

EXHIBIT "A"

DRAFT

WEST SIERRA VISTA REDEVELOPMENT AREA PLAN

PREPARED BY:

City of Sierra Vista
Community Development Department

Originally Adopted on March 22, 2018
Amendment #1 Adopted on March 28, 2019
Amendment #2 Adopted on _____



INTRODUCTION

Founded in 1956, the City of Sierra Vista lies in southwest Cochise County, Arizona. Sierra Vista is approximately 14 miles from the U.S./Mexico border, 60 miles southeast of Tucson, Arizona, and 160 miles southeast of Phoenix, Arizona. The City is 4,633 feet in elevation, surrounded by mountain peaks reaching almost 10,000 feet. Sierra Vista is Spanish for mountain view. The City has a moderate, four-season climate with an annual average temperature of 74.4 degrees Fahrenheit. The local economy is highly dependent upon Fort Huachuca, Sierra Vista's top employer with 7,956 full time employees in 2015. Fort Huachuca is home to several major commands: Network Enterprise Technology/9th Army Signal , Military Intelligence Center, Electronic Proving Grounds. ~~The Arizona Office of Economic Opportunity estimates Sierra Vista to hold 43,824 residents as of July 1, 2017.~~ According to the U.S. Census Bureau, the City's population grew by 1,420 persons (3 percent) over the last decade to hold 45,308 residents on April 1, 2020.

Sierra Vista is maturing as a suburban community. Its citizens understand that the City will continue to grow and change, and want to take charge of the City's destiny to guide growth and change in a manner that protects the core values that attracted residents to the community in the first place. At the same time, the residents want the types of amenities and opportunities that are available to many suburban and urban communities: cultural resources, gathering places, comfortable and attractive pedestrian spaces, a variety of housing choices, interesting places to dine, shop, and recreate, and places to work that are close to home.

Many of Sierra Vista's residents are drawn from other regions of the country or other places in Arizona, attracted by Sierra Vista's: safe neighborhoods with good family and retiree housing values; laid back atmosphere; cooler climate; high quality schools; excellent leisure and outdoor activities; expansive public library; and stable tax base.

SIERRA VISTA AND ITS REGIONAL CONTEXT



These attributes are embedded in the City's Vision Statement "*Sierra Vista in 2030 is an attractive, vibrant, and inviting place to live, work and visit. Our community, with its spectacular natural environment, mountain vistas, military heritage and engaged citizens provides a big city experience in a small-town atmosphere.*"

Community redevelopment is an economic development strategy that many local governments are successfully using to mitigate or reduce negative conditions that harm their community. The focus of this plan are the commercial blocks along West Fry Boulevard, between North Garden Avenue and South Carmichael Avenue, which form the northern gateway into the City. Arizona Revised Statutes allow for municipalities to prepare and implement a redevelopment plan. The purpose of the redevelopment plan is to identify and prioritize goals, objectives, and action strategies that will improve the physical character, economic environment, and social well being of the redevelopment area. This redevelopment plan provides the community with flexibility in encouraging desirable projects with incentives and assistance while promoting and facilitating private sector investment in the conservation, rehabilitation, and redevelopment of the existing building stock.

The City of Sierra Vista leadership is committed to revitalizing the West End of Sierra Vista and making sure that businesses meet Sierra Vista's city codes. These codes are designed to protect the general health, safety, and welfare of the community. This redevelopment plan does not propose changes to the adopted General Plan, Comprehensive Zoning and Development Code, Building Code, or other adopted City ordinances. This plan does not propose acquiring private land or propose new financing tools in addition to those currently used by the City for redevelopment. Moreover, this plan does not propose relocation of any residents. The scope of this plan is focused on improving conditions within the WSVRA, incentivizing reinvestment and the reuse of idle properties.

RELATIONSHIP TO GENERAL PLAN

~~According to the City's General Plan, Vista 2030, "the City recognizes the importance of redeveloping dilapidated or underused buildings and encourages infill development projects where existing infrastructure is already developed or will be improved by new development." Goals and strategies identified in the Redevelopment and Infill Development Element include the following:~~

The Sierra Vista General Plan (entitled "Vista 2030") establishes the long-range growth, land use and transportation goals for the City. The Plan includes goals and strategies to guide the City's decisions relating to development allowances, mobility, community services, and public investments. Specific to the Redevelopment Area and proposed expansion therein (the focus area), the General Plan includes several goals and strategies that support revitalization and proactive action by the City - the following table summarizes these goals/strategies.

Goals	Strategies
Goal 2-1 Develop a well-planned City	<p>1. Encourage and incentivize the developer to provide a mixture of residential densities, pedestrian amenities, and various land uses.</p> <p>2. Encourage open space areas and recreational amenities for new developments.</p> <p>5. Encourage mixed-use developments.</p>
Goal 2-3 Economic development shall be considered when planning future sites	<p>1. Continue to provide incentives per the Infill Incentive District for development on the West End and in Cloud 9 Mobile Home Park.</p> <p>2. Encourage adaptive reuse of existing buildings with a mixture of uses.</p> <p>4. Provide incentives to encourage the conversion of manufactured home parks to single family and multi-family developments.</p>
Goal 2-4 Consider environmental impacts when planning future sites	<p>2. Encourage all new developments to use low-impact development techniques and standards (see Element 9, Conservation).</p> <p>3. Design sites to provide access and connections to alternative transportation routes such as multi-use paths, sidewalks, and bus routes. (Also see the Sierra Vista Safe Bicycle and Pedestrian Routes Plan.)</p>
Goal 2-5 Develop and implement aesthetic standards along all major roadways and gateways into the City	<p>1. Require commercial sites along the major roadways to meet and maintain aesthetic standards to include landscaping.</p> <p>2. Require enhanced screening of mechanical equipment and outdoor storage areas.</p> <p>3. Require improved entry signage and landscaping.</p>
Goal 3-1 A public transportation system that incorporates and encourages all modes of transportation	<p>1. Encourage developers to use "Complete Streets" when planning and designing Collector and Arterial roadways.</p> <p>4. Construct multi-use paths along collector and arterial roadways.</p> <p>6. Limit curb cuts along arterial and collector roadways to provide additional safety for bicyclists and pedestrians.</p> <p>7. Consider pedestrian needs in the design of transportation systems, particularly related to connectivity and road crossings.</p>

Goals	Strategies
Goal 3-2 Design roadways and circulation patterns that enable efficient movement for all modes of transportation	<p>3. Ensure local roads allow pedestrian and bicycle connections to washes, parks, open space, and multi-use paths.</p> <p>6. Plan for future roadway alignments on vacant land.</p>
Goal 3-3 Meet or exceed ADA (Americans with Disabilities Act) requirements for public infrastructure and the public transit system	<p>4. Retrofit existing transit shelters and install new transit shelters that allow additional space for wheelchairs.</p>
Goal 13-1 Maintain, improve, and revitalize older areas of the community	<p>1. Identify properties offering a redevelopment or infill opportunity.</p> <p>2. Improve necessary infrastructure in redevelopment areas.</p> <p>3. Pursue cooperative redevelopment partnerships with Cochise County.</p> <p>4. Consider redevelopment needs in capital improvement planning.</p> <p>5. Pursue financial commitments from private entities for redevelopment projects.</p> <p>6. Offer incentives for private development within redevelopment areas.</p> <p>7. Support community events such as the West End Fair.</p> <p>8. Seek federal and state funding assistance or grants for renovation, revitalization, and redevelopment projects.</p>
Goal 13-2, Promote the Infill District Policy	<p>1. Encourage redevelopment by supporting efforts and developing partnerships with various agencies including the City's Economic Development Office, Economic Development Foundation (currently known as the Arizona Regional Economic Foundation), and Cochise College Small Business Development Center.</p> <p>2. Encourage and educate land development professionals, such as real-estate professionals, of the value of the Policy.</p> <p>3. Continue ongoing efforts to obtain grant and other funding for infill incentive areas.</p>
Goal 13-3, Promote the adaptive reuse of building	<p>1. Identify buildings that qualify for adaptive reuse by determining if the existing structure and layout is suitable for renovation.</p> <p>2. Identify historically or architecturally significant buildings.</p> <p>3. Identify the challenges of updating older buildings to current code compliance.</p> <p>4. Incentivize the adaptive reuse of buildings.</p>

STATUTORY ELEMENTS

1. DESIGNATION OF THE BOUNDARIES OF THE REDEVELOPMENT AREA

On November 9, 2017, the City Council adopted Resolution 2017-90 approving the boundaries of the declaring the necessity for, and the creation of, the West Sierra Vista Redevelopment Area (WSVRA) pursuant to the provisions of Arizona Revised Statutes § 36-1471 et. seq. The WSVRA encompasses approximately 23-acres of commercial properties and associated public rights of way along Fry Boulevard, between North Garden Avenue and South Carmichael Avenue as depicted in Exhibit "A". The original boundary covered 23-acres of property fronting on Fry Boulevard, between N. Garden Avenue and Carmichael Avenue.

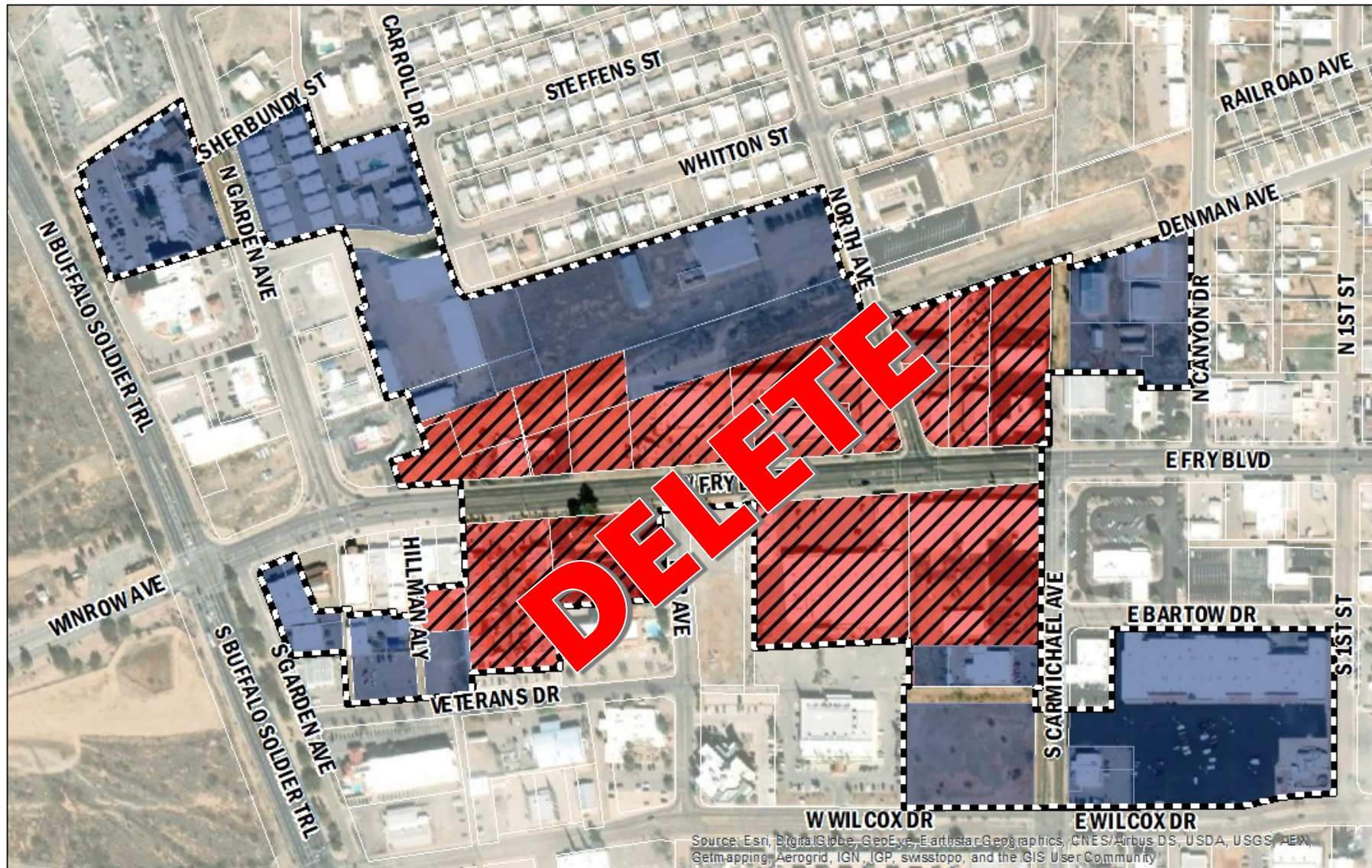
On February 14, 2019, the City Council adopted Resolution 2019-011 authorizing an expansion to the boundaries of the West Sierra Vista Redevelopment Area to include 29-acres of property contiguous to the originally approved redevelopment area as depicted on Exhibit "BA" expanding the original WSVRA by an additional 29-acres of contiguous property.

On November 18, 2021, the City Council adopted Resolution 2021-078 authorizing the WSVRA boundary to be expanded to include nearly all commercially zoned property west of 5th Street covering 162 parcels comprising approximately 111 acres of property.



Exhibit "A" depicts the current and former boundaries of the West Sierra Vista Redevelopment Area.

EXHIBIT "A"

WEST SIERRA VISTA REDEVELOPMENT AREA (WSVRA) BOUNDARY



Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, IGP, swisstopo, and the GIS User Community

-  ORIGINAL REDEVELOPMENT AREA - Approved by Resolution # 2017-90
-  EXPANDED REDEVELOPMENT AREA - Approved by Resolution # 2019-011


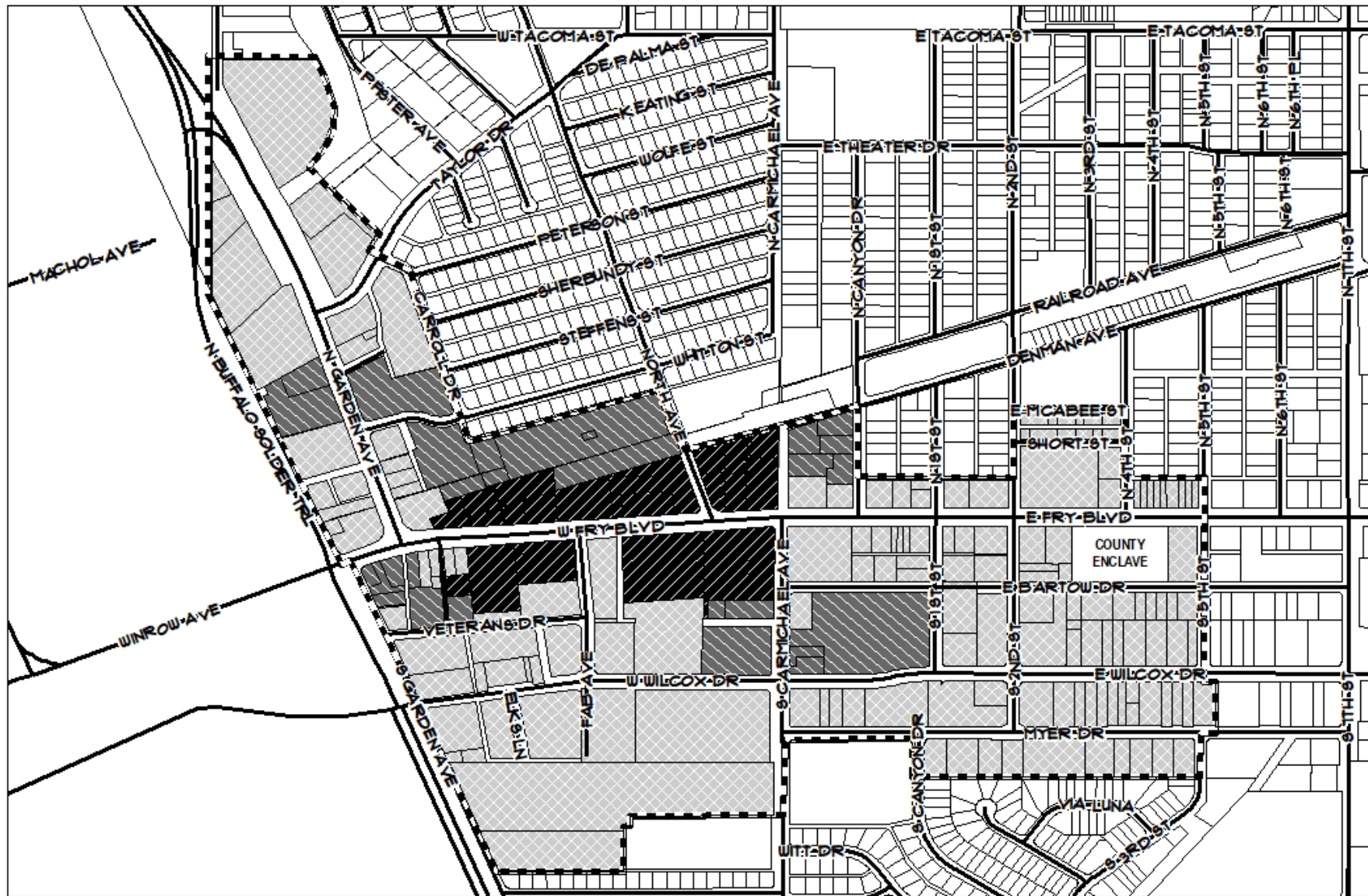

 AMENDED REDEVELOPMENT AREA BOUNDARY
52 ACRES (M.O.L).


EXHIBIT "A"


INSERT

WEST SIERRA VISTA REDEVELOPMENT AREA (WSVRA) BOUNDARY AS AMENDED



 AS APPROVED BY RESOLUTIONS 2017-90

 AS APPROVED BY RESOLUTIONS 2017-90

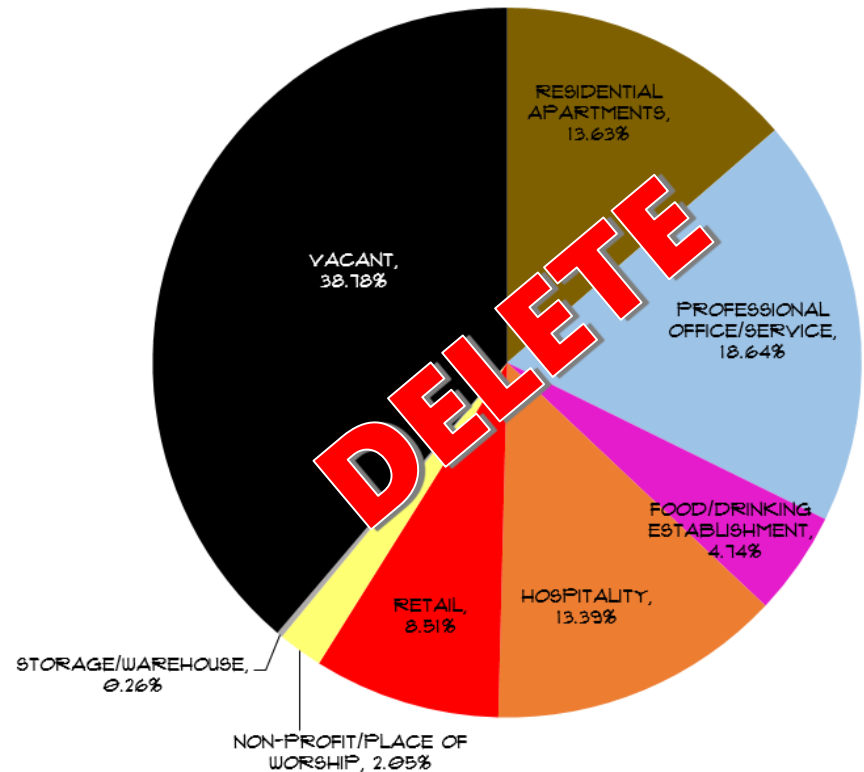
 AS APPROVED BY RESOLUTION 2021-078

2. A MAP SHOWING EXISTING USES AND CONDITIONS OF REAL PROPERTY WITHIN THE REDEVELOPMENT AREA

The WSVRA is zoned and principally used for commercial purposes. Healthy commercial areas help communities grow by providing residents with goods and services, governments with needed tax revenues, and spaces where people can socialize with each other. The commercial base in the WSVRA may be generally characterized by auto-oriented, single purpose stand alone structures and small strip plazas with little attention paid to architectural compatibility. Commercial facades and signage are generally unplanned and uncoordinated, failing to enhance the attractiveness and market potential of the area. Parking throughout the area located on small business and service parcels generally has little to no landscaping or buffer areas, and extends from property line to property line. In some cases, the parking areas are unpaved and uneven creating puddle to ponding conditions upon open erodible soils. Most parking areas are unlit. Due to the small size of the many parcels, parking expansion is extremely limited. The Finding of Necessity Studies for the original redevelopment area (Resolution # 2017-90) and for the expansion areas (Resolutions # 2019-011 and #2021-078) and the maps provided therein, document conditions of real property within the redevelopment area at the time of their establishment and are hereby incorporated by reference into this plan.

2. A MAP SHOWING EXISTING USES AND CONDITIONS OF REAL PROPERTY WITHIN THE REDEVELOPMENT AREA

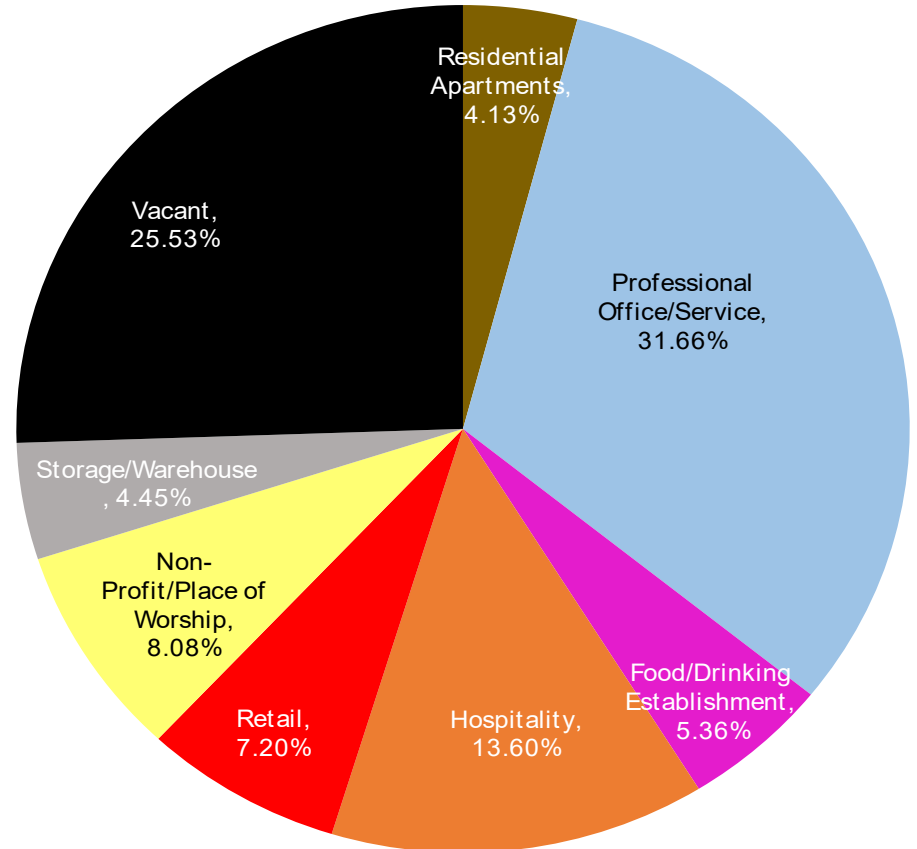
The location, extent and distribution of existing uses is portrayed in Exhibit "CB" and the adjacent chart. Within the WSVRA, there is approximately ~~717,626~~ 2,586,199 square feet of existing floor area, of which ~~278,261~~ 660,174 square feet is currently vacant. The average building was constructed a half-century ago. Absent continued private investment in capital improvements and ongoing maintenance to extend their useful life, the need for demolition and replacement will increase.



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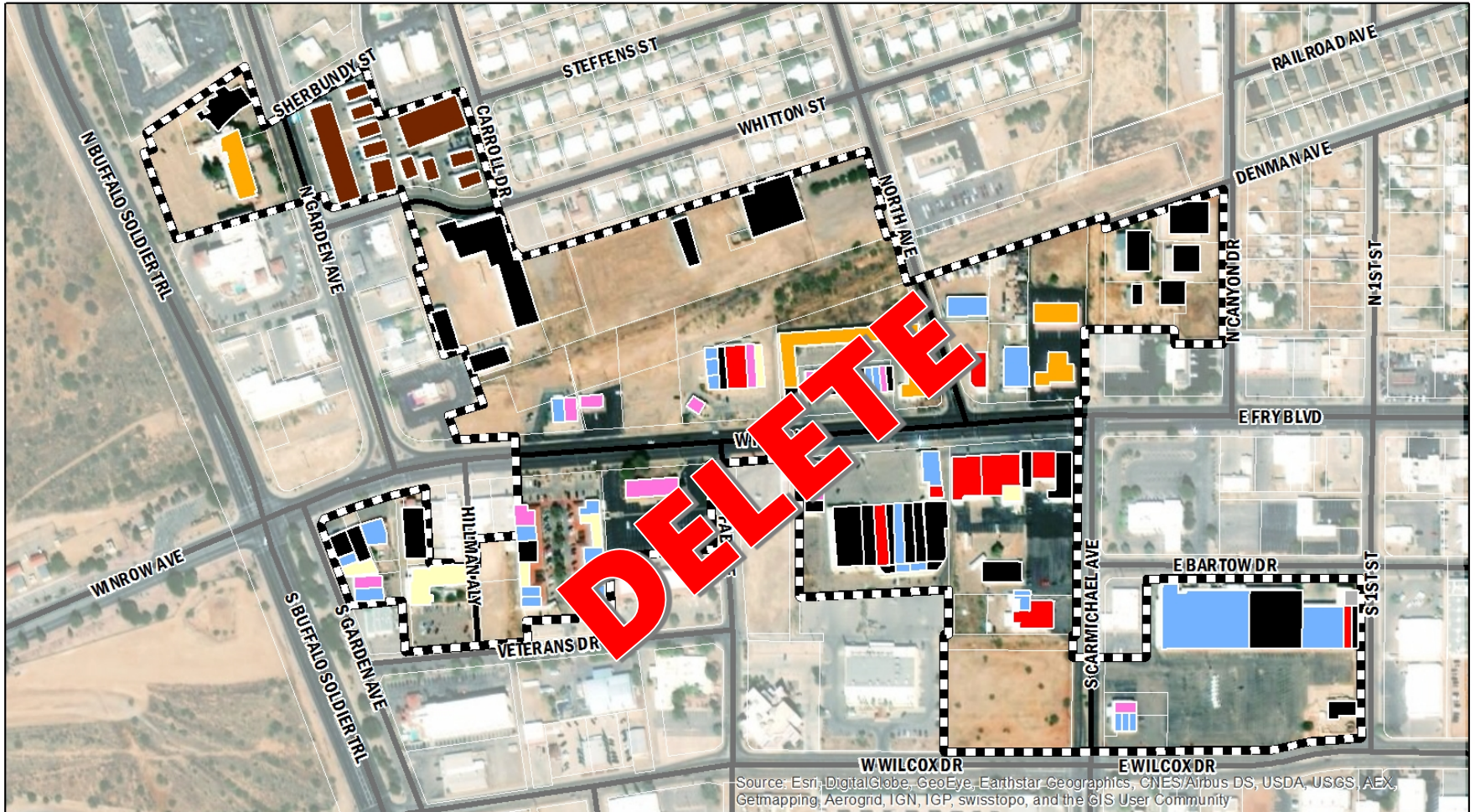
EXISTING LAND USE DISTRIBUTION

LAND USE	GROSS FLOOR AREA (SQ. FT.)
Residential Apartments	106,695
Professional Office/Service	818,741
Food/Drinking Establishment	138,692
Hospitality	351,785
Retail	186,225
Non-Profit/Place of Worship	208,917
Storage/Warehouse	114,970
Vacant	660,174
TOTAL:	2,586,199




SOURCE: Sierra Vista Business Inventory conducted in August 2021

EXHIBIT "C" - EXISTING LAND USE PATTERN



Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AEX, Getmapping, Aergrid, IGN, IGP, swisstopo, and the GIS User Community

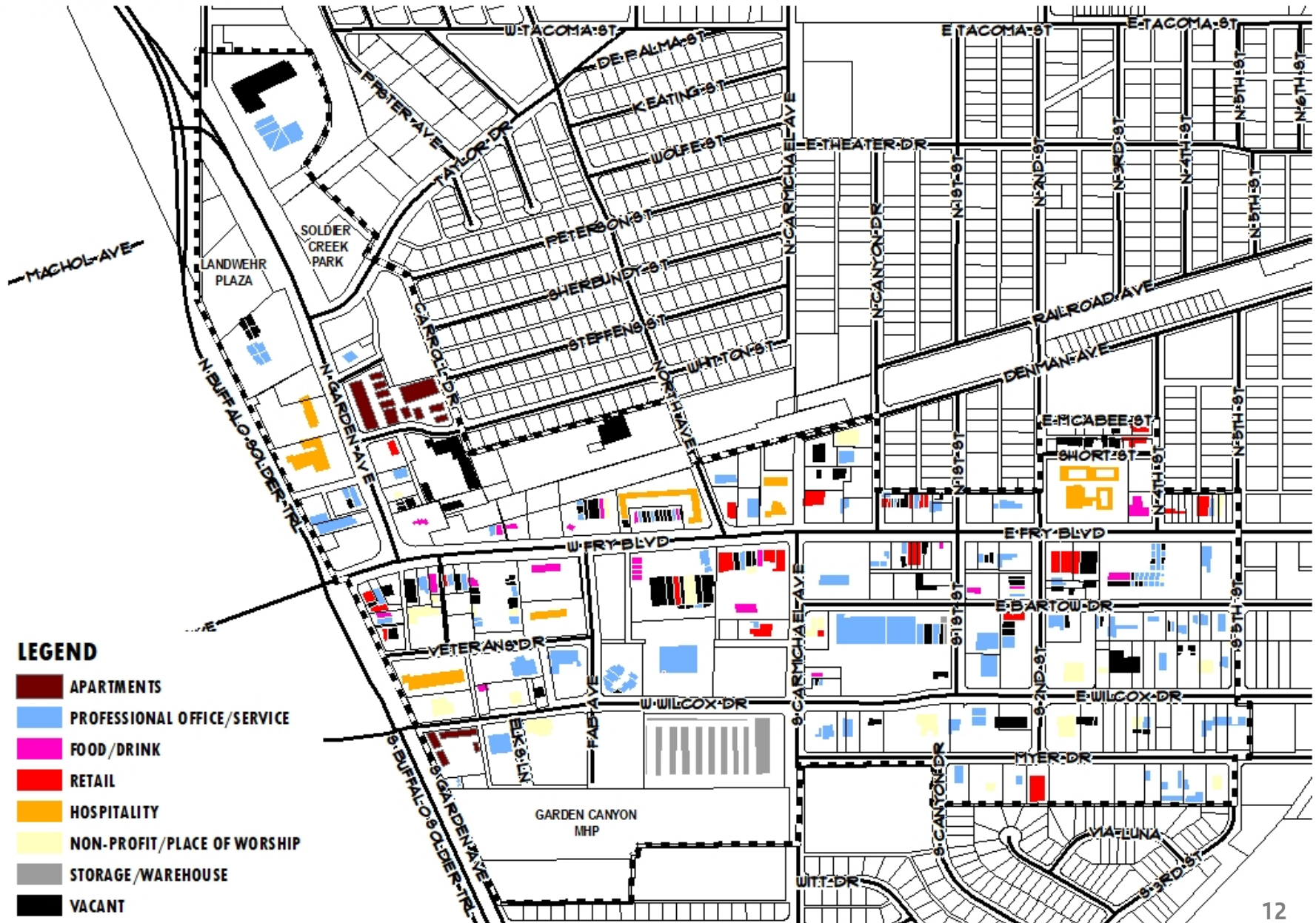
LAND USE	GROSS FLOOR AREA (SQ. FT.)
RESIDENTIAL APARTMENTS	97,844
PROFESSIONAL OFFICE/SERVICE	133,746
FOOD/DRINKING ESTABLISHMENT	33,997
HOSPITALITY	96,085
RETAIL	61,070
NON-PROFIT/PLACE OF WORSHIP	14,734
STORAGE/WAREHOUSE	1,889
VACANT	278,261
TOTAL:	717,626

 AMENDED REDEVELOPMENT AREA BOUNDARY
52 ACRES (M.O.L.)

SOURCE: data taken from business inventory conducted by Community Development Department in November 2018.

EXHIBIT "B" EXISTING LAND USES

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LEGEND

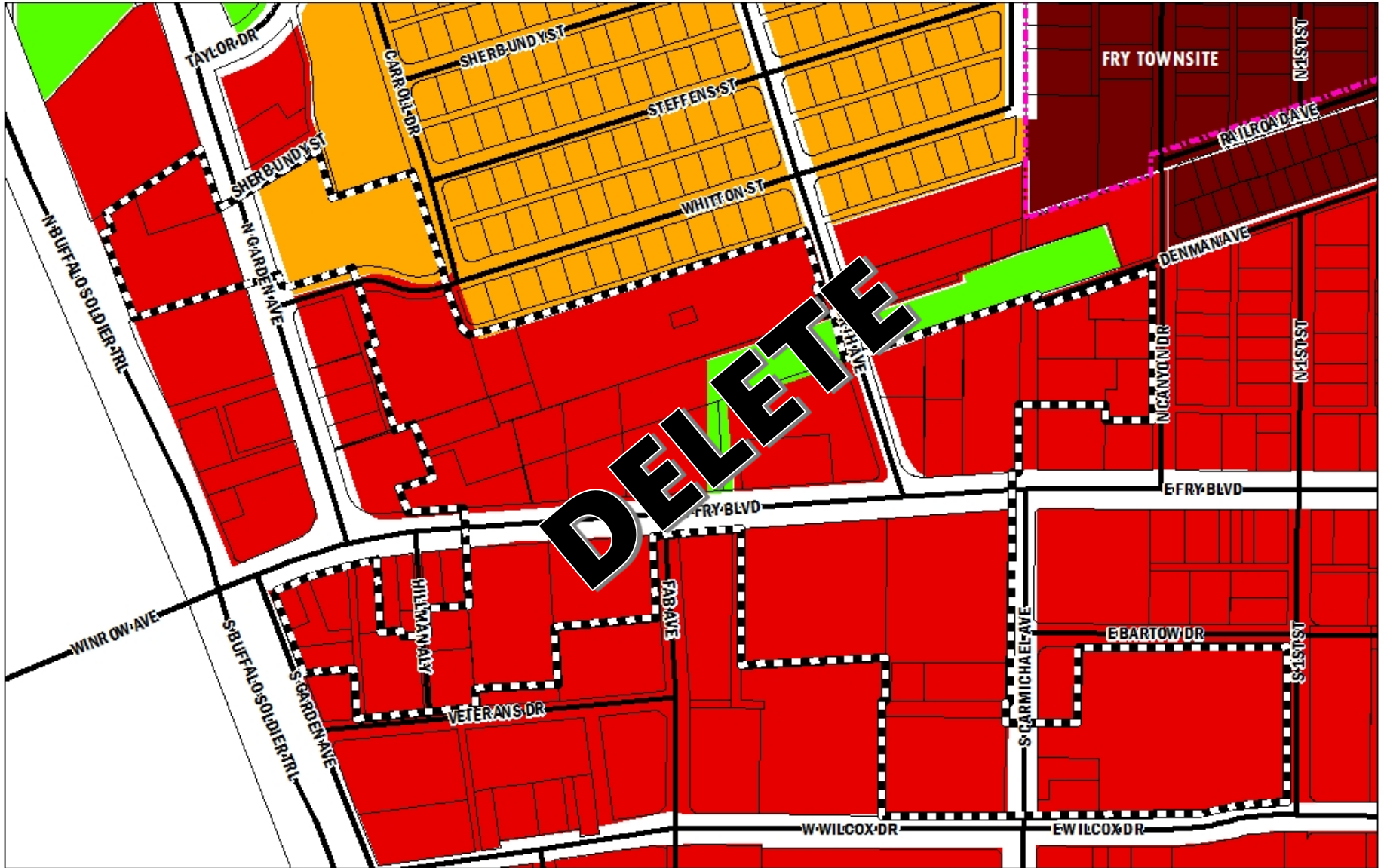
- APARTMENTS
- PROFESSIONAL OFFICE/SERVICE
- FOOD/DRINK
- RETAIL
- HOSPITALITY
- NON-PROFIT/PLACE OF WORSHIP
- STORAGE/WAREHOUSE
- VACANT

3. A LAND USE PLAN SHOWING PROPOSED USES OF PROPERTY

It is the intent of this Plan to encourage infill development, redevelopment, and expansion of existing commercial uses consistent with the City's General Plan, Vista 2030. The Land Use Element contains goals and policies that provide direction on how the community envisions its future development. Land use patterns, how land uses are arranged and the urban form (the spaces, places, and boundaries that define city life), are critical to the health and well being of Sierra Vista residents.

Exhibit "C" depicts the desired future land use pattern, which reflects the existing commercial orientation of the district. The commercial land use category indicates the areas where all types and intensities of commercial uses may be developed as further limited by the zoning. According to Table 2-2 in the Vista 2030 Plan, approximately 2,291 acres, or 10.8% of the City is designated for commercial uses. Property in the WSVRA constitutes ~~one~~ five percent of land set aside in the City for commercial purposes.

EXHIBIT "D" - GENERAL FUTURE LAND USE PLAN

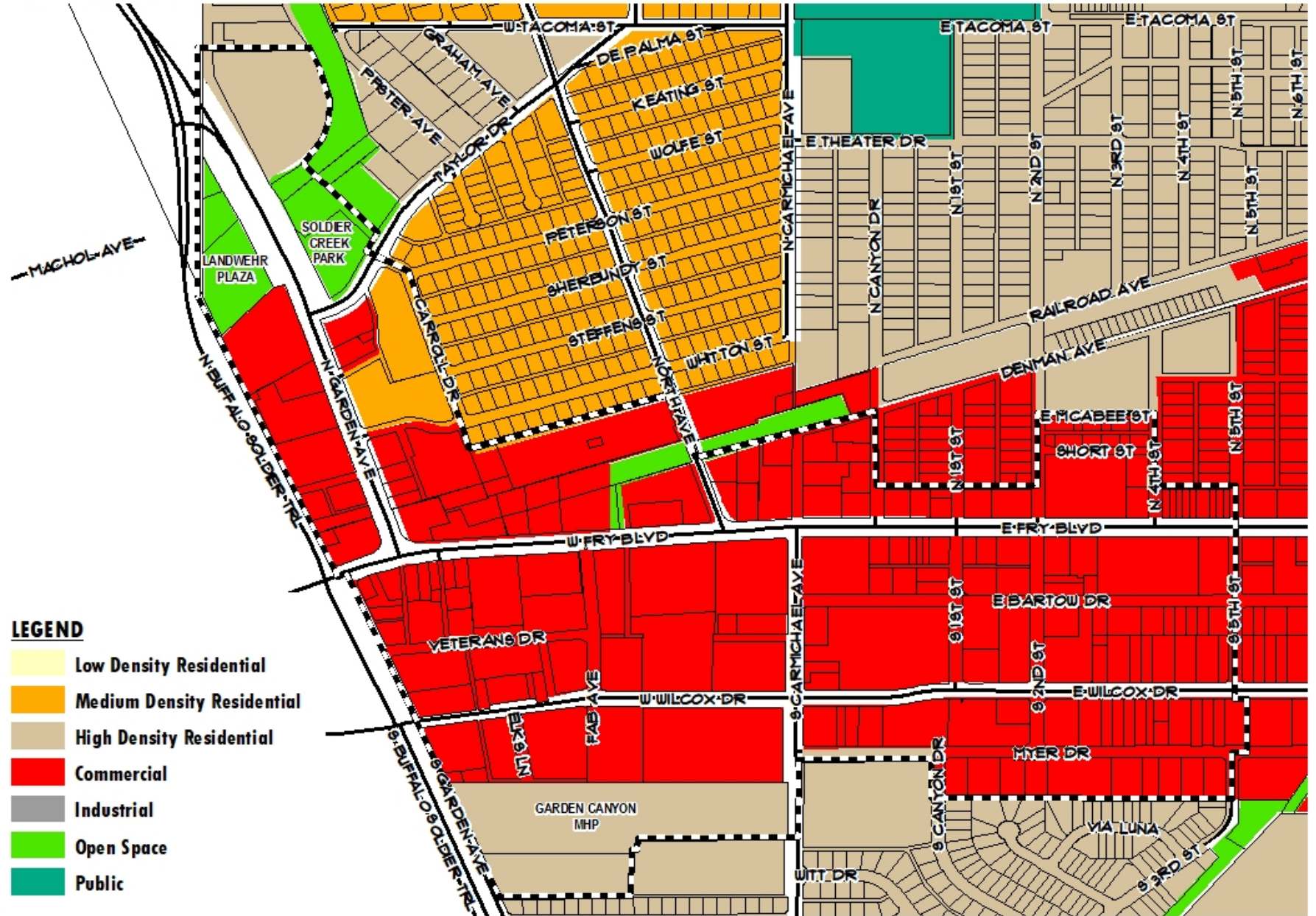


- MEDIUM DENSITY RESIDENTIAL
- COMMERCIAL
- HIGH DENSITY RESIDENTIAL
- OPEN SPACE

AMENDED REDEVELOPMENT AREA BOUNDARY
52 ACRES (M.O.L.)

EXHIBIT "C" FUTURE LAND USE

INSERT



In many ways, the ~~Conceptual Master Redevelopment Plan~~ framework Urban Framework Plan illustrated on Exhibit "ED" is inspired by the inaugural goal articulated in the 1965 Sierra Vista General Plan - "*Sierra Vista has but a single goal – to become a pleasant, attractive and satisfying place to live, and a profitable place to do business. The most immediate step toward this all-encompassing goal is the development of a more progressive and dynamic community image.*" Citizens longing for a true community town center with a strong sense of place has been a consistent theme iterated over the decades. Without apparent private sector interest in creating a new town center from scratch, the City's best chance at realizing this potential over the long term is by working with existing property owners in the WSVRA to re-imagine, redevelop or upgrade existing properties nearing the end of their useful life and to fill in the voids created by vacant lots and underutilized parking lots with a higher intensity development framework oriented to the street with vibrant spaces in between.

From Shopping Centers to Storefronts

This goal will be accomplished by reconstructing sections of West Fry Boulevard and North Garden Avenue from a wide ~~arterial~~ five-lane roadway originally engineered to rapidly facilitate thru traffic to a narrower, slower, more walkable and aesthetically pleasing destination "to street" by eliminating outside travel lanes to accommodate wide sidewalks and landscape and low impact drainage features reminiscent of a two lane (with center turn lane) community main street.

As important, the City has developed a "small business incentive fund" to support and incentivize property owners and their tenants on making beneficial site and building improvements to attract and support merchants in the district. Ongoing public and private sector cooperation is essential for the downward trajectory of the district to reverse course.

Planning and Design Principles for Commercial Corridors

Principles are the lessons learned from decades of planning and design trial and error in cities and towns across the country. They establish basic criteria for guiding design decisions on new developments in existing environments.

The major planning and design principles for commercial corridors are:

- *Connect the primary assets.* Commercial corridors should be used to link important sections of neighborhoods and cities such as community centers, civic buildings, landmarks, parks and open space, and historical sites.
- *Support pedestrians and transportation modes.* Commercial corridors should facilitate space for safe pedestrian circulation through wide, distinctive, and secure sidewalks as well as make possible the movement of autos, bicycles, and transit. Parking should be on-street wherever possible, and off-street parking designed to enhance the desired streetscape effect.
- *Foster community gathering.* Commercial corridors must again become distinctive public spaces that promote social interaction. Open space and activity nodes must be created within the corridor, enhanced by lighting, landscaping, and shaded areas. Outdoor seating and dining should be created wherever possible. Commercial corridors are excellent places to hold community activities.

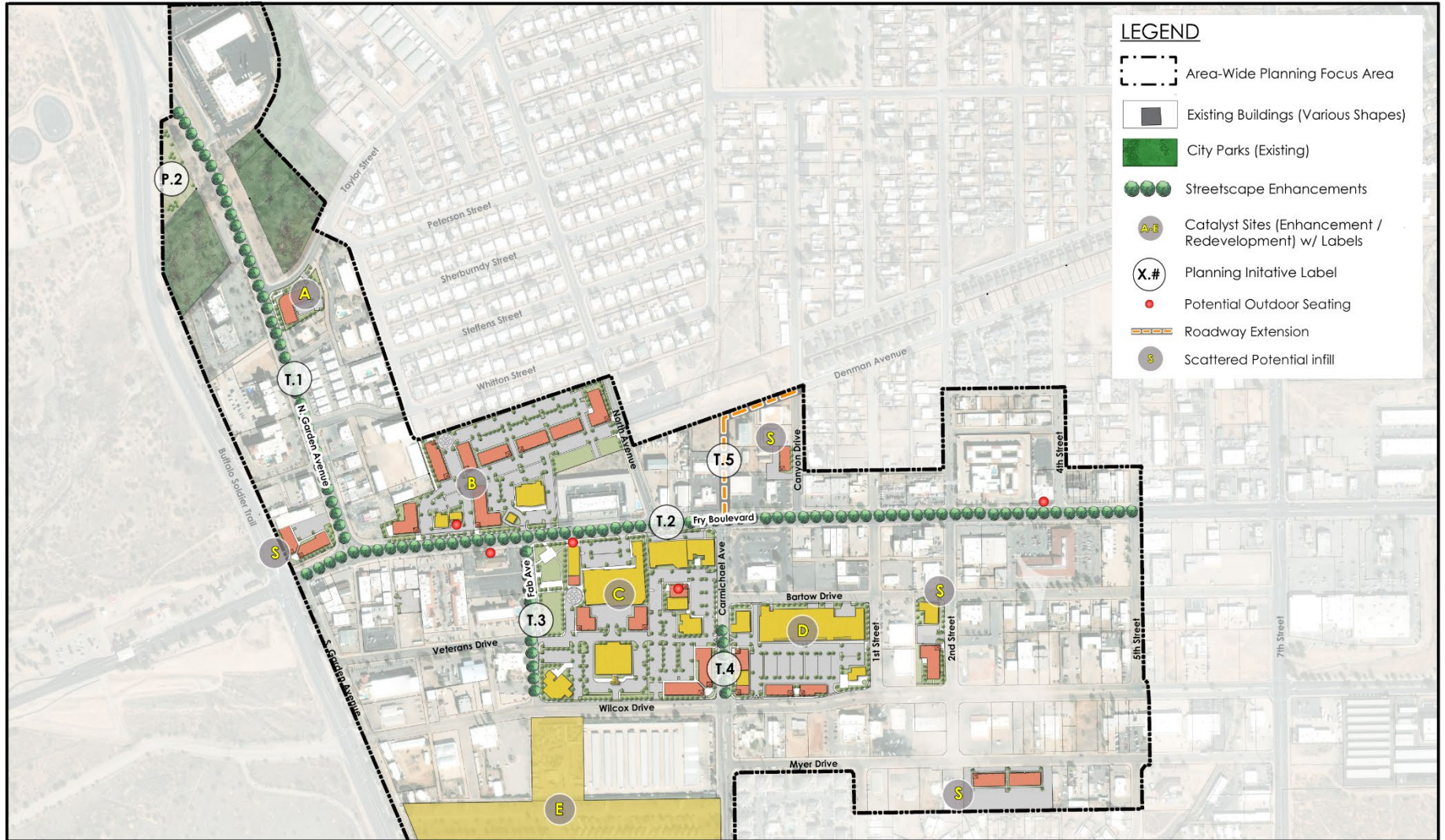
- Concentrate building density. Instead of attempting to foster intense activity for their entire length, commercial corridors should concentrate building density and mixed-use development in certain zones, ideally those connected to the primary assets, as a means of creating the added value that will attract investors through providing a critical mass of feasible commercial activity. This development pattern promotes vivid zones with a mixture of office and housing types, both with convenient retail access. This in turn, has the potential for creating a neighborhood that is also a destination for people from outside the neighborhood as well.
- Create identity. The character of a place, when discovered and deeply understood, can provide sources for a theme for the redevelopment of a corridor. This theme, while it must be rooted in the best assets of the city to which the corridor is connected, must also somehow express the dreams and aspirations of the neighborhood citizens whose lives are connected to the corridor, and therefore can be shared with the city and the region.

EXHIBIT "E" – CONCEPTUAL MASTER REDEVELOPMENT FRAMEWORK PLAN



EXHIBIT "D"

INSERT



West End Area-Wide Planning
 Urban Framework Plan with Catalyst Sites

KEY – WEST END URBAN FRAMEWORK PLAN (AREA-WIDE PLANNING)

<u>LABEL</u>	<u>PROJECT/ INITIATIVE</u>	<u>COMPONENTS</u>
<u>Transportation Initiatives (T + #)</u>		
<u>T.1</u>	<u>N. Garden Avenue Enhancements</u>	<ul style="list-style-type: none"> ▪ <u>Sidewalks and landscaping</u> ▪ <u>Bicycle lanes / multi-use pathways</u> ▪ <u>New crosswalks</u>
<u>T.2</u>	<u>Fry Boulevard Enhancements</u>	<ul style="list-style-type: none"> ▪ <u>Sidewalks / multi-use pathways and landscaping</u> ▪ <u>New crosswalks</u> ▪ <u>Street furniture</u> ▪ <u>Street parking</u>
<u>T.3</u>	<u>Fab Avenue Enhancements</u>	<ul style="list-style-type: none"> ▪ <u>Sidewalks and landscaping</u> ▪ <u>New crosswalks</u> ▪ <u>Street parking</u>
<u>T.4</u>	<u>S. Carmichael Avenue Enhancements</u>	<ul style="list-style-type: none"> ▪ <u>New median landscaping</u> ▪ <u>New crosswalks</u>
<u>T.5</u>	<u>N. Carmichael Avenue Extension</u>	<ul style="list-style-type: none"> ▪ <u>New walkway connection (W. Fry Blvd. to Canyon Drive)</u>
<u>Parks and Open Space Initiatives (P + #)</u>		
<u>P.2</u>	<u>James R Landwehr Plaza Expansion</u>	<ul style="list-style-type: none"> ▪ <u>New passive open space (north of existing)</u> ▪ <u>Trails</u>

<u>Catalyst Sites (Various letters)</u>		
<u>A</u>	<u>Potential Catalyst Infill Development</u>	<ul style="list-style-type: none"> ▪ <u>Mixed-use, housing, and/or commercial</u>
<u>B</u>	<u>Potential Catalyst Infill / Redevelopment Project</u>	<ul style="list-style-type: none"> ▪ <u>Mixed-use, housing, and/or employment</u> ▪ <u>Commercial services along Fry Boulevard</u> ▪ <u>New internal bicycle route connection with neighborhood (using existing alley right-of-way to the north)</u> ▪ <u>New Fab Avenue roadway connection</u>
<u>C</u>	<u>Potential Catalyst Infill, Reuse, and/or Redevelopment Project</u>	<ul style="list-style-type: none"> ▪ <u>Mixed-use with housing, employment, and commercial</u> ▪ <u>Adaptive reuse of existing structures (façade enhancements)</u> ▪ <u>New infill buildings along street frontages</u> ▪ <u>New internal roadway/drive aisle connections (e.g., urban street grid)</u>
<u>D</u>	<u>Potential Catalyst Infill and Reuse Project</u>	<ul style="list-style-type: none"> ▪ <u>Commercial with employment and/or housing</u> ▪ <u>Adaptive reuse of existing structures (façade enhancements)</u> ▪ <u>New infill buildings along street frontages</u>
<u>E</u>	<u>Potential Catalyst Infill / Redevelopment Project</u>	<ul style="list-style-type: none"> ▪ <u>RV resort</u> ▪ <u>Commercial along Wilcox Drive frontage</u> ▪ <u>New internal street connections that integrate with surrounding streets</u>
<u>S</u>	<u>Potential Scattered Sites Infill Development</u>	<ul style="list-style-type: none"> ▪ <u>Mixed-use, housing, and/or commercial</u>

Conceptual Master Redevelopment Framework Plan Design Features

- ~~**New Commercial Buildings (Infill Development)** – The concept shows potential locations for new commercial development on vacant and underutilized properties in the WSVRA that will improve continuity along the streetscape.~~
- ~~**Mercado** – The concept for the mercado space is based upon the traditional fixed markets in Mexico of the same name. They primarily feature Mexican products and goods within rented stands operated by multiple vendors. Buildings within the mercado are small in footprint and may utilize anything from the adaptive reuse of shipping containers to modified storage sheds. This area will provide a low cost site for new businesses, creating a business incubator hub for retail and food entrepreneurs.~~
- ~~**Buffer Wall** – Buffer walls provide a visual buffer between vehicular areas, like parking lots and streets, and sidewalks. They can increase pedestrian comfort, help direct turning movements of vehicles, and mask large pavement expanses.~~
- ~~**Mural Wall** – murals are artwork painted or directly applied to a wall, they can provide interest to a site and a greater sense of identity to an area at-large.~~
- ~~**Additional Plantings** – Plantings are intended to add color, interest, and texture to the area, in addition to valuable shading for pedestrians and softening of the roadway appearance.~~
- ~~**Awnings/canopies/public art/seating** – Although not specifically identified on the Conceptual Master Redevelopment Framework Plan, site specific improvements such as awnings and public art can add significant visual interest and vibrancy to an area and should be considered for priority funding through the West Sierra Vista Partnership Program.~~

- ~~**Hardscape Improvements** – The concept encourages relocating or converting parking spaces directly in front of a business to extend the premise for café seating serving eating and drinking establishments.~~
- ~~**Parking/Event Space** – The concept illustrates the potential for creating new parking areas concealed behind buildings. Special pavers and landscaped areas can be used to define an event space for the parking area when not in use.~~

West Sierra Vista Partnership Program

As envisioned, “West Sierra Vista Partnership Program” will provide matching grant assistance at reimbursement rates set in accordance with public objectives for projects such as storefront improvements, building and site infrastructure, quality signage, ADA accessibility, landscaping and public art, and other beneficial improvements. Each application will be evaluated in accordance with the following objectives:

- *Amount of private investment relative to public investment and impact on property tax base;*
- *Impact on physical and architectural character;*
- *The degree to which the current or proposed use adds to the vitality of the business mix;*
- *The number and wage scale of jobs that will result from the economic activity;*
- *Demonstration that local contractors and suppliers are being used to the maximum extent possible;*
- *Other measurable public benefit.*

4. STANDARDS OF POPULATION DENSITIES, LAND COVERAGE, AND BUILDING INTENSITIES IN THE AREA AFTER REDEVELOPMENT

~~The General Commercial zoning district allows multi-family residential uses and mixed-use buildings at a maximum density of 25 dwelling units per acre (DU/A). Building intensities are governed by building height (35 feet) and bulk standards provided under Section 151.22.018 of the Development Code. On commercial, industrial, and multi-family property, the maximum land coverage is 85% with the remainder of the site required to be landscaped in accordance with the requirements of Article 151.15 of the Code.~~

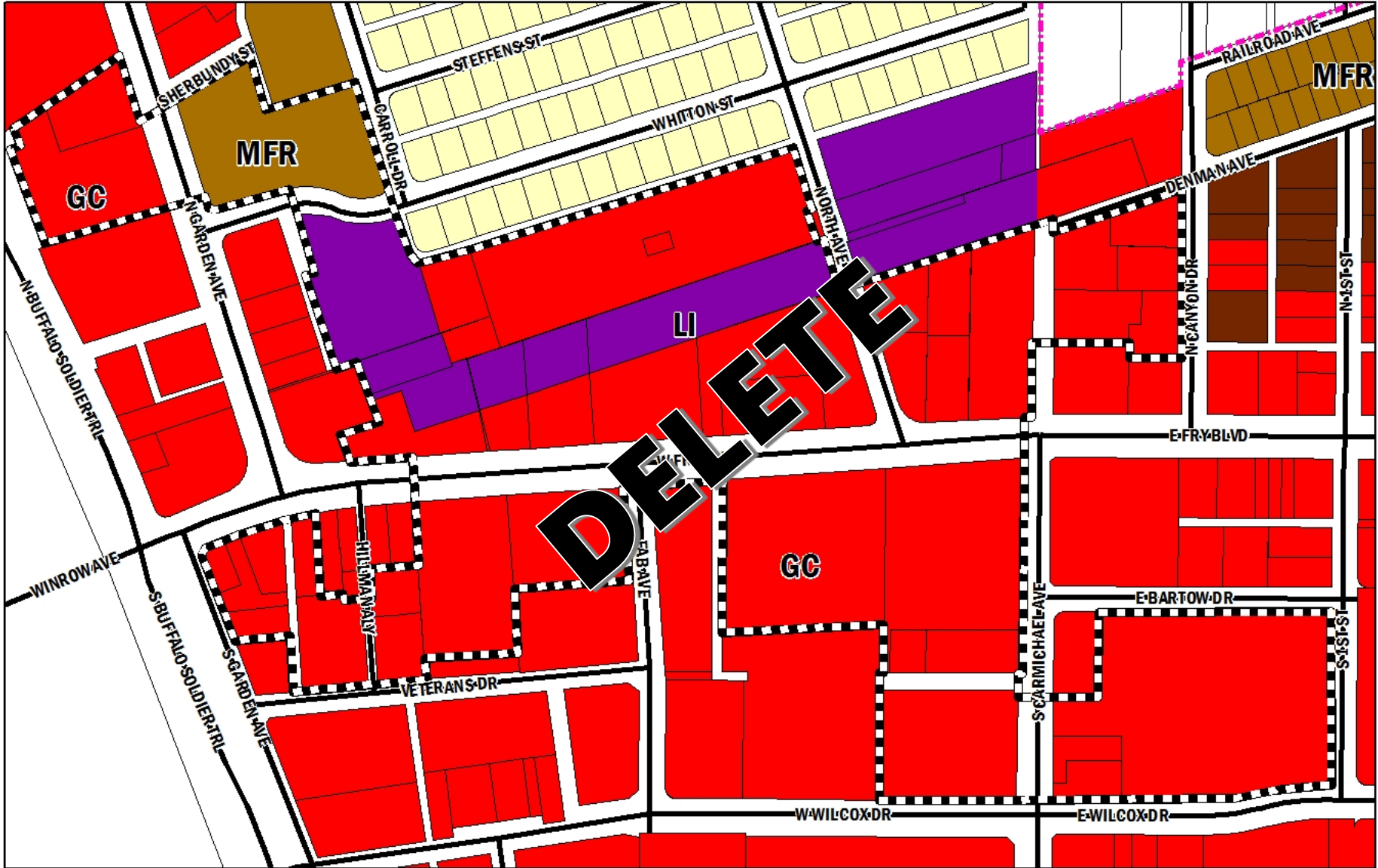
The WSVRA is primarily zoned for commercial, mixed-use, and employment uses. The General Commercial (GC) zone covers most of the redevelopment area and allows for a broad range of land uses. However, some significant parcels in the WSVRA, due to their zoning, are limited to lower-density residential and/or open space-related land uses which greatly limit redevelopment potential.

Notably, a ~14.15-acre former mobile home park on the southwest edge of the proposed expansion area is zoned MHR (Manufactured Home Residence) which limits land uses to single-family and manufactured houses – this may limit redevelopment options for this property. Furthermore, N. Garden Avenue is an established commercial corridor, whereas multiple large parcels (three total) within the corridor are zoned MFR which allows for residential as a permitted use. Mixed-use development may be allowed in the MFR district pursuant to a conditional use permit which would otherwise complement the established land use character along N. Garden Avenue.

- **GC (General Commercial):** This zoning district is comprised of certain lands, structures and uses which serve the central retail marketing function of the Sierra Vista trade area. Most persons entering the district will arrive by automobile on a multi-purpose trip. The economic welfare of the retail merchandising depends upon development of comparison shopping with each establishment contributing to the variety of goods available in the entire district. The essential interdependence of activities should be given preference over the provision of direct automobile access to each establishment. Office building activities, personal and business services, and minor repair services are compatible with the primary purpose of the district so long as they contribute to the one-stop shopping objective and are essentially complimentary to the primary function of retail sales. Regulations are designed to encourage a concentrated development limited by standards to prevent traffic congestion and to protect the district from incompatible uses.
- **LI (Light Industry):** This district is comprised of certain lands so situated as to be suitable for industrial and higher-intensity commercial development, but not located where development and operational characteristics of industry affects residential or lower- intensity commercial uses. Regulations are intended to encourage development of such manufacturing, fabricating, processing, packaging and other industries as can be operated in a relatively clean, quiet and safe manner compatible with adjoining industrial uses and without serious effect, danger or hazard to nearby non-industrial uses.
- **IP (Industrial Park):** This zoning district is intended to provide for administrative, professional, research and specialized manufacturing activities at a low intensity. All uses shall be of non-nuisance type and residential scale having low silhouette, a variety of separate building masses and landscaped areas. This district is to provide employment near residential areas and the development standards are intended to be compatible with adjacent residential and commercial uses and provide a park-like setting for employment.

- **MFR (Multi-Family Residence):** This district is comprised of high-density residential areas representing a compatible mixture of single-family, two-family and multi-family dwellings. Regulations are designed to stabilize and protect the character of the district, to promote and encourage creation of a favorable environment for family life, and to prohibit all incompatible activities. To this end, principal uses are limited to single-family dwellings, multi-family dwellings, and apartments, which conform to the residential character of the district. Certain essential and complementary uses are also permitted under conditions and standards, which ensure protection of the character of the district.
- **SFR-6 (Single Family Residence-6):** This district is comprised of single-family residential areas and certain open land areas. Regulations are designed to stabilize and protect the single-family character of the district, to promote and encourage creation of a desirable environment for family life, and to prohibit all incompatible activities. The principal use is, therefore, restricted to single-family detached dwellings on individual lots. Certain essential and complementary uses are also permitted under conditions and standards which ensure protection of the character of the district. Single Family Residence "6" indicates the minimum lot size of 6,000 square feet.
- **OS (Open Space):** This zoning district is intended to provide for land uses in areas that have been set aside to serve recreational functions or to provide open space areas, and to provide area for governmental buildings and facilities, schools and school grounds, and related uses.

EXHIBIT "F" - ZONING PATTERN









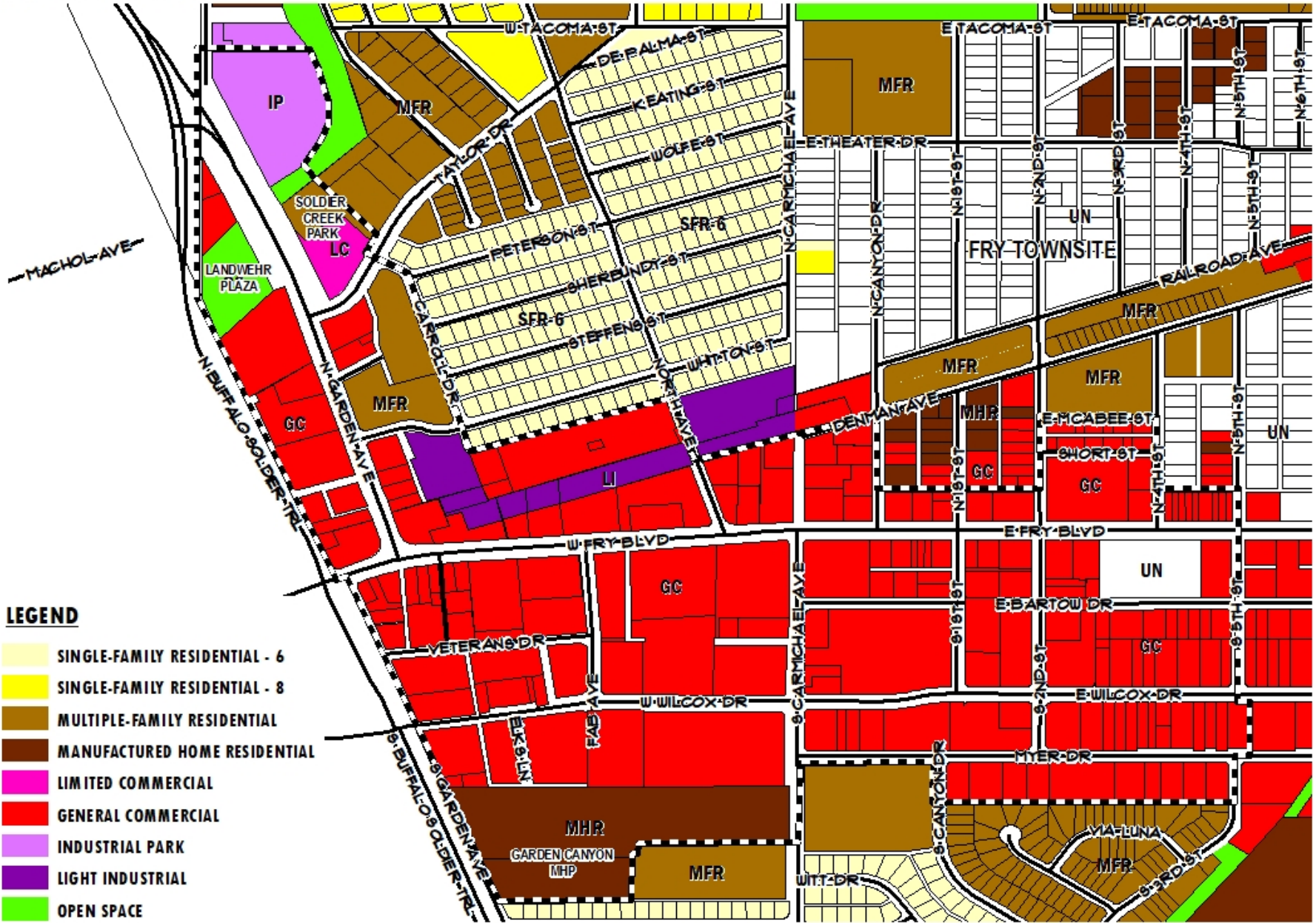
- | | | |
|---|--|--|
|  SFR-6, SINGLE-FAMILY RESIDENTIAL |  GC, GENERAL COMMERCIAL |  AMENDED REDEVELOPMENT AREA BOUNDARY
52 ACRES (M.O.L.) |
|  MFR, MULTIPLE FAMILY RESIDENTIAL |  LI, LIGHT INDUSTRIAL | |
|  OS, OPEN SPACE | | |

EXHIBIT "C"
ZONING DISTRICTS

INSERT



LEGEND

- SINGLE-FAMILY RESIDENTIAL - 6
- SINGLE-FAMILY RESIDENTIAL - 8
- MULTIPLE-FAMILY RESIDENTIAL
- MANUFACTURED HOME RESIDENTIAL
- LIMITED COMMERCIAL
- GENERAL COMMERCIAL
- INDUSTRIAL PARK
- LIGHT INDUSTRIAL
- OPEN SPACE

5. PROPOSED CHANGES, IF ANY, IN ZONING ORDINANCES OR MAPS, STREET LAYOUTS OR GRADES, BUILDING CODES AND ORDINANCES

The WSVRA overlaps with the Infill Incentive District, west of 7th Street. The Infill Incentive District was originally adopted by Resolution 2005-079 on May 26, 2005, and further amended by Resolution 2020-072 on December 10, 2020. The purpose of the incentives are to encourage new development and redevelopment by providing:

- *Expedited zoning or rezoning procedures.*
- *Expedited processing of plans and proposals.*
- *Waivers of municipal fees for development activities as long as the waivers are not funded by other development fees.*
- *Relief from development standards.*

Incentives are currently authorized by approval of a ~~Development Agreement by City Council~~ the City Manager. Specific terms of each agreement are negotiated on a project basis with consideration given to unique aspects of the site, its context, and community benefit(s) that will be realized through its development. Requests for a fee waiver must include an economic impact statement that provides verifiable information regarding: (1) Amount of private investment and impact on property tax base; (2) The number and wage scale of any jobs that will result from the economic activity; (3) Demonstration that local contractors and suppliers are being used to the maximum extent possible; (4) Other measurable public benefit.

No changes to zoning ordinances or maps, building codes or other ordinances are being contemplated at this time.

West Fry Boulevard Corridor Improvement Project

The proposed redevelopment program calls for the renovation, alteration, and repair of existing public improvements within the West Fry Boulevard and North Garden Avenue rights-of-way. Engineered construction documents will be prepared in 2019 detailing proposed right-of-way improvements.

Along Fry Boulevard, "the framework for the project improvements consists of using the 100-foot wide road right-of-way efficiently to implement a more balanced, multi-modal Fry Boulevard corridor that is safe for vehicles, bicycle riders, and pedestrians. A traffic study was completed with the Study which demonstrates that the existing five lanes are not being fully utilized in terms of vehicular traffic volume. The traffic analysis looked at a traffic lane reduction along Fry Boulevard from North Garden Avenue to 7th Street. The narrowing of the roadway was analyzed during the a.m. and p.m. peak hours to year 2040 and was found to provide acceptable levels of service and traffic operation. A lane reduction, often referred to as "road right-sizing" has been used by many communities to better balance transportation modes and to economically stimulate a streetscape or district corridor."

Moreover, "the proposed improvements, as depicted on the following concept plans and illustrations, will create a safer, more pedestrian-friendly multi-modal environment while providing room for many amenities that will develop Fry Boulevard corridor into a unique destination environment with a true sense of place. Overall, Fry Boulevard will function as an efficient three lane roadway with additional right-turn lanes where required. The three-lane roadway will also serve to shorten crosswalk lengths, which will increase pedestrian safety and increase walk-ability along the streetscape."¹

¹Sierra Vista Fry Boulevard West End Corridor Study, pp 4-5

Complete Streets

The redevelopment program calls for the renovation, alteration, and repair of existing public improvements within the Fry Boulevard and North Garden Avenue rights-of-way in a phased manner. The street has been redesigned using a “complete streets” approach that builds a road that meets the needs of motorized vehicles, bicyclists, and pedestrians alike.

The project will make Fry Boulevard function as an efficient three-lane roadway with additional right-turn lanes where they are required. This shortens crosswalk lengths, increases pedestrian safety, and helps attract businesses suited for a downtown entertainment district. Improvements include wide sidewalks and shared-used paths, new energy-efficient LED lighting for motorists and pedestrians, light pole accent banners, landscaping and irrigation, stormwater management, signal changes, driveway improvements, street furnishings, sites dedicated to future artwork and interpretive elements, curbs and gutters, and ADA improvements.

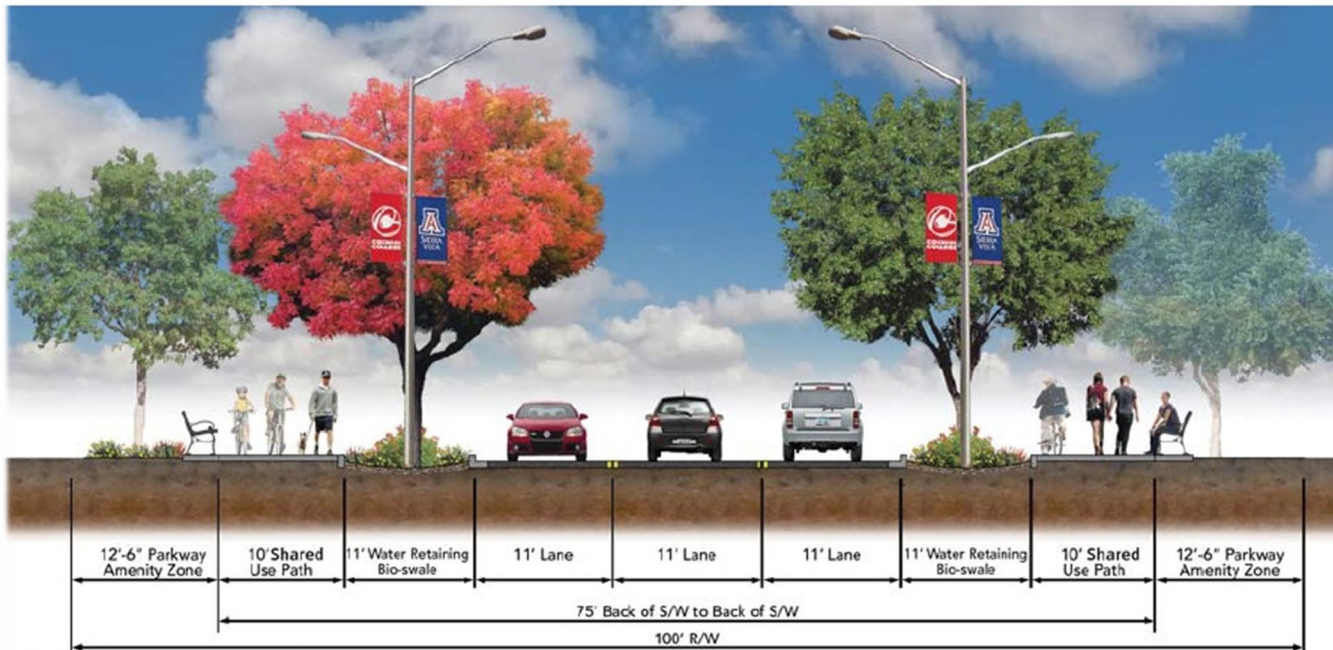
Phase 1 of the Fry Boulevard and North Garden Avenue project was completed in March 2022. This moves forward the redevelopment vision for a town center – a top desire of local residents that was expressed during the “Dream Your City,” becoming the foundation for part of the VISTA 2030: General Plan. This phase includes that portion of Fry Boulevard between North Garden Avenue and Carmichael Avenue, and along North Garden Avenue between Fry Boulevard and Whitton Street. Phase 2 will extend the improvements along Fry Boulevard east to North 5th Street.

The City will be finalizing engineered construction plans for completing North Garden Avenue in FY 22. The timing of construction will depend upon the source of funding. The City will fully explore federal infrastructure grants that will fulfill the scope and intent of the project.

WEST FRY BOULEVARD CORRIDOR IMPROVEMENTS*



First-Phase Project - Buffalo Soldier Trail to Fab Ave.



Typical Conceptual Section

* Reference the fry boulevard, west end corridor study

CONCEPTUAL ENVISIONMENTS – W FRY BLVD*

EXISTING

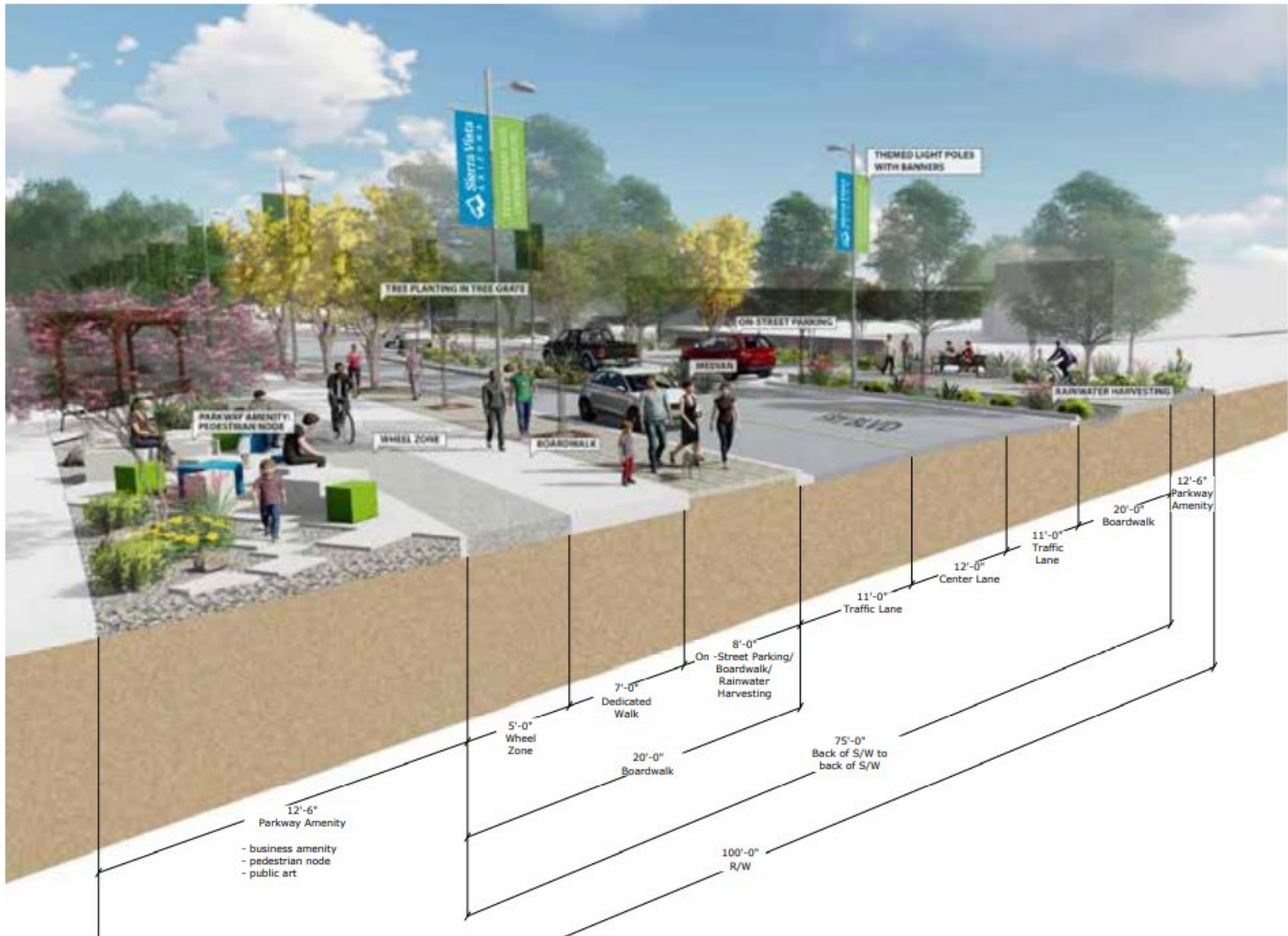


PROPOSED



* Reference the fry boulevard, west end corridor study

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FINAL Typical cross section

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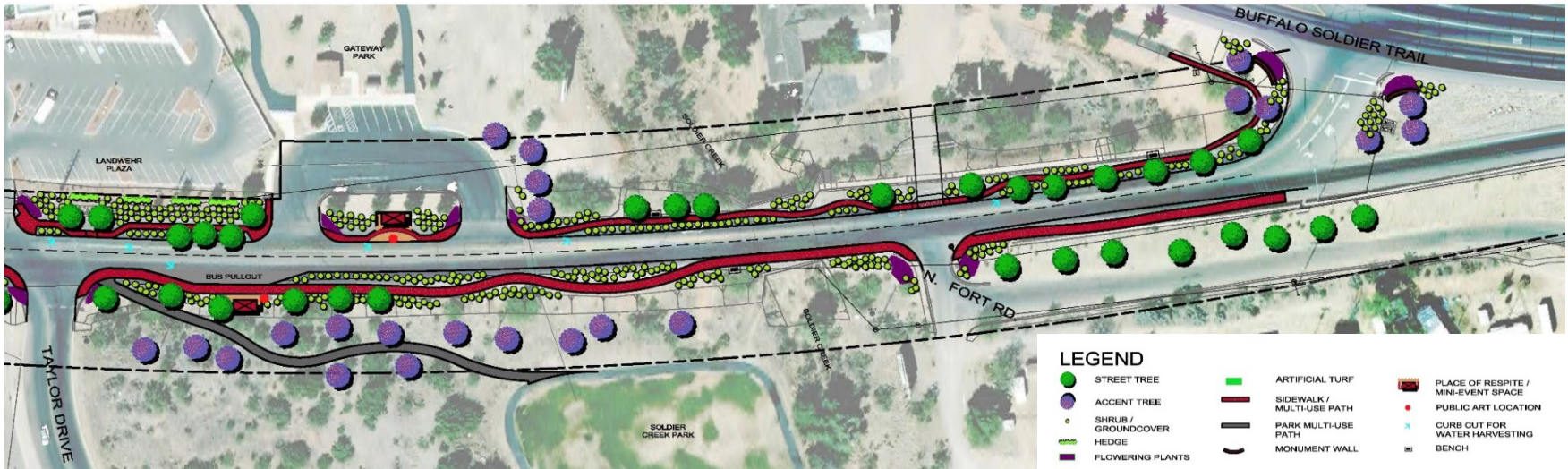


PHASE 1 CONSTRUCTION – W FRY

CONCEPT PLAN – NORTH GARDEN AVE



FRY BOULEVARD TO TAYLOR DRIVE



LEGEND					
	STREET TREE		ARTIFICIAL TURF		PLACE OF RESPIRE / MINI-EVENT SPACE
	ACCENT TREE		SIDEWALK / MULTI-USE PATH		PUBLIC ART LOCATION
	SHRUB / GROUNDCOVER		PARK MULTI-USE PATH		CURB CUT FOR WATER HARVESTING
	HEDGE		MONUMENT WALL		BENCH
	FLOWERING PLANTS				

TAYLOR DRIVE TO JAMES R. LANDWEHR PLAZA

CONCEPTUAL ENVISIONMENTS – NORTH GARDEN AVE*



6. THE KIND AND NUMBER OF SITE IMPROVEMENTS AND ADDITIONAL PUBLIC UTILITIES WHICH WILL BE REQUIRED TO SUPPORT NEW LAND USES IN THE AREA AFTER REDEVELOPMENT.

Property owners in the WSVRA are anticipated to submit proposals to the City to carry out redevelopment activities on properties they own or control. These proposals may be for new development or redevelopment; for rehabilitation or expansion of structures; or to eliminate a substandard or detrimental building condition. Adequate public utilities exist to accommodate future growth and redevelopment of the district; provided, however, the City may consider incorporating enhanced drainage features into the West Fry Boulevard and North Garden Avenue rights-of-way and on other sites as deemed feasibly practicable.

7. THE PROPOSED METHOD AND ESTIMATED COST OF THE ACQUISITION AND PREPARATION FOR REDEVELOPMENT OF THE REDEVELOPMENT PROJECT AREA AND THE ESTIMATED PROCEEDS OR REVENUES FROM ITS DISPOSAL TO REDEVELOPERS.

The estimated cost of the proposed public improvement projects and redevelopment initiatives, including the cost of associated administration, engineering, planning, and design work as identified in the following table is ~~\$3,049,398~~ \$8,827,000 over the next 10 years.

POTENTIAL EXPENDITURES – COMMUNITY REDEVLEOPMENT PLAN*

YEAR	NORTH GARDEN AVENUE		W FRY BLVD (CARMICHAEL AVE. TO N. 5 TH ST)		FAB AVENUE R.O.W. IMPROVEMENTS		PUBLIC ART IN PUBLIC SPACES	WSVRA PARTERSHIP PROGRAM
	DESIGN	BUILD	DESIGN	BUILD	DESIGN	BUILD		
2019			\$264,042	\$0				\$50,000
2020			\$0	\$2,285,356				\$50,000
2021	\$0	\$0						\$50,000
2022-23	\$265,000						\$15,000	\$50,000-100,000
2023-24		\$2,650,000	\$150,000		\$50,000		\$15,000	\$50,000-100,000
2024-25				\$1,975,000		\$500,000	\$15,000	\$50,000-100,000
2025-26							\$15,000	\$50,000-100,000
2026-27							\$15,000	\$50,000-100,000
2027-28							\$15,000	\$50,000-100,000
2028-29							\$15,000	\$50,000-100,000
2029-30							\$15,000	\$100,000
2030-31							\$15,000	\$100,000
2031-32							\$15,000	\$100,000
TOTAL	\$265,000	\$2,650,000	\$264,042 \$150,000	\$2,285,356 \$1,975,000	\$50,000	\$500,000	\$150,000	\$500,000-\$1,000,000

*Projected annual appropriation may be more or less depending on City Council authorization during the annual budgeting process!

8. THE PROPOSED METHOD OF FINANCING THE REDEVELOPMENT PROJECT

It is anticipated that the redevelopment projects identified in Table 1 will be principally paid for using a combination of general fund tax dollars, U.S. Department of Transportation Rebuilding American Infrastructure with Sustainability and Equity (RAISE) grants or other federal surface transportation or transit funding, Highway User Revenue Fund (HURF) revenue, and Community Development Block Grant (CDBG) program revenue. Matching funds, contributions from other funding entities, grants, donations, and other sources available to the City may be utilized, consistent with the goals and objectives of this plan.

It is anticipated that most projects will be financed on a "pay-as-you-go" basis using funds on-hand or accumulated over time for a specific purpose. The cost estimates for projects are rough estimates because construction or design drawings have not yet been prepared, and therefore have been based on preliminary concepts. A percentage has been factored into the estimates to cover contingencies and design costs.

9. A FEASIBLE METHOD FOR THE RELOCATION OF FAMILIES TO BE DISPLACED FROM THE REDEVELOPMENT PROJECT AREA

The City does not intend to condemn property in conjunction with this plan or undertake any redevelopment project that would necessitate the relocation of families. As a result, this section is not applicable.