

City of Bisbee General Plan 2015

Volume Two: Implementation (Goals and Policies)



Adopted: January 20, 2004
Updated and Re-Adopted: **September 1, 2015**

City of Bisbee General Plan Update 2015

Recommended for Re-adoption with minor amendments by Planning and Zoning Commission: July 16, 2015

Re-adopted with minor amendments by City Council: September 1, 2015

City of Bisbee General Plan

Title 9 of Arizona Revised Statutes (ARS) requires that all municipalities in the state adopt, and from time to time, amend a planning document called a General Plan. A General Plan is a set of studies and policies that provide “a comprehensive, long-range general plan for the development of the municipality” (ARS 9-461.05A). General Plans, sometimes referred to as “comprehensive plans,” include “a statement of community goals and development policies,” and “shall include maps, any necessary diagrams and text setting forth objectives, principles, standards and plan proposals” (9-461.05C).

General Plan Update 2004

Bisbee’s last General Plan amendment was adopted by the Mayor and Council in 2004. By statute the Plan must be amended or re-adopted every ten years. Because of the economic downturn in 2010, the legislature extended the time period for this action for all cities and counties until July 1, 2015 (Section 3 of HB 2145, Session Laws 2010, Ch. 175).

As such, the Planning Commission has undertaken the task of updating the plan and preparing it for formal action by Mayor and Council.

The City of Bisbee commissioned The Planning Center to complete the 2004 update, and this Tucson-based consulting firm performed exemplary work for the City. The work before the Commission, Council and voting public is made easier in 2015 by the City’s investment in the 2004 update, which resulted in a two-volume work that lives up to the Plan’s “comprehensive” namesake.

General Plans Explained

General Plans are not regulatory documents with administrative force of law. Rather, a General Plan is a policy document that provides a comprehensive inventory of existing conditions within the municipal jurisdiction, and derives from these a set of policies that ideally would be implemented as regulations over time and factor into decision-making by the city. The General Plan can be considered a work plan with a 10-year horizon, in which the policies are implemented in the form of amendments to ordinances, such as the Subdivision or Zoning Regulations, or the Building Code. Other means of implementation may include discretionary decisions made by Mayor and Council regarding new development and transportation, amendments to the Capital Improvement Plan, recommendations for funding strategies for such improvements, or acquisition of land for parks and recreation uses.

In order to make sound policy recommendations, it is vital that a General Plan take into account the facts on the ground. Bisbee is fortunate to have had a comprehensive assessment of existing conditions included in its 2004 General Plan update. This inventory is provided in Volume One of the General Plan. Because Volume One provides an inventory and general narrative speaking to existing conditions within the City, rather than specific policy recommendations, this portion of the Plan does not require formal action through Mayor and Council, but may simply be revised to account for changes within the since 2004. The update of Volume One was completed in December of 2014.

Volume Two, on the other hand, does require formal ratification, because in Volume Two are found the policies that derive from the conditions described in Volume One. Such policies would ideally be implemented in the form of regulations, public expenditures, or land acquisitions, and a broad consensus of elected officials and their constituents is thus required by state law. The ratification process includes public meetings to gather citizen input on the policy proposals, followed by duly-noticed public hearings before the Planning Commission, and a two-third majority vote by Mayor and Council at a public hearing. Ratification by the voters in a regular or special municipal election is *not* required for the City of Bisbee because the city fails to meet the 2% growth rate per year threshold set forth in statute (ARS 9-461.06M).

Public Participation

A public participation plan was adopted in 2003 by Mayor and Council for the adoption of the 2004 General Plan. The goal, as set in statute, is “to provide effective, early and continuous public participation in the development and major amendment of general plans from all geographic, ethnic and economic areas of the municipality” (ARS 9-461.06.C.1). While the re-adoption of this plan with minor amendments doesn’t constitute a ‘major amendment’ nor a completely new plan, it is important that the city provides opportunities for its residents and businesses to give input and feedback.

Public input has been sought and received for the 2015 plan update through social media, newsletters, and public meetings with the Planning Commission. In addition, input on amending policies was received from the I-Bisbee (Economic Development) Committee and requested of the city’s Sustainability Commission as well as input from entities like SEAGO, ADOT, Public Works, Cochise County, utility companies, Freeport-McMoRan and others.

Volume One Changes

Volume One has been amended by members of the Commission and City Community Development and Public Works staff as an updated inventory of existing conditions. The Commission has also shortened the document, provided 2010 Census data, made minor cosmetic changes and grammar corrections as needed, eliminated superfluous language duplicated from other documents such as old iterations of the County Comprehensive Plan, and has generally attempted to make Volume One more concise, up to date and readable.

A copy of Volume One is available on the City of Bisbee website:
<http://www.bisbeeaz.gov/DocumentCenter/View/1141>

Volume Two Changes

Volume Two provides policies and implementation strategies derived from the survey of existing conditions, as well as input from stakeholders in 2003, 2014 and 2015. These include, first and foremost, the citizens of the City of Bisbee, but also include recommendations from the iBisbee economic development committee, the Airport Advisory Committee, the Planning Commission, Public Works, and Cochise County.

Amendments – Volume Two

GENERAL

1. All footnote references to “City of Bisbee General Plan Update 2003” will now be referred to as “City of Bisbee General Plan Update 2015.”
2. All references in Volume Two to “Phelps Dodge” will now refer to Freeport-McMoRan, Freeport, or FMI.
3. All references to the 2003 list of Bisbee City Council members, staff, Planning Center personnel, and General Plan Steering Committee will remain for posterity and will be amended with the following updated staff, citizens and personnel who participated in the update of the 2015 plan:

The City of Bisbee City, Arizona

Ron Oertle, Mayor

Gene Connors, Ward 1 Council Member

Serena Sullivan, Ward 1 Council Member

Douglas Dunn, Ward 2 Council Member

Joan Hansen, Ward 2 Council Member

Anna Cline, Ward 3 Council Member

Shirley Doughty, Ward 3 Council Member

Jestin Johnson, City Manager

Tom Klimek, Director of Public Works

Joe Ward, Zoning Enforcement

Corinna Carbajal, Programs/Grants Administrator

Ashlee Coronado, City Clerk

Nina Williams, Deputy City Clerk

Mark Apel, Chair, Planning and Zoning Commission

Keith Dennis, Vice-Chair, Planning and Zoning Commission

Judith Anderson, Planning and Zoning Commission

Noah Suby, Planning and Zoning Commission

Cynthia Conroy, Planning and Zoning Commission

Stanley Stern, Chair, I-Bisbee Economic Development Commission

BISBEE'S PLANNING AREAS

Historic Old Bisbee Planning Area: p. 22

(Only amended/modified text addressed herein: Additions in Bold, Deletions in Strikethrough)

~~In terms of sanitary sewer infrastructure, sewer pipes in Old Bisbee were originally installed in the early 1900s and much of the system is severely compromised. Due to sewer system conditions, there is a moratorium against further development of the area. It is anticipated that as sewer system improvements are completed, the area will be able to sustain additional development. In addition to sewer system conditions, the Samuel Gulch drainage system within this planning area is severely compromised and needs upgrade.~~

In 2003 and 2004 design was started on a new Wastewater Treatment Facility (WWTF) and the major Interceptor, Trunk and Collection Sewers in Old Bisbee, Warren and San Jose sections of the City of Bisbee. The improvements were completed in 2006 and the moratorium on new hook-ups was lifted. At present the city is served by a sewer collection system that varies widely in age and condition

and in time the lateral sewers in each section of the city will need to be replaced. Currently, wastewater from the three (3) sections of the city is collected and transmitted to the San Jose Wastewater Treatment. This facility is currently solar powered. Once Old Bisbee is complete, the lateral sewer lines in Warren and San Jose will need to be assessed.

Saginaw Planning Area: p. 24

(Only amended/modified text addressed herein: Additions in **Bold**, Deletions in ~~Strikethrough~~)

The City of Bisbee Mayor and Council adopted the Saginaw Revitalization Plan September 17, 2002. This plan provides guidelines for neighborhood revitalization. Due to the continuous efforts of the Saginaw Neighborhood Organization, Saginaw has been awarded several grants for some of its redevelopment efforts, **including a Community Development Block Grant that was completed in 2012.** As a result, revitalization efforts ~~are underway~~ **have taken place.**

Warren Planning Area: p. 24

(Only amended/modified text addressed herein: Additions in **Bold**, Deletions in ~~Strikethrough~~)

~~New development is restricted within this planning area due to sewer deficiencies. Due to sewer system conditions, there is a moratorium against further development of the area.~~

San Jose Planning Area: p. 25

(Only amended/modified text addressed herein: Additions in **Bold**, Deletions in ~~Strikethrough~~)

San Jose is identified as one of the two growth areas for Bisbee in Cochise County Comprehensive Plan. Highway 92 transverses the San Jose planning area. This area also includes smaller boroughs such as Don Luis and Huachuca Terrace along Naco Highway and encompasses one of the two growing areas of the City of Bisbee. The new San Jose Sewer Treatment facility **in operation since 2006**, will further enhance sewer capacity for new development to occur. Few miles away from the Naco port of entry into the United States, this planning area will benefit from a tourist oriented shuttle service connecting to "Historic Bisbee." Highway 92 connects the City of Bisbee with Sierra Vista and Fort Huachuca employment centers.

~~Because of development at Naco, the rail port of entry could become a major transportation route to relieve some of the pressure on Nogales. Should this happen, Bisbee should be on a major route between Mexico and Interstate 10.~~

Bisbee Municipal Airport Growth Area: p. 27

(Only amended/modified text addressed herein: Additions in **Bold**, Deletions in ~~Strikethrough~~)

This planning area provides an opportunity for the identification of airport compatible uses that may benefit from locating near the facility; an example of an airport compatible use is the Bisbee Airpark located at the north end of the airport, which provides commercial hangers for rent or lease. ~~Bisbee Airport has approximately 19 acres of land available for commercial development.~~ **The city owns approximately 80 acres of land adjacent to the airport that may be suitable for light to heavy industrial development as part of a larger economic development strategy. The parcel, under the county's jurisdiction, is currently zoned RU-4 and would need to be zoned to Light Industrial. A survey and soils report were conducted in 2012 on behalf of the city.** Adequate airport facilities are an important and undeniable factor in the consideration of site selection by new industry and commerce, and are a positive

influence on tourism and the general economic health of the area.

LAND USE ELEMENT

General Land Use Goals & Policies

GOAL 2: p. 35

(Only amended/modified text addressed herein: Additions in **Bold**, Deletions in ~~Strikethrough~~)

Establish land use controls that provide a balance of land uses, provide housing diversity to sustain a range of economic capabilities, preserve and enhance existing neighborhoods, support youth and senior activities and recreation needs, promote economic development, infill development and redevelopment, appropriately manage new growth, and protect the cultural resources and natural environment to develop an economically viable **and resilient** community **in the face of changing economic and climatic circumstances**.

Objective 2-1: Promote orderly growth and efficient use of land.

Policy 2-1q: **Develop and adopt a sustainability plan that promotes, fosters and facilitates a more efficient and sustainable use of city resources with regard to procurement, investment, infrastructure, solid waste, water supply, water quality, and energy consumption.**

Historic Old Bisbee Planning Area Goals & Policies

In July of 2006, the city and citizens of Bisbee, along with the National Park Service, Arizona Depts. of Tourism, Environmental Quality, Tourism, Commerce, State Parks and National Trust for Historic Preservation, participated in four days of discussions, presentations, walking tours and designs for the future development and preservation of Old Bisbee. This 'charrette' resulted in numerous recommendations about parking structures, a civic center, infill/redevelopment, and 'gateway' development in Old Bisbee. The document covering this process and results, *Bisbee Civic Town Plan: Planning the Past, Saving the Future* can be found online at: <http://www.bisbeeaz.gov/DocumentCenter/View/1146> and should be referred to when reviewing any development proposals in Old Bisbee.

GOAL 5: p.39

(Only amended/modified text addressed herein: Additions in **Bold**, Deletions in ~~Strikethrough~~)

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

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, **arts**

and culture, heritage, alternative health care, **lodging, restaurants, entertainment,** and historic residential neighborhoods.

- Policy 5-1c: Support upgrades to infrastructure, stair system, retention walls, sidewalks, street lighting, Mule Gulch drainage system, **streets, city parks** 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, **developing Bisbee as an overnight visitor destination as well as a destination for Sonoran shoppers.**
- Policy 5-1i: Support land use, transportation, circulation, **trails,** 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 5-1k: 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 **and stairs** 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, **Freeport-McMoRan, private land owners** and BLM to develop existing and new scenic trails for hiking in the Old Bisbee planning area.
- Policy 5-1o: Facilitate the development, placement and maintenance of public art.**

Historic Warren Planning Area Goals and Policies

Goal 6: p. 41

(Only amended/modified text addressed herein: Additions in **Bold**, Deletions in ~~Strikethrough~~)

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

- Objective 6-1: Support Historic Warren as an established community area.

- Policy 6-1d: Identify funding sources for needed infrastructure upgrades and for neighborhood revitalization within this area, **particularly enhancement of building facades and landscaping.**
- Policy 6-1f: **Develop high performing schools, preserve historic school buildings and provide safe pedestrian routes to Greenway and the Bisbee High School.**
- Policy 6-1g: **Support Copper Queen Community Hospital and Chiricahua Community Health Center expansion to meet regional medical/health needs.**

San Jose Growth Area Goals & Policies

In May of 2008, citizens and stakeholders of Bisbee participated in a week-long intensive planning workshop for the San Jose District. The Charrette team received over 300 comments from the public regarding their vision and ideas for this area which were then synthesized into 6 broad themes, followed by Guiding Principles and Best Practices to implement the principles. These principles and practices should serve as the underpinnings for future policies, reviews and decisions about growth in San Jose made by the City and its citizens. *The Guiding Principles and Best Practices for the San Jose District* can be reviewed at <http://www.bisbeeaz.gov/DocumentCenter/View/1144> and shall be incorporated, by reference, herein.

GOAL 7: p. 42

(Only amended/modified text addressed herein: Additions in **Bold**, Deletions in ~~Strikethrough~~)

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.

- 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 7-1e: **New residential development should incorporate the principles of the San Jose Charrette report, completed in 2008.**

GOAL 8: p. 43

(Only amended/modified text addressed herein: Additions in **Bold**, Deletions in ~~Strikethrough~~)

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

- 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. **At the same time, develop funding for infrastructure update and residential revitalization.**

- Policy 8-1f: **New mixed use development should incorporate the principles of the San Jose Charrette report (*Guiding Principles and Best Practices for the San Jose District*), completed in 2008.**
- Policy 8-1i: **Develop and promote neighborhood parks and recreation centers, new and existing.**

High-Scale Commercial/Industrial Goals and Policies

Goal 11: p. 47

(Only amended/modified text addressed herein: Additions in **Bold**, Deletions in ~~Strikethrough~~)

- Policy 11-1c **Capitalize on economic development opportunities with Sonora, Mexico including the “Sister City” relationship with Naco, Sonora:**
- (a) Working with the Department of Homeland Security, promote/facilitate border crossing at the Naco Port of Entry.**
 - (b) Promote Bisbee to Sonoran businessmen and shoppers.**
 - (c) Promote Bisbee to international companies looking to conduct business in Mexico.**
- Policy 11-1d **All new commercial and industrial development in the San Jose area shall incorporate the principles of the San Jose Charrette (*Guiding Principles and Best Practices for the San Jose District*), completed in 2008.**

Protection of Natural Environment Goals and Policies

Goal 12: p. 48

(Only amended/modified text addressed herein: Additions in **Bold**, Deletions in ~~Strikethrough~~)

Promote the protection of the natural environment.

- Objective 12-1: **Develop and enforce land use controls that will protect the environment.**
- Policy 12-1h: **Continued participation in the ~~Upper San Pedro Partnership~~ local watershed management groups.**
- Policy 12-1i: **Encourage the implementation of green infrastructure to include rain and stormwater**

harvesting.

Policy 12-1j: Encourage the preservation and planting of trees as valuable economic, aesthetic and environmental assets per the Urban Tree Inventory program conducted in 2014 with Arizona State Forestry.

Policy 12-1k: Through the Bisbee Fire Department, promote and educate residents and businesses to be 'firewise' and to develop defensible boundaries around homes and businesses as protection from wildfire.

Small Town Character Goals and Policies

Goal 14: p. 50

(Only amended/modified text addressed herein: Additions in **Bold**, Deletions in ~~Strikethrough~~)

Continue to encourage and promote retaining the small town character of Bisbee while providing opportunities for new harmonious growth.

Policy 14-1d: Develop and promote Bisbee for retirement living with various new and historic housing options, to include assisted living and nursing home care, that facilitate 'aging in place.'

Policy 14-1e: Promote Bisbee for single families with children and develop appropriate amenities that will help retain these families.

TRANSPORTATION ELEMENT

A City of Bisbee Comprehensive Transportation Plan

(http://cityofbisbee.com/documents/PARA-Bisbee_Final_Report-201202.pdf)

was completed in cooperation with the city, ADOT and by planning consultants Wilbur Smith and Associates in 2012. This document provides a very robust, comprehensive analysis of Bisbee's transportation issues, infrastructure and needs. It was a goal in 2004 to complete such a plan.

General Transportation/Circulation

GOAL 1: p. 52

(Only amended/modified text addressed herein: Additions in **Bold**, Deletions in ~~Strikethrough~~)

The City shall ~~prepare and~~ **refer to** and periodically update the ***City of Bisbee Comprehensive Transportation Master Plan*** **completed in 2012** for **any development or improvements related to** sidewalks, stairs, bike paths, and roads.

Objective 1-1: ~~Identify funding and prepare a Transportation Master~~

Incorporate the data, maps, findings and recommendations of the *City of Bisbee Comprehensive Transportation Plan* that accurately maps sidewalks, stairs, bike paths and roads into the city's future capital improvement plans, infrastructure project proposals and work plans.

Policy 1-1a: Identify funding to create a GIS database that:

1. Includes sidewalks, retention walls, **trails**, drainage features, stairs, bike paths and roads;

2. Analyzes the datasets for their pertinence to colonias growth and support; and
3. Provide training to appropriate local personnel.

- Policy 1-1b: Once completed, the ***City of Bisbee Comprehensive Transportation Plan***~~Transportation Master Plan~~ shall be updated periodically to reflect the most recent available data.
- Policy 1-1c: The ~~Transportation Master Plan~~ ***City of Bisbee Comprehensive Transportation Plan*** shall identify needed improvements.
- Policy 1-1d: Once adopted, the ~~Transportation Master Plan~~ ***City of Bisbee Comprehensive Transportation Plan*** shall be consulted by all City Departments prior to recommending development approvals.

Street Goals and Policies

Goal 4: p. 54

(Only amended/modified text addressed herein: Additions in **Bold**, Deletions in ~~Strikethrough~~)

Policy 4-1c: ~~Identify funding for the preparation of a Master Transportation Plan~~
The City of Bisbee Comprehensive Transportation Plan, that which
 identifies road conditions, proposed specific standards for major roads and local streets of Bisbee, funding sources, and proposes a schedule for improvements,
should be consulted as the city's streets are brought up to standard.

City of Bisbee General Plan 2003 Bisbee, Arizona

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THE CITY OF BISBEE GENERAL PLAN

The City of Bisbee (the “City”) General Plan provides overall direction to the City’s Mayor and Council regarding future growth and facilitates the preparation of redevelopment, historic preservation, strategic, specific, subdivision, neighborhood, area, and development plans.

The Data and Analysis Volume of the City’s General Plan serves as foundation for the formulation of goals, policies, and implementation strategies presented in this volume of the City’s General Plan.

The City’s General Plan constitutes a land use policy statement based on community input, prevailing and anticipated needs, growth patterns and development trends, analysis of opportunities and constraints, and accepted planning practices.

HOW TO USE THIS DOCUMENT

Volume I, Data and Analysis, of the City’s General Plan 2003 includes an analysis of existing land uses, describes the physical characteristics of land and its suitability for development, identifies opportunities and constraints, assesses current infrastructure supporting development, provides an existing and future land use needs analysis, assesses the impact of adjacent land on future planning, and identifies land acquisition and mitigation strategies.

Volume II, Implementation, of the City’s General Plan Update 2003 includes development precepts, land use plan, and broad policy for growth management.

This volume of the City’s General Plan must be consulted prior to initiating a submittal for proposed development. Proposed development within the City must conform to the Implementation volume of the City’s General Plan 2003.

ROLE AND PURPOSE OF THE GENERAL PLAN

In 1973, the Arizona Legislature passed the *Environment Management Act* which formalized planning in Arizona and required municipalities to adopt comprehensive, long-range general plans to guide the physical development of communities. In 1998, the Arizona Legislature passed the *Growing Smarter Act* and in 2000 the *Growing Smarter Plus Act*, which broadened the planning requirements for municipalities and counties.

The City developed its General Plan in the mid 1980's. An update process began in 1995, which resulted in the City's 1996-2006 General Plan Update. In order to reflect changes in the community, both physically and conceptually, it is necessary to periodically evaluate and update the City's General Plan.

The purpose of developing a plan is to focus on a comprehensive process that determines the best possible future for the community. The primary purpose of the City's General Plan is to enhance the City's character and increase its livability to ensure that future growth proceeds in a manner consistent with the vision of the community. The vision, goals, policies, implementation strategies, and map series included in the Implementation Volume of the City's General Plan are intended to provide guidance for future decisions related to land use, transportation/circulation infrastructure, and other related issues.

The City's General Plan serves as a guide for appointed and elected City officials in evaluating proposals for development, in scheduling community improvements and/or capital improvements, and in developing more specific studies. In addition, the City's General Plan provides a policy framework for the refinement of existing implementation tools and for the designation of zoning districts.

The City's General Plan is designed to be flexible and serves as the backbone for the preparation and refinement of implementation tools such as the Bisbee Zoning Ordinance, land development regulations, Historic Development Guidelines, streets and routes guidelines, development standards and design guidelines, capital improvement plans, recreation and natural resource preservation plans, transportation plans, airport plans, and flood control and stormwater management ordinances. These implementation tools should mirror the vision, goals, and policies of the City's General Plan.

PLANNING PROCESS

The interaction of factors causing the growth and development of an area requires careful planning as a prerequisite to orderly growth. The City of Bisbee General Plan 2003 planning process involves essentially six basic steps:

1. The adoption of a public participation process that outlines a fair and open process, encourages everyone to participate, addresses input of residents, encourages creative thinking about the future, facilitates community participation at all levels of the planning process, and educates the community on the nuts and bolts of the planning process.
2. The collection and analysis of pertinent data concerning the physical and socio-economic characteristics of the City, which is accomplished through the preparation of the Data and Analysis Volume of the City's General Plan. Although not a part of the City's General Plan, since it is not an adopted document with legal status, such data and analysis provides a foundation and basis for the Implementation Volume of the City's General Plan;
3. The formulation of a vision and its accompanying goals for future growth and development;
4. The articulation of measurable objectives, or desired short-term ends, that if pursued and accomplished will ultimately result in the attainment of the goal to which objectives relate;
5. The identification of policies that prescribe the course of action or the means to attain the established objectives and ultimately the established goals of the City's General Plan; and
6. The implementation of the City's General Plan is accomplished through the preparation, adoption, and enforcement of the Implementation Program contained in the Implementation Volume of the City's General Plan.

The City of Bisbee General Plan 2003 summarizes a 9-month planning process aimed at defining a vision for the City. The planning process includes an evaluation of the existing plan, community input, a visioning process, the review of existing documents and studies, and windshield surveys.

Preparation of Volume I: Data and Analysis

Through the collection of pertinent data, and its corresponding analysis, the physical, demographic, and socio-economic characteristics of the City are identified, as well as major trends and future annexation needs. Based on the resulting needs assessment, suitability for development is identified. Volume I includes the following sections.

Opportunities and Constraints

This section of the Data and Analysis Volume includes the identification of environmentally sensitive areas, topography, hydrology, and other opportunities and constraints, and results in the development of the constraints and opportunities map of the *Master Land Use Plan*.

Transportation/Circulation

This section of the Data and Analysis Volume assesses existing and future transportation/circulation infrastructure required to support existing and future land uses, and identifies opportunities for multi-modal transportation.

Infrastructure Supporting Growth

This section of the Data and Analysis Volume addresses wastewater, water, solid waste collection, utilities and other major infrastructure supporting growth.

Land Use Needs Analysis

This section of the Data and Analysis Volume assesses the current and/or immediate needs for land, including determination of acreage required to meet current needs. It also assesses future needs for land, including determination of acreage required to meet future needs. The future land use needs analysis is based on availability of vacant land, population projections, and household size.

Impact of Adjacent Use of Land on Future Planning

This section of the Data and Analysis Volume provides an inventory of land owners on adjacent lands, including federal, state, county, municipal, and privately owned lands, and existing land use inventory of adjacent lands.

Land Acquisition

This section of the *Data and Analysis* Volume identifies land acquisition mitigation strategies including land swaps and exchanges, auction purchases, and other economically feasible alternatives. In addition, this chapter provides an annexation strategy, which identifies areas viable for annexation.

Preparation of Volume II: Implementation

This volume of the *City of Bisbee General Plan 2003* includes the public participation procedures, administration, and implementation program.

Public Participation

This section of Volume II includes public participation process and procedures and outlines the vision of the City of Bisbee.

Administration

This section of Volume II describes the City's General Plan authority, administration, and evaluation processes and defines major and minor amendments.

Implementation

This section of Volume II includes goals, objectives, and policies, for the Land Use and Transportation Circulation Elements This section also includes the Implementation Program of the *City of Bisbee General Plan 2003*.

Introduction

Bibliography

The appendix contains bibliographical references utilized in the preparation of the *City of Bisbee General Plan 2003*.

Future Land Use Map

Includes the recommended Future Land Use map and provides a brief description of uses permitted within each land use category.

Zoning Districts Map

The Zoning District map as adopted by the City of Bisbee Mayor and Council.

ILLUSTRATION 1
CITY OF BISBEE GENERAL PLAN UPDATE 2003 PLANNING POCESS



HISTORY OF BISBEE

Bisbee, Arizona is located 90 miles southeast of Tucson. Bisbee is Cochise County seat. Founded in 1880, and named after Judge DeWitt Bisbee, a financial backer of the Copper Queen Mine, this Old West mining camp proved to be one of the richest mineral sites in the world, producing nearly three million ounces of gold and more than eight billion pounds of copper, not to mention the silver, lead and zinc that came from the Mule Mountains.

By the early 1900's, the Bisbee community was the largest city between St. Louis and San Francisco. It had a population of 20,000 and had become the most cultured city in the Southwest. In 1908 a fire ravaged most of Bisbee's commercial district along Main Street.

Reconstruction began immediately and by 1910 most of the historic district had been rebuilt and remains completely intact today. Activities began to slow as the mines played out and the population began to shrink; mining operations on a large scale became unprofitable in 1975.

Bisbee has since evolved into an attractive artist, holistic health center, and retirement community emphasizing monthly special events, a wide variety of general and alternative health practices, and tourism. Travelers from all over the world come to Bisbee to savor "its unique charm, an uncommon blend of creativity, friendliness, style, romance, and adventure all wrapped in the splendor of the Old West."

PHYSICAL SETTING

Bisbee is located in Cochise County, southeast Arizona, approximately four miles from the international border with the Sonoran State of Mexico. The City serves as the county seat and falls about half way between Sierra Vista and Douglas, which contain the bulk of the county's population. Bisbee is located approximately 50 miles from Interstate 10 and 90 miles southeast of Tucson. State Highways 80 and 92 meet at the center of the City. The community is in the transition area between the Arizona uplands and the Sonoran Desert.

Bisbee development started in the Mule Mountains, which are rich in copper, turquoise, and other ores. The City prospered originally because of the copper industry which also shaped the City's land uses and types of construction. Development, then, spread to the surrounding plains. The physical constraints as well as the geology and topography of the area have made the three developed sections of the City (Old Bisbee, Warren, and San Jose) somewhat isolated from each other.

The original incorporated area of the City encompassed only the Old Bisbee area. Warren and San Jose were annexed into the City. The City has not aggressively annexed areas over the years. Currently a 1000 acre annexation is in process.

Old Bisbee resembles a European hamlet more than a 1800s Old West town. Originally called the "Queen of the Copper Camps," Bisbee has a rich history from humble beginnings as a mining camp to boom town in the 1880s. Nestled in the mile high Mule Mountains of southern Arizona, Bisbee has maintained an Old World charm seldom found in the United States.

Bisbee's location in the Mule Mountains (5300Ft) of southern Arizona protect it from extreme summer heat and winter cold. Summers are noticeably cooler than in Phoenix and Tucson. Winters are crisp and short with plenty of sunshine and daytime highs often in the 60s. The air is crystal clear throughout the year. The average daily temperature during Fall/Winter (October–March) is 64 degrees. The average temperature for Spring/Summer (April–September) is 84 degrees.

With its fine lodging, dining, history, art, culture, alternative health practitioners, shopping and entertainment, Bisbee is the perfect base location for exploring a diversity of Cochise County. The Apache Wars were fought in the area. The close proximity to Mexico allows visitors to enjoy border culture. Area natural and historical attractions include: the Chiricahua National Monument, Cochise Stronghold, Camp Newell, San Pedro Riparian Conservation Preserve, Southeastern Arizona Bird Observatory, Slaughter Ranch, Ramsey Canyon Nature Preserve, Arizona Cactus Succulent Research Center, Old Bisbee, Historic Warren, Naco, Fort Huachuca, ghost town, the City of Tombstone, Montezuma Pass and the Coronado National Forest.

Legislative Framework

Arizona law requires that all cities prepare a general plan. State law also mandates a comprehensive review process incorporating a City's legislative body, the county planning agency, each contiguous community, the regional planning agency, the school district, the State Department of Commerce, and any individual requesting a written request.

In addition, the Arizona law now requires land use decisions to conform to a general plan. This requirement places a greater standard and linkage with a general plan than former 'consistency' guidelines.

All proposed 'major amendments' to a general plan must be considered at a single public hearing (during the calendar year) and must receive a 2/3 affirmative vote by the city's legislative body. If Bisbee's population increases during the next decennial census, major amendments to the City's General Plan will require public ratification of the amendments approved by the City's Council. At present, the City is not required to satisfy the public ratification requirement due to the size of its population.

Public Participation Process

The *City of Bisbee General Plan 2003* is the product of an extensive outreach effort that involved Bisbee residents, community leaders, major stakeholders, agency representatives, and other interested parties. Early in the process, the City's Mayor and Council adopted a citizen participation program to follow. This program is designed to maximize public participation in the process through steering committee meetings, open houses, mobile exhibits, and additional out-reach methods.

A steering committee was formed early in the process. Members of the Steering Committee represent diverse interests within the City. This Steering Committee or Project Action Team consists of representatives from several City departments, the City of Bisbee Chamber of Commerce, utility companies, adjacent jurisdictions and regional and state agencies

In 1999, the City of Bisbee prepared the Bisbee Strategic Plan for Economic Development. In order to provide continuity, yields harvested during the Strategic Plan planning process have been incorporated as part of the City's General Plan update public participation planning process. Combined with General Plan update public participation efforts, this strategy is instrumental in developing a "vision" for the City that is consistent with its economic development goals. The vision is an overreaching statement that defines the desired condition or state of the City in terms that are meaningful to residents, entrepreneurs, and City officials. The economic development vision for the City is included below.

"Bisbee—The High Desert Gem."

The facets of this unique gem include its diverse people, historic character, arts community, natural environment, and ideal climate.

The community promotes quality business development and financial sustainability by creatively utilizing its proximity to Mexico, technology, economic partnerships, and educational institutions to achieve community prosperity.

*Bisbee Strategic Plan for Community
Economic Development
August 1999*

Public Participation Process

A more encompassing vision that includes community ideals supporting the *City of Bisbee General Plan Land Use and Transportation/Circulation* elements' goals and based on a visioning process conducted among members of the Steering Committee is included below.

“Bisbee–The High Desert Gem”

The facets of this unique gem include its diverse people, historic character, arts community, general and alternative health care community, natural environment, ideal climate and the fact that the City continues to serve as the seat of county government.

Bisbee is a thriving place to live, work and play with a balanced mix of land uses and amenities, such as restaurants and retail shops, that support community and economic development needs; a diversity of housing that sustains a range of economic capabilities; high quality schools and quality health care and community services; an enhanced road system and state-of-the-art infrastructure; plus outstanding recreational facilities and municipal services. Bisbee's efficient multi-modal transportation system (pedestrian, bicycle, transit, rail and airport) provides accessibility to local, regional and bi-national attractions.

Bisbee is a flourishing City for commerce and business with outstanding residential neighborhoods, impressive historic districts, a blooming economy and access to pristine regional environmental areas for wildlife and bird watching.

This gem located near the U.S./Mexico border, with a small town friendliness and charm, is a great place to retire, provides continuous support to youth and senior services and activities, attracts visitors, both near and far, for business, arts, recreation, general and alternative health care and tourism opportunities.

The community promotes quality business development and financial sustainability by creatively utilizing its proximity to Mexico, technology, economic partnerships, and educational institutions to achieve community prosperity balancing existing character/identity, preservation of historic resources, healthy growth, and the efficient expenditure of its funds.

The City General Plan update is the product of a nine to twelve month process, including extensive community involvement, the engagement of all levels of government, the coordinated efforts of various City departments, and the review and support of adjacent communities, the State Department of Commerce, and the local business community.

To obtain the most from a general plan update process, a major focus needs to be placed on plan administration. This Plan Administration section is organized in the following manner:

- ❖ General Plan Implementation,
- ❖ General Plan Updates, and
- ❖ General Plan Amendments.

The purpose of this section is to define each of these components and to provide guidelines for ensuring that the City's General Plan is implemented, regularly updated and amended when necessary.

General Plan Implementation

A general plan implementation program is based upon specific community goals, objectives and resources. State legislation provides a common starting point for plan implementation. The Arizona Legislature mandates municipal planning agencies to undertake the following actions to implement a general plan:

- ❖ Adopt and implement a general plan so that it serves as a guide for orderly growth and development and as a basis for the efficient expenditure of its funds relating to the subjects of a general plan.
- ❖ Render an annual report to a city's mayor and council on the status of the plan and progress of its application.
- ❖ Promote public interest in an understanding of the general plan and the regulations relating to it.
- ❖ Consult and advise with public officials and agencies, public utility companies, residents, educational, professional, and other organizations and provide opportunities for written comment throughout the general plan planning process.
- ❖ Upon adoption of the general plan, every governmental, judicial and quasi-judicial agency or commission should provide a list of proposed plans for capital improvements or construction within or partially within the City. The agency shall list and classify all such recommendations and shall prepare a coordinated program of proposed public work for the ensuing fiscal year. Such coordinated program shall be submitted to the municipal planning agency for review and report to such agency for conformity with the adopted general plan.
- ❖ All acquisitions and dispositions of real property shall be reported to a city's planning agency to ensure conformity with the general plan and supporting plans. The planning agency shall render its report as to conformity with an adopted general plan within forty (40) days after submittal.

General Plan Implementation Program

The General Plan Implementation Program is the foundation of the plan and acknowledges State mandates. Each element of the General Plan update includes:

Implementation Measure	Lists the actions necessary to carry out each element of the General Plan.
Lead Department/Agency	Identifies the responsible City department for accomplishing that particular measure.
Projected Timeframe	Identifies and prioritizes the timeframe for the measure to be initiated.
Potential Funding Sources	Lists the potential funding source necessary to implement the plan (City staff, volunteer, or other community resources).

Roles and Responsibilities

Bisbee's City Manager appoints staff persons responsible for the City's General Plan implementation. Appointed staff should monitor the status of each implementation action throughout the year and provide a general recommended framework to the City's Planning and Zoning Commission for annually updating the General Plan Implementation Program. The City's Planning and Zoning Commission reviews staff report and provides recommendations to the Bisbee's Mayor and Council for revisions to the General Plan Implementation Program on an annual basis.

General Plan Amendments

General Plan Update

A general plan update is initiated by a city's mayor and council and includes the adoption of a new general plan or re-adoption of the city's general plan pursuant to ARS Section 9-461.06(L).

The adoption of a new general plan or re-adoption of a city's general plan shall be approved by an affirmative vote of at least two thirds of the members of the city's legislative body. Although, as noted, public ratification is not required for the City's 2003 general plan update process, public ratification may be required for future General Plan updates.

All general plan updates are subject to public participation procedures contained in the City's Public Participation Plan adopted by the Bisbee Mayor and Council pursuant to ARS Section 9-461.06(J).

A comprehensive update of a general plan must be conducted at least once every ten years. Changing conditions may warrant a comprehensive update on a more frequent basis as determined by the City's Mayor and Council.

Major Amendments

Pursuant to ARS Section 9-461.06(G), a major amendment is defined as a "substantial alteration of the municipality's land use mixture or balance as established in the municipality's existing general plan land use element." It is up to the municipality to develop criteria that meets this definition.

Major amendments to the City's General Plan may be initiated by Bisbee's Mayor and Council, or requested by the private sector, and will be considered once each year pursuant to ARS Section 9-461.06(G). Major amendment applications must be submitted within the same calendar year they are being considered and must be considered at a single public hearing. A minimum of two (2) public hearings will be scheduled before the adoption of any "general plan update" and/or "major amendment." Of these two public hearings, one will be a City Planning and Zoning Commission public hearing for review and recommendation to Bisbee's Mayor and Council, and one will be a Mayor and Council public meeting for the adoption of the "general plan update" and/or "major amendment." A major amendment can only be approved by an affirmative vote of at least two thirds of a city's legislative body and is subject to the public participation procedures, contained in the public participation plan, adopted by a city's

legislative body pursuant to ARS Section 9-461.06.update” and/or “major amendment.” A major amendment shall be approved by an affirmative vote of at least two thirds of the Mayor and Council and is subject to the public participation procedures, contained in the Public Participation Plan, adopted by the Mayor and Council pursuant to ARS 9-461.06.

Criteria for Determining Major Amendments

The following criteria must be used for determining whether a proposed amendment to the land use plan element of the City’s General Plan substantially alters the mixture or balance of land uses. A major amendment, as specified in the City’s General Plan is any proposal that meets any of the following criteria:

1. A change in residential land use designation exceeding 100 acres;
or
2. A change in non-residential land use designation exceeding 100 acres; or
3. Any development proposal that, in aggregate, includes changes in land use designations exceeding 320 acres;
4. Any residential development that generates a minimum of 50% of the total enrollment of a K-8, middle school and/or high school as determined by the City of Bisbee.

Minor Amendments

All amendments to the City’s General Plan that are not defined as “General Plan Updates” or “Major Amendments” are considered “Minor Amendments”. Minor amendments may be considered by the City’s Planning and Zoning Commission and Bisbee’s Mayor and Council at any time.

Growth Areas Component

Growth Areas and Population

Currently, the City is not required to prepare a *Growth Areas and Population Element*, as set forth in ARS Section 9-461.05.D.2, since the City's population decreased from the 1990 to the 2000 decennial Census. As stated in the vision of the community, "*Bisbee-The High-Desert Gem*," the facets of this unique gem include: diverse population, historic character, arts and alternative health care community, natural environment, and ideal climate interplaying to promote quality business development and financial sustainability by creatively utilizing the City's proximity to Mexico, technology, economic partnerships, and educational institutions to achieve community prosperity. Bisbee's uniqueness requires the establishment of planning areas that better address the specific needs of the different facets of this gem.

This section is premised on the goals and objectives set forth in the *Strategic Plan for Community and Economic Development* as well as community efforts to expand the City of Bisbee economic base and attract business to those areas suitable for development. Therefore, this section identifies planning areas particularly suitable for planned multimodal transportation and infrastructure expansion and improvements, which are designed to support a variety of land uses, including residential, office, commercial, industrial, and open space. It also identifies planning areas not suitable for additional growth that may benefit from historic preservation, restoration, redevelopment, and infrastructure upgrade efforts.

With the adoption of the North American Free Trade Agreement (NAFTA) in 1994, the states of Arizona and Sonora embarked on an effort to develop and implement a bi-national, regional economic development plan. Known as the Arizona-Sonora Project, the objective of this plan is to improve the region's competitiveness, and in doing so to expand markets for existing businesses and attract new investment to the region. The *City of Bisbee General Plan* must take into consideration projected growth resulting from this bi-national and regional approach.

As a unique community located on the U.S./Mexico border, the *City of Bisbee General Plan* considers employment oriented development currently taking place in Naco, Mexico. This element also considers highway expansion plans within the State of Sonora, Mexico and a new Port of Entry at the City of Douglas. Such plans will provide additional connectivity between Hermosillo, Mexico, Douglas, and the City of Bisbee positively impacting the economic development potential of the City and the region. The enhancement of the Bisbee Circle will provide additional visibility to visitors.

Growth Areas Component

Its proximity to the border and to Fort Huachuca, Sierra Vista and Tombstone makes the City of Bisbee a very unique place with very distinctive needs. A growth areas component solely based on the City's population estimates and projections will do a disservice to the bi-national and regional development potential of the area. Therefore, the *General Plan* growth areas component anticipates additional growth based on bi-national and regional growth indicators.

In addition, the City of Bisbee Municipal Airport provides service to the southeast Arizona general aviation community, which includes business travel, charter, sport aviation, and training, as well as private use of the light aircraft.

As a result of distinct area needs, the *City of Bisbee General Plan* Land Use and Transportation/Circulation elements should encompass policies and strategies designed to:

- ❖ Identify specific needs of each planning area;
- ❖ Provide for a rational pattern of land development;
- ❖ Make automobile, bicycle, pedestrian, transit and other multimodal transportation more efficient,
- ❖ Preserve historical character;
- ❖ Promote tourism related opportunities;
- ❖ Make infrastructure expansion more economical;
- ❖ Conserve significant natural resources and open space areas;
- ❖ Develop multimodal corridors that will serve as linear open space linking major planning areas;
- ❖ Promote the public and private construction of timely and financially sound infrastructure expansion through the use of infrastructure funding and financial planning that is coordinated with development activity;
- ❖ Take advantage of the strategic location of Bisbee within the bi-national and regional economy;
- ❖ Anticipate impact of transportation corridor expansions occurring in the state of Sonora, Mexico, which will increase highway connectivity to Bisbee.
- ❖ Work in coordination with the City of Naco, Mexico.

Growth Areas Component

The integration of distinct planning areas evolves from anticipating a broader policy framework which more fully recognizes the specific needs of the City of Bisbee. Within this framework, public investment decisions regarding infrastructure and other capital facilities, redevelopment, historic preservation, neighborhood revitalization can be pursued in citywide context which allows for greater recognition and understanding of the implications of such decisions.

This planning areas approach recognizes the dynamics and complexities of local, regional, and bi-national market forces; the choices of individuals, families and organizations; and the life cycle of structures. The underlying premise is that the different areas of the City require different strategies and policies to address challenges and to build on opportunities. These strategies seek to: prevent deterioration; foster revitalization; increase sustainability, livability, and quality of life; support infill development; and manage new growth in a financially equitable manner.

The use of the term “balance” is an essential component of the *City of Bisbee General Plan*. Community efforts to maintain a multi-faceted gem while building an economic development friendly environment are reflected in goals and policy statements. Each of these policy statements has its own political, livability, and budget implications and include:

- ❖ Promoting grassroots involvement, neighborhood revitalization, historic preservation, and redevelopment in those existing urbanized areas of the City where infrastructure constraints are not suitable for additional growth;
- ❖ Encouraging the rehabilitation and reuse of existing structures;
- ❖ Adopting Cochise County designated growth areas for the City of Bisbee as those areas suitable for development and annexation;
- ❖ Addressing the cost of providing infrastructure and facilities to serve new development, relative to the revenues received from new development;
- ❖ Outlining annexation strategies; and
- ❖ Fostering environmental preservation and protection.

Growth Areas Component

Bisbee's Planning Areas

Three major planning areas have been identified in the City of Bisbee. These are: Historic Old Bisbee, Saginaw, and Historic Warren. San Jose, and the Bisbee Municipal Airport, are identified as growth areas for Bisbee in Cochise County Comprehensive Plan. These planning and growth areas are shown on the Planning Areas map, included in the Appendix Section.

Historic Old Bisbee Planning Area

The Historic Old Bisbee planning area is nestled in the Mule Mountains and bordered by Highway 80. This planning area encompasses Tombstone Canyon, Brewery Gulch and includes Bisbee Historic District. "Historic Bisbee" is a registered National Historic District. The area contains many structures now experiencing the revitalization phase of the cycle. Old Bisbee comprises a substantial part of the economic activity of the City serving as a tourist magnet. This area contains unique architectural styles numerous historic structures, neighborhoods, and sites, which have significant value as cultural resources. Many of these buildings have undergone renovations, including historic preservation efforts. Others would need investment to spur revitalization.

In terms of sanitary sewer infrastructure, sewer pipes in Old Bisbee were originally installed in the early-1900s and much of the system is severely compromised. Due to sewer system conditions, there is a moratorium against further development of the area. It is anticipated that has sewer system improvements are completed, the area will be able to sustain additional development. In addition to sewer system conditions, the Samuel Gulch drainage system within this planning area is severely compromised and needs upgrade.

The bulk of building activity within Historic Old Bisbee planning area addresses the renovation of existing structures. Two main issues must be considered: (1) respecting the original features of the buildings, and (2) how best to relate the proposed changes to existing neighborhood styles. The City of Bisbee adopted by resolution the *Design Guidelines for the Bisbee Historic Districts* in 1991. The Arizona Planning Association awarded the Guidelines "Best Ordinance/Regulation" in the state for 1991.

"Historic Bisbee" is characterized by an interconnected stair system and numerous retaining walls holding up houses or lots. These two systems require maintenance. Clarification of ownership and condition of existing stair and retaining wall systems continues to be a major goal of the City within this area.

Growth Areas Component

Whether arriving from the north through Mule Tunnel or coming from the south past the Lavender Pit Mine, Old Bisbee is a special place with a character of its own. Houses cling to the sides of hills and canyons, reminding visitors of their origins as homes for the copper miners 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 process. In 1980 the downtown commercial and surrounding residential areas were designated as a National Register Historic District.

Land uses within the Old Bisbee Planning Area consist primarily of small retail and service-oriented commercial such as hotels, restaurants, art galleries, banks, few offices, and residential neighborhoods. Redevelopment, renovation, infill development and preservation are the primary development activities within this planning area.

A substantial amount of the economic activity of the City has historically taken place within Old Bisbee. While this area remains a vital and desirable place to live, the potential for new residential development, on currently vacant land, is limited. This area is projected to retain its character as the City's historic Central Business District and remain a major government, employment, arts and tourist oriented center.

Growth Areas Component

Saginaw Planning Area

The Saginaw neighborhood is located northwest of the Bisbee Historic Downtown along Highway 80. The community is primarily a residential neighborhood bound in the south by Highway 80, in the southeast by Old Douglas Road, and in the east, west and north by Phelps-Dodge property. The Saginaw Townsite is located in Township 23 South, Range 24 East, and Section 14. The entire neighborhood is within Census Tract 11 and encompasses blocks 1005, and 1014 to 1023 within this Census Tract.

With the coming of the railroads in the 1880's, the grid pattern of architecture was established. This pattern is characterized by parallel and perpendicular streets. The neighborhood was moved from its original site in order to allow mining operations on its previous location.

The City of Bisbee Mayor and Council adopted the Saginaw Revitalization Plan September 17, 2002. This plan provides guidelines for neighborhood revitalization. Due to the continuous efforts of the Saginaw Neighborhood Organization, Saginaw has been awarded several grants for some of its redevelopment efforts. As a result, revitalization efforts are underway.

Warren Planning Area

The Historic Warren Planning Area encompasses Winwood, Lowell, Bakerville, Warren, Galena, Briggs, and Tintown. Historic Warren, the largest of these boroughs includes primarily residential land uses with some retail and service-oriented commercial and industrial land uses. The City of Bisbee governmental complex, which includes the offices for the Southeastern Arizona Government Organization, SEAGO, serving as the regional planning office, is located in Warren. A historic survey has been completed for this area.

New development is restricted within this planning area due to sewer deficiencies. Due to sewer system conditions, there is a moratorium against further development of the area. The primary concern within Warren is commercial and neighborhood revitalization. Neighborhood revitalization is also a primary concern at Winwood, Bakerville, Galena, Briggs, and Tintown.

The Lowell area includes the Lowell School, the historic Evergreen Cemetery, some commercial areas, and few historic buildings next to the Lavender Pit.

Growth Areas Component

Revitalization, historic preservation and restoration, general community enhancements, multi-modal transportation and connectivity are the primary needs of this planning area.

San Jose Growth Area

San Jose is identified as one of the two growth areas for Bisbee in Cochise County Comprehensive Plan. Highway 92 transverses the San Jose planning area. This area also includes smaller boroughs such as Don Luis and Huachuca Terrace along Naco Highway and encompasses one of the two growing areas of the City of Bisbee. The new San Jose Sewer Treatment facility will further enhance sewer capacity for new development to occur. Few miles away from the Naco port of entry into the United States, this planning area will benefit from a tourist oriented shuttle service connecting to “Historic Bisbee.” Highway 92 connects the City of Bisbee with Sierra Vista and Fort Huachuca employment centers.

Existing land uses within this growth area consists primarily of residential with some highway commercial along major transportation corridors such as highway 92 and Naco Highway. The most appropriate land uses for this area will continue to be residential with neighborhood and general commercial uses permitted at the intersection of major collector or arterial roads serving the residential areas, and highway commercial along major transportation corridors serving as employment centers.

This planning area will benefit from the establishment of development standards to guide new development.

Because of development at Naco, the rail port of entry could become a major transportation route to relieve some of the pressure on Nogales. Should this happen, Bisbee should be on a major route between Mexico and Interstate 10.

Due to the terrain and the current transportation system, as pointed in the Economic Development Opportunities section of the *City of Bisbee Strategic Plan for Community and Economic Development*, August 1999, Bisbee probably does not have the competitive advantages in this area compared to other communities. For this reason, Bisbee will probably be more of a “pass through”. As development of the San Jose area occurs, the community must keep an eye open for opportunities. San Jose could become a gateway to Bisbee serving as a center for business, and attracting visitors to Historic Bisbee.

Growth Areas Component

A key economic development strategy is the development of services within the San Jose planning area that complement those services offered within the Historic District planning area. To spur growth in San Jose while contributing to the revitalization of the City's historic core is the key of success. Linear park development along Highway 92 could provide visual continuity and connectivity among planning areas, removing the sense of isolation typical of the different urban satellites of the City.

The establishment of development standards to guide future development is crucial for the San Jose planning area. Manufactured home residential development within this area should follow the Manufacture Home Guidelines adopted by the City.

Bisbee Municipal Airport Growth Area

The Airport is identified as a growth area for Bisbee in Cochise County Comprehensive Plan. The Bisbee Municipal Airport functions as a General Aviation facility, providing a paved and lighted runway surface, a graded crosswind runway and 100LL aviation fuel services. The airport is Visual Flight Rules (VFR) only, with not published instrument approaches. The Bisbee Municipal Airport is included as a component of the *National Plan of Integrated Airport Systems (NPIAS)* and, as such, is eligible to receive grants under the federal *Airport Improvement Program (AIP)*.

Land use compatibility conflicts are a common problem around many airports and smaller General Aviation facilities. In urban areas, as well as some rural settings, airport owners find that essential expansion to meet the demands of airport traffic is difficult to achieve due to the nearby development of incompatible land uses.

Aircraft noise is generally a deterrent to residential development and other noise sensitive uses. The Bisbee Municipal Airport Master Plan includes 65 Ldn noise contours. In accordance with State of Arizona airport compatibility legislation, residential development should be placed outside of the 65 Ldn noise contour.

Conflicts may also exist in the protection of runway approach/departure and transition zones to assure the safety of both the flying public and the adjacent property owners. Adequate land for this use should be either owned in fee or controlled in easements, as recommended in the City of Bisbee Municipal Airport Master Plan.

Growth Areas Component

Based on noise analysis and on a review of the land use adjacent to the airport, there are presently no existing or future adjacent incompatible land uses affecting the airport, as provided in the Bisbee Municipal Airport Master Plan.

This planning area provides an opportunity for the identification of airport compatible uses that may benefit from locating near the facility, an example of an airport compatible use is the Bisbee Airpark located at the north end of the airport, which provides commercial hangers for rent or lease. Bisbee Airport has approximately 19 acres of land available for commercial development. Adequate airport facilities are an important and undeniable factor in the consideration of site selection by new industry and commerce, and are a positive influence on tourism and the general economic health of the area.

The airport has a current and approved master development plan from the City of Bisbee and the Arizona Department of Transportation. This planning area deserves careful attention as it may be enhanced through Federal Aviation Administration (FAA) and ADOT grants. As provided in the Bisbee Action Plan outlined in the *Bisbee Strategic Plan for Community and Economic Development*, the City of Bisbee, the Airport Board, SEAGO, and the private sector can work together to develop commerce and tourism within the Bisbee Municipal Airport planning area. The *General Plan* land use element includes goals and policies to attract economic development to this area.

Growth Areas Component

Naco Area Plan

The Naco community is located about 100 miles southeast of Tucson, a mile south of Bisbee and thirty miles north of Cananea, Mexico, a mining community. It lies on the U.S./Mexican border and shares a common name with its Mexican neighbor, Naco, Sonora, Mexico. A port of entry to and from Mexico is located in Naco and is open 24 hours a day.

The plan area boundaries encompass an area extending from one mile north of Purdy Lane, south to the Mexican border, two miles east of Naco Highway and two miles west of Naco Highway. The area includes the Naco Townsite, the golf course, Country Club estates, some rural development along Purdy Lane, vacant land, State Land, a scattering of businesses and land owned by Phelps-Dodge. The *Naco Community Plan* has been formally adopted by the Cochise County Board of Supervisors as a specific amendment to Cochise County Comprehensive Plan.

According to Assessor's records, the Naco Townsite was established in 1907. Railroad tracks to serve growing mining operations in Mexico were laid to Naco by 1898. In 1915, Camp Newell was constructed to serve as an Army encampment during the Mexican Revolution. Numerous structures remain of this historic site. Camp Newell is currently privately owned and is in deteriorating conditions. Camp Newell is a historic site worthy of preservation.

The Naco Townsite is comprised of many historic buildings which are largely constructed of stuccoed mud adobe. Due to the gradual pace of population growth, the community retains the character of a small border town. An inventory of the historic structures is contained in the *Historic Resources Inventory of Naco Arizona* completed by the Arizona State Historic Preservation Office.

Due to the economic potential of the U.S./Mexico border and its impact to the City of Bisbee, *Steering Committee* members, including representatives from Cochise County Housing Authority and from Cochise County Planning Department, recommended to include the Naco community in short-term and long-range joint planning and economic development efforts between the City of Bisbee and Cochise County. Such partnership will be beneficial for both City and County. The discussion also included recognizing Camp Nowell. The Naco Area Plan is provided in the Appendix section and recognized as an area of vital importance to the City of Bisbee.

Growth Areas Component

Bisbee's Ultimate Growth Boundary

The City recognizes Cochise County Growth Boundary as the City's ultimate growth boundary. This approach makes the *City of Bisbee General Plan* consistent with *Cochise County Comprehensive Plan*. Proposed changes to the ultimate City growth boundary were a result of the City general plan update planning process. Such proposed changes included a review of property ownership. This process is described in Volume I: Data and Analysis. The resulting proposed growth boundary for the City is depicted in the Growth Boundary map included in the Appendix section of Volume I: Data and Analysis. Within this ultimate growth boundary, two growth areas are identified for the City. These include the Bisbee Municipal Airport and San Jose. These areas are identified in the Existing Land Use map included in the Appendix section of Volume I: Data and Analysis.

Land Use Element

Introduction

The land use element will guide the growth of the City of Bisbee in an efficient and coordinated manner, fostering a high quality environment. Land use patterns will reflect the community's desire to affect its destiny constructively. The City of Bisbee, in partnership with adjacent jurisdictions and regional agency, encourages growth in appropriate areas while sustaining the individual character of its established communities. The natural character of the region will be maintained through attention to environmental values, compatible land use, and sensitive design. This element also addresses livability, sustainability, and land use themes with respect to urban growth, historic district, residential neighborhoods, industrial, and commercial areas.

As provided in the previous chapter, new growth will be accommodated through the establishment of:

- ❖ Two growth areas as provided within the Growth Areas Component of this Plan. These growth areas are consistent with Cochise County Comprehensive Plan and include the San Jose and the Bisbee Municipal Airport growth areas.
- ❖ Goals and policies designed to address the specific needs of each growth area are provided in the implementation section.
- ❖ A diversity of land uses, including mixed-use, residential, community service nodes, recreation/open space, commercial, industrial, airport commercial, commercial corridors, will be directed to these growth areas where public services are available to serve such development.

In addition, the following strategies will ensure sustainability and livability within the City of Bisbee:

- ❖ Three major planning areas have been identified in the City of Bisbee. These are: Historic Old Bisbee, Saginaw, and Warren. San Jose and Bisbee Municipal Airport are identified as growth areas.
- ❖ Goals and policies designed to address the specific needs of each planning/growth area are provided in the implementation section.
- ❖ Establish a Monitoring Plan that provides a mechanism for monitoring infrastructure required to serve new development.

Land Use Element

- ❖ Support an aggressive annexation strategy based on growth potential and infrastructure availability. Greater integration of compatible land uses are encouraged within the designated growth areas.
- ❖ Design new commercial and high-density residential development to minimize adverse impacts and enhance urban streetscapes.
- ❖ Provide opportunities for new office, commercial, and other employment-oriented uses within the two designated growth areas at appropriate locations.
- ❖ Establish community service nodes and community-oriented commercial uses at the intersection of major arterials and/or collectors to better serve residential neighborhoods within the San Jose growth area.
- ❖ Protect and enhance the integrity and stability of established residential neighborhoods. Physical and functional separation of incompatible land uses will improve the quality of life. Preservation of neighborhoods will be considered on an equal basis with overall community needs and goals.
- ❖ Encourage the development of clean industry near the Bisbee Municipal Airport and the Naco U.S./Mexico port of entry and along major transportation corridors, such as State Highway 92.
- ❖ Minimize strip commercial development along major transportation corridors so that traffic problems and other nuisances of strip developments are prevented. As an alternative to the linear pattern of commercial development, commercial uses should be grouped together at major intersections.
- ❖ Encourage small-scale neighborhood commercial centers that provide convenience and fulfill the needs of the surrounding population. Community commercial nodes serve larger areas.

Land Use Element

Future Land Uses

The future land uses for the *City of Bisbee General Plan* include: residential single-family, residential multi-family, residential/commercial village commercial, mixed-use, airport commercial, light industrial/business park, heavy industrial, public/quasi-public, recreation/open space.

Future Land Use Designation

GOAL 1:

Direct new development to those areas which have in place, or have agreements to provide, service capacity to accommodate growth in an environmentally acceptable manner.

Objective 1-1: Designate appropriate land uses for the City of Bisbee based on existing and projected availability of public facilities to serve appropriate densities and intensities.

Policy 1-1a: The City of Bisbee Zoning Ordinance shall be based on and be consistent with the following land use classifications:

Residential Single-Family

This residential land use encompasses all single-family uses. Densities within this designation range from zero to six units per acre. Consideration for fire stations, schools, parks and other basic community services must be addressed as these areas developed. Areas designated Residential Single-Family in the Future Land Use map include existing uses and developable areas, which are more suitable for this use.

Land Use Element

Residential Multi-Family

All uses associated with multi-family designation are included in this category, and include: town homes, condominiums, duplexes, fourplexes, elderly housing projects, and apartment developments. The range of densities for the Bisbee area will be provided in the Zoning District breakdown of the Zoning Ordinance.

Commercial

This land use designation includes all types of commercial activity. The commercial land use designation includes a broad range of retail, services, and entertainment activities. Commercial land uses shown in the Future Land Use map represent existing as well as future uses. Levels of intensity of commercial uses will be delineated through specific Zoning boundaries.

Mixed-Use

The mixed-use land use designation includes limited residential, commercial, and industrial park developments. This designation primarily supports existing uses in the Old Bisbee planning area. The Mixed-Use designation is encouraged within established mixed-used areas and as a possible future land use within the San Jose Growth Area. The adoption of PUD or Specific Plan Zoning District overlays for those areas designated as future mixed-use land use is recommended for the San Jose Growth Area.

Airport Commercial

Lands designated as Airport Commercial consist of commercial and light industrial related uses compatible with the Bisbee Municipal Airport and adjacent areas. Additional requirements for this land use are provided within the Airport Goals and Policies section of this Land Use Element.

Land Use Element

Light Industrial/Business Park

This land use designation includes industrial park development that may also include certain types of businesses. Appropriate landscaped buffers and/or smooth density/intensity transitions must surround these land uses to minimize impact to adjacent areas. Parking lots with appropriate landscaped areas are required features within this use. All other types of light industrial operations, wholesale or heavy commercial uses are also appropriate within this designation. Multi-family and commercial uses are appropriate transitional uses to abut these areas.

Heavy Industrial

This land use designation separates the intense uses associated with mining or large-scale warehousing from less intense industrial uses permitted within the Light Industrial/Business Park land use designation. A buffer zone is required between heavy industrial and other uses to minimize impact to adjacent land. Heavy industrial uses are required to provide a linear park along any boundary abutting residential land.

Recreation/Open Space

This land use designation includes areas that remain in their natural state always, or for an extended period of time, or that have been developed specifically for open space. These include parks, pedestrian systems, bike routes, golf courses, nature preserves, cemeteries, slopes considered too steep to develop, and other similar uses.

Public/Quasi Public

Public land uses will be permitted within all zoning districts upon Planning and Zoning Commission recommendation and Mayor and Council Approval.

General Land Use Goals & Policies

GOAL 2:

Establish land use controls that provide a balance of land uses, provide housing diversity to sustain a range of economic capabilities, preserve and enhance existing neighborhoods, support youth and senior activities and recreation needs, promote economic development, infill development and redevelopment, appropriately manage new growth, and protect the cultural resources and natural environment to develop an economically viable community.

Objective 2-1: Promote orderly growth and efficient use of land.

Policy 2-1a: Maintain a generalized distribution of land use patterns for the City of Bisbee that:

- (a) Provides sufficient land for a variety of land uses, facilities, and services needed to serve present and future needs;
- (b) Provides housing diversity to sustain a wide diversity of economic capabilities;
- (c) Provides continued support of youth activities;
- (d) Includes ample opportunities for recreation;
- (e) Recognizes and protects the environmental and cultural heritage of the City; and
- (f) Makes sound use of the City's economic resources and cultural and natural amenities.

Policy 2-1b: Bring the Zoning Ordinance in agreement with the adopted *General Plan* as needed to provide consistency with the Future Land Use Plan map and the goals, objectives and policies of the *General Plan*.

Policy 2-1c: Update and revise the Zoning Ordinance and the Zoning District Map as needed.

Policy 2-1d: Actively enforce the Zoning Ordinance to combat blight and deterioration in all zones.

Policy 2-1e: Encourage new development where resources and facilities are in place to promote a high quality, attractive, and efficient urban form.

Policy 2-1f: Encourage an appropriate mix of land use types.

General Land Use Goals & Policies (Continued)

- Policy 2-1g:** Support redevelopment and reinvestment within established areas of the City.
- Policy 2-1h:** Establish a neighborhood organization structure for all established neighborhoods within the City to follow the footprints of Saginaw.
- Policy 2-1i:** Establish neighborhood revitalization plans for Old Bisbee, Historic Warren, and Lowell, and area plans for the Airport and San Jose growth areas.
- Policy 2-1j:** Work in partnership with Cochise County to ensure that development and infrastructure located within the City of Bisbee's Growth Areas is compatible with the City of Bisbee development and utility standards.
- Policy 2-1k:** Encourage Cochise County to expand and continue improvements on facilities and other County developments within the ultimate City limits, which includes the City of Bisbee growth areas.
- Policy 2-1l:** Develop and adopt an Annexation Policy that provides appropriate criteria and strategies for the annexation of suitable lands.
- Policy 2-1m:** Consider only those areas that can meet the criteria contained within the adopted Annexation Policy as suitable for annexation, seek acquisition by donation or trade of public/private land, and/or trade or sale City owned parcels with high development potential for desirable development.
- Policy 2-1n:** Adopt land mitigation strategies that will serve as a guide for the trading and selling of appropriate City owned parcels for desirable development.
- Policy 2-1o:** Encourage infill through the rewrite of the Zoning Ordinance as needed to better meet the needs of the community.
- Policy 2-1p:** Work in partnership with Cochise County to revise Cochise County Growth Boundary for the City of Bisbee so that the ultimate City limits include the best developable land for the City's future expansion needs.

Land Use Compatibility Goals & Policies

GOAL 3:

Promote the resolution of conflicts between incompatible land uses.

-
- Objective 3-1:** Adopt implementation mechanisms to promote the resolution of conflicts between incompatible land uses.
- Policy 3-1a:** Review the Cochise County Zoning Ordinance for the purpose of assuring that land use categories, designations, and definitions are compatible with the City of Bisbee Zoning Ordinance and prepare a cross-reference matrix of classifications to avoid conflicts between incompatible land uses.
- Policy 3-1b:** Investigate the use of regulatory and cost-effective financial redevelopment incentives to resolve critical land use incompatibilities throughout the City.
- Policy 3-1c:** Continue to work with County staff to minimize leap-frog developments, incompatible land uses and unplanned growth within the City's ultimate boundary and in areas adjacent to the City.

Land Use Compatibility Goals & Policies (Continued)

GOAL 4:

Prevent the creation of future incompatible land uses.

Objective 4-1: Locate high-density development in suitable areas in which they will not adversely impact lower density developments.

Policy 4-1a: Support the development of alternate forms of housing, such as attached and detached townhouses and condominiums in appropriate locations including, but not limited to, the San Jose Growth Area.

Policy 4-1b: Allow target densities for residential designations of eight units/acre or greater provided at least four of the following conditions are met:

- (a) The site is located adjacent to an arterial roadway and/or major corridor.
- (b) The site is within one mile of community-level commercial, community service node, or employment centers.
- (c) The site plan proposed for the development provides a well-designed arrangement of on-site structures and includes three or more of the following amenities: embellished architecture/landscape architecture features, which reflect the character and heritage of Bisbee; recreational amenities that substantially exceed City requirements; separation and screening between buildings so that residents enjoy privacy in their living units; preservation of natural environment; and more than 10 percent on-site usable open space, providing trail linkages and connectivity to adjacent neighborhoods.
- (d) The site provides a transition between existing or approved lower densities and non-residential uses.
- (e) Development of the site will not disrupt or negatively impact adjacent lower density land uses.
- (f) The site and proposed development comply with or promote other goals, objectives and policies of the General Plan.

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.

- 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.

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.

-
- 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.

-
- 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)

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|-----------------------|---|
| 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.

- 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.

High-Scale Commercial/Industrial Goals & Policies (Continued)

- Policy 11-1b:** Encourage the establishment of expansion, redevelopment, and relocation incentives for clean industries that have little or no impact on the area's air quality, groundwater quality and supply, and waste disposal.

Protection of Natural Environment Goals & Policies

GOAL 12:

Promote the protection of the natural environment.

-
- Objective 12-1:** Develop and enforce land use controls that will protect the environment.
- Policy 12-1a:** Use native plants on public projects.
- Policy 12-1b:** Encourage low water usage landscaping and sensitive design for mixed use development projects.
- Policy 12-1c:** Discourage and take steps to keep development out of and environmentally sensitive areas.
- Policy 12-1d:** Encourage City residents within 200 feet of a city main to hook into the City sewer systems as required by the Environmental Protection Agency.
- Policy 12-1e:** Encourage compliance with the existing Clean Air and Clean Water Act.
- Policy 12-1f:** Continue to work with the International Boundary Water Commission on the Naco sewer ponds to assure protection of water and groundwater quality.
- Policy 12-1g:** Seek public funding to address floodplain revisions.
- Policy 12-1h:** Continued participation in the Upper San Pedro Partnership.

Protection of Natural Environment Goals & Policies (Continued)

GOAL 13:

Manage a coordinated wastewater system designed to adequately serve existing and future needs.

Objective 13-1: Manage a coordinated wastewater system in accordance with the rules and regulations of the Arizona Department of Environmental Quality.

Policy 13-1a: Continue to enhance and extend public wastewater services including collection and treatment systems to adequately serve existing and new development within the designated growth areas of the City.

Policy 13-1b: Continue to enhance and upgrade public wastewater services including collection and treatment systems to adequately serve established areas of the City such as Old Bisbee, Saginaw, Lowell, and Historic Warren.

Policy 13-1c: Establish a wastewater system monitoring plan to monitor impact of growth on existing facilities and anticipate infrastructure expansion needs.

Small Town Character Goals & Policies

GOAL 14:

Continue to encourage and promote retaining the small town character of Bisbee while providing opportunities for new harmonious growth.

-
- Objective 14-1:** Continue to identify strategies and mechanisms that will promote the small town character flavor of Bisbee while supporting new growth and expansion.
- Policy 14-1a:** Continue to develop land use patterns that encourage mixed use development, where mixed use development is appropriate and desirable.
- Policy 14-1b:** Continue to encourage the protection and preservation of historical buildings, landmarks, and sites.
- Policy 14-1c:** Continue to review and update the local Zoning Ordinance as necessary.

Annexation Goals & Policies

GOAL 15:

Continue to encourage fiscally responsible annexations.

-
- Objective 15-1:** Identify mechanisms and strategies to ensure fiscally responsible annexation.
- Policy 15-1a:** Only annex areas that are capable of being supported by the City's infrastructure within the statutory time period.
- Policy 15-1b:** Only annex areas that have adequate utilities in place or available.
- Policy 15-1c:** Complete a high quality analysis and evaluation on expanding City boundaries for future revenue prior to undertaking any annexation.
- Policy 15-1d:** Prioritize annexations within established Growth and Planning Areas.
- Policy 15-1e:** Work with Cochise County in joint Planning efforts.

Transportation/Circulation Element

Introduction

The City of Bisbee's transportation network consists of highways, streets, stairways, rail lines, a bus system, and a municipal airport. Sidewalks and bike paths are elements that need to be expanded on in the near future. Circulation in Bisbee, because of the nature in which the city is laid out as well as the majority of development having taken place prior to the automobile, needs to be analyzed carefully and unique solutions found to deal with the crucial issues of parking, movement of vehicles and pedestrian traffic.

Located in the most southeastern portion of the State of Arizona, the city is not directly served by an interstate highway through the area. However, approximately 50 miles north is the leg of Interstate-10 running east to west that connects Tucson to New Mexico. Interstate-19 running north to south is about 65 miles to the west of Bisbee. This highway connects Tucson, Arizona, to Nogales, Sonora in Mexico where it becomes Mexico's Federal Route-15. Bisbee traffic can also travel to Mexico through Naco, Arizona to Mexico's Federal Route-2, which generally runs east to west ten miles south of Naco.

General Transportation/Circulation

GOAL 1:

The City shall prepare and periodically update a Transportation Master Plan for sidewalks, stairs, bike paths, and roads.

Objective 1-1: Identify funding and prepare a Transportation Master Plan that accurately maps sidewalks, stairs, bike paths and roads.

Policy 1-1a: Identify funding to create a GIS database that:

1. Includes sidewalks, retention walls, drainage features, stairs, bike paths and roads;
2. Analyzes the datasets for their pertinence to colonias growth and support; and
3. Provide training to appropriate local personnel.

Transportation/Circulation Element

General Transportation/Circulation (Continued)

- Policy 1-1b:** Once completed, the Transportation Master Plan shall be updated periodically to reflect the most recent available data.
- Policy 1-1c:** The Transportation Master Plan shall identify needed improvements.
- Policy 1-1d:** Once adopted, the Transportation Master Plan shall be consulted by all City Departments prior to recommending development approvals.

GOAL 2:

Obtain information on Arizona Department of Transportation (ADOT) expansion plans for Highway 80 and Highway 92.

-
- Objective 2-1:** Obtain information on planned transportation improvements and/or expansion plans for Highway 80 and Highway 92.
- Policy 2-1a:** Continue the ongoing partnership with the Arizona Department of Transportation and with SEAGO, the regional agency, in order to be alerted on and fully participate in transportation improvements, expansion plans, and linear park development and/or multi-modal transportation fund availability for Highway 80 and Highway 92.

Transportation/Circulation Element

General Transportation/Circulation (Continued)

GOAL 3:

The City shall search for alternative fuel sources especially for public transit.

-
- Objective 3-1:** As a long-range effort, investigate the feasibility for the use of alternative fuel sources especially for public transit when State funding is available for such venture.

Street Goals & Policies

GOAL 4:

Collector roads shall be brought up to an appropriate basic standard.

-
- Objective 4-1:** Identify measures to bring collector roads up to an appropriate standard.
- Policy 4-1a:** The City shall develop a basic standard that is feasible for collector roads in Bisbee.
- Policy 4-1b:** Adopt road improvement standards that are compatible with County standards.
- Policy 4-1c:** Identify funding for the preparation of a Master Transportation Plan that identifies road conditions, proposed specific standards for major roads and local streets of Bisbee, funding sources, and proposes a schedule for improvements.
- Policy 4-1d:** Identify funding for local road upgrades needed within planning and growth areas.

Transportation/Circulation Element

Street Goals & Policies (Continued)

GOAL 5:

Maintain alleys to address drainage and visibility problems.

Objective 5-1: Identify measures to bring alleys up to an appropriate standard and provide safe site visibility when intercepting collector streets.

Policy 5-1a: Regularly clean debris from alleys to alleviate drainage problems, to improve the visibility of these areas, and to minimize crime.

Policy 5-1b: Identify funding sources for the establishment of an ongoing maintenance program for alleys within the City.

GOAL 6:

Establish street standards for new development.

Objective 6-1: Adopt regulations that include street standards for new development.

Policy 6-1a: Develop and adopt subdivision regulations that include street standards for new development.

Policy 6-1b: Develop Scenic Corridor policies with ADOT for Highway 80 and Highway 92.

Transportation/Circulation Element

Circulation Goals and Policies

GOAL 7:

Connect Old Bisbee, Warren and San Jose in a symbolic way.

-
- Objective 7-1:** Encourage improvements that connect Old Bisbee, Warren, and San Jose.
- Policy 7-1a:** Provide landscaped center medians on major thoroughfares where feasible.
- Policy 7-1b:** Provide continuous landscaping along major thoroughfares where feasible.
- Policy 7-1c:** Include alternate modes of transportation such as sidewalks and bike lanes along major thoroughfares where feasible.
- Policy 7-1d:** Work with ADOT on improving lighting along Highway 80 and Highway 92.
- Policy 7-1e:** Provide appropriate signage at the Bisbee Traffic Circle to direct visitors to Old Bisbee, Historic Warren, shopping areas in San Jose, and Naco Port of Entry.

Transportation/Circulation Element

Circulation Goals and Policies (Continued)

GOAL 8:

Provide for better flow of all modes of transportation throughout the City.

-
- Objective 8-1:** Encourage efficient multi-modal transportation throughout the City.
- Policy 8-1a:** Develop bicycle and pedestrian provisions along major thoroughfares and major arterials.
- Policy 8-1b:** Construct continuous sidewalks along major thoroughfares and major arterials on at least one side.
- Policy 8-1c:** Provide bicycle and pedestrian paths for Bisbee Road, and Highway 92 between Bisbee Traffic Circle and commercial areas in San Jose.
- Policy 8-1d:** Provide bicycle and pedestrian paths along the Lavender Pit to connect Old Bisbee with the Bisbee Traffic Circle.
- Policy 8-1e:** Work with ADOT and the Department of Commerce to identify funding for multi-modal transportation improvements.
- Policy 8-1f:** Work with ADOT and the Department of Commerce to identify funding for traffic flow improvement and circulation safety for all modes of transportation around the post office, bank and coffee shop in Old Bisbee planning area.

Transportation/Circulation Element

Multi-Modal Transportation Goals & Policies

GOAL 9:

Improve circulation throughout the City of Bisbee while supporting better alternatives to automobile transportation and improved roadways (landscape, lighting, and sidewalks)

-
- Objective 9-1:** Improve circulation while identifying ways to support multimodal transportation throughout the City.
- Policy 9-1a:** Improve circulation throughout the City by providing efficient, effective, convenient, accessible, and safe transportation options for travel to employment, education, tourist attractions, services and other desired destinations.
- Policy 9-1b:** Provide an integrated multimodal transportation system that offers attractive choices among modes.
- Policy 9-1c:** Provide a balance of transportation facilities and services by mode, including automobile, bicycle, pedestrian, transit, rail, and aviation.
- Policy 9-1d:** Provide more than one mode of travel in transportation improvements projects.
- Policy 9-1e:** Manage the performance of all modal systems to best mitigate traffic congestion and to attain safe operating conditions.
- Policy 9-1f:** Effectively operate and maintain transportation facilities and infrastructure.

Transportation/Circulation Element

Circulation Safety Goals & Policies

GOAL 10:

Promote circulation safety throughout the City.

-
- Objective 10-1:** Identify ways to promote circulation safety throughout the City.
- Policy 10-1a:** Support an effective, well-planned system of roadways that establishes a functional, safe, and aesthetic hierarchy of streets and incorporates multimodal access.
- Policy 10-1b:** Evaluate the City of Bisbee transportation system as needed to accommodate existing and future demands for transportation and to prevent congestion, and provide for the safe and efficient transport of people and goods.
- Policy 10-1c:** Monitor and report system demands, operating conditions, and performance for all modes.
- Policy 10-1d:** Promote safe and convenient multimodal access to places having high concentration of trips, including tourist attractions, historic areas, schools, parks, recreation areas, libraries, main shopping areas, the airport, the U.S./Mexico port of entry, and major community gateways.
- Policy 10-1e:** Support safe and efficient multimodal transportation connectivity from Bisbee Traffic Circle to major regional tourist and economic hubs such as Old Bisbee, Historic Warren, and San Jose shopping areas.
- Policy 10-1f:** Integrate vehicular circulation with neighborhoods to improve bicycle and pedestrian connectivity to key destinations, including tourist and recreation areas, adjacent services, transit facilities and schools.

Transportation/Circulation Element

Circulation Safety Goals & Policies (Continued)

Policy 10-1g: Design streets with continuous pedestrian facilities of sufficient width to provide safe accessible use and opportunities for shade and shelter. Design neighborhood streets using appropriate traffic calming techniques and street widths to sustain the quality of life in these neighborhoods.

Policy 10-1h: Provide for the planning, design, construction, and operation of transportation facilities and services to reduce accidents to the greatest extent possible.

Bicycle and Pedestrian Facilities Goals & Policies

GOAL 11:

Plan and encourage the use of safe and efficient bicycle and pedestrian facilities as a critical element of a safe and livable community to meet the transportation and recreational needs of the community.

Objective 11-1: Identify ways to promote safe and efficient bicycle and pedestrian facilities throughout the City.

Policy 11-1a: Promote bicycle travel and walking as alternate modes of transportation.

Policy 11-1b: Promote a system of bicycle facilities and sidewalks that provides a continuous, connective, safe and accessible system.

Policy 11-1c: Promote bicycle education programs to increase awareness of and adherence to laws and regulations regarding bicycle use.

Policy 11-1d: Design bicycle facilities consistently throughout the City.

Transportation/Circulation Element

Bicycle and Pedestrian Facilities Goals & Policies

- Policy 11-1e:** Require the construction of accessible pedestrian facilities with all street construction and reconstruction for all private and public development.
- Policy 11-1f:** Develop a program for the installation of pedestrian facilities in already developed urban areas where they do not currently exist.
- Policy 11-1g:** Design pedestrian facilities that are accessible, direct, safe, comfortable, aesthetically pleasing, and continuous.
- Policy 11-1h:** Identify specific pedestrian mobility and accessibility challenges and develop measures for the implementation of needed improvements.

Transportation/Circulation Element

Public Transit Goals & Policies

GOAL 12:

The City shall continue to utilize public transit as an integral part of its circulation and transportation efforts.

Objective 12-1: Continue to support public transit improvements.

Policy 12-1a: Continue to improve and expand on the existing bus system through extended hours and more frequent stops as the need arises.

Policy 12-1b: Support public transit connections to Douglas and Sierra Vista.

Policy 12-1c: Continue to encourage affordable transit as provided in the Three Year Transit Plan for the Bisbee Bus.

Policy 12-1d: Consider expanding Trolley (private) and bus system to Naco.

Policy 12-1e: Conduct a feasibility study with ADOT and apply for funding on the following year to expand local City transit (Bisbee Bus) to Naco.

Policy 12-1f: Update and revise the City of Bisbee Three Year Transit Plan as needed.

Policy 12-1g: Support the efforts of the City of Bisbee Transit Committee.

Policy 12-1h: Maximize the use of existing buses.

Policy 12-1i: Continue to pursue the purchase of buses utilizing ADOT grant funds as the need for additional buses arises.

Policy 12-1j: Explore the use of parking areas designated for public transit pick up.

Policy 12-1k: Continue to apply for ADOT grants to provide City Transit.

Policy 12-1l: Currently, the City contracts to a non-profit organization (Catholic Community Services) for the operation of the transit system. Consider moving this function to the City.

Transportation/Circulation Element

Parking Goals & Policies

GOAL 13:

Evaluate and expand parking areas within the City to serve the needs of the community and of visitors.

-
- Objective 13-1:** Maintain existing parking and expand parking areas to serve the needs of the community and of visitors.
- Policy 13-1a:** Continue to upgrade and stripe existing City parking lots to maximize parking and provide safe movement of traffic.
- Policy 13-1b:** Continue to create parking lots outside of the parking areas in conjunction with the system and or the shuttle system.
- Policy 13-1c:** Continue to purchase or exchange land to develop parking areas in those parts of the City that have the most serious needs.
- Policy 13-1d:** Prepare a parking study to identify community and visitor parking needs and identify funding for those needs.
- Policy 13-1e:** Develop and adopt parking standards for new development and for changes to non-conforming uses to adequately address parking shortages.

Transportation/Circulation Element

Airport Goals & Policies

GOAL 14:

Support the Bisbee Municipal Airport.

Objective 14-1: Continue to support airport improvements in accordance to the Airport Master Plan as funds become available.

Policy 14-1a: Continue to apply for grants for airport improvements.

Policy 14-1b: Encourage compatible development around the airport to meet the needs of the airport and the community.

Policy 14-1c: Encourage the development of a bus/airport terminal. Prior to this development, the existing bus system can be scheduled to be on an on-call basis for pick up at the airport.

Policy 14-1d: Adopt an airport compatibility component as part of the Land Use Element that :

1. Promotes airport compatible uses;
2. Prevents future airport encroachment;
3. Satisfies community needs;
4. Respects adjacent rural areas; and
5. Supports economic development.

Policy 14-1e: Work with the County to upgrade either Bisbee Junction or Purdy Lane roads, whichever feasible, to serve the Airport growth area.

Policy 14-1f: Provide a 200 foot Corridor east of Airport Road Right-of-Way as shown in the Proposed Transportation/Circulation Plan map.

Transportation/Circulation Element

Rail Goals & Policies

GOAL 15:

The City shall determine the location, ownership and condition of existing railroad facilities in the area.

-
- Objective 15-1:** Inventory railroad facilities in the area and determine feasible options available to the City.
- Policy 15-1a:** Consider the purchase of railroad right-of-way to be reused for utilities, linear parks and bicycle trails.
- Policy 15-1b:** Attract industry that would utilize remaining operable rail.
- Policy 15-1c:** Work with Phelps Dodge on their involvement with the railroad.

Transportation/Circulation Element

Stair System Goals & Policies

GOAL 16:

The City shall clarify ownership and assess the condition of all existing stair systems.

Objective 16-1: Establish an on-going inventory of stair systems that includes an ownership database, identifies feasible options available to the City to address existing conditions and maintenance needs of the existing stair system, and provides City requirements for the construction of new stair systems.

Policy 16-1a: Continue to inventory and map all stair systems.

Policy 16-1b: All new stair systems shall require a building permit.

Policy 16-1c: Continue to make an effort to bring all public stairs up to acceptable safety standards.

Policy 16-1d: Encourage privately owned stair systems to be improved by owners.

Policy 16-1e: Provide signage for publicly owned stairs.

Transportation/Circulation Element

Retaining Walls Goals & Policies

GOAL 17:

The City shall clarify ownership and assess the condition of all existing retaining walls.

-
- Objective 17-1:** Establish an on-going inventory of stair systems that includes an ownership database and identifies feasible options available to the City to address existing conditions and maintenance needs of the retaining wall system.
- Policy 17-1a:** Continue to clarify ownership and assess the condition of all existing retaining walls.
- Policy 17-1b:** Continue to inventory and map all City owned retaining walls.
- Policy 17-1c:** Revise the City Code to include retaining walls as a part of *the Uniform Code for the Abatement of Dangerous Buildings*.
- Policy 17-1d:** All retaining walls holding up a house or a lot shall be considered private responsibility subject to legal review.

Implementation Program

Growth Areas and Planning Areas

The City's General Plan includes policy guidance for promoting "infill" development within all of its planning and growth areas. Goals, objectives, and policies in the Land Use element and in the Transportation/Circulation Element provide a solid foundation upon which to base the Implementation Program. This policy direction will also guide amendments to the Zoning Ordinance for conformance with the general plan.

The Future Land Use map, provided in the Appendix section, designates appropriate land uses for the City's growth and planning areas. Because specific zoning remains unchanged, the land use designations are implemented through rezoning requests and specific plan or area plan projects. As provided in ARS Section 9-462.01(F) all rezonings must conform to the *City of Bisbee General Plan 2003*.

Area Plans

An area plan provides a more narrow geographic focus and includes specific policy direction for a defined geographic area. Examples of area plans are the Saginaw Area Plan and the Naco Area Plan.

The City's General Plan includes policy direction for the establishment of a neighborhood organization structure that will aid in the preparation and enforcement of Area Plans while providing a grassroots approach to the planning process.

Specific Plans

The Arizona Revised Statutes Section 9-461.08 provides cities with the authority to prepare specific plans "based on the general plan and drafts of such regulations, programs and legislation as may, in the judgment of the planning agency, be required for the systematic execution of the general plan." The legislation provides that specific plans may include:

- ❖ Regulation determining the location of buildings and other improvements with respect to existing rights-of-way, flood plains and public facilities;
- ❖ Regulations of the use of land, buildings and structures, the height and bulk of buildings and structures and the open space about buildings and structures;
- ❖ Measures required to ensure the execution of the general plan.

The specific plan is identified as one of the chief tools to advance the objectives of the City's General Plan. The specific plan may provide the detailed analysis, recommendations and programs necessary to address area specific issues. The appendix section of this document includes a sample specific plan.

Implementation Program

Infill Incentive Districts

Growing Smarter Plus introduced the concept of “infill incentive districts” and authorized communities to designate such areas if three (3) of the following characteristics are exhibited:

- ❖ There is a large number of vacant older or dilapidated buildings or structures;
- ❖ There is a larger number of vacant or underutilized parcels of property, obsolete, or inappropriate lot or parcel size, or environmentally contaminated sites;
- ❖ There is a large number of buildings where nuisances occur;
- ❖ There is an absence of development and investment activity compared to other areas in the City;
- ❖ There is a high occurrence of crime; and
- ❖ There is a continuing decline in population.

The City may identify and delineate these districts. State Legislation authorizes the Infill Incentive Plan to include the following tools to encourage redevelopment:

- ❖ Expedited zoning or rezoning procedures,
- ❖ Expedited processing of plans and proposals,
- ❖ Waivers of municipal fees for development activities, and
- ❖ Relief from development standards.

The City’s designated planning and growth areas contain vacant infill lots that exhibit some of the characteristics required to designate infill incentive districts.

Implementation Program

The implementation program streamlines the City’s General Plan implementation process by prioritizing policy direction as action steps to implement the goals and objectives of the City’s General Plan. The General Plan’s Implementation Program identifies: (1) implementation measures; (2) lead department/agency; (3) projected timeframe; and (4) potential funding source. The implementation program, for the Land Use and the Transportation/Circulation elements, is provided in tables A-1 to A-23.

On-going actions include essential municipal management functions, particularly those associated with Capital Improvements Program (CIP) development and review and/or activities that need to be performed in an ongoing basis. Short-term actions are particular programs, infrastructure improvements, or activities within a two-year time horizon. Long-range actions emphasize community self-sufficiency and are designed with the City’s future in mind as a small-sized municipality

Implementation Program

Land Use Element

Table A-1 provides the Implementation Program for the General Land Use Goals and Policies portion of the Land Use Element.

TABLE A-1

LAND USE ELEMENT IMPLEMENTATION PROGRAM (General Land Use)

Implementation Measure/Actions	Lead Department/Agency	Projected Timeframe (years)	Potential Funding Sources
Bring Zoning Ordinance in agreement with the adopted General Plan as needed to provide consistency with the Future Land Use Plan Map and the goals, objectives, and policies of the City's General Plan.	Community Development Department	Short-term	- General Fund Revenues - Department of Commerce Grants
Update and revise the Zoning Ordinance and the Zoning District map as needed.	Community Development Department	Ongoing	General Fund Revenues
Actively enforce the Zoning Ordinance to combat blight and deterioration in all zones.	Community Development Department/ Zoning Inspector/ Joint planning effort with the County (in areas adjacent to City corporate boundaries)	Ongoing	General Fund Revenues
Encourage new development where resources and facilities are in place to promote a high quality, attractive, and efficient urban form.	Community Development Department/ Joint planning effort with the County	Ongoing	General Fund Revenues

Implementation Program

TABLE A-1 (Continued)

**LAND USE ELEMENT IMPLEMENTATION PROGRAM
(General Land Use)**

Implementation Measure	Lead Department/Agency	Projected Timeframe (years)	Potential Funding Sources
Encourage and appropriate mix of land uses.	Community Development Department/ Joint planning effort with the County	Ongoing	▪ General Fund Revenues
Support redevelopment and reinvestment within established areas of the City.	Community Development Department	Ongoing	▪ General Fund Revenues ▪ CDBG Grants ▪ ADOC Grants
Establish a neighborhood organization structure for all established areas of the City	Community Development Department	Short-term	▪ General Fund Revenues ▪ Department of Commerce Grants
Establish neighborhood revitalization plans for Old Bisbee, Historic Warren, and Lowell, and area plans for the Airport and San Jose growth areas.	Community Development Department	Long-range	▪ General Fund Revenues ▪ Department of Commerce Grants
Work in partnership with Cochise County to ensure that development and infrastructure located within the City of Bisbee's growth areas is compatible with the City of Bisbee development and utility standards	Community Development Department/ Joint planning effort with the County	Ongoing	▪ General Fund Revenues

Implementation Program

TABLE A-1 (Continued)

LAND USE ELEMENT IMPLEMENTATION PROGRAM (General Land Use)

Implementation Measure	Lead Department/Agency	Projected Timeframe (years)	Potential Funding Sources
Encourage Cochise County to expand and continue improvements on facilities and other County developments within the City of Bisbee and within the City of Bisbee growth boundaries.	Community Development Department/ Joint planning effort with the County	Ongoing	▪ General Fund Revenues
Develop and adopt an Annexation Policy that provides appropriate criteria and strategies for the annexation of suitable lands.	Community Development Department	Short-term	▪ General Fund Revenues
Consider only those areas that can meet the criteria contained within the adopted Annexation Policy as suitable for annexation, seek acquisition by donation or trade of public/private land, and/or trade or sale City owned parcels with high development potential for desirable development.	Community Development Department/ Joint planning effort with the County	Ongoing	▪ General Fund Revenues
Adopt land mitigation strategies that will serve as a guide for the trading and selling of appropriate City owned parcels for desirable development.	Community Development Department	Short-term	▪ General Fund Revenues
Encourage infill through the rewrite of the Zoning Ordinance as needed.	Community Development Department	Short-term	▪ General Fund Revenues ▪ Department of Commerce Grants

Implementation Program

TABLE A-1 (Continued)

LAND USE ELEMENT IMPLEMENTATION PROGRAM
(General Land Use)

Implementation Measure	Lead Department/Agency	Projected Timeframe (years)	Potential Funding Sources
Work in Partnership with Cochise County to revise Cochise County Growth Boundary for the City of Bisbee so that the ultimate City limits include the best developable land for the City's future expansion needs based on the Proposed Growth Boundary for Bisbee provided in the Appendix section.	Community Development Department/ Joint planning effort with the County	Short-term	- General Fund Revenues - City/County Partnerships

Implementation Program

Table A-2 provides the Implementation Program for the Land Use Compatibility Goals and Policies portion of the Land Use Element.

TABLE A-2

LAND USE ELEMENT IMPLEMENTATION PROGRAM (Land Use Compatibility)

Implementation Measure	Lead Department/Agency	Projected Timeframe (years)	Potential Funding Sources
Prepare a cross-referenced matrix of zoning districts from the County and the City to avoid conflicts between incompatible land uses.	Community Development Department/ Joint Planning Effort with the County	Matrix is provided in the Appendix section	▪ General Fund Revenues
Adopt area plans that address the specific needs of each planning area and growth area within the City and identify regulatory and cost effective financial redevelopment incentives to minimize existing land use incompatibilities within those areas.	Community Development Department	Long-term	▪ General Fund Revenues ▪ ADOC grants ▪ CDBG grants
Continue to work with County staff to minimize leap-frog developments, incompatible land uses, and unplanned growth within the City's ultimate boundary and in areas adjacent to the City.	Community Development Department/ Joint Planning Effort with the County	Ongoing	▪ General Fund Revenues
Support the development of alternate forms of housing, such as attached and detached townhouses and condominiums in appropriate locations, included but not limited to the San Jose growth area.	Community Development Department/ Design Review Board/ Joint Planning Effort with the County	Ongoing	▪ General Fund Revenues

Implementation Program

TABLE A-2 (Continued)

LAND USE ELEMENT IMPLEMENTATION PROGRAM
(Land Use Compatibility)

Implementation Measure	Lead Department/Agency	Projected Timeframe (years)	Potential Funding Sources
Allow target densities for residential designations of eight units/acre or greater in appropriate locations provided these developments comply with Goal 4, Policy 4-1b and Policy 4-1c of the Land Use Compatibility Goals & Policies section and require that such development undergoes a Design Review Process.	Community Development Department/ Design Review Board	Ongoing	▪ General Fund Revenues
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.	Community Development Department/ Design Review Board/ Joint Planning Effort with the County	Ongoing	▪ General Fund Revenues

Implementation Program

Table A-3 provides the Implementation Program for the Historic Old Bisbee Planning Area Goals and Policies portion of the Land Use Element.

TABLE A-3

LAND USE ELEMENT IMPLEMENTATION PROGRAM (Historic Old Bisbee Planning Area)

Implementation Measure	Lead Department/Agency	Projected Timeframe (years)	Potential Funding Sources
Adopt a revitalization plan or area plan for Historic Old Bisbee that identifies revitalization efforts needed (residential/commercial) and seek grants to revitalize and preserve historic buildings, structures and sites, improve infrastructure, and maintain the historic small town character of the area in accordance with Goal 5 and its corresponding objectives and policies. Such revitalization or area plan should support the existing Historic Design Guidelines and the Historic District Overlay and provide specific guidelines for infill development within this area.	Community Development Department/ Public Works/ Parks & Recreation/ Transportation Commission	Short-term	▪ General Fund Revenues ▪ ADOC grants ▪ CDBG grants
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.	Community Development Department/ Public Works/ Parks & Recreation/ Transportation Commission	Ongoing	▪ General Fund Revenues ▪ ADOC grants ▪ CDBG grants ▪ Colonias grants
Identify public-private partnerships such as the establishment of a Community Development Corporation to identify funding mechanisms that will provide incentives for the enhancement of building facades and streetscapes within this area.	Community Development Department/ Chamber of Commerce	Long-range	▪ General Fund Revenues ▪ Rural Economic Development Initiatives (REDI) grants (ADOC)

Implementation Program

TABLE A-3 (Continued)

LAND USE ELEMENT IMPLEMENTATION PROGRAM
(Historic Old Bisbee Planning Area)

Implementation Measure	Lead Department/Agency	Projected Timeframe (years)	Potential Funding Sources
Encourage financial institutions to promote new business activity and revitalization efforts within the Historic Old Bisbee Planning Area through continued participation in programs offered by the Small Business Administration (SBA) and programs that offer better-than-market-rate interest loans.	Community Development Department/ Chamber of Commerce	Ongoing	▪ General Fund Revenues ▪ Rural Business Enterprise Grants (ADOC) ▪ Business Retention and Expansion grants (ADOC)
Support land use, transportation, circulation, multimodal transportation, and urban design improvements within Old Bisbee that will enhance the historic and cultural quality within this area and that will link this activity center with other areas of the City through the pursuit of grants.	Community Development Department/ Public Works/ Transportation Committee	Ongoing	▪ General Fund Revenues ▪ ADOT enhancement grants ▪ ADOT road improvement grants. ▪ Rural Business Enterprise Grants (ADOC) ▪ Business Retention and Expansion grants (ADOC)

Implementation Program

TABLE A-3 (Continued)

LAND USE ELEMENT IMPLEMENTATION PROGRAM
(Historic Old Bisbee Planning Area)

Implementation Measure	Lead Department/Agency	Projected Timeframe (years)	Potential Funding Sources
Continue to replace and/or repair sidewalks on Main Street and create an ADA route up Main Street with ADOT Transportation Enhancement Funds.	Community Development Department/ Public Works	Ongoing	▪ General Fund Revenues ▪ ADOT Transportation Enhancement grants
Work with local non-profit groups such as Save our Stairs to repair stairs in Old Bisbee planning area.	Community Development Department/ Public Works/ Save our Stairs/ Grassroots Partnerships	Ongoing	▪ General Fund Revenues ▪ ADOT enhancement grants ▪ Rural Business Enterprise Grants (ADOC) ▪ Business Retention and Expansion grants (ADOC) ▪ CDBG grants

Implementation Program

TABLE A-3 (Continued)

LAND USE ELEMENT IMPLEMENTATION PROGRAM
(Historic Old Bisbee Planning Area)

Implementation Measure	Lead Department/Agency	Projected Timeframe (years)	Potential Funding Sources
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.	Community Development Department/ Public Works/ Grassroots Organizations/ Non-profit Groups	Ongoing	▪ General Fund Revenues ▪ ADOT Transportation Enhancement grants ▪ Rural Business Enterprise Grants (ADOC) ▪ Business Retention and Expansion grants (ADOC) ▪ CDBG grants
Continue to work with ADOT regarding the utilization of ADOT Transportation Enhancement grant funds for the creation of a pedestrian mall.	Community Development Department/ Public Works/ Grassroots Organizations/ Non-profit Groups	Short-term	▪ General Fund Revenues ▪ ADOT Transportation Enhancement grants

Implementation Program

Table A-4 provides the Implementation Program for the Warren Planning Area Goals and Policies portion of the Land Use Element.

TABLE A-4

LAND USE ELEMENT IMPLEMENTATION PROGRAM (Historic Warren Planning Area)

Implementation Measure	Lead Department/Agency	Projected Timeframe (years)	Potential Funding Sources
Adopt a revitalization plan or an area plan for the Historic Warren Planning Area that identifies: (1) Residential/commercial revitalization and redevelopment community enhancement projects that utilize existing residential and commercial buildings; (2) Funds to revitalize and preserve historic buildings, structures, landmarks, and sites; (3) Public/private partnerships to promote the benefits of reduced parking needs and reduced impacts to the existing transportation network through the establishment of alternative modes of transportation; (4) Funds to improve needed infrastructure upgrades; (5) Strategies and funds to improve open space and recreation improvements and to encourage connectivity; (6) Funds to preserve and maintain the historic city beautiful layout and character of the area.	Community Development Department/ Public Works/ Transportation Commission	Short-term	▪ General Fund Revenues ▪ ADOC grants ▪ CDBG grants ▪ Business retention and expansion grants (ADOC)

Implementation Program

Table A-5 provides the Implementation Program for the San Jose Growth Area Goals and Policies portion of the Land Use Element.

TABLE A-5

LAND USE ELEMENT IMPLEMENTATION PROGRAM (San Jose Growth Area)

Implementation Measure	Lead Department/Agency	Projected Timeframe (years)	Potential Funding Sources
Encourage the establishment of regional service corridors, community service nodes, and community commercial service areas in proximity to residential areas to support residential activities and minimize auto use and air pollution.	Community Development Department	Ongoing	▪ General Fund Revenues
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.	Community Development Department	Ongoing	▪ General Fund Revenues
Encourage developments to provide a mix of residential densities and housing types, provided the overall average density meets applicable criteria.	Community Development Department/	Ongoing	▪ General Fund Revenues
Establish a density bonus/development incentive chart that will provide development incentives for residential development or redevelopment projects that preserve significant cultural or natural features and provide enhanced open space areas.	Community Development Department	Short-term	▪ General Fund Revenues

Implementation Program

TABLE A-5 (Continued)

LAND USE ELEMENT IMPLEMENTATION PROGRAM
(San Jose Growth Area)

Implementation Measure	Lead Department/Agency	Projected Timeframe (years)	Potential Funding Sources
Establish adequate landscape buffers to protect residential neighborhoods from higher density/intensity and/or incompatible land uses as part of the Subdivision Regulations.	Community Development Department	Short-term	▪ General Fund Revenues
Require that high-density residential developments have direct access to arterial or collector roads without traversing existing or proposed lower density residential development.	Community Development Department	Ongoing	▪ General Fund Revenues
Update the Zoning Ordinance as needed to require adequate provision of open space or direct access to open space in all large-scale residential development and, medium- and high- density multiple family residential development.	Community Development Department	Short-term	▪ General Fund Revenues
Require new residential development to provide bicycle and pedestrian trail connectivity and linkages to neighborhoods, parks, schools, public facilities, and community services as part of the Subdivision Regulations.	Community Development Department	Short-term	▪ General Fund Revenues
Encourage the preparation of Specific Plans where large land holdings and focused development can be designed to provide a wealth of amenities to City residents.	Community Development Department/	Ongoing	▪ General Fund Revenues

Implementation Program

TABLE A-5 (Continued)

LAND USE ELEMENT IMPLEMENTATION PROGRAM
(San Jose Growth Area)

Implementation Measure	Lead Department/Agency	Projected Timeframe (years)	Potential Funding Sources
Encourage infill residential development that takes advantage of existing municipal services, utilities, transportation facilities, schools and shopping areas.	Community Development Department	Ongoing	▪ General Fund Revenues
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 facility expansion costs directly related to new development.	Community Development Department in partnership with Bisbee Unified School District	Ongoing	▪ General Fund Revenues

Implementation Program

Table A-6 provides the Implementation Program for the Airport Growth Area Goals and Policies portion of the Land Use Element.

TABLE A-6

LAND USE ELEMENT IMPLEMENTATION PROGRAM (Airport Growth Area)

Implementation Measure	Lead Department/Agency	Projected Timeframe (years)	Potential Funding Sources
Work with the Bisbee Airport Commission and with Cochise County to prepare and adopt a master land use plan or area plan for the entire Bisbee Municipal Airport Growth Area that is consistent with the Airport Master Plan and that: (1) Supports airport compatible uses, prevents future incompatible land uses, and attracts compatible businesses to the area; (2) Protects the long-term viability of the Airport Growth Area; (3) Protects the needs of the community; (4) Protects approaches to existing and planned runways from encroachment; (5) Include development standards for heights of future structures which could pose a potential hazard to air navigation; (6) Boosts economic development in the region; and (7) Respects the adjacent rural areas. (8) Identifies FAA funds for the acquisition of State owned lands surrounding the Bisbee Airport.	Community Development Department/ Public Works/ Joint planning effort with Cochise County and the Bisbee Airport Commission.	Short-term	▪ General Fund Revenues ▪ CDBG grants ▪ ADOC grants ▪ FAA funds

Implementation Program

TABLE A-6 (Continued)

LAND USE ELEMENT IMPLEMENTATION PROGRAM (Airport Growth Area)

Implementation Measure	Lead Department/Agency	Projected Timeframe (years)	Potential Funding Sources
Work closely with Cochise County to identify infrastructure needs and develop an appropriate circulation plan for the Airport Growth Area and conduct a feasibility study to determine which of the existing roads, Purdy Lane or Bisbee Junction should be upgraded to serve the Airport growth area.	Community Development Department/ Public Works/ Joint planning effort with Cochise County and the Bisbee Airport Commission.	Short-term	▪ General Fund Revenues ▪ CDBG grants ▪ ADOC grants ▪ ADOT funds
Based on the Airport Growth Area Master Land Use Plan or Area Plan update Article VI, Supplementary Districts, of the City of Bisbee Zoning Ordinance to include an Airport District as needed.	Community Development Department/ Public Works/ Joint planning effort with Cochise County and the Bisbee Airport Commission.	Long-range	▪ General Fund Revenues ▪ CDBG grants ▪ ADOC grants

Implementation Program

Table A-7 provides the Implementation Program for the Employment Related Goals and Policies portion of the Land Use Element.

TABLE A-7

LAND USE ELEMENT IMPLEMENTATION PROGRAM (Employment Related)

Implementation Measure	Lead Department/Agency	Projected Timeframe (years)	Potential Funding Sources
Support commercial and office land uses, including infill development and redevelopment within Bisbee's growth and planning areas in accordance with Goal 10 and its corresponding objectives and policies.	Community Development Department	Ongoing	▪ General Fund Revenues ▪ ADOC grants ▪ CDBG grants

Implementation Program

Table A-8 provides the Implementation Program for the High-Scale Commercial/Industrial Goals and Policies portion of the Land Use Element.

TABLE A-8

LAND USE ELEMENT IMPLEMENTATION PROGRAM (High-Scale Commercial/Industrial)

Implementation Measure	Lead Department/Agency	Projected Timeframe (years)	Potential Funding Sources
Adopt development standards for high-scale commercial and light industrial/business park land uses as part of the San Jose and the Airport area plans that support the location of these uses in areas served by existing infrastructure in consistency with criteria provided in Goal 11, and Policy 11-1a of the Land Use Element.	Community Development Department/ Public Works/ Transportation Commission	Short-term	- General Fund Revenues - ADOC grants - CDBG grants - FAA land use compatibility funds
Encourage the establishment of expansion, redevelopment and relocation incentives for clean industries that have little or no impact on the area's air quality, groundwater quality and supply, and waste disposal and explore incentives and finance tools such as: (1) Micro-Enterprise Loan Programs that provide access to business training, assistance and loans; (2) Community Development Block Grant programs such as the establishment of a revolving loan that allows the applicant to apply for a low interest loan; (3) Small Business Development Center 504 Loan Program a fixed-asset financing program for expanding small businesses; (4) Small Business Administration Loan Program; (5) Workforce Services offering a variety of training and assistance programs	Community Development Department in partnership with: Chamber of Commerce, Cochise College Center for Economic Research, Cochise County, and SEAGO	Ongoing	- General Fund Revenues - CDBG grants - Micro-Enterprise Loan Programs - Small Business Development - Business retention and expansion grants (ADOC)

Implementation Program

Table A-9 provides the Implementation Program for the Protection of Natural Resources Goals and Policies portion of the Land Use Element.

TABLE A-9

LAND USE ELEMENT IMPLEMENTATION PROGRAM (Protection of Natural Resources)

Implementation Measure	Lead Department/Agency	Projected Timeframe (years)	Potential Funding Sources
Continue to promote the protection of the natural environment as provided in Goal 12 and Goal 13 of the Land Use Element	Community Development Department/ Public Works	Ongoing	▪ General Fund Revenues ▪ ADOC grants ▪ CDBG grants ▪ ADEQ grants
Continue to work with the International Boundary Water Commission on the Naco sewer ponds to assure protection of water and groundwater quality.	Community Development Department/ Public Works in partnership with International Boundary Water Commission	Ongoing	▪ General Fund Revenues ▪ International Boundary Water Commission funds; ▪ Colonias grants; ▪ Other available public funding
Seek public funding to address floodplain revisions.	Community Development Department/ Public Works in partnership with Cochise County and other public agencies	Ongoing	▪ General Fund Revenues ▪ Colonias grants; ▪ USGS funds; ▪ FEMA funds

Implementation Program

TABLE A-9 (Continued)

LAND USE ELEMENT IMPLEMENTATION PROGRAM
(Protection of Natural Resources)

Implementation Measure	Lead Department/Agency	Projected Timeframe (years)	Potential Funding Sources
Continue participation in the Upper San Pedro Partnership.	Community Development Department/ In Joint Partnership with Cochise County	Ongoing	▪ General Fund Revenues ▪ Cochise County
Continue sewer upgrades and sewer expansion in conformance with Goal 13 of the Land Use Element.	Community Development Department/ Public Works	Ongoing	▪ General Fund Revenues ▪ Sewer System grant funds ▪ Colonias grants
Establish a wastewater system monitoring plan to monitor impact of growth on existing facilities and anticipate infrastructure expansion needs.	Community Development/ Public Works	Sample Monitoring Plan is provided in the Appendix section of Volume I: Data and Analysis	▪ General Fund Revenues

Implementation Program

Table A-10 provides the Implementation Program for the Small Town Character Goals and Policies portion of the Land Use Element.

TABLE A-10

LAND USE ELEMENT IMPLEMENTATION PROGRAM (Small Town Character)

Implementation Measure	Lead Department/Agency	Projected Timeframe (years)	Potential Funding Sources
Adopt development standards as part of each planning and growth area plan that encourage and promote the small town character of Bisbee while providing opportunities for new growth.	Community Development Department	Short-term	▪ General Fund Revenues ▪ CDBG grants ▪ ADOC grants ▪ Historic Preservation grants
Continue to develop land use patterns that encourage mixed use development, where mixed use development is appropriate and desirable.	Community Development Department	Ongoing	▪ General Fund Revenues
Continue to encourage the protection and preservation of historical buildings, landmarks and sites.	Community Development Department	Ongoing	▪ General Fund Revenues ▪ CDBG grants ▪ ADOC grants ▪ Historic Preservation grants
Continue to review and update the Zoning Ordinance as necessary for consistency with adopted area plans.	Community Development Department/ City Attorney/ City Zoning Official	Ongoing	▪ General Fund Revenues ▪ CDBG grants ▪ ADOC grants ▪ Historic Preservation grants

Implementation Program

Table A-11 provides the Implementation Program for the Annexation Goals and Policies portion of the Land Use Element.

TABLE A-11

LAND USE ELEMENT IMPLEMENTATION PROGRAM (Annexation)

Implementation Measure	Lead Department/Agency	Projected Timeframe (years)	Potential Funding Sources
Encourage the fiscally responsible annexation of suitable lands in accordance with Goal 15 of the Land Use Element and its respective objective and policies.	Community Development Department/ City Attorney/ Joint planning effort with Cochise County.	Ongoing	▪ General Fund Revenues

Implementation Program

Transportation/Circulation Element

Table A-12 provides the Implementation Program for General Transportation/Circulation Goals and Policies portion of the Transportation/Circulation Element.

TABLE A-12

TRANSPORTATION/CIRCULATION ELEMENT IMPLEMENTATION PROGRAM (General Transportation/Circulation)

Implementation Measure	Lead Department/Agency	Projected Timeframe (years)	Potential Funding Sources
Identify funding and prepare a Transportation/Circulation Master Plan as provided in Goal 1 of the Transportation/Circulation Element and its respective objective and policies.	Community Development Department/ Public Works/ Transportation Commission/ Joint Planning with the County and SEAGO	Short-term	- General Fund Revenues - Matching funds US Core of Engineers - ADOT grants - Colonia grants - ADOC grants - SEAGO - Cochise County
Continue the ongoing partnership with the ADOT and SEAGO in order to be alerted on and fully participate in transportation improvements, expansion plans, enhancement, linear park development, and/or multi-modal transportation fund availability for Highway 80 and Highway 92 in accordance with Goal 2 of the Transportation/Circulation Element.	Community Development Department/ Joint Planning with ADOT and SEAGO.	Ongoing	- General Fund Revenues - ADOT - SEAGO (Regional Transportation Improvements Program)

Implementation Program

Table A-13 provides the Implementation Program for the Street Goals and Policies portion of the Transportation/Circulation Element.

TABLE A-13

TRANSPORTATION/CIRCULATION ELEMENT IMPLEMENTATION PROGRAM (Streets)

Implementation Measure	Lead Department/Agency	Projected Timeframe (years)	Potential Funding Sources
Include a chapter in the Transportation/Circulation Master Plan in conformance with Goal 4 and Goal 6 of the Transportation/Circulation Element that: (1) Identifies road conditions; (2) Proposes specific standards for major roads and local streets compatible with County standards; (3) Identifies funding sources for road improvements and road upgrades needed within planning and growth areas; and (4) Proposes a schedule for improvements	Community Development Department/ Public Works/ In Partnership with County, SEAGO and ADOT Note: Explore partnership with the State Prison for the establishment of an in-kind labor program for road improvements.	Short-term	▪ General Fund Revenues ▪ Matching funds US Core of Engineers ▪ ADOT ▪ USGS GIS mapping for Colonias ▪ ADOC ▪ SEAGO ▪ Cochise County
Maintain alleys to address drainage and visibility problems by regularly cleaning debris from alleys.	Public Works (Street Division) Note: Explore partnership with the State Prison for the establishment of an in-kind labor program for road improvements.	Ongoing	▪ General Fund Revenues

Implementation Program

Table A-14 provides the Implementation Program for the Circulation Goals and Policies portion of the Transportation/Circulation Element.

TABLE A-14

TRANSPORTATION/CIRCULATION ELEMENT IMPLEMENTATION PROGRAM (Circulation)

Implementation Measure	Lead Department/Agency	Projected Timeframe (years)	Potential Funding Sources
As part of the City of Bisbee Transportation/Circulation Master Plan planning process identify specific standards and funding sources for the provision of improvements such as landscape medians, alternate modes of transportation, street lights, and appropriate signage to connect Old Bisbee, Historic Warren and San Jose in a symbolic way in accordance with Goal 7 of the Transportation/Circulation Element.	Community Development Department/ Public Works	Short-term	▪ General Fund Revenues ▪ Matching funds US Core of Engineers ▪ Colonias ▪ ADOT ▪ ADOC ▪ SEAGO
As part of the City of Bisbee Transportation/Circulation Master Plan planning process, identify specific standards and funding for alternate modes of transportation to improve traffic flow of all modes throughout the City in conformance with Goal 8 of the Transportation/Circulation Element.	Community Development Department/ Public Works/ Joint planning effort with County, ADOT and SEAGO.	Short-term	▪ General Fund Revenues ▪ ADOT ▪ SEAGO (Regional Transportation Improvements Program)
Work with ADOT and the Department of Commerce to identify funding for traffic flow improvements and circulation safety for all modes of transportation around the post office, bank and coffee shop in Old Bisbee planning area.	Community Development Department/ Public Works/ Joint planning effort with ADOT	Short-term	▪ General Fund Revenues ▪ ADOT ▪ SEAGO (Regional Transportation Improvements Program) ▪ ADOC grants

Implementation Program

Table A-15 provides the Implementation Program for the Multimodal Transportation Goals and Policies portion of the Transportation/Circulation Element.

TABLE A-15

TRANSPORTATION/CIRCULATION ELEMENT
IMPLEMENTATION PROGRAM
(Multimodal Transportation)

Implementation Measure	Lead Department/Agency	Projected Timeframe (years)	Potential Funding Sources
Improve circulation throughout the City by providing a balance of transportation facilities by mode in conformance with Goal 9 of the Transportation/Circulation Element.	Community Development Department/ Public Works/ Transit Committee	Ongoing	▪ General Fund Revenues ▪ ADOT grants ▪ ADOC grants ▪ SEAGO

Implementation Program

Table A-16 provides the Implementation Program for the Circulation Safety Goals and Policies portion of the Transportation/Circulation Element.

TABLE A-16

TRANSPORTATION/CIRCULATION ELEMENT
IMPLEMENTATION PROGRAM
(Circulation Safety)

Implementation Measure	Lead Department/Agency	Projected Timeframe (years)	Potential Funding Sources
Promote circulation safety throughout the City of Bisbee in conformance with Goal 10, Transportation/Circulation Element, and its respective objective and policies.	Community Development Department/ Public Works/ Transit Committee	Ongoing	▪ General Fund Revenues ▪ ADOT grants ▪ ADOC grants ▪ SEAGO

Implementation Program

Table A-17 provides the Implementation Program for the Bicycle and Pedestrian Facilities Goals and Policies portion of the Transportation/Circulation Element.

TABLE A-17

TRANSPORTATION/CIRCULATION ELEMENT IMPLEMENTATION PROGRAM (Bicycle and Pedestrian Facilities)

Implementation Measure	Lead Department/Agency	Projected Timeframe (years)	Potential Funding Sources
Provide a continuous, connective, safe and accessible bicycle and pedestrian transportation system throughout the City to eliminate the sense of isolation between the different planning and growth areas in conformance with Goal 11 of the Transportation/Circulation Element.	Community Development Department/ Public Works/	Long-range	▪ General Fund Revenues ▪ Colonias ▪ ADOC ▪ SEAGO (Regional Transportation Improvements Program)
Adopt standards for bicycle facilities and require new development to provide connectivity to bicycle routes.	Community Development Department/ Public Works/	Short-term	▪ General Fund Revenues ▪ ADOT ▪ SEAGO (Regional Transportation Improvements Program)
Promote bicycle education programs as provided in Policy 11-1d.	Community Development Department/ Public Works/	Ongoing	▪ General Fund Revenues ▪ ADOT ▪ SEAGO (Regional Transportation Improvements Program)

Implementation Program

TABLE A-17 (Continued)

TRANSPORTATION/CIRCULATION ELEMENT
IMPLEMENTATION PROGRAM
(Bicycle and Pedestrian Facilities)

Implementation Measure	Lead Department/Agency	Projected Timeframe (years)	Potential Funding Sources
Plan and encourage the use of pedestrian facilities to meet the transportation and recreation needs of the community in conformance with Goal 11 of the Transportation/Circulation Element.	Community Development Department/ Public Works/	Ongoing	▪ General Fund Revenues ▪ ADOT ▪ ADOC ▪ SEAGO

Implementation Program

Table A-18 provides the Implementation Program for the Public Transit Goals and Policies portion of the Transportation/Circulation Element.

TABLE A-18

TRANSPORTATION/CIRCULATION ELEMENT IMPLEMENTATION PROGRAM (Public Transit)

Implementation Measure	Lead Department/Agency	Projected Timeframe (years)	Potential Funding Sources
Continue to support public transit improvements and update the Three Year Transit Plan as needed as provided in Goal 12 of the Transportation/Circulation Element.	Community Development Department/ Public Works/ Transportation Commission	Ongoing	- General Fund Revenues - SEAGO
Consider expanding Trolley (private) and bus system to Naco.	Community Development Department/ Public Works/ Transportation Commission	Long-range	- General Fund Revenues - SEAGO
Conduct a feasibility study with ADOT and apply for funding on the following year to expand local City transit (Bisbee Bus) to Naco.	Community Development Department/ Public Works/ Transportation Commission	Short-term	- General Fund Revenues - ADOT
Continue to pursue the purchase of buses utilizing ADOT grant funds as the need for additional buses arises.	Community Development Department/ Public Works/ Transportation Commission	Ongoing	- General Fund Revenues - ADOT

Implementation Program

TABLE A-18 (Continued)

TRANSPORTATION/CIRCULATION ELEMENT
IMPLEMENTATION PROGRAM
(Public Transit)

Implementation Measure	Lead Department/Agency	Projected Timeframe (years)	Potential Funding Sources
Explore the use of parking areas designated for public transit pick up.	Community Development Department/ Public Works/ Transportation Commission	Short-term	- General Fund Revenues - ADOT
Continue to apply for ADOT grants to provide City transit.	Community Development Department/ Public Works/ Transportation Commission	Ongoing	- General Fund Revenues - ADOT
Currently, the City contracts to a non-profit organization (Catholic Community Services) for the operation of the City transit system. Consider moving this function to the City.	Community Development Department/ Public Works/ Transportation Commission	Long-term	- General Fund Revenues - ADOT

Implementation Program

Table A-19 provides the Implementation Program for the Parking Goals and Policies portion of the Transportation/Circulation Element.

TABLE A-19

TRANSPORTATION/CIRCULATION ELEMENT IMPLEMENTATION PROGRAM (Parking)

Implementation Measure	Lead Department/Agency	Projected Timeframe (years)	Potential Funding Sources
In conformance with Goal 13 of the Transportation/Circulation Element, investigate fund availability to conduct a parking study to identify: (1) Existing parking shortage, (2) Present and future parking needs for community and visitors; (3) Schedule of improvements for the provision of additional parking and the upgrade and maintenance of existing ones; and (4) Lands available for parking lot building through purchase or exchange.	Community Development Department/ Public Works/	Short-term	▪ General Fund Revenues ▪ CDBG grants ▪ ADOC grants
Develop and adopt parking standards for new development and for changes to non-conforming uses to adequately address parking shortage.	Community Development Department/	Short-term	▪ General Fund Revenues ▪ CDBG grants ▪ ADOC grants

Implementation Program

Table A-20 provides the Implementation Program for the Airport Goals and Policies portion of the Transportation/Circulation Element.

TABLE A-20

TRANSPORTATION/CIRCULATION ELEMENT IMPLEMENTATION PROGRAM (Airport)

Implementation Measure	Lead Department/Agency	Projected Timeframe (years)	Potential Funding Sources
Continue to support airport improvements as funds become available in accordance to the Airport Master Plan and Goal 14 of the Transportation/Circulation Element and Goal 9 of the Land Use Element.	Community Development Department/ Public Works/ Airport Commission	Ongoing	▪ General Fund Revenues ▪ CDBG grants ▪ ADOC grants ▪ FAA funds
Encourage the development of a bus/airport terminal. Prior to this development, the existing bus system can be scheduled to be on an on-call basis for pick up at the airport.	Community Development Department/ Public Works/ Airport Commission	Ongoing	▪ General Fund Revenues ▪ ADOT grants ▪ FAA funds
Work with the County to upgrade either Bisbee Junction or Purdy Lane roads, whichever feasible, to serve the Airport growth area.	Community Development Department/ Public Works/ Airport Commission in Joint partnership with the County	Ongoing	▪ General Fund Revenues ▪ ADOT grants ▪ County transportation improvements funds

Implementation Program

TABLE A-20 (Continued)

TRANSPORTATION/CIRCULATION ELEMENT
IMPLEMENTATION PROGRAM
(Airport)

Implementation Measure	Lead Department/Agency	Projected Timeframe (years)	Potential Funding Sources
Provide a 200 foot Corridor east of Airport Road Right-of-Way as shown in the Proposed Transportation/Circulation Plan map provided in the Appendix section.	Community Development Department/ Public Works/ Airport Commission in Joint partnership with the County	Ongoing	- General Fund Revenues - ADOT grants

Implementation Program

Table A-21 provides the Implementation Program for the Rail Goals and Policies portion of the Transportation/Circulation Element.

TABLE A-21

TRANSPORTATION/CIRCULATION ELEMENT IMPLEMENTATION PROGRAM (Rail)

Implementation Measure	Lead Department/Agency	Projected Timeframe (years)	Potential Funding Sources
Identify funds to inventory railroad facilities in the area and determine feasible options for the City, which may include: (1) Purchasing railroad right-of-ways portions that are not feasible for future railroad operations; (2) Creating linear parks along those purchased abandoned railroad right-of-ways (rails-to-trails) (3) Attracting industry that would utilize remaining operable rail (portions of the rail that remain operable); (4) Encouraging the development of a railhead at Bisbee Junction and at Naco for tourist attraction. (5) Establishing partnerships with Phelps Dodge on their involvement with the railroad.	Community Development Department/ Public Works/	Long-range	▪ General Fund Revenues ▪ Rails-to-trails ▪ ADOT ▪ SEAGO

Implementation Program

Table A-22 provides the Implementation Program for the Stair System Goals and Policies portion of the Transportation/Circulation Element.

TABLE A-22

**TRANSPORTATION/CIRCULATION ELEMENT
IMPLEMENTATION PROGRAM
(Stair System)**

Implementation Measure	Lead Department/Agency	Projected Timeframe (years)	Potential Funding Sources
Clarify ownership and asses the conditions of all stair systems as provided in Goal 16 of the Transportation/ Circulation Element	Community Development Department/ Public Works	Ongoing	▪ General Fund Revenues ▪ CDBG grants ▪ ADOC grants
Require a building permit for all new stair systems.	Community Development Department/ Public Works	Ongoing	▪ General Fund Revenues
Continue to make the effort to bring all public stairs up to acceptable safety standards.	Community Development Department/ Public Works	Ongoing	▪ General Fund Revenues ▪ CDBG grants ▪ ADOC grants
Encourage privately owned stair systems to be improved by owners.	Community Development Department/ Public Works	Ongoing	▪ General Fund Revenues ▪ CDBG grants ▪ ADOC grants
Provide signage for publicly owned stairs.	Community Development Department/ Public Works	Ongoing	▪ General Fund Revenues ▪ CDBG grants ▪ ADOC grants

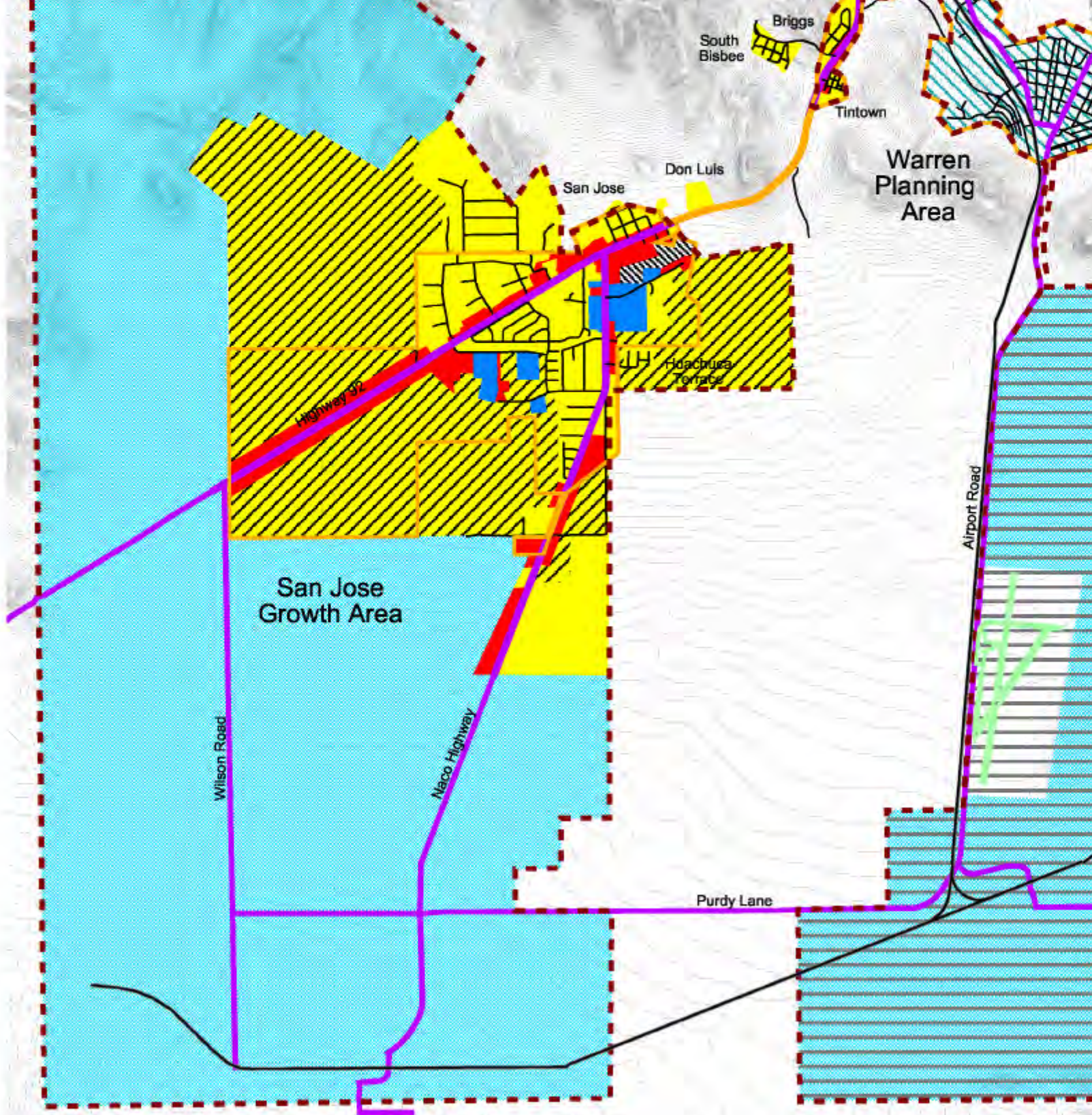
Implementation Program

Table A-23 provides the Implementation Program for the Stair System Goals and Policies portion of the Transportation/Circulation Element.

TABLE A-23

TRANSPORTATION/CIRCULATION ELEMENT IMPLEMENTATION PROGRAM (Retaining Walls System)

Implementation Measure	Lead Department/Agency	Projected Timeframe (years)	Potential Funding Sources
Clarify ownership and assess the conditions of all existing retaining walls systems as provided in Goal 17 of the Transportation/Circulation Element	Community Development Department/ Public Works	Ongoing	▪ General Fund Revenues ▪ CDBG grants ▪ ADOC grants
Revise the City Code to include retaining walls as a part of the <i>Uniform Code for the Abatement of Dangerous Buildings</i> .	Community Development Department/ Public Works/ City Attorney	Short-term	▪ General Fund Revenues
Consider all retaining walls holding up a house or a lot private responsibility subject to legal review.	Community Development Department/ Public Works/ City Attorney.	Ongoing	▪ General Fund Revenues ▪ CDBG grants ▪ ADOC grants



Legend

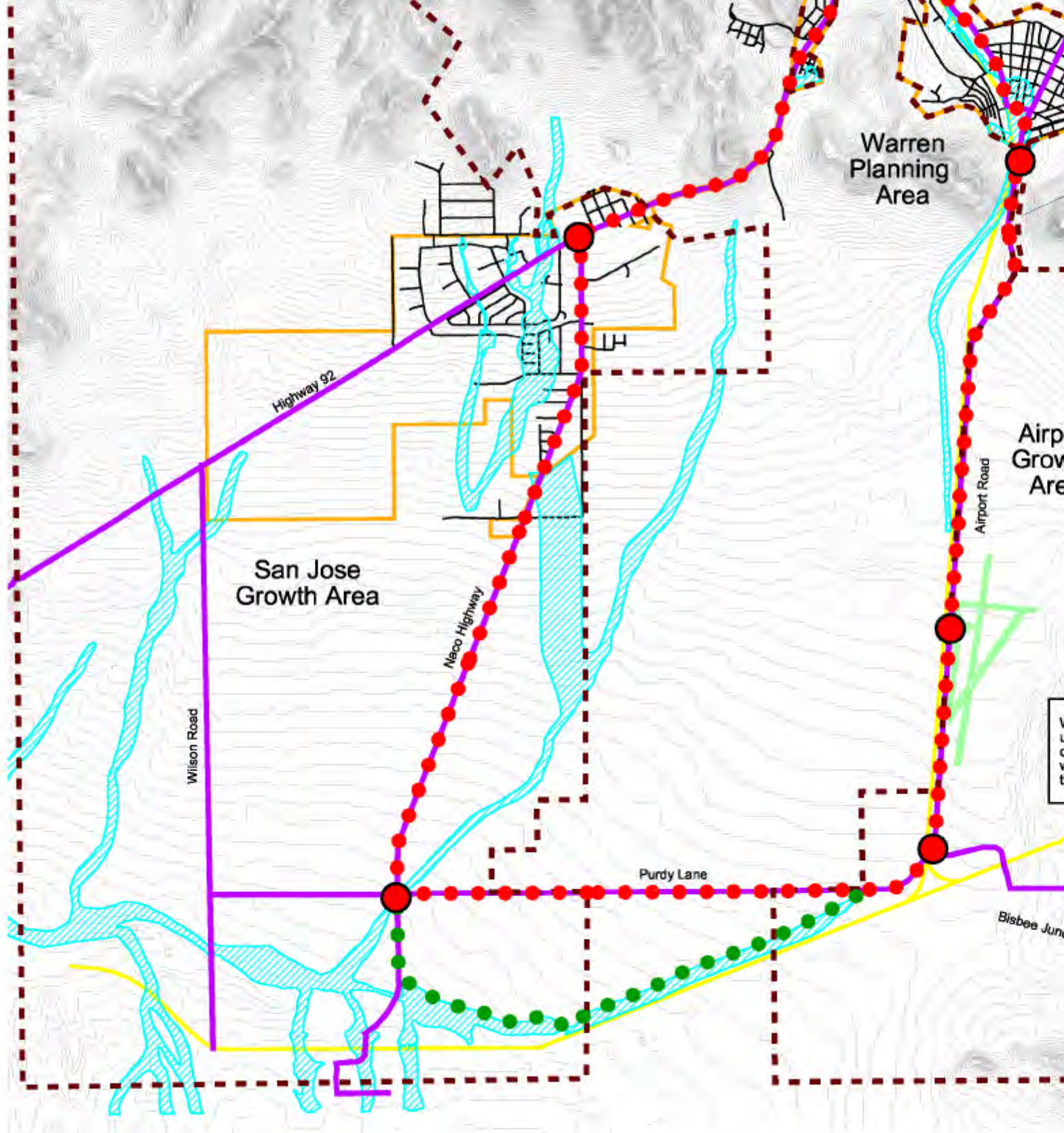
- Proposed Growth Boundary for Bisbee
- Bisbee City Limits
- Highways/Major Roads
- Railroad
- Topography (10 foot Contours)

Future Land Uses:

- Industrial
- Commercial
- Residential
- Mixed Use / Specific Plan
- Public/Quasi Public
- Saginaw Area Plan
- Undetermined

- Development Reserve Area
- Airport Area Plan *
- Redevelopment / Revitalization / Historic Preservation / Mixed Use / Infill

* Airport compatible commercial/ industrial development within the Airport Growth Area requires a rezoning process from Cochise County until the Airport Area Plan is completed.



Legend

- Proposed Growth Boundary for Bisbee
- Bisbee City Limits
- Highways/Major Roads

Gateway

- Bisbee Traffic Circle
- Primary Gateways

--- Railroad / Primary Trail System*

--- FEMA 100-Year Flood Plain

* In the event that active Railroad is abandoned.

Circulation

- Primary Multimodal Corridor
- Proposed Hiking Trail
- Alternative Hiking/Nature Trail System

--- Topo
10 Foot Contour Interval

Appendix B:

City of Bisbee/Cochise County Zoning Equivalences

Tables within this Appendix include equivalent zoning districts between Cochise County and the City of Bisbee. These tables must be consulted when annexing land to the City. They may also help as a guiding tool when preparing specific, master or area plans. The purpose of these tables is to provide equivalent zoning districts to those zoning districts currently designated in the County. Tables provided in this Appendix support the joint planning efforts between the City of Bisbee and Cochise County, making it easier to designate zoning districts at the time of annexation.

Table B-1 provides Cochise County Non-Rural Zoning Districts and identifies closest equivalent zoning district designation from the City of Bisbee Zoning Ordinance. This Table should facilitate long-range planning as it identifies those areas where the City of Bisbee does not have an equivalent zoning district matching the County one. It is anticipated that this will help the joined planning efforts of the City and the County by avoiding future County zoning district designations within the City of Bisbee ultimate boundary that may be not conducive for more urbanized areas and by providing a mechanism to preserve rural areas adjacent to the City.

Table B-2 provides Cochise County Rural Zoning Districts and identifies closest equivalent zoning district designation from the City of Bisbee Zoning Ordinance.

Table B-3 lists Cochise County Zoning Districts within the San Jose Growth area and identifies closest equivalent zoning district designation from the City of Bisbee Zoning Ordinance.

Table B-4 lists Cochise County Zoning Districts within the Bisbee Municipal Airport Growth area and identifies closest equivalent zoning district designation from the City of Bisbee Zoning Ordinance.

Table B-5 lists Cochise County Zoning Districts within the Old Bisbee Planning area and identifies closest equivalent zoning district designation from the City of Bisbee Zoning Ordinance.

Table B-6 lists Cochise County Zoning Districts within the Warren Planning area and identifies closest equivalent zoning district designation from the City of Bisbee Zoning Ordinance.

Appendix B: City of Bisbee/Cochise County Zoning Equivalences

Table B-1
City of Bisbee/Cochise County Zoning Equivalences
Cochise County Non-Rural Zoning Districts

County Zoning District	Closest Equivalent City of Bisbee Zoning District (Zoning 1998)	Minimum Lot Size (Sq Ft)	Minimum Lot Width (Feet)	Minimum Lot Depth (Feet)	Maximum Height (Feet)	Minimum Front Setback (Feet)	Minimum Side Setback on Each Side (Feet)	Minimum Rear Setback (Feet)
SR-36 Single-Household Residential (36 acres minimum lot size)	No equivalent City Zone	NA	NA	NA	NA	NA	NA	NA
SR-18 Single-Household Residential (18 acres minimum lot size)	No equivalent City Zone	NA	NA	NA	NA	NA	NA	NA
SR-10 Single-Household Residential (10 acres minimum lot size)	No equivalent City Zone	NA	NA	NA	NA	NA	NA	NA
SR-174 Single-Household Residential (4 acres minimum lot size)	No equivalent City Zone	NA	NA	NA	NA	NA	NA	NA
SR-87 Single-Household Residential (2 acres minimum lot size)	No equivalent City Zone	NA	NA	NA	NA	NA	NA	NA
SR-43 Single-Household Residential (1 acre minimum lot size)	R-1 Single Family Residential	35,000	125	150	35	25	10	30
SR-22 Single-Household Residential (22,000 sq ft minimum lot size)	R-1 Single Family Residential	20,000	100	125	35	20	5	20
	R-1 Single Family Residential	20,000	100	125	35	20	5	20
	R-1 Single Family Residential	10,000	75	100	30	20	5	25

Sources: Cochise County Zoning Regulations and City of Bisbee Zoning Ordinance.

Appendix B: City of Bisbee/Cochise County Zoning Equivalences

Table B-1 (Continued)
City of Bisbee/Cochise County Zoning Equivalences
Cochise County Non-Rural Zoning Districts

County Zoning District	Closest Equivalent City of Bisbee Zoning District (Zoning 1998)	Minimum Lot Size (Sq Ft)	Minimum Lot Width (Feet)	Minimum Lot Depth (Feet)	Maximum Height (Feet)	Minimum Front Setback (Feet)	Minimum Side Setback on Each Side (Feet)	Minimum Rear Setback (Feet)
SR-8 Single-Household Residential (8,000 sq ft minimum lot size)	R-1 Single Family Residential	6,000	60	90	30	15	5	20
SM-36 Single-Household Manufactured Home (36 acres minimum lot size)	No equivalent City Zone	NA	NA	NA	NA	NA	NA	NA
SM-18 Single-Household Manufactured Home (18 acres minimum lot size)	No equivalent City Zone	NA	NA	NA	NA	NA	NA	NA
SM-10 Single-Household Manufactured Home (10 acres minimum lot size)	No equivalent City Zone	NA	NA	NA	NA	NA	NA	NA
SM-174 Single-Household Manufactured Home (4 acres minimum lot size)	No equivalent City Zone	NA	NA	NA	NA	NA	NA	NA
SM-87 Single-Household Manufactured Home (2 acres minimum lot size)	No equivalent City Zone	NA	NA	NA	NA	NA	NA	NA
SM-36 Single-Household Manufactured Home (36,000 sq ft minimum lot size)	RM – Manufactured/Mobile Home Residential	35,000	125	150	35	25	10	30

Sources: Cochise County Zoning Regulations and City of Bisbee Zoning Ordinance.

Appendix B: City of Bisbee/Cochise County Zoning Equivalences

Table B-1 (Continued)
City of Bisbee/Cochise County Zoning Equivalences
Cochise County Non-Rural Zoning Districts

County Zoning District	Closest Equivalent City of Bisbee Zoning District (Zoning 1998)	Minimum Lot Size (Sq Ft)	Minimum Lot Width (Feet)	Minimum Lot Depth (Feet)	Maximum Height (Feet)	Minimum Front Setback (Feet)	Minimum Side Setback on Each Side (Feet)	Minimum Rear Setback (Feet)
SM-18 Single-Household Manufactured Home (18,000 sq ft minimum lot size)	RM – Manufactured/Mobile Home Residential	20,000	100	125	35	20	5	20
SM-9 Single-Household Manufactured Home (9,000 sq ft minimum lot size)	RM – Manufactured/Mobile Home Residential	6,000	60	90	30	15	5	20
MR-1 Single- and Multiple- Household Residential (excluding mobile and manufactured homes and recreational vehicles) (3,600 sq ft minimum lot size)	R3- Multi-Family Residential	6,000	60	70	30	15	5	20
MR-2 Single- and Multiple- Household Residential (including mobile and manufactured homes and recreational vehicles) (3,600 sq ft minimum lot size)	R3- Multi-Family Residential	6,000	60	70	30	15	5	20
TR-36 Transitional Residential All Single-Household and Multiple- Household Residential (36,000 sq ft minimum lot size)	R-1 Single Family Residential	35,000	125	150	35	25	10	30
TR-18 Transitional Residential All Single-Household and Multiple- Household Residential (18,000 sq ft minimum lot size)	R-1 Single Family Residential	20,000	100	125	35	20	5	20

Sources: Cochise County Zoning Regulations and City of Bisbee Zoning Ordinance.

Appendix B: City of Bisbee/Cochise County Zoning Equivalences

Table B-1 (Continued)
City of Bisbee/Cochise County Zoning Equivalences
Cochise County Non-Rural Zoning Districts

County Zoning District	Closest Equivalent City of Bisbee Zoning District (Zoning 1998)	Minimum Lot Size (Sq Ft)	Minimum Lot Width (Feet)	Minimum Lot Depth (Feet)	Maximum Height (Feet)	Minimum Front Setback (Feet)	Minimum Side Setback on Each Side (Feet)	Minimum Rear Setback (Feet)
TR-9 Transitional Residential All Single-Household and Multiple-Household Residential (9,000 sq ft minimum lot size)	R-1 Single Family Residential	10,000	75	100	30	20	5	25
NB Neighborhood Business (3,600 sq ft minimum lot size)	C-1 Commercial	6,000	30	70	30	0	0	0
GB General Business	C-2 Commercial	N/A	30	70	40	0	0	0
	C-3 Commercial	N/A	75	100	50	0	0	0
	C-4 Commercial	N/A	75	100	50	0	0	0
LI Light Industry	M-1 Light Industrial	N/A	50	75	60	0	0	0
HI Heavy Industry	M-2 Heavy Industrial	N/A	75	100	80	0	0	0
	M-3 Heavy Industrial	N/A	100	150	80	0	0	0

Sources: Cochise County Zoning Regulations and City of Bisbee Zoning Ordinance.

Appendix B: City of Bisbee/Cochise County Zoning Equivalences

Table B-2
City of Bisbee/Cochise County Zoning Equivalences
Cochise County Rural Zoning Districts

County Zoning District	Closest Equivalent City of Bisbee Zoning District (Zoning 1998)	Minimum Lot Size (Sq Ft)	Minimum Lot Width (Feet)	Minimum Lot Depth (Feet)	Maximum Height (Feet)	Minimum Front Setback (Feet)	Minimum Side Setback on Each Side (Feet)	Minimum Rear Setback (Feet)
RU-36 Rural All single- and multiple-household dwellings (36 acres minimum lot size)	No equivalent City Zone	NA	NA	NA	NA	NA	NA	NA
RU-18 Rural All single- and multiple-household dwellings (18 acres minimum lot size)	No equivalent City Zone	NA	NA	NA	NA	NA	NA	NA
RU-10 Rural All single- and multiple-household dwellings (10 acres minimum lot size)	No equivalent City Zone	NA	NA	NA	NA	NA	NA	NA
RU-4 Rural All single- and multiple-household dwellings (4 acres minimum lot size)	No equivalent City Zone	NA	NA	NA	NA	NA	NA	NA
RU-2 Rural All single- and multiple-household dwellings (2 acres minimum lot size)	No equivalent City Zone	NA	NA	NA	NA	NA	NA	NA

Sources: Cochise County Zoning Regulations and City of Bisbee Zoning Ordinance.

Appendix B: City of Bisbee/Cochise County Zoning Equivalences

Table B-3
City of Bisbee/Cochise County Zoning Equivalences
Cochise County Existing Zoning Districts within San Jose Growth Area

County Zoning District	Closest Equivalent City of Bisbee Zoning District (Zoning 1998)	Minimum Lot Size (Sq Ft)	Minimum Lot Width (Feet)	Minimum Lot Depth (Feet)	Maximum Height (Feet)	Minimum Front Setback (Feet)	Minimum Side Setback on Each Side (Feet)	Minimum Rear Setback (Feet)
Rural Zoning Districts								
RU-36 Rural All single- and multiple-household dwellings (36 acres minimum lot size)	No equivalent City Zone	NA	NA	NA	NA	NA	NA	NA
RU-4 Rural All single- and multiple-household dwellings (4 acres minimum lot size)	No equivalent City Zone	NA	NA	NA	NA	NA	NA	NA
Residential Zoning Districts								
SR-22 Single-Household Residential (22,000 sq ft minimum lot size)	R-1 Single Family Residential	20,000	100	125	35	20	5	20
TR-18 Transitional Residential All Single-Household and Multiple- Household Residential (18,000 sq ft minimum lot size)	R-1 Single Family Residential	20,000	100	125	35	20	5	20
SR-8 Single-Household Residential (8,000 sq ft minimum lot size)	R-1 Single Family Residential	6,000	60	90	30	15	5	20
Non-Residential Zoning Districts								
GB General Business	C-2 Commercial	N/A	30	70	40	0	0	0
	C-3 Commercial	N/A	75	100	50	0	0	0
	C-4 Commercial	N/A	75	100	50	0	0	0
LI Light Industry	M-1 Light Industrial	N/A	50	75	60	0	0	0
	M-2 Heavy Industrial	N/A	75	100	80	0	0	0
	M-3 Heavy Industrial	N/A	100	150	80	0	0	0

Sources: Cochise County Zoning Regulations and City of Bisbee Zoning Ordinance.

Appendix B: City of Bisbee/Cochise County Zoning Equivalences

Table B-4
City of Bisbee/Cochise County Zoning Equivalences
Cochise County Existing Zoning Districts within Airport Growth Area

County Zoning District	Closest Equivalent City of Bisbee Zoning District (Zoning 1998)	Minimum Lot Size (Sq Ft)	Minimum Lot Width (Feet)	Minimum Lot Depth (Feet)	Maximum Height (Feet)	Minimum Front Setback (Feet)	Minimum Side Setback on Each Side (Feet)	Minimum Rear Setback (Feet)
Rural Zoning Districts								
RU-36 Rural All single- and multiple-household dwellings (36 acres minimum lot size)	No equivalent City Zone	NA	NA	NA	NA	NA	NA	NA
RU-4 Rural All single- and multiple-household dwellings (4 acres minimum lot size)	No equivalent City Zone	NA	NA	NA	NA	NA	NA	NA
Residential Zoning Districts								
TR-36 Transitional Residential All Single-Household and Multiple- Household Residential (36,000 sq ft minimum lot size)	R-1 Single Family Residential	35,000	125	150	35	25	10	30
TR-18 Transitional Residential All Single-Household and Multiple- Household Residential (18,000 sq ft minimum lot size)	R-1 Single Family Residential	20,000	100	125	35	20	5	20
Non-Residential Zoning Districts								
GB General Business	C-2 Commercial	N/A	30	70	40	0	0	0
	C-3 Commercial	N/A	75	100	50	0	0	0
HI Heavy Industry	M-2 Heavy Industrial	N/A	75	100	80	0	0	0
	M-3 Heavy Industrial	N/A	100	150	80	0	0	0

Sources: Cochise County Zoning Regulations and City of Bisbee Zoning Ordinance.

Appendix B: City of Bisbee/Cochise County Zoning Equivalences

Table B-5
City of Bisbee/Cochise County Zoning Equivalences
Cochise County Existing Zoning Districts Adjacent to Old Bisbee Planning Area

County Zoning District	Closest Equivalent City of Bisbee Zoning District (Zoning 1998)	Minimum Lot Size (Sq Ft)	Minimum Lot Width (Feet)	Minimum Lot Depth (Feet)	Maximum Height (Feet)	Minimum Front Setback (Feet)	Minimum Side Setback on Each Side (Feet)
Rural Zoning Districts							
RU-36 Rural All single- and multiple-household dwellings (36 acres minimum lot size)	No equivalent City Zone	NA	NA	NA	NA	NA	NA
RU-4 Rural All single- and multiple-household dwellings (4 acres minimum lot size)	No equivalent City Zone	NA	NA	NA	NA	NA	NA

Sources: Cochise County Zoning Regulations and City of Bisbee Zoning Ordinance.

Appendix B: City of Bisbee/Cochise County Zoning Equivalences

Table B-6
City of Bisbee/Cochise County Zoning Equivalences
Cochise County Existing Zoning Districts Adjacent to Warren Planning Area

County Zoning District	Closest Equivalent City of Bisbee Zoning District (Zoning 1998)	Minimum Lot Size (Sq Ft)	Minimum Lot Width (Feet)	Minimum Lot Depth (Feet)	Maximum Height (Feet)	Minimum Front Setback (Feet)	Minimum Side Setback on Each Side (Feet)
Rural Zoning Districts							
RU-4 Rural All single- and multiple-household dwellings (4 acres minimum lot size)	No equivalent City Zone	NA	NA	NA	NA	NA	NA

Sources: Cochise County Zoning Regulations and City of Bisbee Zoning Ordinance.