directional datum for all bearings shall be indicated.

D. Location and description of all physical encroachments upon the boundaries of the tract.

5. Descriptive Data.

A. Name, right-of-way lines, courses, lengths, widths of all public streets, alleys, crosswalks, and utility easements; radii, points of tangency, and central angles of all curvilinear streets and alleys, radii of all rounded street line intersections.

B. Any drainage ways designated as such and dedicated to the public.

C. Any utility and public service easements including any limitations of easements (construction within such easements shall be limited to utilities, landscaping, and wood, wire, or removable section type fences).

D. Location and dimension of all lots. Any lots numbered consecutively throughout the plat, exceptions and tracts shall be dimensioned and identified by letter or number.

F. Tract boundary of the subdivision shall be clearly delineated.

G. Location, dimension, bearings, radii area, and central angles of all titles to be dedicated to the public and the use specified.

H. Location of all adjoining subdivisions with date, book, and page number.

I. Any private deed restrictions to be imposed upon the plat or any part(s) thereof, typewritten and attached to the plat and to each copy thereof.

6. **Final Plat Certificates**—The following certificates and acknowledgments shall appear on the final plat. Such certificates shall be lettered or printed legibly with permanent opaque ink and shall be signed and dated as prescribed hereafter:

A. A certificate signed and acknowledged by all persons holding title by deed to the lands or if lands dedicated or held in trust, the trustee shall sign the certificate, or if land is

19

to be dedicated or mortgaged, the mortgagee shall also sign their certificate. Said certificate to indicate that it is the owner's intention to subdivide and plat the land shown and described hereon and that the public right-of-way shown hereon is hereby dedicated to the public for public use for ever and that the easements shown hereon, are not dedicated to the public but the right to use said easements for the purposes indicated is perpetually reserved to the public and no permanent building or structure shall be constructed upon said easements.

B. A certificate executed by the professional engineer or land surveyor registered to practice in the State of Arizona under whose direction and survey, subdivision and plat of the land described on the said plat was made stating that the plat is a correct representation of all the exterior boundaries of land surveyed and the subdivisions of it, stating that he has prepared the description of the land shown on the plat and that he certifies to its correctness; stating that the bearings shown on the plat are expressed in relation to the true meridian or previously established meridian or bearing and that all existing monuments shown on the plat are actually located in the ground and their locations, size and material are correctly shown. The certificate shall include the registration number, seal and signature of the registered professional engineer or land surveyor.

C. A certificate executed by a professional engineer or land surveyor registered to practice in the State of Arizona that all lots are staked or will be staked and all monuments are set or will be set within six months after recording in accordance with the provisions of this Code. The certificate shall include the registration number, seal, date, and signature of the registered professional engineer or land surveyor.

D. A certificate for signature by the Public Works Director that the final plat has been checked for conformance to the requirements of the provisions of this Code and any other applicable ordinance and regulation and appears to comply with all requirements.

E. A certificate for signature by the Chairman of the Planning and Zoning Commission that the final plat has been checked for conformance to the preliminary plat as approved by the Commission and appears to conform with all requirements.

F. A certificate to be signed by the City Clerk that the City Council approved the final plat and showing the date of approval.

G. A certificate to be executed by the Cochise County Recorder showing the date, time of day, fee number, book, and page number of recordation.

C. Plat Submittal Procedures

20

1. **Pre-submission Requirements** Zoning - The final plat shall meet all requirements of the zoning district in which it is located, any necessary zoning amendment shall have been adopted by the Council prior to filing of the final plat.

2. **Submission Requirements** At least Twenty-one (21) days prior to the Council meeting at which the case is to be heard, the subdivider shall file with the City Clerk, who shall record the date of filing and immediately transmit the submittal to the Director of Planning for review by the Subdivision Committee, the following:

A. The final plat.

B. Ten (10) true copies of the final plat.

C. The recordation fee as established by the County Recorder.

D. Two (2) copies of the street improvement plans.

E. Two (2) copies of the sewer improvement plans.

F. The final drainage report and two (2) copies of associated drainage improvement plans.

G. Two (2) copies of the utility plans; said plans shall show proposed line locations and proposed construction details to indicate the configuration and construction of any trenches, the location and outside dimensions of sewer boxes, transformers, vaults, closures, peaks, telephone masts, fire hydrants, valve boxes and similar appurtenances relating to all electrical, lighting, gas, telephone, and cable television improvements/facilities to be constructed within public rights-of-way or easements being granted for public use.

H. One (1) copy of the easement plan; said plan shall be a reproduced copy of the final plat reflecting all necessary utility easements hereon and authenticated by signatures of authorized representatives of all serving utilities. Said signatures shall be countersigned as evidence and satisfaction of utility easement requirements of the serving utilities.

I. One (1) original and three (3) copies of the project engineer's cost estimate of public improvements.

3. Final Plat Review

A. If the Subdivision Committee finds that the submittal is complete and if the final plat substantially conforms to the approved preliminary plat, a copy shall be transmitted to the Public Works Director for examination of survey computations and approval of street, utility, and drainage measures whereupon the Public Works Director and the Commission shall coordinate and summarize their recommendation for presentation to the Council. The

21

final plat shall be returned to the subdivider who shall resubmit it prior to placement on the Council agenda together with a reproducible copy of the final plat which has been prepared using an archival photographic image process conforming to standards established by the American National Standards Institute, on a polyester material four thousandths (.004) of an inch thick with a matte finish.

ii. If, in the opinion of the Committee, the final plat does not substantially conform to the approved preliminary plat, it shall be returned to the Clerk. The filing date shall be voided and the subdivider so informed.

4. Final Plat Approval and Recordation

A. Upon notification from the Director of Planning that the plat is in order, the City Clerk shall enter the case on the agenda of the regular Council meeting whereupon the Council shall approve or reject the plat.

ii. If the Council rejects the plat for any reason whatsoever, the reasons therefor shall be recorded in the minutes. If the Council approves the plat, the City Clerk shall execute the appropriate certificate of approval upon the plat, first making sure that the other certificates required in Section 3-A(1-5) of this Code have been duly executed.

C. Upon notification by the Public Works Director that the improvement plans have been approved and the improvement security provided in accordance with the provisions of Section 5.8 of this Code, the City Clerk shall record the plat in the Office of the Cochise County Recorder and pay the recordation fee. One (1) copy of the recorded plat shall be retained in the Commission file and one (1) copy shall be retained by the Director of Planning.

Article 4. SUBDIVISION DESIGN PRINCIPLES AND STANDARDS

- 4-1 General
- 4-2 Public Land
- 4-3 Drainage Planning
- 4-4 Street Planning
- 4-5 Easement Planning
- 4-6 Lot Planning

Section 4-1 GENERAL

22

A. **Conformance to Laws.** Every subdivision shall conform to the requirements and objectives of the General Plan, specific plans, or any parts thereof as adopted by the City Council, to the City of Bisbee Zoning Ordinance, to other ordinances and regulations of the City, and to the Arizona Revised Statutes, as amended.

B. **Unusable Land.** Land which, in the opinion of the Commission, based on the written recommendation of the Public Works Director, is unsuitable for the proposed use reason of adverse topography, adverse soils, subsidence of the earth surface, high water table, periodic flooding, lack of water, or other natural or manmade hazards to life or property shall not be subdivided. However, the Commission may approve subdivision of such land upon receipt of evidence from the developer's engineer and recommendation of the Public Works Director that the construction of specific improvements can be expected to render the land usable, in which case, improvements have been acceptably planned and construction has been guaranteed.

C. **Livability.** Streets and easements shall be so arranged in relation to existing topography as to produce desirable lots of maximum utility, a safe and convenient street and pedestrian system, and gradients to facilitate adequate drainage.

D. **Subdivision and Street Names.** Subdivision names and new street names shall not duplicate or be closely similar to any other existing subdivision or street name except that street names shall be consistent with the natural alignment and extension of existing named streets.

Section 4.2 PUBLIC LAND

A. **Reservation of Public Land.** When a tract contains all or any part of the site of a park, recreational facility, school site, fire station, or other public use as shown in the General Plan or a specific plan, such site shall either be dedicated to the public or reserved for acquisition by the public subject to the following conditions:

1. The requirement may only be made upon preliminary plan filed at least thirty (30) days after adoption of the General Plan or specific plan affecting the land area to be reserved.
2. The required reservations are in accordance with definite principles and standards adopted by the City Council.
3. The land area reserved shall be of such size and shape as to permit the remainder of the land area of the subdivision within which the reservation is located to develop in an orderly and efficient manner.

4. The land area reserved shall be in such multiples of streets and parcels as to permit an efficient division of the reserved land in the event that it is not acquired within the prescribed period. ☐

5. The public agency for whose benefit an area has been reserved shall have a period of one (1) year after recordation of the final subdivision plat to enter into an agreement to acquire such reserved land area. The purchase price shall be the fair market value thereof at the time of filing of the preliminary subdivision plat plus the taxes against such reserved area from the date of the reservation, and any other costs incurred by the Subdivider in the maintenance of such reserved area including interest costs incurred on any loan covering such reserved area. If the public agency for whose benefit an area has been reserved does not execute the reservation agreement set forth in Paragraph 5 of this Section within such one (1) year period or such extended period as may be mutually agreed upon by such public agency and the Subdivider, the reservation of such area shall terminate.

Section 4-3 DRAINAGE PLANNING

A. **General.** Storm water shall be conveyed through a subdivision in a manner that will not damage development within the subdivision nor create an undue nuisance to the inhabitants thereof. When improvements within a subdivision change the natural flow of storm drainage, they shall be designed in a manner that will not damage the land or change the flow characteristics of the natural drainage over the land upstream or downstream from the subdivision unless the Subdivider proves the City with a hold-harmless agreement from the affected upstream or downstream property owners.

B. **Drainage Right-of-way.** Any concentrated storm drainage that cannot be conveyed in a public street right-of-way shall be conveyed in a dedicated drainage way or in a drainage easement. Dedicated drainage ways shall be vested in the Public for public use and not included in any lot. Drainage easements are dedicated for public use, but the right to use them to construct and maintain drainage facilities shall be granted to the Public and they may be included in a lot, but the use thereof shall be restricted to uses that will not interfere with the maintenance of the natural flow of storm drainage over and/or under the easement. A drainage easement shall be provided to accommodate the flow that is expected to occur at least once every one hundred (100) years. A dedicated drainage way shall be provided to accommodate the flow that is expected to occur at least once every 24-twenty-four (24) years, provided, however, that this requirement may be waived by the Commission when the resulting drainage way will be less than ten feet (10') in width and less than one foot (1') in depth. Any drainage easements shall be at least fifteen feet (15') in width.

24

C. Inspection and Testing of Improvements

- Any improvements in the public right-of-way shall be constructed under inspection and approval of the Public Works Director. Construction shall not be commenced until a permit has been issued for such construction and if work has been discontinued for any reason, it shall not be resumed until after notifying the Public Works Director in advance.
- The Subdivider shall be responsible for having a person conduct the testing of all materials used in the construction of public improvements who is authorized under Article 32 of the Arizona Revised Statutes to perform materials testing.

Section 5-3 DRAINAGE IMPROVEMENT STANDARDS

A. Drainage Design and Construction

- The design and construction of drainage facilities shall be in accordance with standards and procedures established by the Public Works Director. The standards and procedures so established shall not conflict with the provisions of this Code or State Statutes.
- Any buildings shall be located so they have all weather access. All-weather access is defined as not having to traverse any storm drainage that has a depth greater than seven-tenths (0.7) feet during the storm that is expected to occur at least once every one hundred (100) years.

Section 5-4 STREET IMPROVEMENT STANDARDS

A. General. Measurements are to the back-of-curb unless otherwise noted.

B. Arterial Street Design

- The street width for arterials shall be sixty-six (66) feet. Frontage streets shall be twenty-four (24) feet and shall generally be located to create an eight (8) foot paved bike/pedestrian way between the frontage street curb/gutter and the property line. S street corners shall be rounded with a thirty (30) foot minimum radius curve.
- Vertical curves shall be designed at all grade changes in excess of one percent (1%) and shall have a three hundred (300) foot minimum length but not less than fifty (50) feet for each one percent (1%) of algebraic difference in grade. Street grades for Arterials shall be a maximum of five percent (5%) and minimum of five-tenths percent (0.5%). Sight distance for Arterials shall be four hundred (400) feet.

5. Design speeds for Arterials shall be forty miles per hour (40 mph).

6. Design of Arterials shall be in accordance with the American Association of State Highway Transportation Officials (A.A.S.H.T.O.) design standards found in a Policy on Design of Urban Highways and Arterial Streets; current edition, and M.A.G. Specifications.

C. Collector Street Design

- Street width for Collectors shall be forty-two (42) feet. Corners shall be rounded with a twenty-five (25) foot radius curve.
- Vertical curves shall be designed at all grade changes in excess of one percent (1%) and shall have a two hundred (200) foot minimum length but not less than fifty (50) feet for each one percent (1%) of algebraic difference in grade.
- Street grades shall be a maximum of seven percent (7%) and a minimum of five-tenths percent (0.5%).
- Sight distance shall be two hundred (200) feet.
- Design speed shall be thirty miles per hour (30 mph).

D. Minor Street Design

- Street width for Minor streets shall be thirty-eight (38) feet. Corners shall be rounded with a twenty (20) foot radius curve.
- Vertical curves shall be designed at all grade changes in excess of one percent (1%) and shall have a one hundred (100) foot minimum length but not less than fifty (50) feet for each one percent (1%) of algebraic difference in grade.
- Street grades shall be a maximum of ten percent (10%) and a minimum of five-tenths percent (0.5%).
- Sight distance shall be one hundred fifty (150) feet.
- Design speed shall be twenty-five (25) miles per hour (25 mph).

E. Cul-de-Sac Design

- Street width of a cul-de-sac in a residential area shall be ninety (90) foot diameter circle. Street widths for a cul-de-sac in a commercial area or industrial area shall be one hundred ten (110) foot diameter circle. Corners shall be rounded with a twenty (20) foot radius curve.

2. Curb grades shall be a maximum of five percent (5%) and a minimum of five-tenths percent (0.5%).

F. Alley Design

- Street width of alleys shall be twenty (20) feet in commercial and industrial areas and twelve (12) feet in residential areas. Paving may be offset to accommodate utilities.
- Alley grades shall be a maximum of ten percent (10%) and minimum of five-tenths percent (0.5%).

G. Street Design and Construction - General Standards

All streets shall be graded and paved with Asphalt Concrete or Portland Cement Concrete to standards approved by the City Engineer. Streets and alleys within, adjacent to, or serving the subdivision shall be constructed to the full street width indicated in Section 5-4 of this Ordinance unless otherwise noted herein below.

- Roadway Excavation** - Excavation for roadways shall be in compliance with Section 205 of the M.A.G. Specifications.
- Fill Construction** - Fill construction shall be in compliance with Section 211 of the M.A.G. Specifications.
- Sub grade** - Sub grade preparation and compaction shall comply with Section 301 of the M.A.G. Specifications.
- Crushed Gravel Base Course**

A. Materials - Materials to be used for crushed gravel base course shall comply with Part 700, M.A.G. Specifications.

B. Construction Methods - Placement of untreated crushed gravel base course shall be in compliance with Section 310 - untreated Part of the M.A.G. Specifications.

5. **Asphalt Treated Base Course** - Materials and construction methods shall comply with Section 321 - Plant Mix Bituminous Treated Base (Asphalt Treated Base) of the M.A.G. Specifications. A prime coat of GCS-1b shall be applied to the untreated base course prior to the installation of the asphalt treated base course.

6. **Asphalt Concrete Surface Course** - Refer to section 302 of the M.A.G. Specifications.

A. Materials - All materials shall conform with Part 700, M.A.G. Specifications. Gradations for aggregate for asphalt concrete shall be in compliance with Part 700, M.A.G. Specifications.

11. **Construction Methods** - Construction shall be in compliance with Section 108.6 of the M.A.G. Specifications.

7. **Plant Mix Seal Coat** - Materials and construction methods for the plant mix seal coat shall be in compliance with Section 322 of the M.A.G. Specifications.

8. **Concrete Curb and Gutter** - Materials and construction methods for placement of concrete curb and gutter shall be in compliance with Section 340 of the M.A.G. Specifications.

9. **Turn Radii and Wheel Chair Ramps** - The minimum radius for minor local streets shall be 20 feet. For Collector and Arterial Streets, the minimum radius shall be 25 feet and 30 feet respectively. Fillets shall be constructed on all curbs, and shall be 6 inches thick. Wheel Chair ramps shall be constructed on all new streets as per the typical section.

10. Streets and alleys adjacent to the subdivision need only be improved to the half width adjacent to the subdivision providing the half width is sufficient for two-way traffic (twenty-two (22) feet of pavement) in the case of a street and for one-way traffic ten (10) feet of pavement) in the case of an alley.

11. Where there are existing streets adjacent to the subdivision, proposed streets shall be improved to the intersecting paving line of such existing streets and shall include such paved transitions as the Public Works Director may require to provide a safe construction.

12. Where a minimum width (twenty-eight (28) foot paved access road is allowed, it shall be designed and constructed so that it can easily be widened to the full width street without reconstructing the center twenty-eight (28) feet. Concessions to existing and proposed streets shall be designed to safely accommodate traffic including any traffic control devices required by the Public Works Director.

13. The Subdivider is not required to pave more than one-half (1/2) the street width (as designated in Section 5-4) on each side of interior streets, except at intersections, when the required street width is greater than fifty (50) feet. When traffic demands require additional width, the City is responsible, subject to funding availability, for paving the center additional width whenever the Subdivider elects to pave the minimum street width requirements.

14. The Construction of Arterial Streets is the responsibility of the City. The Subdivider is responsible for the construction of frontage roads or other public streets providing access to property adjacent to Arterials.

II. Intersection Design and Construction

- Intersections shall be designed and constructed in accordance with the improvement standards for streets.

2. The approach to an intersection shall have a relatively level area with a grade of not more than two percent (2%) for a distance of twenty-five (25) feet measured from the nearest right-of-way line of the intersecting streets.

3. All intersections shall have street name sign installed by the City, at the Subdividers expense, located and constructed to standards approved by the Public Works Director.

I. Curb, Gutter Design and Construction. Materials and construction methods for placement of concrete curb and gutter shall be in compliance with Section 340 of the M.A.G. Specifications except as noted herein below.

1. Combined six inch (6") high vertical curb and gutter is required on all streets except three and one-half inch (3 1/2") high rolled curb and gutter may be installed on streets in residential and industrial areas that are classified as Minor.

2. Temporary six inch (6") Portland Concrete Curb placed on top of the street paving may be used in lieu of curb-gutter around any street center island or around the island between a frontage street and an Arterial.

3. A six inch (6") thickened edge of asphalt may be used in lieu of curb-gutter along the inside edge of a half (1/2) width street, around a temporary turn-around, at the end of a dead-end street, and along the edge of a minimum standard access road to a subdivision and along the edge of alleys.

I. Sidewalk Design and Construction

1. Sidewalks shall be located behind the back-of-curb, provided that lighting standards, utility poles, traffic control devices, fire hydrants, mailboxes and similar obstructions can be located outside of the sidewalk area. In cases where such items cannot be located five (5) feet behind the back-of-curb, in all cases not otherwise governed by the provisions of the Manual of Uniform Traffic Control Devices, a minimum distance of two (2) feet shall be maintained between the face-of-curb and any obstruction. In cases of demonstrated necessity as existing situations would demand, the Public Works Director may approve a reduction of minimum clearance to within one (1) foot of the face-of-curb.

2. When required streets shall have Portland Concrete sidewalks behind the curb-gutter where curb-gutter is required and all crosswalks shown on the subdivision plat shall have a Portland Cement Concrete sidewalk, and all constructed to standards approved by the Public Works Director. Sidewalks shall be four (4) inches thick and four (4) feet wide in residential areas and five (5) feet wide in commercial areas.

K. Alley Design and Construction. All alleys shall be built in accordance with the following specifications and/or references to the M.A.G. Specifications.

Specifications included herein are for Roadway (alley excavation), fill construction, sub grade preparation, crushed gravel base course, asphalt concrete surface course, header curb radii, and alley entrances.

1. **Roadway Excavation** - Excavation for alleys shall be in compliance with Section 205 - Roadway Excavation of the M.A.G. Specifications.

2. **Fill Construction** - Fill construction shall be in compliance with Section 211 - Fill Construction of the M.A.G. Specifications.

3. **Sub grade** - Sub grade preparation and compaction shall comply with Section 301 - Sub grade Preparation of the M.A.G. Specifications.

4. **Crushed Gravel Base Course**

A. Materials - Materials to be used for crushed gravel base course shall comply with Section 700 - Base Materials - of the M.A.G. Specifications.

B. Construction Methods - Placement of untreated crushed gravel base course shall be in compliance with Section 310 - Untreated Part of the M.A.G. Specifications.

5. **Asphalt Concrete Surface Course**

A. Materials - All materials shall conform with Section 710 - Asphalt Concrete of the M.A.G. Specifications.

6. **Header Curb** - Materials and construction methods for the placement of header curb shall comply with Section 180 of the M.A.G. Specifications.

7. **Turn Radii and Alley Entrances** - The minimum turn radius for alleys shall be 10'. Smaller radii may be necessary in areas where the right of way does not allow enough room for a 15' radius. Smaller radii will have to be approved by the Public Works Director. A drive entrance (drive pad) will be required at the entrance or exit of all alleys and shall conform to the typical sections as illustrated.

L. **Street Measurement Construction** - Permanent measurements consisting of 2 (two) 6' x 10' concrete, shall be installed to designate street center lines and subdivision boundary lines at all angle points and at points of curvature and at all street intersections. Concrete bases shall be not less than six inches (6") in diameter and twenty-four inches (24") deep with at least one (1) vertical steel reinforcing bar of minimum six-eighths (3/4") diameter placed directly beneath the base cap and extending the full length of the concrete. After all improvements have been installed, the Subdivider shall be responsible for having a registered land surveyor or engineer check the location prior to acceptance by the City of the public improvements for maintenance.

Section 5-5 UTILITY IMPROVEMENT STANDARDS

A. General

1. Utilities, excepting municipal storm drains and sanitary sewers, shall not be located beneath the street pavement other than necessary crossings, which shall be made as close to perpendicular as possible. In cases of demonstrated necessity and upon presentation of a technically adequate plan assuring proper installation and maintainability, the Public Works Director may approve location beneath the street pavement of major primary transmission lines of electricity, water, sewer, gas or communications. Any utility installation that may be approved, for placement beneath the street pavement shall be completed prior to actual paving of said streets.

2. Reference is made to Section 5-4 (3) of this Code

B. Sewerage Disposal Design and Construction. A public or community sanitary sewage system shall be installed and shall be constructed in plans, profiles, and specifications approved by the Public Works Director and in accordance with the State Health Department regulations.

C. Water Service Design and Construction

1. Fire hydrants shall be installed in all subdivisions and water service shall be provided to each lot within the subdivision. The Subdivider shall be responsible for coordinating fire hydrants and water service design and installation with the water company certified by the Arizona Corporation Commission to service the subdivision.

2. For purposes of this Section, a fire hydrant is defined as a mechanical device specifically manufactured for the purpose of supplying water from a water main to fire pumping apparatus. Within the corporate limits of the City of Bisbee, fire protection facilities, including fire hydrants and water mains, shall conform to the following minimum specifications and installation criteria:

A. Fire hydrants shall be spaced at distances no greater than five hundred (500) feet in residential zoning districts and at distances no greater than four hundred (400) feet in all other zoning districts. Cases where it is not feasible to construct hydrants to meet the spacing requirements stated above (as determined by the Fire Chief or his authorized representative) at least one hydrant shall be installed no greater than four hundred fifty (450) feet from the furthest point of any proposed new building in a commercial district, and no greater than six hundred twenty-five (625) feet from the furthest point of any proposed new building in a residential district. All distances shall be measured along "Streets, Public Ways or "Access Roadways", as defined in the Uniform Fire Code hereinafter lumped together and referred to as "streets".

B. Fire hydrants shall have two (2) two and one-half inch (2 1/2") outlets and one (1) four and one-half (4 1/2") outlet. The four and one-half inch (4 1/2") outlet shall be

installed so that the outlet faces the street and the bottom of the outlet shall be no less than one (1) foot above the surface of existing or proposed streets or sidewalks. Threads on all outlets shall be for iron pipe hose threads.

C. Fire Chief shall select code hydrants in accordance with the flow capabilities of the particular hydrant.

Final plans will be approved by the City Council only when improvement plans submitted by the developer have been certified by the Director of Public Safety or his authorized representative as conforming to the foregoing standards or approved deviations. The current edition of the Uniform Fire Code should be consulted and the provisions thereof adapted to for other applicable requirements and conditions relating to the use or occupancy of buildings or premises prior to, during, and/or after construction.

D. Electrical Service Design and Construction

1. Street lighting design practices shall be in conformance with the current edition of the Illuminating Engineering Society Lighting Handbook and calculated luminosity shall meet the following criteria for average horizontal footcandle (maintained) light-level range for each street classification:

Arterial Type	*Light Level Range
Major	1.20 - 1.60
Minor	.90 - 1.20
Collector Type	
Major	.70 .90
Minor	.60 .90
Local Type	
Major	.40 .60
Minor	.20 .60
Col-de-Sac	
Commercial &	.50 .90
Industrial	.20 .60
Residential	

*Footcandle (maintained) values are based upon average pavement reflectance of approximately ten percent (10%). For reflectance less than ten percent (10%), increase values fifty percent (50%). For reflectance more than ten percent (10%), decrease value by twenty-five percent (25%).

Additionally, the following criteria shall be applied:

- A. Lights shall be placed at all intersections.
- B. Multibank lights should be located at lot corners.
- C. Separation between standards should be no less than three (3) nor more than six (6) feet apart.

2. Street lights on metal standards and electrical service to each lot shall be installed on all streets within the subdivision and on all streets developed in conjunction with the subdivision. The Commission may approve, based on recommendation of the Public Works Director and request of the Subdivider, the use of wooden standards when considered more advantageous in subdivisions on commercial and industrial areas. The Subdivider shall be responsible for coordinating street lighting and electrical service design and installation with the Arizona Public Service.

Section 5-6 LOT IMPROVEMENT STANDARDS

A. Lot Design and Construction

1. All lots shall be graded to drain toward a street, alley or drainage easement and the finished floor elevation of any building shall be at least one (1) foot above the elevation of the water surface that is created during a storm that is expected to occur at least once every one hundred (100) years.

2. Corner lots shall be graded such that they do not create a traffic hazard by limiting visibility.

3. Lot Improvement Construction. Use of steel bars of 1/2" or 3/4" bars at least fifteen (15") long and one-half (1/2") in diameter shall be set at all corners, angle points, and points of curvature for each lot and block within a subdivision within one (1) year of completion of the final plat. Elevation data shall be affixed to each point set in accordance with current rules and by-laws of the State Board of Technical Registration.

Section 5-7 SUBMITTAL, REVIEW, AND APPROVAL OF ENGINEERING PLANS

A. Plans submitted in accordance with the provisions to Section 3-4(C)-2) of this Code shall be reviewed and approved by the Public Works Director. In addition, a set of water improvement plans shall be supplied to the City Clerk, who, in turn, will review the plans.

and make his written recommendations to the Public Works Director and Building Inspector.

B. The improvement plan originals shall be stamped by the Public Works Director as "approved for construction" and a certificate of approval filed with the City Clerk prior to recordation of the final plat. Two (2) sets of final, approved improvement plans shall be supplied to the Public Works Director prior to commencing construction.

Section 5-8 IMPROVEMENT SECURITY

Prior to approval of the final plat by the Council, the Subdivider shall provide security by either: (1) posting of a performance bond by a qualified surety; (2) establishing a cash trust, said funds to be deposited with the City to the credit of the Subdivider; (3) depositing with the City a certificate of deposit issued by a banking institution authorized to issue same; or (4) filing with the City an executed contract of guaranty between the City and a trust company, banking institution, or other financial institution authorized to enter into such contracts. The amount of said security is to be based upon the cost estimate prepared by a registered professional civil engineer in an amount to cover complete installation of the improvements and requires approval by the Public Works Director. A completion date for the improvements shall be declared by the Subdivider and the security shall provide for its forfeiture to the City in the event that said improvements have not been completed or not accepted by the City by the declared completion date due to the default of the Subdivider. Where applicable, a concurrent agreement may be executed between the City and the Subdivider providing for incremental improvements in planned unit developments, provided, however, that such agreement shall commensurately conform to the security requirements therein above specified. The Council may require of the Subdivider such further assurance of the completion of improvements as they may deem necessary to its interest of the public.

Section 5-9 FINAL INSPECTION AND ACCEPTANCE OF IMPROVEMENTS

Upon due notice from the Subdivider of presumptive completion of all improvements as called for on the approved improvement plans and required under the provisions of this Ordinance, the Public Works Director will make an inspection. If all construction is found to be completed in his subdivision, then that inspection shall constitute the final inspection for Public Works Director and acceptance and final acceptance of the public improvements to the City Council upon receipt of the following items:

A. Final Plans. The subdivider shall submit final plans showing in letter ink, on a separate sheet copy thereof, showing all street, drainage, and water improvements constructed, and copies of the final plan showing all electrical, lighting, gas, telephone, cable television and water improvements and fire hydrants constructed within public right-of-way or public easements for inclusion in the City's permanent files. Final plans shall show the approved design conditions and reflect any final changes approved by the Public Works Director, and the developer's signature shall certify that the final plans represent as nearly as possible the

actual field conditions as constructed. Reproducible copies shall be defined as a copy prepared using an archival photographic image process conforming to standards established by the American National Standards Institute on a polyester material four thousandths (0.004) of an inch thick with a matrix base.

B. Affidavit Regarding Settlement of Claims. The Subdivider shall certify that all bills for labor and materials incorporated in the work have been paid and agree to indemnify and save harmless the City against any and all liens, claims of liens, suits, actions, damages, charges, and expenses whatsoever, which the City may suffer arising out of the failure of the Subdivider to pay for all labor performed and materials furnished in the construction of the required improvements. Guaranteed. The Subdivider and contractor shall guarantee all work against defective workmanship or materials for a period of one (1) year from the date of its final acceptance by the Mayor and City Council. Upon final acceptance of the public improvements by the Mayor and City Council, the Public Works Director will notify the Subdivider in writing of this acceptance as of the date of approval by the Council.

Article 6. RESERVED

Article 7. RESERVED

Article 8. MODIFICATIONS

8-1
8-2
8-3

Extraordinary Conditions, Appeal for Modifications
Appeal to Council
Additional Requirements.

Section 8-1 EXTRAORDINARY CONDITIONS, APPEAL FOR MODIFICATION

Where there exists extraordinary conditions of topography, land ownership, or adjacent development, not provided for in this code, the commission may upon appeal of the Subdivider modify the enforcement of this Code to such extent and to such extent as it deems appropriate to the public interest. Such appeal shall be submitted to the Commission in conjunction with the filing of the preliminary plat. Every decision of the Commission for modification shall be based upon findings of fact and every finding of fact shall be supported in the record of its proceedings. A mere finding or recitation of the extraordinary conditions unaccompanied by the finding of specific fact shall not be deemed finding of fact and shall not be deemed in compliance with this Ordinance.

Section 8-2 APPEAL TO COUNCIL

Appeals to the City Council concerning the approval or disapproval of any request for modification may be taken by permit approved or by any officer of the City affected by the decision of the Commission. Such appeals shall be filed within seven (7) days of the Commission's decision with the City Clerk and shall specify the grounds thereof. The City Clerk shall forthwith transmit the appeal and all papers constituting the record upon which these appeals were taken to the City Council for consideration. The City Council shall reach its decision on Approval or Disapproval of the request for modification within a reasonable time. The Commission shall be represented at such hearing and shall be known to the Council its recommendations and reasons for approving or denying the request.

Section 8-3 ADDITIONAL REQUIREMENTS

In modifying the standards or requirements set forth in this Code, as provided above, the Commission and the Council may make any such additional requirements as are deemed necessary to secure substantially the objectives of the standards or requirements so modified.

In the event an agency of the State of Arizona for whatever reason, exempts a subdivision from a particular provision of this code, that exemption shall be in force and effect, and shall take precedence.

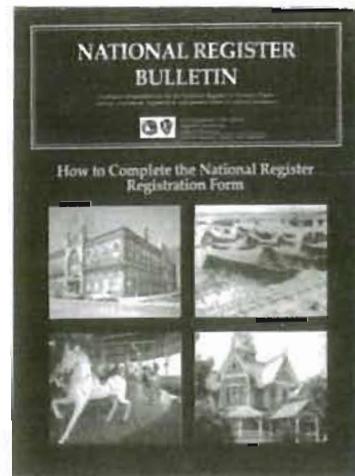
Old Bisbee Historic Residential National Register District

Harris J. Sobin
6 October 2004

What is the National Register of Historic Places?

- ∨ National Register is the Federal list of districts, sites, buildings, structures, and objects significant in American history, architecture, archaeology, engineering, and culture.
- ∨ Administered by National Park Service, in DC
- ∨ Private individuals, organizations, and local governments often initiate process, prepare necessary documentation.
- ∨ Professional review board in each state considers each property, makes recommendation on eligibility (Bisbee Historic Residential District Nomination will be considered by Arizona State Historic Sites Review Committee (HSRC) in March, 2005).
- ∨ Once recommended as eligible by HSRC, SHPO forwards nomination to Washington for listing.

- National Register Nomination (How to complete instructions)



Existing
National
Register
District
(Central
Old
Bisbee)



Youngblood
Hill along
OK
Street,
1904



- School
Hill from
Brewery
Avenue



- School
Hill, 1909:
looking
north.
Postcard
view by
Irvin,
Bisbee,
Ariz.



- Quality
Hill, ca.
1896-
1898



- Quality Hill, 2004



- Quality Hill and Tombstone Canyon Rd., ca. 1906



- Upper Tombstone Canyon, ca. 1906



Materials

Wood Frame	553	76%
Box, or Single Layer	73	10%
Concrete Block	50	6%

- Box Construction
- (no studs, only 1x12s, with battens)



High Styles (10 % of all structures in district)

Commercial	24	3.29%
Craftsman Bungalow	10	1.37%
Minimal Traditional, Ranch, Contemporary	25	3.43%
NeoClassical Revival	5	0.69%
Moderne	4	0.55%

Vernacular Types (90 % of all structures in district)

Rectangular Cabins	267	36.57%
Pyramid Cottages	128	17.53%
"L" & "T" Cottages	100	13.70%
Vernacular Bungalows	75	10.27%

- Rectangular Cabin (example)



- Brophy House, ca. 1896, 160 Quality Hill (Br-684)



- Bisbee Woman's Club, 1902



- Mimosa Market (since 2004), 215 Brewery Avenue (Br-19).
- Orig. Aira's Cash Grocery, ca. 1904.



Tax and Grant Advantages for National Register (NR) Properties

- Assume NR District approved at state and federal levels
- Assume a residential property is either listed individually or as a contributor in a NR District
- Owner prepares, submits application to County Assessor, w/ 2 photos, construction date, and listing any exterior changes since listed
- SHPO reviews; if approved by Aug 1 2005, Assessor qualifies property for 2006 tax year
- Owner agrees to maintain integrity, submit alteration plans (if any) to SHPO for approval
- Assessor reduces assessment ratio from 10% to 5% for next 15 years; renewable for a second 15 year period
- State & federal incentives exist for commercial properties as well
- NR properties are also eligible for annual Arizona Heritage Fund Grants

