



iBisbee Committee
118 Arizona Street
Bisbee, AZ 85603

Wednesday, November 19th, 2014 at 6:00 p.m.

Agenda
(work session)

THE ORDER OR DELETION OF ANY ITEM ON THIS AGENDA IS SUBJECT TO MODIFICATION AT THE MEETING.

6:00 p.m. Call to Order

Roll Call:

Stanley Stern, Chair
Fred Miller, Vice-Chair
Elias Jouen
Scott Ries

Carrie Gustavson
Peter Goldlust
Kathy Sowden

Douglas Dunn, City Council Liaison

Corinna Carbajal, Staff Liaison

CALL TO THE PUBLIC – For items not currently on the agenda.

Item 1:

Discussion Only, the Updated General Plan, Goals 5 through 11.

Discussion Only, the Bisbee General Plan has been going through revision and update. A discussion with iBisbee on the Economic sections of the General Plan, goals 5 through 11.

Scott Ries and Elias Jouen

Item 2:

Discussion Only, of the Proposed Booklet – Briefing Book Guidelines from the Urban Land Institute of Arizona.

Discussion Only, on the proposed booklet “Briefing Book Guidelines” from the Urban Land Institute of Arizona.

Stan Stern, Chair and Fred Miller, Vice-Chair

Item 3:

Discussion Only, Update on the Discover Bisbee Website and Marketing Plan.

Discussion only, update on the redesign and construction of the Discover Bisbee Website and marketing plan.

Jestin Johnson, City Manager

POTENTIAL AGENDA ITEMS FOR NEXT MEETING:

STAFF COMMENTS:

MEMBER'S COMMENTS (NOT OPEN FOR DISCUSSION):

ADJOURNMENT:

Next Regular Meeting: Wednesday, December 17th, 2014 at 6:00 p.m.

PERSONS NEEDING SPECIAL ACCOMMODATIONS TO ATTEND THIS MEETING SHOULD CONTACT CORINNA CARBAJAL, COMMITTEE LIAISON, AT (520) 432-6016, AT LEAST TWENTY-FOUR HOURS BEFORE THE MEETING.

ULI AzTAP Briefing Book Guidelines

June 2013

The following are guidelines - please only include information relevant to the subject TAP

I. Introduction

- a. Title page
- b. Table of contents

II. List of Sponsors

- a. List of official sponsors with organizational background

III. The Assignment

- a. Summary of the problem
- b. Questions to be addressed by the panel

IV. History of the Site or Study Area

V. Description of the Study Area (as relevant)

- a. Physical Description
 - i. Location
 - ii. Boundaries, size
 - iii. Land uses within the study area as well as surrounding areas (residential, commercial, industrial, institutional)
 - iv. Topography, vegetation, natural resources, drainage, natural or manmade barriers or development constraints
 - v. Transportation and access
 - vi. Infrastructure and utilities – availability, location, capacity, condition
 - vii. Vacant land – location, ownership, history
 - viii. Special features, characteristics, and considerations
- b. Economics of the Study Area
 - i. Employment types and trends
 - ii. Major employers
 1. Location
 2. Size – number of jobs
 3. Types of jobs
 - iii. Unemployment – level and trends
 - iv. Income data (individual and household)
- c. Demographics

- i. Overview of city/town and study area population trends
 - ii. Population size and distribution within the study area
 - iii. Age distribution (by five-year cohorts), number of households, household size
 - iv. Educational levels
 - v. Special features, such as university students or public housing residents
- d. Housing Market (if relevant)
- i. City/Town market conditions and trends
 - ii. Housing types within the study area – SF, MF, ownership, rental
 - 1. Location and number
 - 2. Age, condition, occupancy status
 - 3. Sales prices or rent levels
 - 4. Tenure of occupancy: current estimates and past trends
 - iii. Current and planned residential development
 - iv. Competitive or alternative residential locations
- e. Commercial development – current conditions and historical trends (if relevant)
- i. Retail
 - 1. Overview of area wide retail markets
 - 2. Retail development within the study area
 - a. Location
 - b. Size
 - c. Type
 - d. Tenant mix: goods and services offered
 - e. Parking, access
 - f. Lease rates and terms
 - g. Physical condition
 - h. Economic condition
 - i. Unique competitive strengths and weaknesses
 - 3. Competition (nearby commercial areas) – size, type, age, condition, access, tenant mix, level of activity
 - 4. Office (as above, if relevant)
 - 5. Industrial (as above, if relevant)

VI. Government

- a. Federal government activity affecting the study area
- b. State laws or activity affecting the study area
- c. County, if applicable: type of government; departments or agencies affecting the area such as police, fire, or health departments; relevant policies; programs, plan and regulations.
- d. Local government
 - i. Type of government – structure; roles and responsibilities
 - ii. Sources of revenue; taxation
 - iii. Current plans affecting the study area, such as comprehensive plans, area plans, school system plans, capital improvement programs, etc.

- iv. Laws and regulations impacting land use and development in the study area (note any unusual or constraining provisions)
- v. Agencies or departments with responsibilities in the study area; relevant local policies and programs (such as inclusionary zoning or subsidized housing program, economic development programs, school busing requirements, social service programs, etc.)
- vi. Local political representation: key issues; type and level of interest and activity

VII. Private Sector Involvement: Name, location, and briefly, the history, interests, policies, programs, resources, representation, and activities of each (as relevant)

- a. Neighborhood associations or community development associations active in or affecting the study area
- b. Schools, hospitals, churches, etc., within or affecting the study area
- c. Financial institutions, foundations, major corporations active in or interested in the area
- d. Business organizations
- e. Others as appropriate (such as private social service providers)

VIII. Additional relevant information

Land Use Compatibility Goals & Policies (Continued)

- Policy 4-1c:** Encourage the development of multi-family housing units adjacent to community level parks and public open space areas that provide a buffer to lower density development.
- Policy 4-1d:** Encourage the development of commercial, industrial, employment related uses, and other higher intensity land uses in appropriate locations, providing a buffer or a smooth density/intensity transition to adjacent lower density uses.

Planning Areas and Growth Areas Goals and Policies

This section includes goals and policies for the planning areas and growth areas identified within the Growth Area Component section of this document.

Historic Old Bisbee Planning Area Goals & Policies

GOAL 5:

Encourage and promote retaining the small town character of this area.

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- Objective 5-1:** Support enhancements within the Historic Old Bisbee Planning Area that serve Bisbee's residents, reduce automobile use and air pollution, improve delivery of public and private services, increase tourism and visitors, maintain inviting places to live, work, retire, and relax and preserve the historic and small town character of this planning area.
- Policy 5-1a:** Maintain Historic Old Bisbee's retail core as the primary regional mixed-use activity center for tourism, legal, culture, heritage, alternative health care, and historic residential neighborhoods.
- Policy 5-1b:** Encourage the protection, preservation and revitalization of historic buildings, structures, landmarks, and sites.

Historic Old Bisbee Planning Area Goals & Policies (Continued)

- Policy 5-1c:** Support upgrades to infrastructure, stair system, retention walls, sidewalks, street lighting, Mule Gulch drainage system, and parking areas that are compatible with the historic character of this planning area.
- Policy 5-1d:** Promote retail and other infill private sector development that complements and supports the existing Historic District.
- Policy 5-1e:** Provide for safe and convenient multi-modal transportation within this area.
- Policy 5-1f:** Support development and redevelopment of street level retail or other pedestrian-oriented land uses, such as galleries, restaurants, theater, and cinema within this area.
- Policy 5-1g:** Continue to use this area as the main center for the development of a diversity of arts-related, general and alternative health care, and special cultural events.
- Policy 5-1h:** Identify public-private partnerships and funding mechanisms necessary to enhance building facades and streetscapes.
- Policy 5-1i:** Support land use, transportation, circulation, and urban design improvements that will enhance the historic and cultural quality within this area and that will link this activity center with other areas of the City.
- Policy 5-1j:** Continue to replace and/or repair sidewalks on Main Street and create an ADA route up Main Street with ADOT Transportation Enhancement funds.
- Policy 5-1k:** Work with local non-profit groups such as Save our Stairs to repair stairs in Old Bisbee planning area.
- Policy 5-1l:** Work with local grassroots organizations and non-profit groups to identify funds for the restoration and repair of all sidewalk systems within old Bisbee, and incorporate ADA standards
- Policy 5-1m:** Continue conversations with ADOT regarding the utilization of ADOT Transportation Enhancement grant funds for the creation of a pedestrian mall.
- Policy 5-1n:** Work with the County and BLM to develop scenic trails for hiking in the Old Bisbee planning area.

Historic Warren Planning Area Goals & Policies

GOAL 6:

Support established residential, service, commercial, office, and governmental land uses within the Warren area while minimizing infrastructure needs and transportation demands.

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- Objective 6-1:** Support Historic Warren as an established community area.
- Policy 6-1a:** Develop and adopt a neighborhood revitalization plan or an area plan for Historic Warren.
- Policy 6-1b:** Support commercial and residential revitalization and redevelopment projects that utilize existing residential and commercial structures.
- Policy 6-1c:** Utilize established public/private partnerships to promote the benefits of reduced parking needs and reduced impacts to the existing transportation network.
- Policy 6-1d:** Identify funding sources for needed infrastructure upgrades and for neighborhood revitalization within this area.
- Policy 6-1e:** Encourage the protection, preservation and revitalization of historic buildings, structures, landmarks, and sites.

San Jose Growth Area Goals & Policies

GOAL 7:

Provide sufficient residential land to support a mix of housing types and opportunities within the San Jose growth area to meet the diverse needs of persons of all income levels and ages.

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- Objective 7-1:** Provide an adequate supply and mix of developable residential land within the San Jose growth area to accommodate future housing needs.
- Policy 7-1a:** Encourage the establishment of regional service corridors, community service nodes, and community commercial service areas in proximity to residential areas in order to support nonresidential activities and minimize auto use and air pollution within this growth area.
- Policy 7-1b:** Promote increased housing density and compatible residential infill in a range of prices and housing products to accommodate changing family arrangements, market conditions, housing needs, and demographics.
- Policy 7-1c:** Encourage developments to provide a mix of residential densities and housing types, provided the overall average density meets applicable criteria.
- Policy 7-1d:** Identify ways to apply density bonuses and other development incentives for residential development or redevelopment projects that preserve significant cultural or natural features and provide enhanced open space areas.

San Jose Growth Area Goals & Policies (Continued)

GOAL 8:

Attract high-quality residential development, including mixed use, to the San Jose growth area while protecting established residential neighborhoods and supporting compatible development.

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- Objective 8-1:** Support high-quality residential developments, including mixed use, that provide for safe and convenient vehicular circulation, open space and recreational opportunities, access to public schools and services, and protect existing residential areas from incompatible land uses.
- Policy 8-1a:** Require adequate landscape buffers to protect residential neighborhoods from incompatible land uses.
- Policy 8-1b:** Require that high-density residential developments have direct access to arterial or collector streets without traversing existing or proposed lower density residential areas.
- Policy 8-1c:** Require adequate provision of open space or direct access to open space in all large-scale residential developments and, in particular, medium- and high-density multiple-family residential developments.
- Policy 8-1d:** Require new residential developments to provide bike and pedestrian trail connectivity and linkages to neighborhoods, parks, schools, public facilities and community services.
- Policy 8-1e:** Encourage the development of master planned communities where large land holdings and focused development can be designed to provide a wealth of amenities to City residents.

San Jose Growth Area Goals & Policies (Continued)

- Policy 8-1g:** Encourage infill residential development that takes advantage of existing municipal services, utilities, transportation facilities, schools and shopping areas.
- Policy 8-1h:** Work closely with the Bisbee School Board to: (1) ensure that schools have the current or potential capacity to support the increased enrollment generated by new development; (2) apply standard school formulas to determine school needs associated with new development; and (3) explore the need to identify impact fees needed to cover the fare share of school facilities expansion costs directly associated to new development.

Airport Growth Area Goals & Policies

GOAL 9:

Support and protect the long-term viability of the Bisbee Municipal Airport in conformance with the Airport Master Plan.

- Objective 9-1:** Identify mechanisms and strategies to strengthen the long-term viability of the Bisbee Municipal Airport by promoting airport compatible development within, and establishing development standards for, the Airport Growth Area.
- Policy 9-1a:** Work with the Bisbee Airport Commission and with Cochise County to establish land uses within the Airport Growth Area that are compatible with the airport and with community needs.
- Policy 9-1b:** Prepare a Master Land Use Plan for the entire Airport Growth Area that:
1. Supports airport compatible uses;
 2. Protects the long-term viability of the Airport Growth Area;
 3. Prevents future incompatible uses;
 4. Protects the needs of the community; and
 5. Respects the adjacent rural areas.
- Policy 9-1c:** Work closely with Cochise County to identify infrastructure needs and develop an appropriate circulation plan for the Airport Growth Area.

Airport Growth Area Goals & Policies (Continued)

Objective 9-2: Protect the airspace around the airport and approaches to existing and planned runways from the hazards that could affect safe and efficient operation of arriving and departing aircrafts.

Policy 9-2.a Adopt development standards for heights of future structures which could pose a potential hazard to air navigation and future runway plans.

Objective 9-3: Identify strategies and mechanisms to boost economic development and attract businesses compatible with the airport and surrounding areas.

Policy 9-3.a Identify Federal Aviation Administration funds for the acquisition of State owned lands surrounding the Bisbee Municipal Airport.

Objective 9-4: Revise the City of Bisbee Zoning Ordinance to include an Airport District.

Policy 9-4.a Update Article VI, Supplementary Districts, of the Bisbee Zoning Ordinance to include an Airport District.

Employment Related Goals & Policies

GOAL 10:

Support appropriate locations for commercial and office land uses, including infill development and redevelopment within Bisbee's growth and planning areas.

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- Objective 10-1:** Support appropriate locations for commercial and office uses, including infill development and redevelopment within the established growth areas that:
- (a) Promote use and improvement of existing infrastructure;
 - (b) Meet residents' needs for goods and services in a cost-effective and equitable manner;
 - (c) Increase pedestrian activity; and
 - (d) Attract tourists and visitors.
- Policy 10-1a:** Promote a mixture of commercial, office, and residential uses along major transportation corridors within Bisbee's growth and planning areas.
- Policy 10-1b:** Support community-scaled commercial and office uses located at the intersection of arterial streets, taking into consideration traffic safety and congestion issues.
- Policy 10-1c:** Support neighborhood-related commercial and office uses accessible from adjacent neighborhoods and located at the intersection of arterial streets, arterial and collector streets, or collector streets.
- Policy 10-1d:** Support residentially-scaled neighborhood commercial and office uses along collector streets if:
- (a) The building is residentially scaled;
 - (b) The site design is pedestrian-oriented;
 - (c) The use will not generate significant auto traffic from outside the neighborhood; and
 - (d) The hours of operation are limited.

Employment Related Goals & Policies (Continued)

Policy 10-1e: Consider the expansion of commercial areas into adjoining residential areas when logical boundaries, such as existing streets or drainage ways, can be established and adjacent residential property can be appropriately screened and buffered.

High-Scale Commercial/Industrial Goals & Policies

GOAL 11:

Promote new high-scale commercial and clean industrial development that will contribute to Bisbee's overall economic vitality, environmental quality, and community livability.

Objective 11-1: Provide opportunities for high-scale commercial and light industrial/business park uses adjacent to major transportation corridors within the San Jose and the Bisbee Municipal Airport growth areas provided that proper standards are required to avoid the establishment of incompatible land uses.

Policy 11-1a: Support opportunities for high-scale commercial and light industrial/business park development in locations served by existing infrastructure when appropriate design elements and/or land use transitions can be utilized to mitigate negative impacts to adjacent less intensive land uses. New industrial proposals shall be evaluated on a case-by-case basis according to the following criteria:

- (a) Convenient access to highway, railroad or air services;
- (b) Parking areas are properly landscaped;
- (c) Parking, loading, and maneuvering requirements are met on-site;
- (d) Architectural detailing is provided in all sides of structures;
- (e) Landscaped setbacks from the front and the rear property lines are maintained.
- (f) Appropriate landscaping buffers minimize impact on adjacent lower density/intensity uses.