

FARMINGTON 

MARCH 2024

ANIMAS ACTION PLAN

PREPARED BY:



SITES
SOUTHWEST



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EXECUTIVE SUMMARY

Plan Goals and Guiding Vision

The Animas District, which refers to the combined Metropolitan Redevelopment Areas of the Healthcare Hub and Animas Areas, is located in central Farmington, NM. It is the historic downtown of this community and a site of human habitation for centuries due to its strategic positioning between the San Juan and Animas Rivers. In the last century, the community's downtown has shifted to the north, with much of the Animas Area developed for industrial/semi-industrial uses to meet the needs to the burgeoning oil and gas industries.

More recently, these uses and the economy overall has shifted, leaving much of the land in this area vacant or ripe for transition to better meet the needs of the community and the local economy today. Community members hope to create a plan for this part of the city that provides a framework for future development

that builds on existing assets and area identity, better connects the downtown core to riverfront amenities and builds on the needs of the San Juan Regional Medical Center.

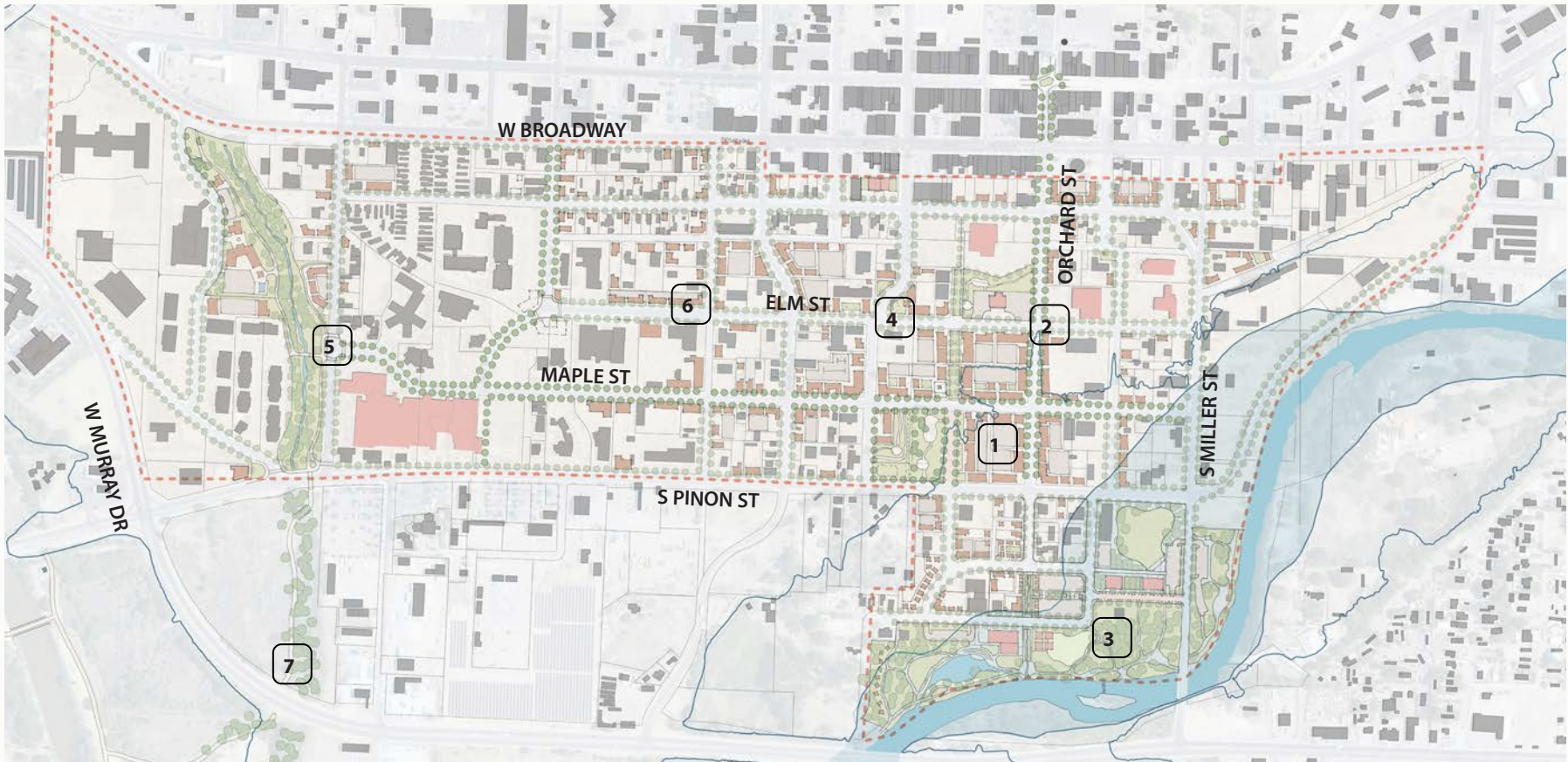
In order to effectively bring about the vision for the Animas District, the team recommends incorporating several basic principles for walkability that will enhance the overall physical design, social experience and economic viability of the area. These principals are expanded on later in the plan and summarized below:

- Prioritize Pedestrian Comfort and Safety
- Hide the Parking
- Maintain Block Structure
- Activate the Sidewalk and Open Spaces
- Utilize and Retain Alleys

In addition to incorporating these principals throughout the future development and design, the planning team has identified several catalytic projects that are prioritized to jumpstart desired development and to bring about the community vision for the Animas District.

- **ALIGN ZONING WITH THE PROJECT VISION**
- **CONSTRUCT INFILL HOUSING**
- **ACTIVATE THE RIVERFRONT**
- **PRIORITIZE PEDESTRIANS**
- **FIGHT THE BLIGHT**
- **REINFORCE AREA IDENTITY AND UNIQUENESS**





MAJOR PLAN ELEMENTS

1. Encourage housing development around Oscar Thomas Park.
2. Prioritize Orchard Street as a pedestrian connection between downtown and Animas River.
3. Activate the riverfront with educational and recreational uses.
4. Prioritize Elm Street as an east/west connector through the district.
5. Provide trails and a pedestrian crossing over the ravine to connect west side of district to the San Juan Regional Medical Center.
6. Encourage incremental development through flexible use zoning
7. Extend greenway connection south to the river.





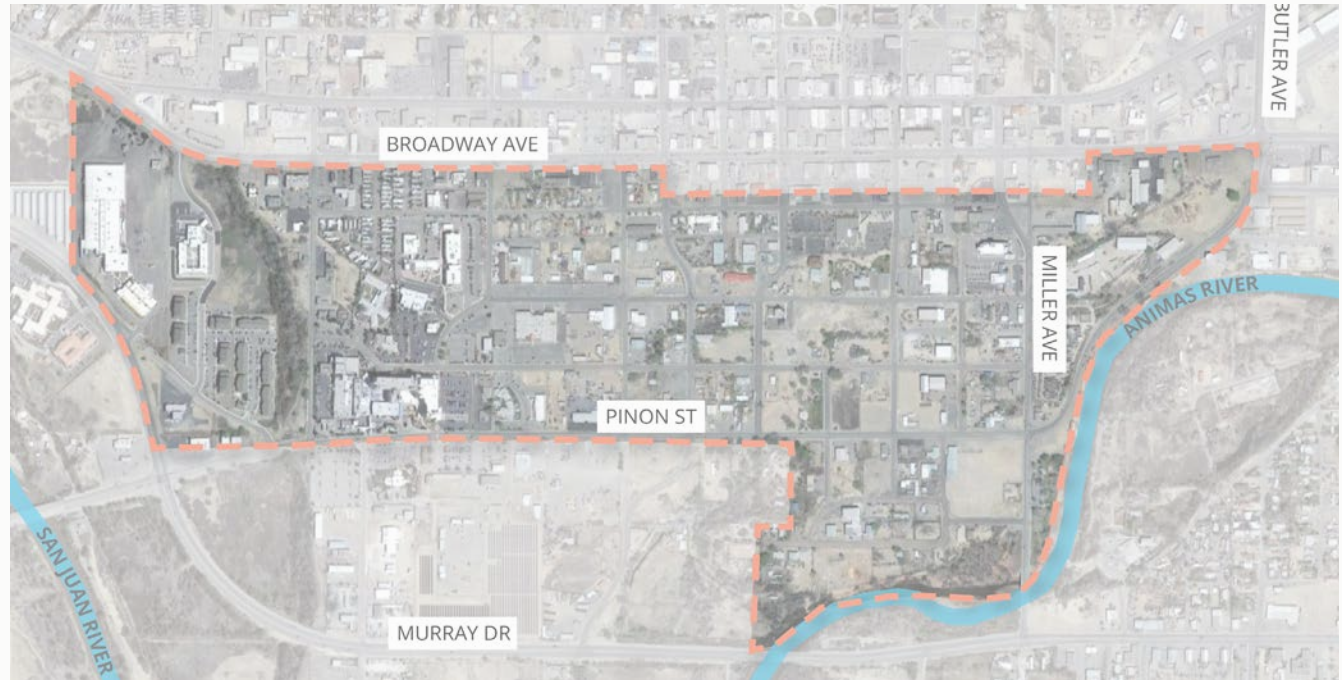
INTRODUCTION & BACKGROUND

**INTRODUCTION
COMMUNITY ENGAGEMENT
BACKGROUND PLAN REVIEW**

INTRODUCTION

Purpose

The Animas District Action Plan is a project of the Farmington Downtown Metropolitan Redevelopment Area (MRA) Commission. The goals for this plan are to create a realistic framework for future development in the district. This plan identifies catalytic actions and steps for implementation that can be taken throughout the area to help spur future development. Finally, this plan provides guidelines for a common area identity that builds on the history of these neighborhoods, as well as community members' hopes for its future.



THE STUDY AREA

The Animas District study area is located just south of Farmington's downtown, roughly bordered by Broadway to the north, the Animas River to the east and southeast, Pinon Street to the south, and Murray Drive to the west.

REPORT ORGANIZATION

The Animas Action Plan report is intended to guide both public and private decision making as it relates to physical improvements within the District. The Action Plan is the result of a year-long public process led by the City and the MRA Commission.

The Introduction chapter provides the purpose and background for the

initiative. The Plan Process chapter lays out the steps including public participation methods undertaken by the City, MRA Commission, and the consultant team to develop this Action Plan. The Background Plan Review includes a brief summary of related studies and reports that have been used to inform this plan.

The Existing Conditions chapter provides a detailed assessment of

the physical context of the plan area, primarily expressed in drawings and diagrams. A market analysis and summary diagram is included.

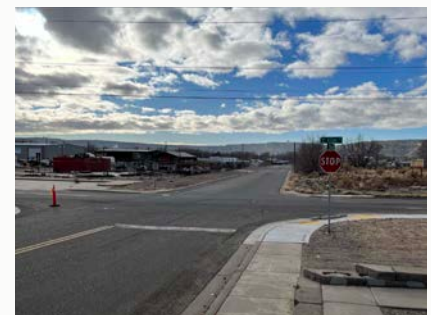
The Plan section begins with a summary of "Guiding Principles" that were used to develop that plan and that may also be used to guide review of proposed projects in the district. The section then includes the Overall Illustrative Plan followed

by enlarged plans of the east and west areas. Focus area plans are accompanied with renderings to illustrate the concepts.

The Key Plan Strategies section focuses on Active Transportation, Zoning Alignment, Infill Housing Strategy, and Placemaking and Identity.

The Implementation section includes six Catalytic Actions that can be taken to transform the district.

Finally, the Appendix contains several case studies that offer lessons learned that may be relevant to the district.



Add in photo captions; or add to a map to understand locations in the area (wishlist item)

COMMUNITY ENGAGEMENT

Introduction

Sustained public engagement and outreach was essential to creating a plan that will be embraced by the community. This input helped identify opportunities, challenges and a potential network of local support that would shape the vision for the Animas District. Engagement methods including stakeholder meetings, a survey and a community input workshop are described in the following pages. For a full summary of engagement results, including survey results, please see Appendix B.

Staff, Steering Committee and MRA Commission

Key City staff provided an in-depth understanding of the project areas, background and ensured that the team was aware of City standards, design criteria and previous planning efforts and relevant documents for the Animas District. The planning team met regularly with the project manager to make sure that draft documents and plans for engagement were accurate and ready for public review.

From the beginning of the planning process, the Steering Committee was another integral body that provided guidance, connections and essential review on elements of the plan as they were developed. The MRA Commission, as the governing body for this Animas District, as well as the Downtown and Civic Center Areas of the MRA, further provided review and plan direction, as well as conducting essential outreach for community engagement opportunities, such as sharing the Community Survey and invitations to the Community Input Workshop.

Stakeholder Engagement

The planning team coordinated topic-specific focus groups and conducted individual interviews with key stakeholders throughout the first phases of the planning process. The focus groups were organized during the first site visit in December of 2022 and included the following topics:

- Healthcare
- Economic Development
- History, Culture and Environment
- Developers and Realtors
- Property Owners, Area Businesses and Residents

Individual interviews were held with a number of organizational and institutional leaders in the Animas Area, as well as key City staff.



Community Engagement

Gathering input from residents and broader community members was an essential part of the planning process. The team created a project website (AnimasActionPlan.org) where draft project documents were posted for public feedback. This website also included information about upcoming community meetings, presentation slides and summaries from previous meetings and a link to the Community Survey.

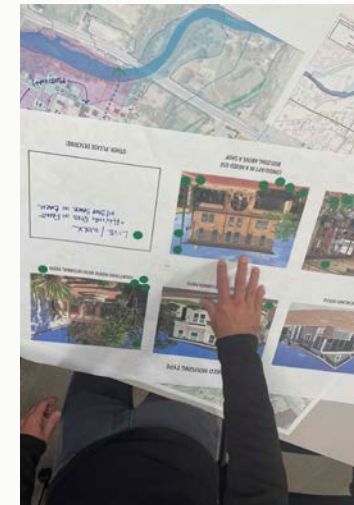
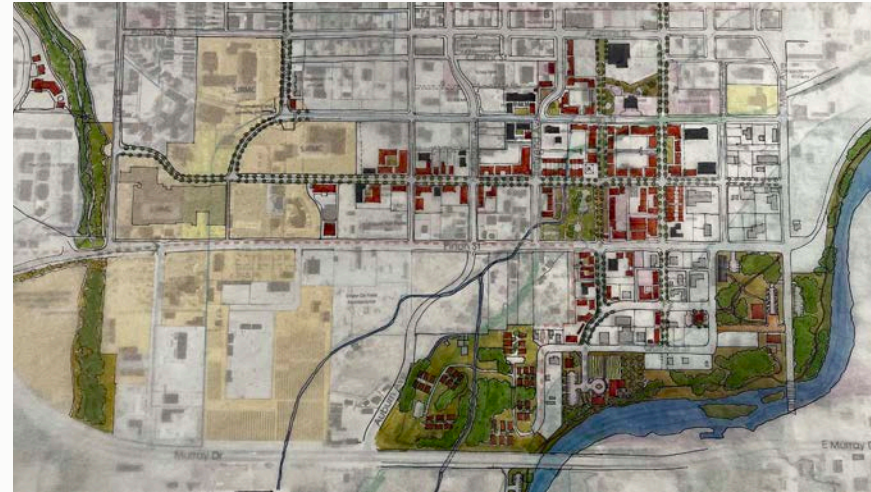
COMMUNITY SURVEY

The Community Survey had 26 questions, with several ranking and a few open-ended questions. The first 9 questions were related to the Animas Area, while questions 10 – 16 were related to the Healthcare Hub. The survey was open from March 6 until April 14, 2023. Links to the survey were posted on the City website and shared through social media. It was also promoted through flyers and to participants during the Community Input Workshop (March 20 – 23). 422 responses were submitted in total.

COMMUNITY INPUT WORKSHOP

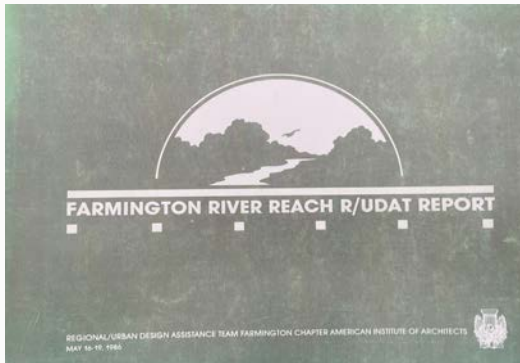
Between March 21 and 24, the project team visited Farmington for a multiday community input workshop. This included a Kickoff Meeting the evening of Tuesday, March 21, three interim pin-up feedback sessions with targeted groups (Animas River Activity Area, Businesses and Property Owners, and San Juan Regional Medical Center), and a Final Open House on Thursday, March 23.

The purpose of these meetings was to present to the community what the team had learned and heard so far through our research and engagement and to begin to identify specific opportunities related to the different areas within the district, as well as specific programmatic elements and amenities that should be included in the plan.



BACKGROUND PLAN REVIEW

Farmington River Reach R/UDAT Report (1986)



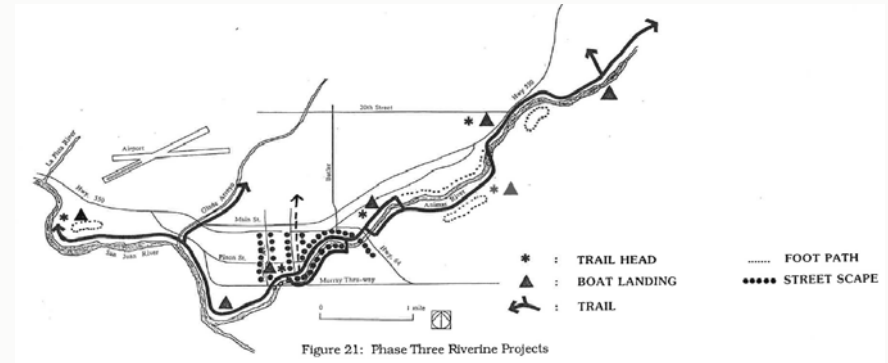
This report was developed by the River Reach Foundation and Regional Urban Design Assistance Team. It outlines five topics for recommended actions that the City can take to enhance its waterways: 1) Protection of existing resources, 2) Riverine management, 3) Development of existing parks, 4) Achievable opportunities, and 5) Economic potentials for private lands.

Additionally, it recommends a "Continuum of Appropriate Land Uses" for the riverfront from least developed (1) to most developed (4):

1. Preservation
2. Agricultural/Open Spaces
3. Outdoor Recreation
4. River-Oriented Commercial Uses

Finally, this report first outlines concepts for the Totah Festival Market/Hotel Riverfront Commercial Area & Confluence Park proposed to the east and west of project area, respectively.

Farmington's Riverine Corridor Plan (1990)



The purpose of this report is to "set a direction of the use and development of Farmington's Riverine Corridor...and to guide the city in expending GRT dedicated to the corridor". Key issues identified within the plan include:

- Stewardship of the Riverine Corridor – Who will advocate for and maintain the corridor?
- Recreational Use of the Corridor – What types of activities and improvements should be developed?
- Urban Design – How can the corridor become a distinctive, visible, accessible attraction?

The Lower Downtown Riverfront area encompasses the Animas area and recommended amenities including: trails, kayak run, boat landing, picnic shelter, natural amphitheater, nature center, streetscape improvements along Orchard Street.

Peninsula, Animas District & Downtown Plan (1994)

Also known as the Gruen Plan, this plan intended to create a vision and direction for future development in Farmington's central neighborhoods: the Animas District, Downtown and the Peninsula (South Farmington).

This plan notes the potential of the Animas District, located conveniently between Downtown and the Peninsula. It highlights opportunities for housing in this area, as an employment center for the city, with the medical center on the west side and State of New Mexico offices along the northern boundary. This plan also sees Miller Avenue as a key north-south corridor which should be focused on for streetscape and pedestrian improvements, as well as overall beautification.

Overall, this plan reinforces the importance of highlighting and conserving the unique natural resources in this area (the river and bosque) as integral to the identity of the area and as powerful assets for promoting future development around outdoor recreation and related services. Here, they propose a more amenitized area along the river called Animas Landing, which may have restaurants and shops as a destination. This plan seeks the removal of industrial eyesores to help better frame the scenic corridors and viewsheds.

This plan also recognizes the importance of focusing redevelopment efforts and transformation along areas and hubs that hold promise (i.e. San Juan Regional Medical Center, downtown and the river) and growing from there.

Farmington Downtown MRA Plan (2009)



This was the original MRA Plan for downtown Farmington and its neighborhoods that was the first step toward creating a "safe, vibrant activity center for the Four Corners region where people can live, work and play as a community".

This plan created unique goals and actions for each area, which were divided into Downtown, Civic Center and Animas. The goal for the Animas District was to redevelop the neighborhood as a mixed-use development with new types of affordable housing, expanded medical and cultural facilities linking Downtown to the Rierwalk. It also noted key opportunity areas as:

- Animas Riverfront - Mixed-use retail and office; residential; lodging/hospitality; restaurants; waterfront development and completion of projects identified in Riverine Corridor Plan
- West of Medical Center - Housing (mix of affordable, workforce, market rate apartments and condos and adult or senior living opportunities; consumer and service retail near Broadway

2040 Metropolitan Transportation Plan (2015)

This plan is the long-range transportation plan for Aztec, Bloomfield and Farmington. It identifies future transportation investments, policies, goals and strategies for all modes of transportation. It provides valuable direction for the Animas Action Plan related to priority pedestrian projects, complete streets and roadway aesthetics and the overall bicycle and pedestrian plan.

Specifically, this plan also names the “Orchard Street Pedestrian Corridor” as number 6 on its bicycle/pedestrian projects list for 2016 - 2021 TIP, estimating \$2.2 M for project costs.

Related to complete streets, the following core values were identified for multi-modal transportation:

1. Plan, design and construct appropriate amenities for all modes that provide a balance and aesthetically pleasing transportation system from urban to rural settings
2. Design and construct buffers (stripes, medians, etc) between vehicular traffic and other modes where possible
3. Encourage the use of separate walking/biking paths and equestrian trails, especially along high speed arterials
4. Build transit stops that are ADA compliant and accessible by walking and biking facilities
5. Ensure buy-in and support from city departments and transportation agencies that multi-modal features will be incorporated into planning and construction of roads
6. Encourage the local governments to develop a mechanism for constructing sidewalks for infill and vacant lots.

Context Sensitive Street Design Guidelines: A Complete Streets Approach (2016)



This document, created for the Farmington Metropolitan Planning Organization in 2016, provides design guidance to balance the many needs of a transportation network and the modes by which it is accessed, which include travel, physical exercise, social exchange, employment and access to goods and services.

The planning process identified six core values as they relate to complete streets: Public Health, Safety, Economic Vitality, Aesthetics, Network Connectivity and Multimodal Transportation. This guide is designed not only for City staff to use, but also for developers and leaders who might carry out future development plans.

Local Food, Local Places Community Action Plan (2018)

The Local Food, Local Places Community Action Plan was created in 2018 as part of a technical assistance program of the Environmental Protection Agency (EPA). This plan provides a framework for promoting local food systems and healthy, walkable, economically vibrant community. It's goals are to create:

- More economic opportunities for local farmers and businesses
- Better access to healthy, local food, especially among disadvantaged groups
- Revitalized downtowns, main streets and neighborhoods

In the process of producing this plan, participants identified assets and opportunities within Farmington's downtown area, that included the Animas area. It also explored "haves" and "needs" within Farmington's Food System. Specific actions that are related to the Healthcare and Animas areas include:

- Identify open properties between downtown and the river for community multi-use spaces, gardens, gatherings, recreation, etc.

San Juan County Behavioral Health Gaps Report: Building Bridges (2019)

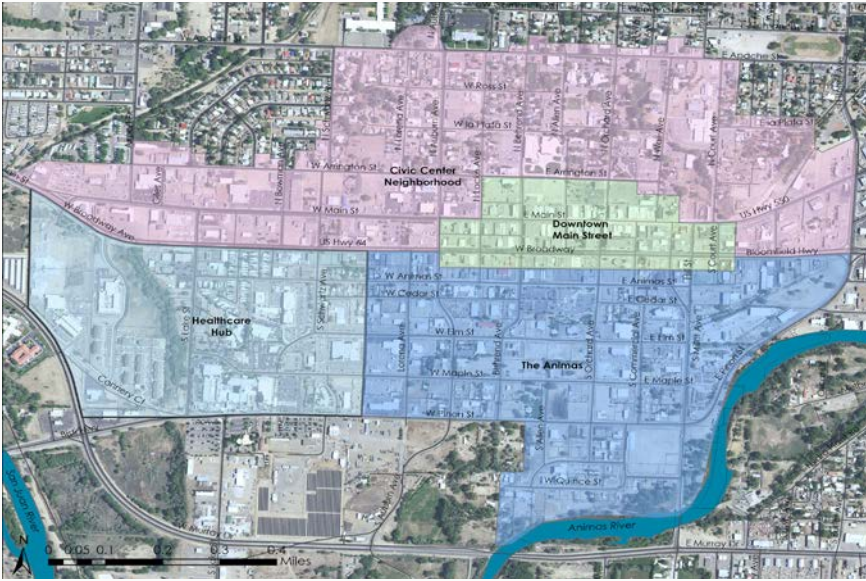


This report was created as the first step for San Juan County to realize its commitment to developing partnerships and taking actions to improve the behavioral health of its citizens. Our team has reviewed this document to better understand the needs, especially as there are several social service agencies within the Animas area that begin to meet these needs. The report clustered identified gaps into the following categories:

- Coordination, Collaboration, and Alignment
- Public Education and Awareness
- Services, Treatment, Access and Capacity
- Housing, Transitional Living and Safe Alternatives
- Behavioral Health Workforce and Psychiatric Services

Some of the key findings include a lack of sufficient affordable housing, transitional housing and shelter, in general. While the Joint Intervention Program (Paul's Place), the Roof at Ojo Court and the Sobering Center begin to fulfill these needs, there is still a gap in services for individuals.

Farmington Downtown MRA Plan - Update (2019)



TOOLS OF THE MRA

The MRA Plan report identifies the tools available for promoting economic development, including:

- Entering into public-private partnerships, such as a development agreement
- Funding projects through revenue bonds
- Acquiring funding through Community Development Block Grants (CDBG) and other state and federal sources
- Implementing tax increment financing (TIF) (implemented in Farmington in 2018) and tax increment development districts (TIDD)
- Employing the Local Economic Development Act (LEDA)

ZONING

The MRA Plan makes the following recommendations regarding the existing zoning within the districts:

- Rezone land in the Animas Area to establish adjacent areas of MU and

IND zones as appropriate

- Revise the allowable uses in city zoning to permit more uses in the MU and IND zones
- Create a special zoning overlay in the MRA or in the Animas Area to permit desired uses
- Establish a “Neighborhood Industrial” zoning category to allow light industry in a mixed-use setting
- Implement performance-based zoning in the Animas Area [for example, reduce required setbacks to establish a connection with the sidewalk]

ANIMAS AREA STRATEGIES

The MRA Plan identified several clear strategies to implement the vision for the Animas Area:

- Revise the zoning codes to reflect the community vision [this is a “low hanging fruit” which should be prioritized]
- Develop and improve the parks, trails, and access to the Animas River on the south edge of the MRA. “Fund and build Totah Park”
- Connect the proposed Totah Park to the Historic Downtown.

OTHER KEY FINDINGS:

- Continue to support the Outdoor Recreation Industry Initiative (ORII) to complement the region’s existing energy industry.
- Create a community food hub and promote local food production

HEALTHCARE HUB STRATEGIES

The MRA Plan identified several clear strategies to implement the vision for the Healthcare Hub:

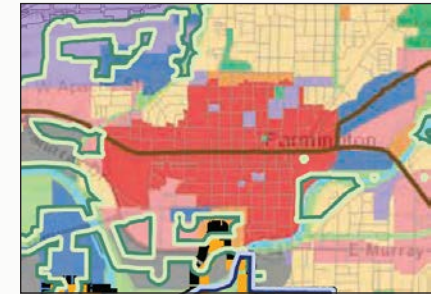
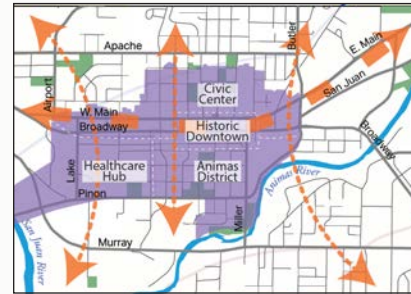
- Collaborate with the SJRMC and SJRMC Foundation to continue improving the neighborhood
- Redevelop the block north of Animas to Broadway for medical related uses
- Support the rehabilitation or redevelopment of older deteriorated housing in the Healthcare Hub
- Encourage the development of additional multifamily and senior housing in the western edge of the Healthcare Hub

Comprehensive Economic Development Strategies NWNM COG (2021)

This economic development plan was created for the Northwest New Mexico Council of Governments (COG) which encompasses San Juan, McKinley and Cibola Counties. This is an economic planning guide for local leaders and economic development practitioners. The plan also identifies several strategic industry clusters for the region which could be supported and promoted within the Animas area:

- **Agribusiness and Food Processing Technology** - Renew and expand historical agricultural activity of the region and local food systems.
- **Health** - Consists of businesses that provide medical services, manufacture medical equipment or drugs, provide insurance or facilitate the provision of healthcare to patients.
- **Tourism, the Arts and Outdoor Recreation** - Support positioning the region as a destination for uniquely authentic and culturally rich tourism experiences, including targeted work in adventure tourism (outdoor recreation), artisan trade and entrepreneurship, regional marketing and customer experience.

Navigating Farmington's Future Comprehensive Plan (2021)



This comprehensive plan is a guide for coordinated policy decisions and development approvals for the City of Farmington into 2040. The Framework within the plan divides goals and objectives into three categories: Community, Connections and Assets. Each of the ten goals are relevant to the Animas Action Plan as this area comprises the heart of the community.

COMMUNITY

Goals within the Community category include housing, economic development, land use and development, and downtown. For the Animas area, these specifically include:

- Integrate key projects within the Downtown MRA Plan 2019 Update
- Build transit hub
- Connect downtown to the river
- Develop live/work area in the Animas District
- Strengthen Healthcare Hub
- Deploy small wireless hot spots
- Enhance area branding

CONNECTIONS

Goals within the Connections category include Mobility (Multi-modal Transportation), Parks and Recreation, and Social Enrichment. For the Animas and Healthcare areas, key projects include:

- Enhance multi-modal connection to and within all Downtown MRA neighborhoods
- Build a transit hub at Orchard Avenue and Animas Street
- Enhance trail connectivity from downtown to the river
- Identify areas for bike share locations

ASSETS

Goals and objectives for this category are divided into Public Assets and Natural Assets (including agriculture) and Resiliency (Healthy and Sustainable Community). Specifically, these include:

- Conserve and protect sensitive habitats and sacred river corridors
- Ensure, protect, improve and enforce environmentally sound access to and use of Farmington's parks, open space and river corridors
- Strengthen mental and physical health services
- Anticipate electric vehicle charging stations
- Encourage urban farming to contribute to community culture, economic diversity and sustainability

FUTURE LAND USE

The plan recommends a few different land use categories for the Healthcare and Animas areas, including:

- Downtown
- Commercial Mixed Use
- Employment Mixed Use

City of Farmington Housing Snapshot (2023)

This report is helpful to understand what the housing needs are in Farmington as of 2023. Related to preserving affordable housing in Farmington, the report notes several key takeaways that are relevant to the team's understanding to housing opportunities in the Animas area:

- Farmington's supply of affordable housing is shrinking, even as demand increases.
- Rentals are needed for many low and moderate-income individuals and families.
- The majority of Farmington's residential areas are zoned for single-family housing with only 6.9% of land allocated to multi-family uses.
- Recent increases in median home sale prices indicate that demand for homes in the Farmington area, while showing signs that supply may not be adequate.

The report also notes that almost half of all Farmington renters (46.1%) are cost-burdened (spending more than 30% of their income on housing). This report also echoes housing goals in the city's comprehensive plan, including:

- Promoting attainable, accessible, and quality housing and neighborhoods that meet the needs of the residents and conform to required standards.
- Promoting the uniform construction and infill development of a variety of housing options including traditional subdivisions, mixed-use-developments, starter homes, senior living, and cluster homes.





EXISTING CONDITIONS

URBAN ANALYSIS
ZONING ASSESSMENT
MARKET ANALYSIS
SUMMARY CONCLUSIONS

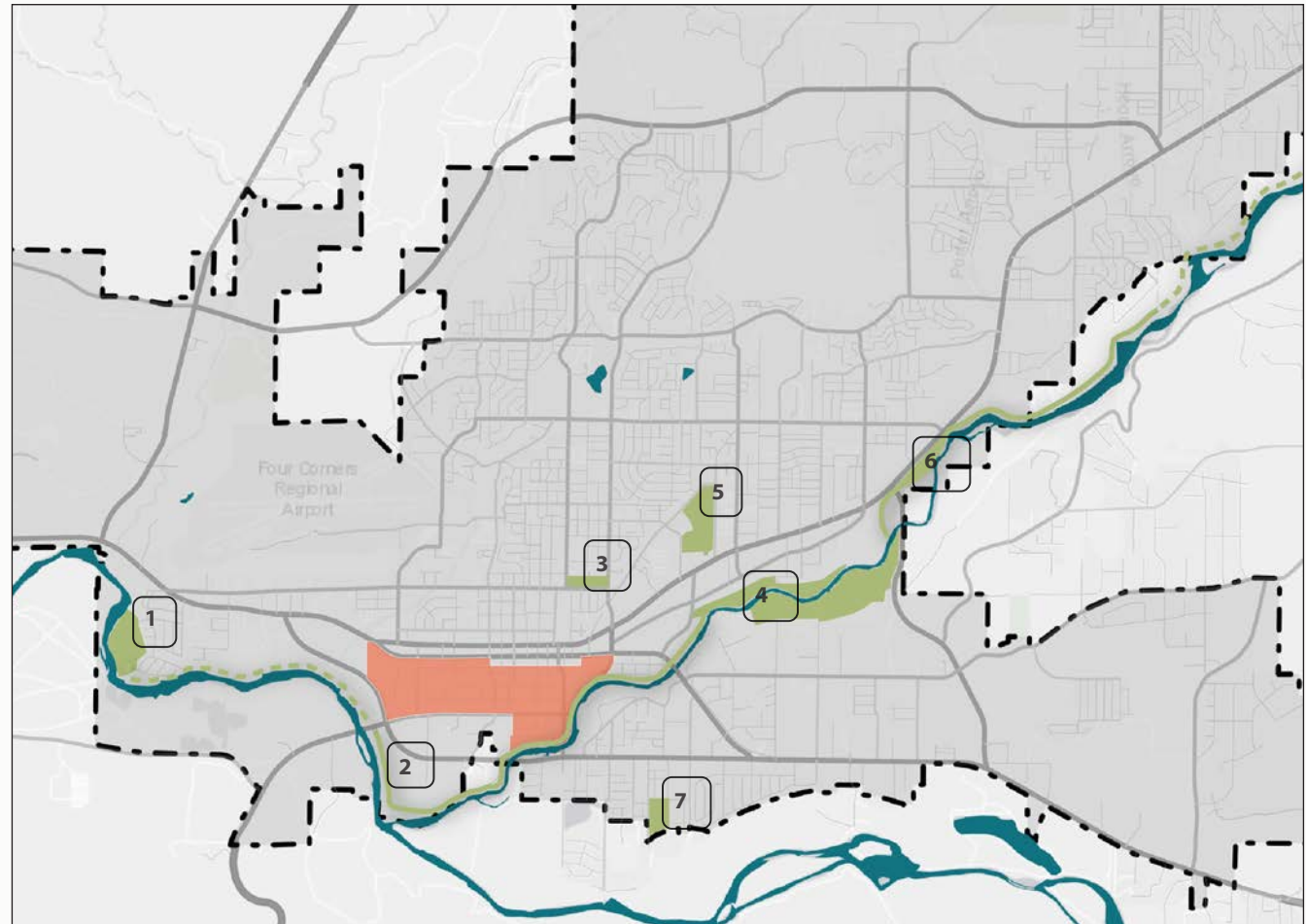
URBAN ANALYSIS

Nearby Destinations and Trail Connections

The Animas and Healthcare areas are located in central Farmington with ideal access to the nearby Animas and San Juan rivers. As such, the City has been making efforts over the last several years to improve and extend its trail systems along the rivers to connect

to nearby community destinations and recreation spaces. The figure below shows the current and future planned trails, as well as key community destinations and their relationship to the project site.

-  Project Boundaries
-  Farmington Boundaries
-  Parks and Open Space
-  Existing Trails
-  Future Trails
-  1 Westland Park
-  2 Among the Waters Trailhead
-  3 All Abilities Park
-  4 Berg Park
-  5 Recreation Center
-  6 Gateway Park
-  7 Community Center



// 01. TRAILS AND NEARBY DESTINATIONS

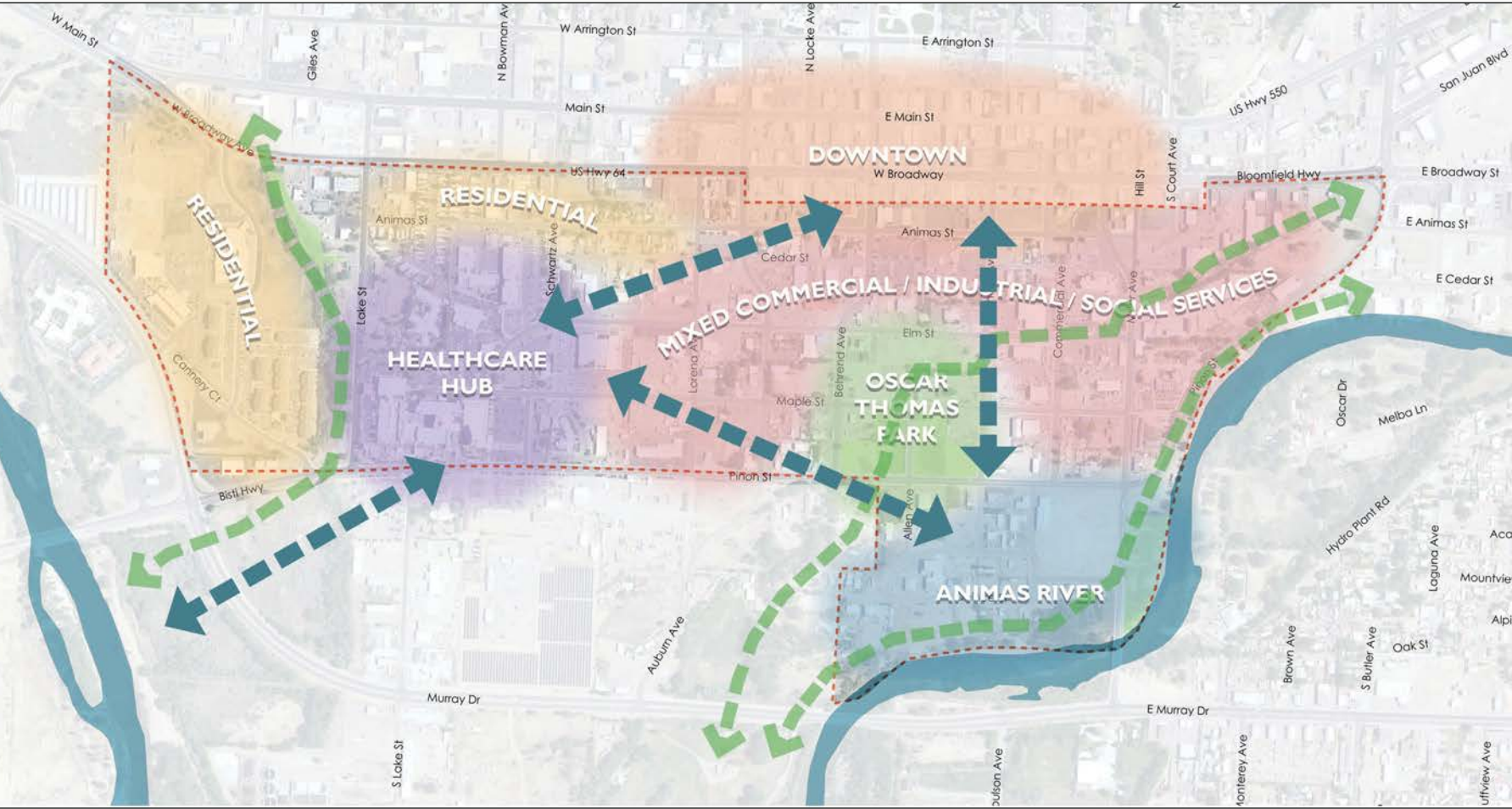
Character Area Analysis

This diagram shows the existing character zones that have been observed on the ground. There are no hard boundaries between the zones. Each zone comes with its set of opportunities and challenges that will be addressed as part of

the planning process.

A key objective of this plan will be to strengthen connections between the three primary destinations: the Historic Downtown,

the Animas River and the San Juan Regional Medical Center. This can be achieved by multi-modal improvements to the existing street network and by utilizing existing drainage paths to create greenway connections.





Public Realm Analysis

The Public Realm consists of the publicly owned and maintained land and institutions that provide the civic framework for the community. The public realm includes streets, parks, libraries, hospitals and other public services. ***A high-quality public realm enhances quality of life and adds value to the private realm.***

In the case of the Animas Area, there is a strong network of public institutions including the San Juan Regional Medical Center and other social services. In addition, ***there are two existing parks which provide residents with outdoor recreation.***

The street network which connects these services and amenities, and which is also part of the public realm, exhibits good block structure which facilitates connectivity. However, ***the condition of the streets, which is a critical element of the public realm, is of marginal quality, primarily due to its history as a local industrial center.***



// 03. PUBLIC LAND IN THE PROJECT AREA



Private Realm Analysis

The Private Realm consists of the privately owned and maintained properties and buildings that reside within the structure of the Public Realm. This includes all residential and business uses that are situated on private property. The quality of the private realm, especially in the way that a building addresses the street, has an impact on the quality of the public realm.

In the Animas Area, the private realm is dominated by marginal industrial buildings, many of which are

underutilized. In addition, there are many vacant sites that blight the neighborhood.

The building stock improves in the vicinity of downtown and along Broadway. To the west, new market rate and senior housing contribute to a higher quality private realm.



// 04. PRIVATE LAND IN THE PROJECT AREA

Walkability

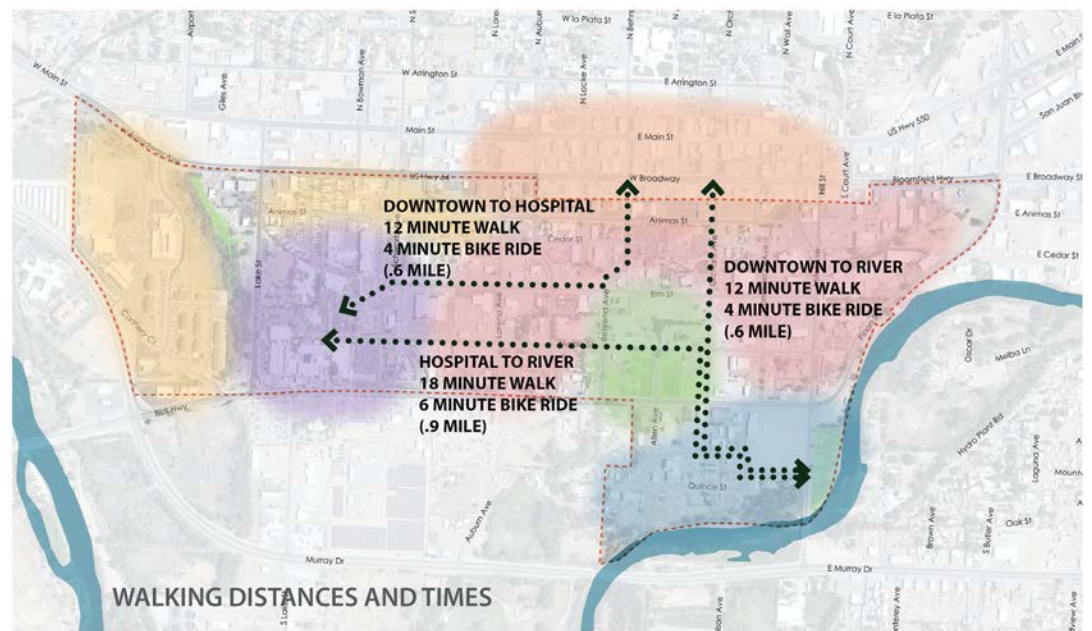
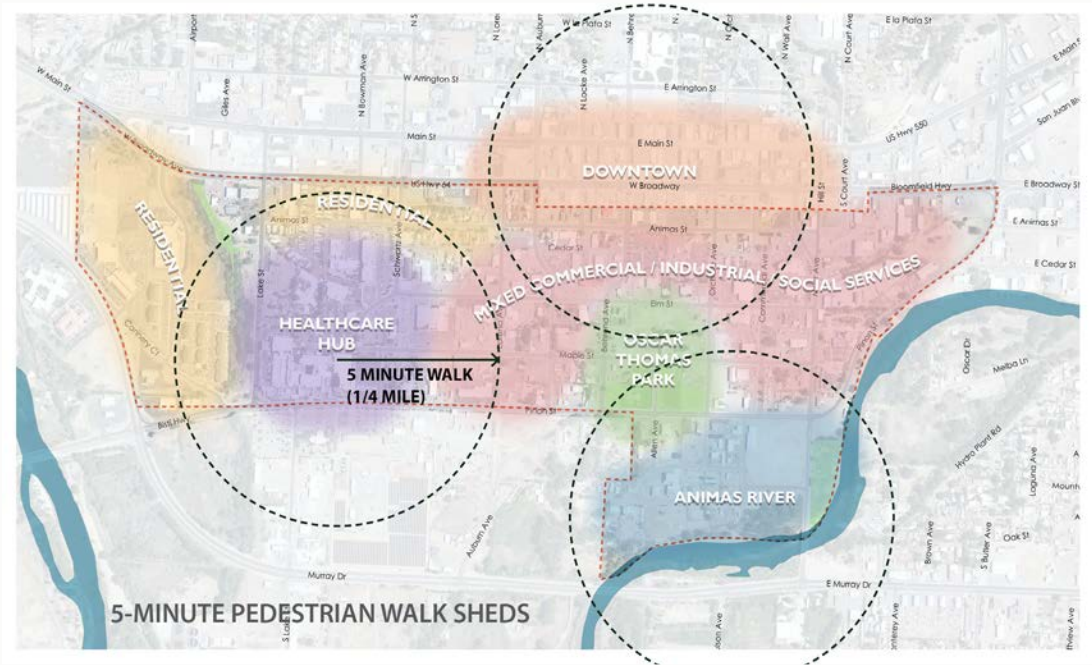
PEDESTRIAN WALK SHEDS

The Pedestrian Walk Shed is a term used to describe the area that can be accessed within a 5-minute walk of the center. A 5-minute walk is typically associated with a distance of a quarter mile. It has been accepted that a person will be willing to walk a quarter mile (typically 3-4 blocks) before choosing an alternative means of transportation (usually a car).

As can be seen from the diagram, the Animas area covers a larger area than most people would choose to traverse by foot. However, walkability should be encouraged within each walk shed and other means of transportation – such as bikes and other forms of micro-mobility - should be facilitated to traverse the entire area.

DISTANCE BETWEEN DESTINATIONS

This diagram shows the approximate distances between the areas three major destinations. While each segment might be perceived as a long walk, they are good candidates for a bike ride or other form of micromobility.



Existing Pedestrian Facilities

This diagram identifies the existing sidewalks and utilizes a color-coded rating system showing the quality of the pedestrian realm. As can be seen, there are many gaps in the pedestrian network which inhibit walkability and safety. Again, this is largely due to the areas industrial history where walkability was not prioritized.

In order to create a desirable development context, improvements within the pedestrian network are recommended. Because of the scale of the issue, innovative and incremental solutions may be warranted.



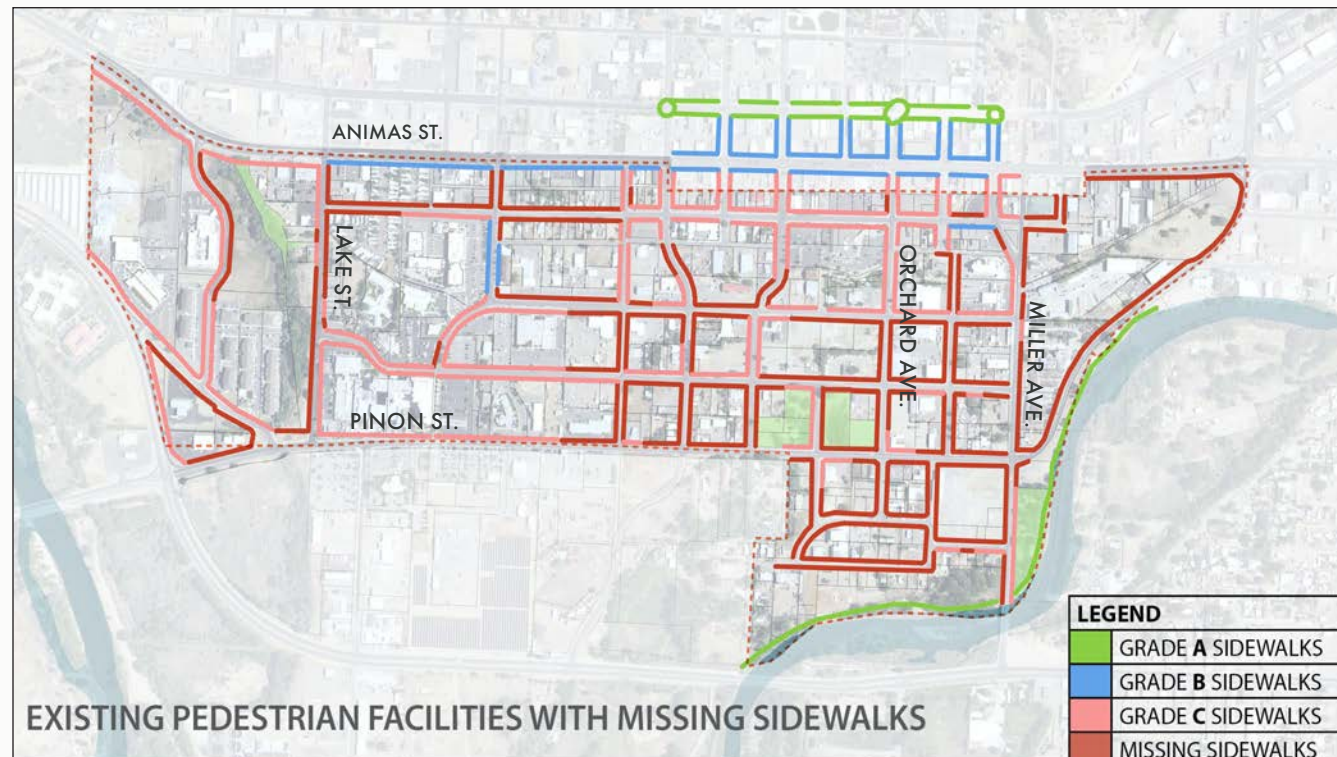
Grade A sidewalk: Provides several of the following elements: shade, protection from moving traffic (trees and on-street parking), seating, lighting, and bike racks.



Grade B sidewalk: Provides only one or two of the elements listed to the left.



Grade C sidewalk: provides a physical walking space with no amenities.

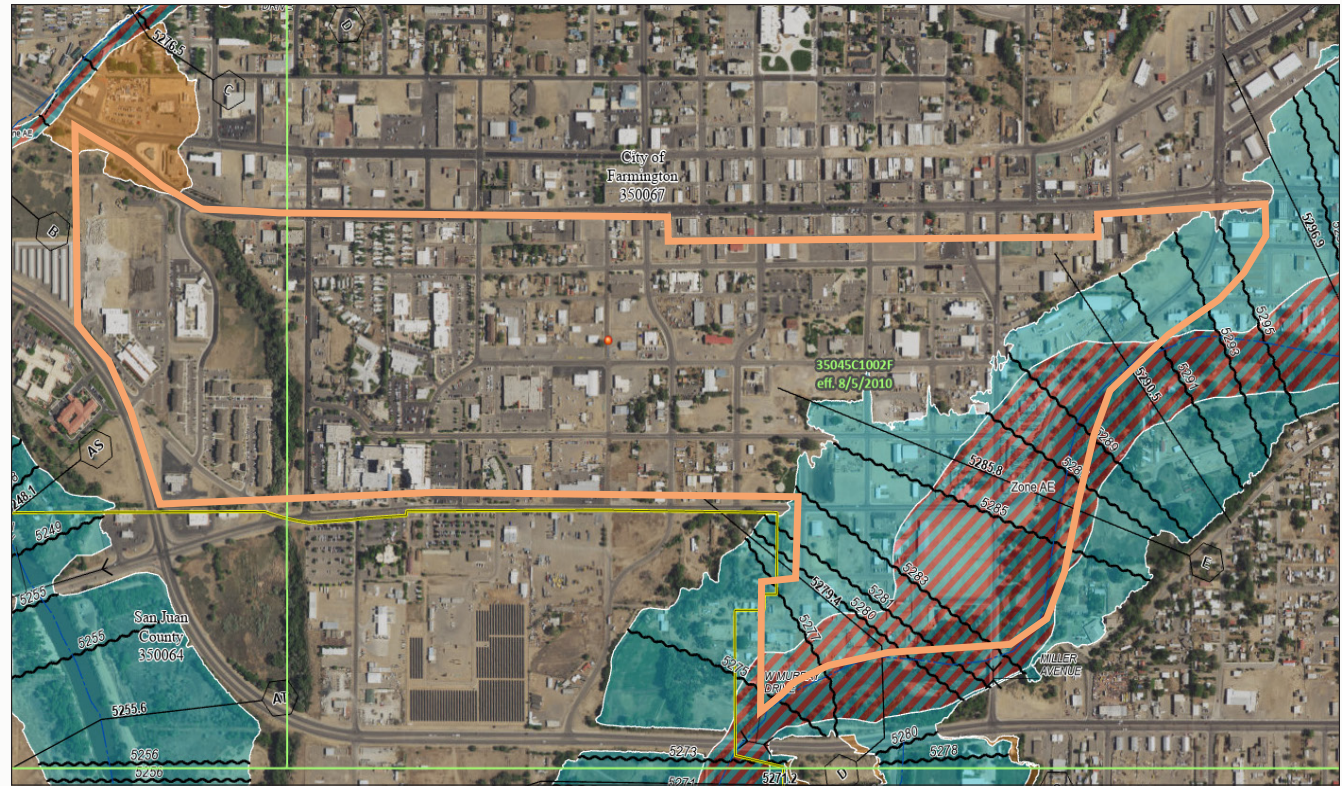


Floodway

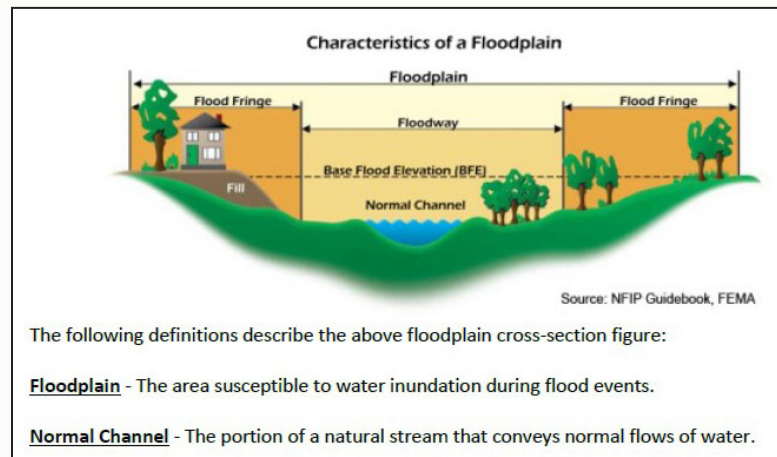
The map shows two designations for flood management that encroach in the study area.

The Zone AE hatched area falls within the Floodway. As such, any changes to the site must be approved by FEMA. Buildings should be minimized in the area and, if permitted, must be engineered to be either wet or dry flood-proofed. Housing should not be considered for this area.

The blue area indicates the flood plain fringe. In this area, buildings must be constructed a minimum of one foot above the base flood elevation (BFE). Open areas under the building may be used for parking. In some areas, this may result in buildings being raised only a few feet above the street level, in other areas, there may be a greater difference between the sidewalk and building floor elevation. The presence of the flood plain may complicate the qualifications for public funding for proposed new housing and park amenities within the flood plain area.



// 07. FLOODWAY



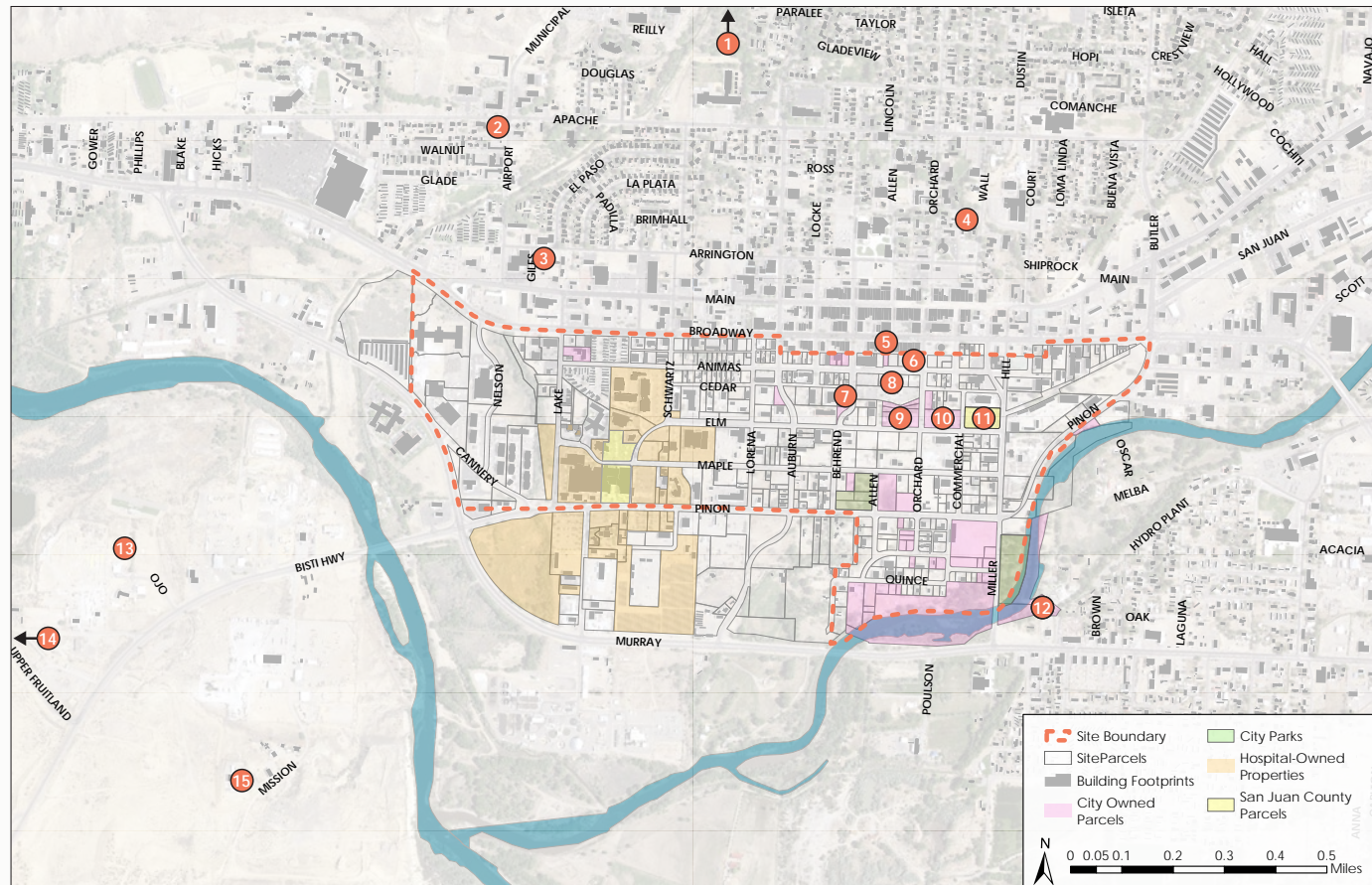
At left, a diagram showing the constraints within both the floodway, and the flood fringe.

Social Services

The area on the north side of the project boundaries, near Animas Avenue, is home to several social service-related institutions.

Until recently, this area was also home to the Roof shelter; however, this temporary shelter was moved in 2018 to the Ojo Court campus which also houses the Sobering Center, the Joint Intervention Program (Paul's Place is the shelter component) and the Totah Behavioral Health Program (Presbyterian Medical Services).

Given the proximity of the services in the project area and near downtown, there is the presence of service users that, based on what we've heard through public outreach, can make other community members feel unsafe here. It will be important to find a way to continue to meet the needs of social service users, while providing amenities that allow other community members and visitors to feel safe walking, visiting and, eventually, living here.

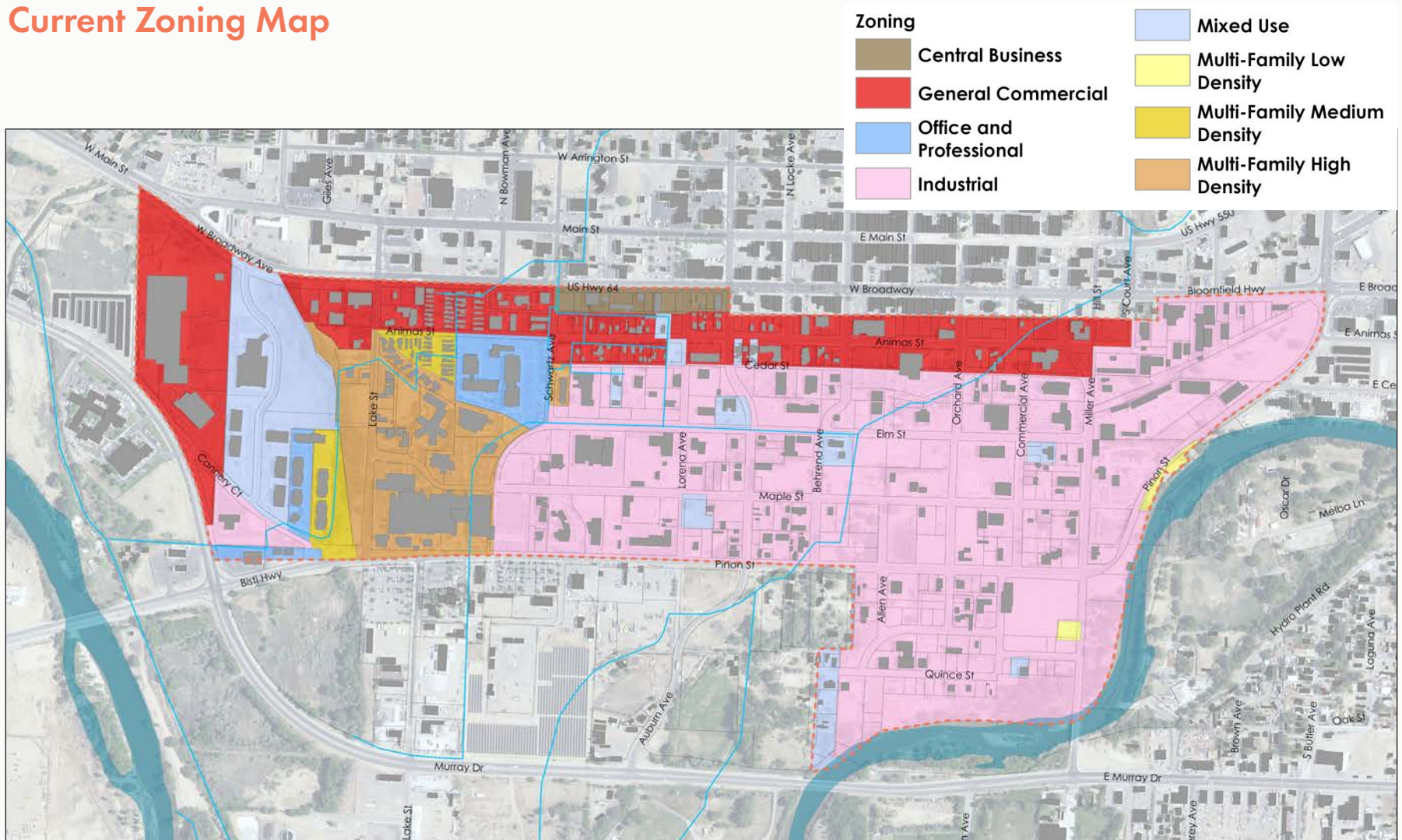


- | | | |
|---------------------------------|--------------------------------|---|
| 1. Farmington Police Department | 6. Food Stamp - Welfare Office | 11. San Juan County Public Health Office |
| 2. San Juan United Way | 7. Daily Bread Program | 12. PATH Shelter |
| 3. Navajo WIC Services | 8. Income Support Division | 13. Totah Behavioral Health Authority |
| 4. Meals on Wheels | 9. Farmington Indian Center | 14. NAvajo Tribe Social Services Division |
| 5. Catholic Charities | 10. Echo Food Bank | 15. Four Winds Recovery Center |

// 08. SOCIAL SERVICE LOCATIONS NEAR THE ANIMAS AREA

ZONING ASSESSMENT

Current Zoning Map



// 09. CURRENT ZONING

Zoning in the Healthcare and Animas areas is depicted in the figure on the previous page. The area is overwhelmingly zoned for Industrial (pink) with General Commercial (red) centered closer to Broadway Avenue and Animas Street and on the far west side of the project area.

There is a block zoned for Office and Professional (blue) north of the hospital and another small section west of the hospital. The land that the hospital sits on is zoned for Multi-Family High Density (orange).

There is very little land categorized as Multi-Family Medium Density (deep yellow) and even less for Low Density (light yellow). There are pockets of Mixed Use (light purple) land scattered throughout the area.

The current zoning is not flexible enough to accommodate future businesses and residential areas that the community hopes to see here.

Barriers to Redevelopment

- Current zoning does not coalesce to implement any holistic vision for the Animas Area
- Most zoning districts (General Commercial and Industrial) are single use zoning districts and do not allow multi-family residential uses by right
- Significant existing industrial zoning does not encourage private reinvestment due to unpredictability of adjacency
- Difficult to create any critical mass or sense of place with mixed use zoning applied on a lot-by-lot basis (has to be applied to a larger area which can create critical mass with adjacency predictability)
- Density standards for multi-family and mixed-use zones defaults to lot size
- Parking standards are static (and suburban) and inhibit ability for buildings to accommodate changing uses over time based on the market
- No building or urban design standards applicable to both the private and public realms associated with mixed-use zoning



The Animas District is home to a variety of land uses. Improved site development standards would help make these uses more compatible.

Future Zoning Considerations

- More flexible use zones (limit higher intensity industrial uses)
- New form-based zoning to address the different neighborhood and redevelopment contexts in the Animas Area
- Focus on making it easy for missing-middle housing types to be developed
- Develop more flexible development standards to apply to existing development to encourage redevelopment incrementally
- Simplify and reduce parking standards (adopt blended ratios)
- Adopt building design standards that complement street design standards to implement vision for walkable development
- Administrative approvals for projects that meet the standards (depoliticize final approvals)

MARKET ANALYSIS

As the largest community in the Four Corners area, Farmington serves as the regional retail and healthcare hub. The Animas District is a subset of the larger Farmington Downtown Metropolitan Redevelopment Area (Downtown MRA). The Healthcare area is centered on the San Juan Regional Medical Center (SJRMC) and supporting public and private sector businesses. The Animas Area is comprised of a mix of industrial and residential land uses. The purpose of this section is to analyze and update key socioeconomic indicators that were described in the approved 2019 Downtown MRA Plan.

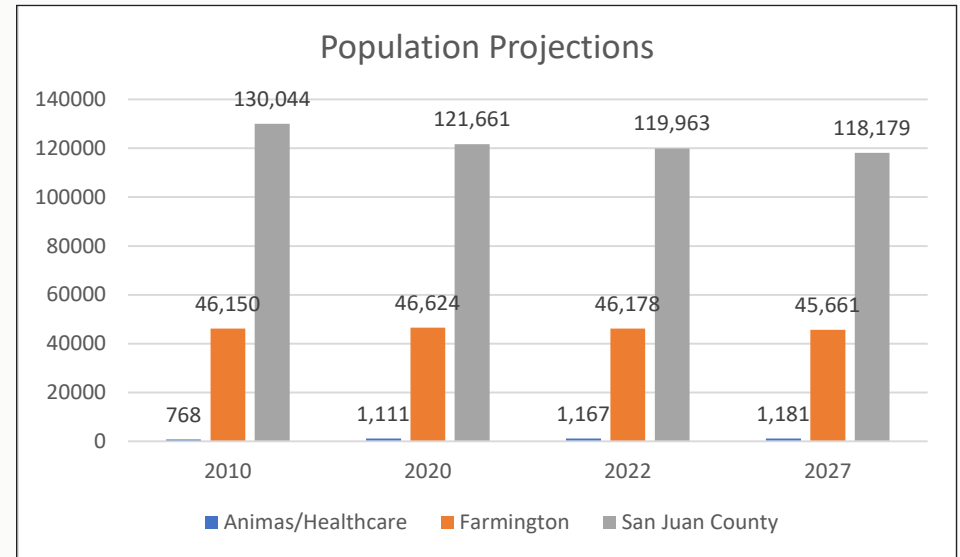
Given the relatively small size of the Animas District (defined as Census Tract 4.02 Block Group 1), the project team had to rely on datasets that covers a slightly larger area than the core Animas/Healthcare area. For example, the area between West Animas Street and West Broadway from South Auburn Avenue to South Court Avenue is included in this Block Group. In the Downtown MRA plan, however, this section is within the Historic Downtown.

Population and Households

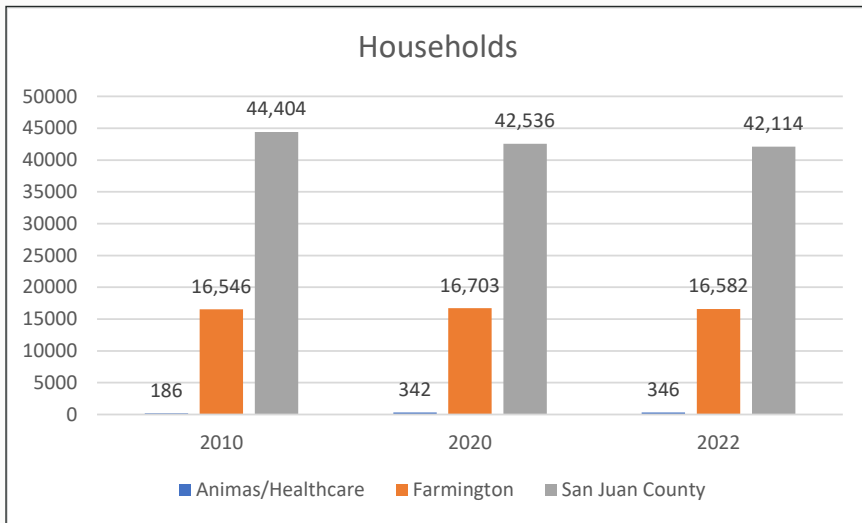
In 2022, Farmington's population exceeded 46,000 residents. There are approximately 1,167 people who live within the Animas/Healthcare area. Over the next five years, growth in the Animas/Healthcare area should be modest, adding less than 50 new residents. Population projections for Farmington and San Juan County predict a slight decline in population.

Animas District household statistics have been constant over the past decade. Household formation within San Juan County overall has not increased since 2010. There have not been any major residential projects built in the Animas District over the past few years. The most recent major

multifamily projects (Cannery Apartments and La Terraza Apartments) were built over a decade ago. Given these trends, future population growth will likely come from new infill redevelopments and smaller mixed-use projects. Over the past decade, the total number of households and average household size has remained relatively constant.



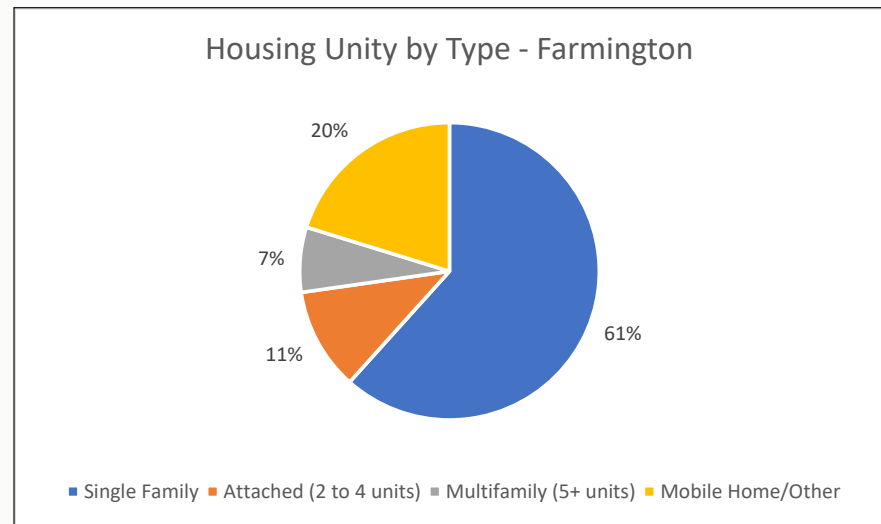
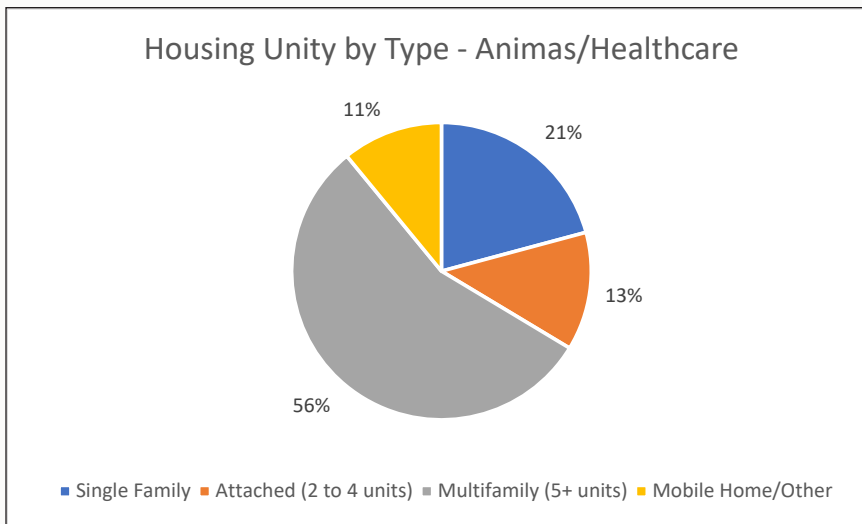
// 10. SOURCE: ESRI, US CENSUS BUREAU



Housing Units

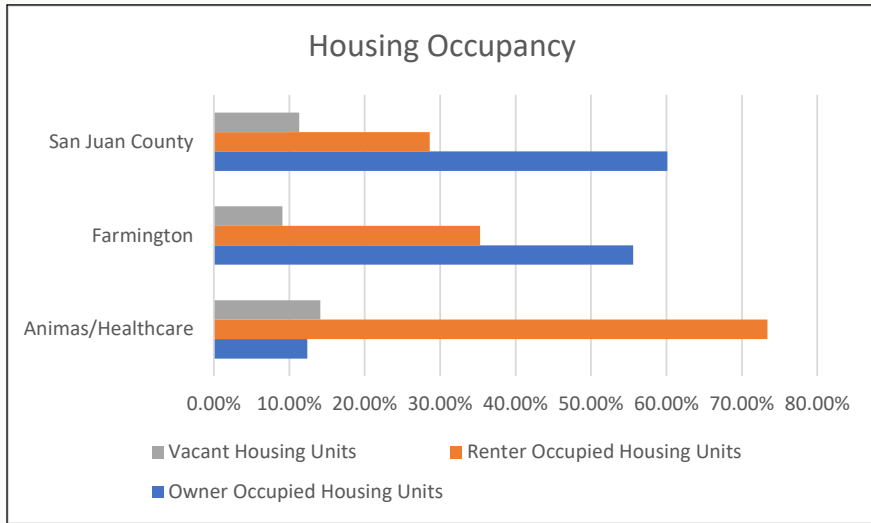
There are currently 586 housing units in the Animas District. Over 56.0 percent of the housing units are multifamily. About 73.4 percent of the housing units are renter-occupied and 12.4 percent are owner-occupied. Given the relatively large percentage of multi-family units, the area is expected to have a lower percentage of owner-occupied homes. For Farmington overall, about 55.6 percent of homes are owner-occupied. Given the small size of the area, projects such as the Cannery Apartments and La Terraza Apartments have a disproportionate impact on housing and demographics statistics. Like population trends, the number of new housing units will be linked to infill redevelopment and smaller mixed-use developments.

// 11. SOURCE: ESRI, US CENSUS BUREAU ACS 2017-2021

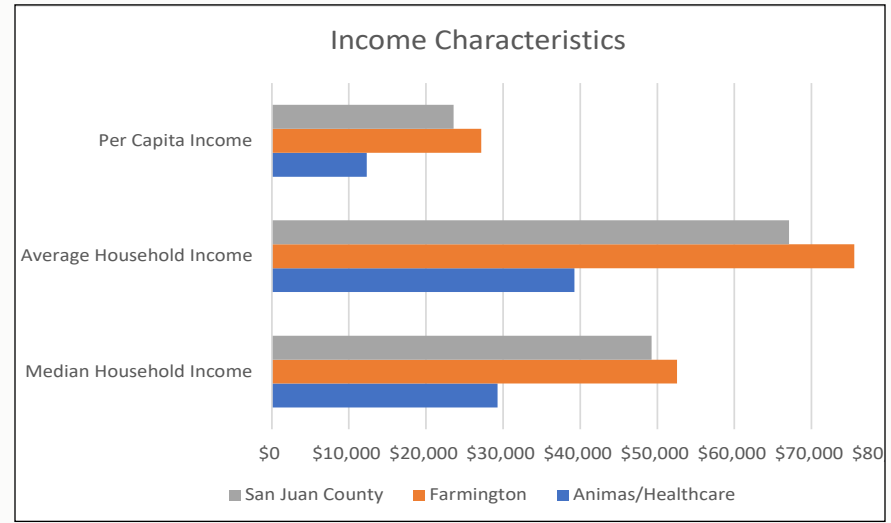


// 12. SOURCE: ESRI, US CENSUS BUREAU ACS 2017-2021

HOUSING OCCUPANCY

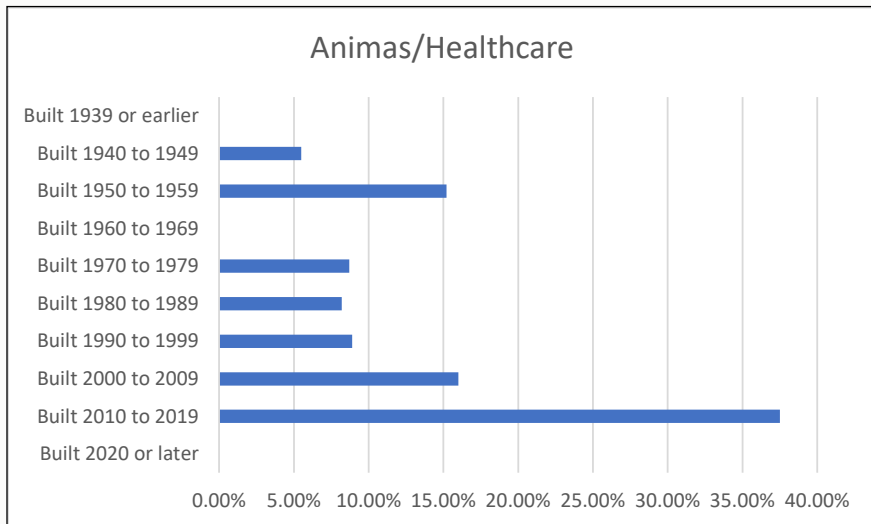


// 13. SOURCE: ESRI, US CENSUS BUREAU ACS 2017-2021

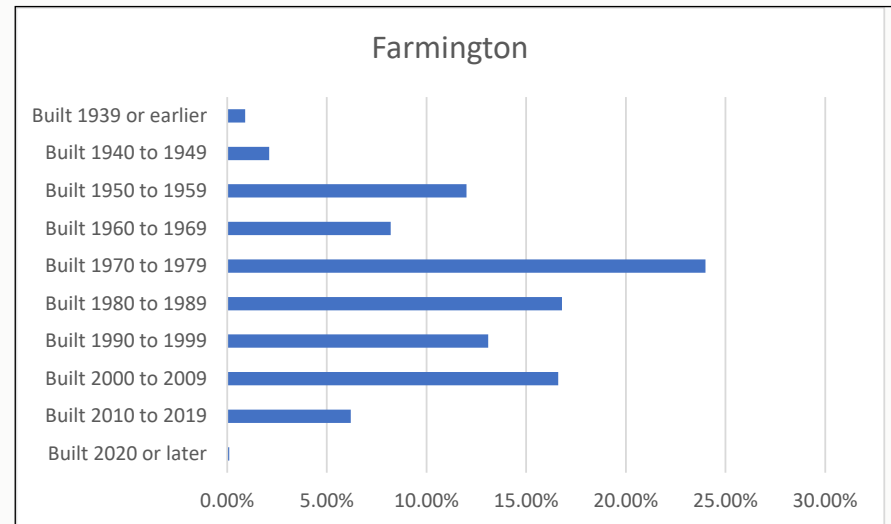


// 14. SOURCE: ESRI, US CENSUS BUREAU ACS 2017-2021

YEAR HOUSING STRUCTURE BUILT



// 15. SOURCE: ESRI, US CENSUS BUREAU ACS 2017-2021



// 16. SOURCE: ESRI, US CENSUS BUREAU ACS 2017-2021

Income

In 2022, the median household income for Farmington residents was \$52,559 versus \$49,254 for San Juan County residents. Within Downtown, most income statistics for the Animas District are below the citywide figures. The household income statistics might have a direct impact on the types of retail and entertainment options that will be attracted to this area of Farmington. However, Downtown’s ability to attract regional visitors, outdoor recreation enthusiasts, and San Juan County residents, can mitigate lower income levels.

Business Characteristics

Consistent with population trends, employment at Animas District businesses has been relatively stable over the past decade. Total employment at businesses located within Census Tract 4.02 Block Group 1 is about 4,000 workers. Employment statistics can be somewhat misleading; a firm located in Downtown might have satellite locations and employees can be spread out within a community, but all employees are counted at the headquarters location (ex: school district central office). The largest employment sector in the Animas District is Healthcare and Social Assistance. Based on City of Farmington business licensing records and third-party business lists, there are approximately 135 to 150 businesses located in the Animas District.

| Sector | Animas/ Healthcare | Farmington | San Juan County |
|--|-----------------------|------------|--------------------|
| Agriculture, Forestry, Fishing and Hunting | 0 | 382 | 497 |
| Mining, Quarrying, and Oil and Gas Extraction | 59 | 1,794 | 4,041 |
| Utilities | 27 | 204 | 1,274 |
| Construction | 241 | 1,989 | 4,301 |
| Manufacturing | 53 | 547 | 1,216 |
| Wholesale Trade | 53 | 946 | 1,698 |
| Retail Trade | 129 | 4,258 | 5,128 |
| Transportation and Warehousing | 2 | 376 | 967 |
| Information | 2 | 295 | 330 |
| Finance and Insurance | 15 | 665 | 845 |
| Real Estate and Rental and Leasing | 1 | 280 | 382 |
| Professional, Scientific, and Technical Services | 30 | 723 | 941 |
| Management of Companies and Enterprises | 14 | 134 | 357 |
| Administration & Support Services | 43 | 622 | 1,283 |
| Educational Services | 0 | 2,358 | 4,287 |
| Healthcare and Social Assistance | 3,012 | 6,242 | 7,874 |
| Arts, Entertainment, and Recreation | 0 | 430 | 874 |
| Accommodation and Food Services | 62 | 2,896 | 3,796 |
| Other Services | 104 | 737 | 1,186 |
| Public Administration | 76 | 2,579 | 3,126 |
| Total | 3,923 | 28,457 | 44,403 |

// 17. EMPLOYMENT BY MAJOR NAICS INDUSTRY SECTOR, 2020

Animas District Registered Businesses

| Year | 2019 | 2020 | 2021 | 2022 | 2023 |
|----------|------|------|------|------|------|
| Licenses | 124 | 124 | 133 | 142 | 137 |

// 18. CITY OF FARMINGTON, TXP, INC.

According to the U.S. Census Bureau Longitudinal Employer-Household Dynamics dataset, only 50 Animas District residents live and work within the area. This implies over 3,900 workers commute to this area each day. Most workers live within 10 miles of the Animas District. Given the relatively low population density of this area and commuting patterns of workers, it is important to develop retail, restaurant, and entertainment options that keep people in downtown after work or attract Farmington residents to downtown on the weekends.

San Juan County Projected Employment Growth by Major Industry Sector

| Sector | 2020 | 2030 | Change |
|---|--------|--------|--------|
| Utilities | 710 | 690 | -20 |
| Management of Companies & Enterprises | 250 | 260 | 10 |
| Finance & Insurance | 760 | 770 | 10 |
| Agriculture, Forestry, Fishing & Hunting | 50 | 60 | 10 |
| Wholesale Trade | 1,530 | 1,550 | 20 |
| Real Estate & Rental & Leasing | 360 | 380 | 20 |
| Self Employed & Unpaid Family Workers | 2,220 | 2,250 | 30 |
| Information | 170 | 200 | 30 |
| Manufacturing | 1,000 | 1,080 | 80 |
| Transportation & Warehousing | 900 | 1,000 | 100 |
| Retail Trade | 5,190 | 5,290 | 100 |
| Professional, Scientific & Technical Services | 920 | 1,030 | 110 |
| Administrative & Waste Services | 990 | 1,100 | 110 |
| Other Services (Ex. Government) | 1,100 | 1,280 | 180 |
| Government | 5,060 | 5,260 | 200 |
| Construction | 2,960 | 3,180 | 220 |
| Educational Services | 4,550 | 4,920 | 370 |
| Arts, Entertainment & Recreation | 520 | 1,050 | 530 |
| Mining | 3,780 | 4,330 | 550 |
| Accommodation & Food Services | 3,810 | 4,850 | 1,040 |
| Healthcare & Social Assistance | 7,350 | 8,580 | 1,230 |
| Total All Industries | 44,170 | 49,120 | 4,950 |

// 19. NMDWS,
EMPLOYMENT
PROJECTIONS PROGRAM

| Distance Employees Travel to Work in the Animas District | | |
|--|-------|---------|
| Distance | Count | Share |
| Less than 10 miles | 2,422 | 61.70% |
| 10 to 24 miles | 711 | 18.10% |
| 25 to 50 miles | 277 | 7.10% |
| Greater than 50 miles | 513 | 13.10% |
| Total | 3,923 | 100.00% |

// 20. U.S. CENSUS BUREAU LONGITUDINAL EMPLOYER-HOUSEHOLD DYNAMICS

Looking towards the future, New Mexico Department of Workforce Solutions projects growth in San Juan County’s Healthcare & Social Assistance, Accommodation & Food Services, and Arts, Entertainment & Recreation sectors. This is important for Downtown since these are the types of businesses that could logically locate in the Animas District.

Key Findings

- The economic development challenges and opportunities identified in the Downtown MRA Plan are still relevant in 2023.
- Assuming regional population and employment trends continue, the Animas District will have to proactively create demand for new residents and businesses to locate in this part of Farmington.
- Given the success of retail shops and restaurants along Broadway combined with existing available space for additional businesses in this corridor, it will take time for this type of activity to spillover into the Animas District.
- Because the Animas District has a relatively high concentration of renters, infill redevelopments and smaller mixed-use projects that focus on this segment create short-term opportunities.
- Encouraging new residential developments to locate near existing light industrial businesses would create activity during the day (workers) and night (residents) that could change safety perceptions about the Animas District.
- Outdoor recreation opportunities would be enhanced by creating additional parks and safe access corridors between the core of Downtown and the Animas River.

SUMMARY CONCLUSIONS

A Dynamic District

The Farmington MRA plan and this initiative both identify a strong vision and key strategies for redevelopment. The Animas and Healthcare Hub plan area is composed of distinct character areas, each with its own unique vision for redevelopment. These include the Core Mixed Use district around the hospital and along Animas Street, the Mixed Use Flex District centered around Behrend and the re-envisioned Oscar Thomas Park, and the Industrial District that is generally located along Miller Street.

Farmington's MRA is already seeing results from these redevelopment efforts, specifically along Main Street. The recently completed street improvements coupled with the city's successful economic development and revitalization efforts have led to new development and redevelopment along Main Street with several new restaurants and retail. As the city continues to invest in redevelopment in the entire MRA area, including the Animas District, the city will need to implement a comprehensive and predictable regulatory system as a priority to ensure private development that will maximize leveraging of this public investment.

DISTRICT ASSETS

The District has several major activity anchors that can be leveraged for economic growth and revitalization. **Downtown Farmington**, with its newly renovated Main Street, has attracted new businesses and provides a major attraction for visitors and residents. The district also includes the **San Juan Regional Medical Center** which represents the county's largest single employer and an economic driver for the entire region. The hospital could benefit from new housing options for all its employees, including full-time and contract workers.

To the south and east, the district is bordered by the **Animas River**, a major outdoor recreation amenity that can be enjoyed by residents and visitors. In addition to the river, there are bands of trees that follow the historic ditches and natural ravines.

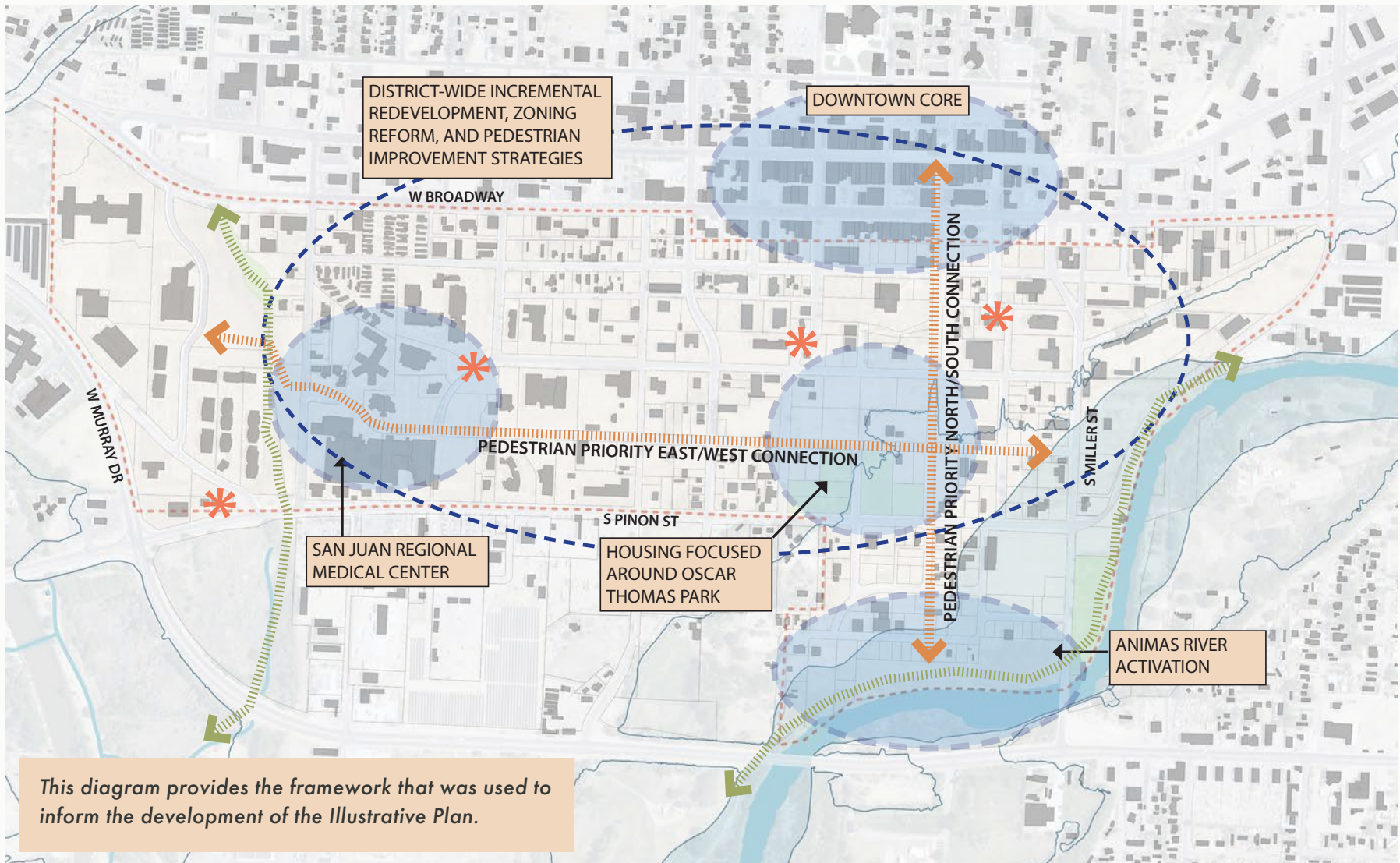
DISTRICT CHALLENGES

Although the district boasts many assets, it also poses some challenges. Once a thriving industrial area served by a railroad and later boosted by the energy sector, the area today is a hodge-podge of industrial, commercial, and institutional uses, with some housing interspersed. While adding to the economic vitality of the district, the "unplanned" nature of the developments has undermined the sense of place and identity. In addition, unscreened "junk yards" foster a feeling of blight and neglect.

The high number of social services, and accompanying transient foot traffic, may hinder its attraction for redevelopment. In addition, the past industrial uses have, over time, left behind contaminated sites that may need mitigation before redevelopment.

BUILT CHARACTER

The built character varies greatly across the district. Within the study area, one finds large, gleaming new institutional buildings, along side humble cottages and industrial buildings. The San Juan Regional Medical Center stands out as the district's primary landmark.



// 21. EXISTING CONDITIONS WITH KEY PLAN OBJECTIVES

- Pedestrian priority connection
- Greenway connection
- Placemaking opportunity



BROWN



THE VISION

GUIDING PRINCIPLES
ILLUSTRATIVE VISION
FOCUS AREAS

GUIDING PRINCIPLES

Urban Design Principles

In order to effectively bring about the vision for the Animas District, the team recommends incorporating several basic principles for walkability that will enhance the overall physical design, social experience and economic viability of the area. Five of these principles are summarized below.

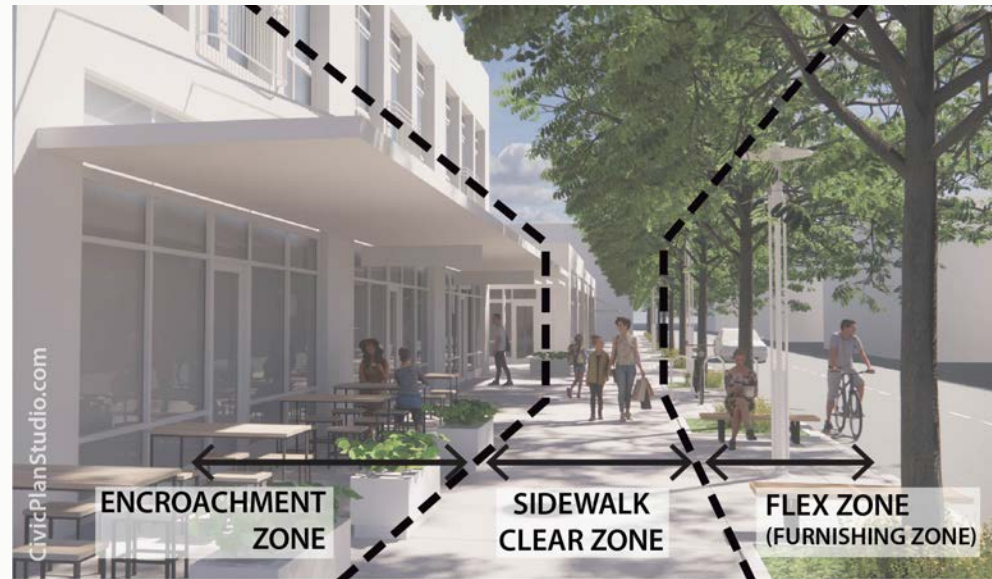
PRIORITIZE PEDESTRIAN COMFORT AND SAFETY

Creating an environment that encourages walking supports many positive community goals including health, environmental and social benefits. However, many streets and right-of-ways have been designed with walking as an afterthought - if it is even accommodated at all. To begin to undo the mistakes of the past, follow these strategies:

- Protect pedestrians from moving traffic
- Design for the three zones of the sidewalk
- Provide shade

HIDE THE PARKING

Parking lots are a fact of life in our auto-dependent cities. Until there is a paradigm shift in the way we get around, parking will be necessary to support business and residential uses. However, unscreened parking that is located along a sidewalk detracts immensely from the pedestrian experience. It is much more enjoyable to walk beside a building with interesting



The diagram at left shows the three zones of an urban sidewalk.

storefronts and displays, than to walk along a patch of asphalt and rows of cars and trucks. Use these strategies to minimize the adverse impact of parking:

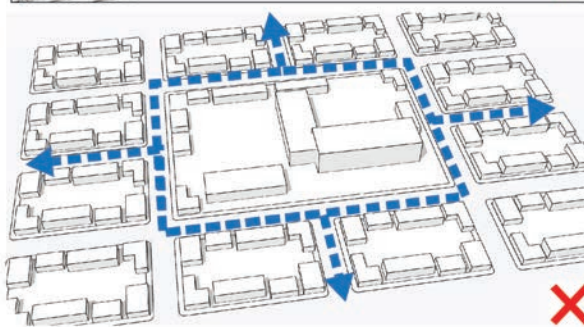
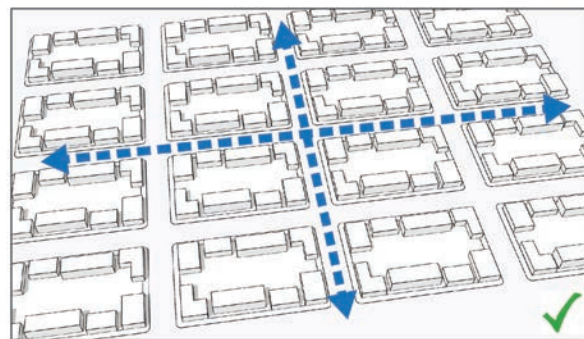
MAINTAIN BLOCK STRUCTURE

Maintain the street and block system. Retain existing streets for public use and mobility. **Do not abandon street right-of-ways for private use and development.** In some cases, it may be desirable to limit vehicular use of a street, but pedestrian and bike access should be retained to accommodate mobility

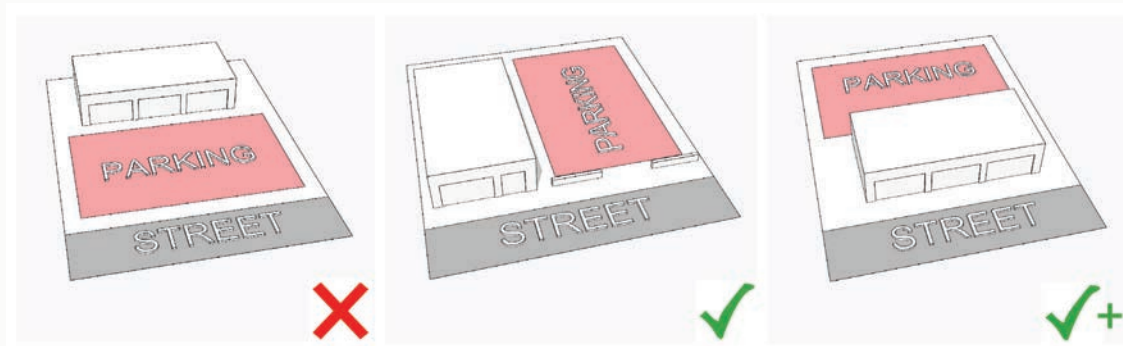
through the area. Break up “super-blocks”: for various reasons, some streets may have been closed or abandoned in the past to create “super-blocks”. Super-blocks are large blocks that impede pedestrian flow by lengthening the distance one must travel to get around the block. **When possible, re-insert streets within super-blocks to re-establish the block pattern.** When vehicular “complete streets” cannot be accommodated, provide pedestrian connections through the super-block to shorten distances around the block.



Activate the sidewalk with storefronts and stoops.



Maintain the block structure, do not abandon streets, especially for private development.



ACTIVATE THE SIDEWALK AND OPEN SPACES

Streets, sidewalks and open spaces are safer and more vibrant when there are uses along their edges that “activate” the street and open space. Some uses activate the sidewalk more than others. Cafes and restaurants with outdoor seating provide the most activation, however, shops and residential uses also activate the sidewalk by providing a steady flow of shoppers and residents that come and go on the sidewalk. Orient buildings toward the sidewalk, not only to the parking lot.

“Eyes on the street”: This term, coined by the writer and urbanist, Jane Jacobs, refers to the idea that occupants of buildings located in close proximity to a street provide observers which help to self-police the area by keeping an eye on the public life of the street. A combination of uses within the buildings, such as residences, shops and offices, provides eyes on the street

24 hours a day. In addition, buildings should have ample windows, storefronts and balconies facing the street and open space to enable eyes on the street.

UTILIZE AND RETAIN ALLEYS

By accommodating parking and service at the rear of the building, alleys free up the street frontage to allow the building to interact with the sidewalk and street. They also help to keep trash, grease traps, and other unsightly utilities and equipment away from the sidewalk. Where current alleys are present, they should be maintained and utilized. The alley right-of-way should not be abandoned for private use unless there are other accommodations for parking and service within the block.

Encourage “de facto” alleys: As properties develop, encourage the use of cross access easements at the rear of the properties to create de facto alleys that can be used for service vehicles and parking access.

ILLUSTRATIVE VISION

Approach

The Illustrative Master Plan is a visual representation of the proposed development character and potential of the area in an illustrative manner. As such, it should not be perceived to be site specific as redevelopment will occur in a more organic fashion. The plan illustrates the vision of the Animas District as a thriving community that supports a mixture of housing and businesses that can co-exist side by side.

The plan proposes enhanced pedestrian connections throughout the district. Specifically, the plan identifies enhanced pedestrian connections both north and south along Orchard Street and east and west along Maple Street, connecting three major anchors: downtown Farmington, the Animas River and the San Juan Regional Medical Center. In addition, incremental improvements to sidewalks and streetscapes will occur over time as properties redevelop.

The Illustrative Plan shows how additional housing can be incorporated into the district in multiple scales, from single family houses to modest apartment buildings on larger parcels. One idea that emerged in the planning process was to cluster new housing around the existing Oscar Thomas Park, thereby leveraging the

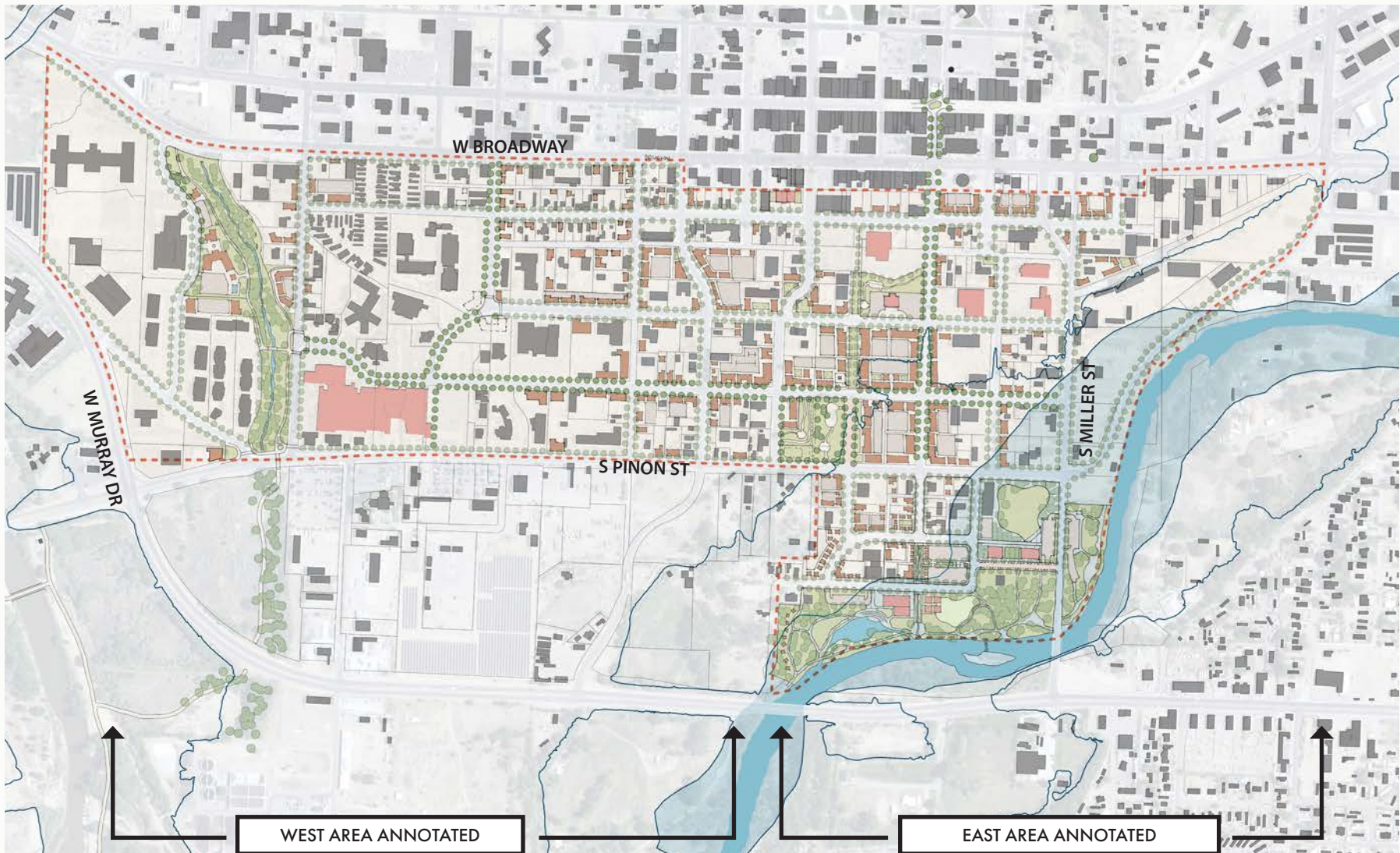
public investment in the park to support private development. This also helps to reinforce the connection between downtown and the Animas River. Housing is also critical to providing “eyes on the street” which help to monitor activity on the streets.

Another focus area of the Plan are the city-owned parcels along the Animas River, just west of Boyd Park. The presence of the floodway will limit the feasibility of new buildings in the area, but there are many opportunities to provide active recreational and educational elements within the open space which might include an outdoor amphitheatre, orchards and micro-farms, brownfield bio-remediation, and recreation amenities such as climbing walls, that support the economic development focus on outdoor recreation industries.

The Illustrative Plan also exemplifies the mixture of uses that is envisioned for the district and that would be enabled by the proposed zoning reform. The plan intentionally does not identify the exact use of the building and parcel, but implies that the majority of the district would be zoned to give the property owner a great deal of flexibility in what types of uses they wish to accommodate on a given site.



// 22. ILLUSTRATIVE RENDERINGS OF ELEMENTS



// 23. OVERALL ILLUSTRATIVE VISION

West Animas District



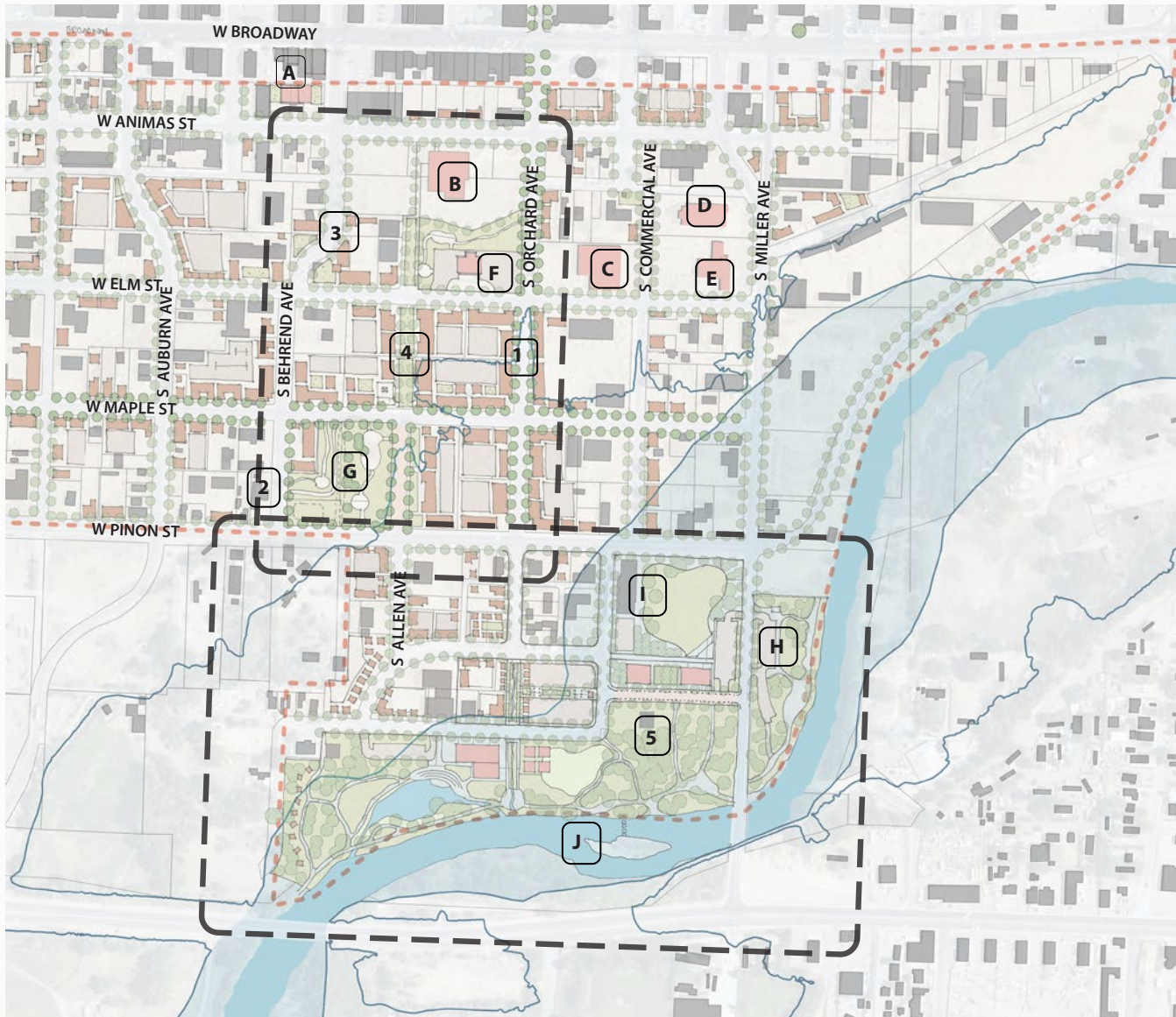
EXISTING FEATURES:

- A. San Juan Regional Medical Center
- B. Stream and natural wooded drainage way

POTENTIAL ELEMENTS:

1. Proposed site for hotel and restaurants taking advantage of views to greenway and stream.
2. Enhanced pedestrian crossing at Lake Street and Pinon to provide connection between hospital and river amenities.
3. Proposed trail and greenway to connect to river amenities. Safe crossing (possibly below roadway along stream) recommended at Murray Drive.
4. Placemaking and medical center gateway potential at Elm and Schwartz
5. Schwartz Avenue proposed as north-south pedestrian priority corridor
6. Opportunities for Incremental development of small lots.
7. City-owned opportunity site - see enlarged plan

East Animas District



EXISTING FEATURES:

- A. Harvest Food Hub
- B. NM Human Services
- C. Echo Food Bank
- D. San Juan DA Office
- E. Public Health
- F. Farmington Indian Center
- G. Oscar Thomas Park
- H. Boyd Park
- I. City-owned incubator
- J. Animas River

POTENTIAL ELEMENTS:

1. Orchard Street recommended to be a north-south pedestrian priority corridor
2. Refer to enlarged area plan (shown dashed) for additional details
3. Placemaking opportunity at Behrend Avenue and Elm Street - refer to enlarged plan.
4. Proposed infill housing clustered around Oscar Thomas Park with a north-south pedestrian paseo - see enlarged plan.
5. Refer to enlarged area plan for more details on proposed waterfront park.

VISIONS

Oscar Thomas Park and Vicinity

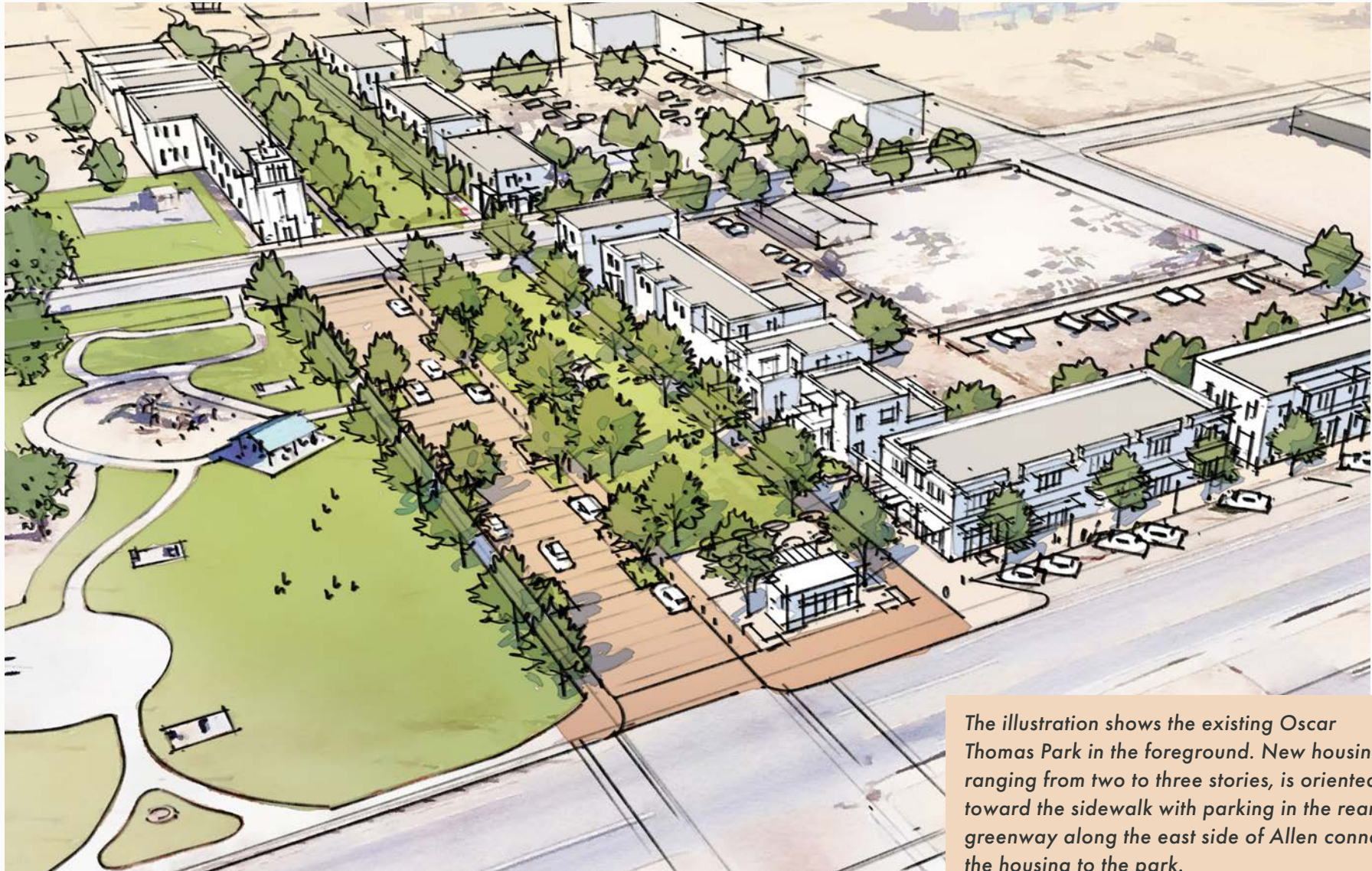
When charrette participants were asked where they would choose to live if they could live anywhere in the district, many chose the area around Oscar Thomas park because of its proximity to both the river and downtown. The park itself, which includes a small playground, is an ideal neighborhood asset. For this reason, the area was identified as a prime location for new, modest, housing development. The housing would not only provide an economic boost to the District, but also add “eyes on the street” facilitates community identity and perceptions of safety.

As indicated in the plan, some of the area is located within the FEMA established flood plain zone. It is understood that housing may be located within this zone, but buildings must be raised a minimum of 12” above the base flood elevation. A cursory examination of the existing elevations indicates that buildings may only need to be raised a few feet to get above the flood elevation, but more study is needed. In addition, the flood plain designation could complicate the acquisition of public funding for a subsidized project.

1. Existing Oscar Thomas Park.
2. Proposed expansion of park to incorporate historic ditch and Native American archaeological site.
3. Proposed affordable housing as catalytic development.
4. Rendering view point of Oscar Thomas Park Illustration
5. Greenway extended from park north.
6. Connection of greenway to existing Indian Center park.
7. Placemaking opportunity at old train depot building - see illustration.
8. Perspective viewpoint for Behrend Avenue Placemaking
9. Flood plain boundary



// 26. ENLARGED VISION - OSCAR THOMAS PARK

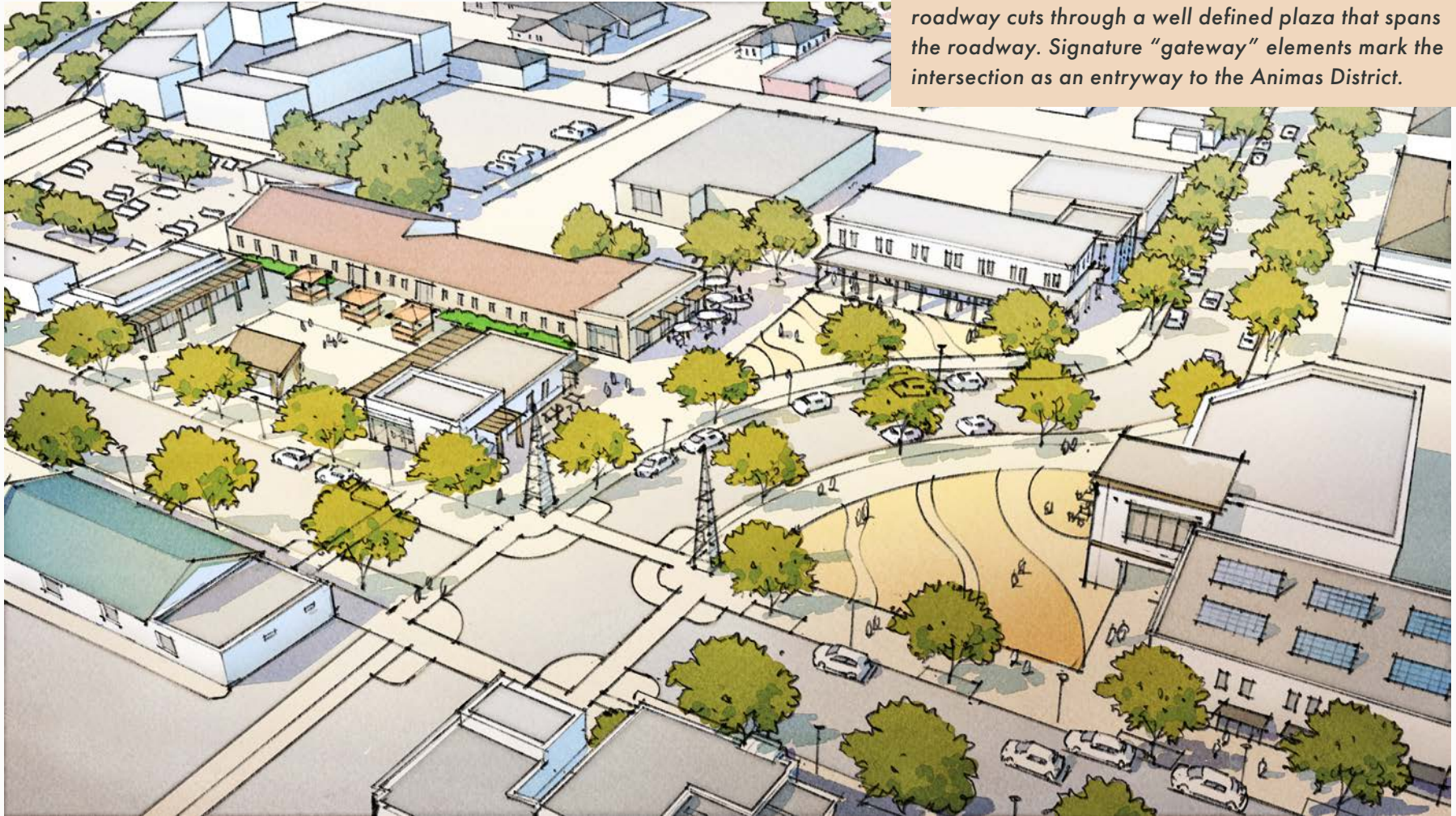


The illustration shows the existing Oscar Thomas Park in the foreground. New housing, ranging from two to three stories, is oriented toward the sidewalk with parking in the rear. A greenway along the east side of Allen connects the housing to the park.

// 27. ILLUSTRATION - HOUSING ADJACENT TO OSCAR THOMAS PARK

Example Placemaking at Behrend and Elm Streets

The illustration shows an adaptive re-use of the existing train warehouse (red roof). Additional out buildings define a series of open spaces. The bend in the roadway cuts through a well defined plaza that spans the roadway. Signature “gateway” elements mark the intersection as an entryway to the Animas District.



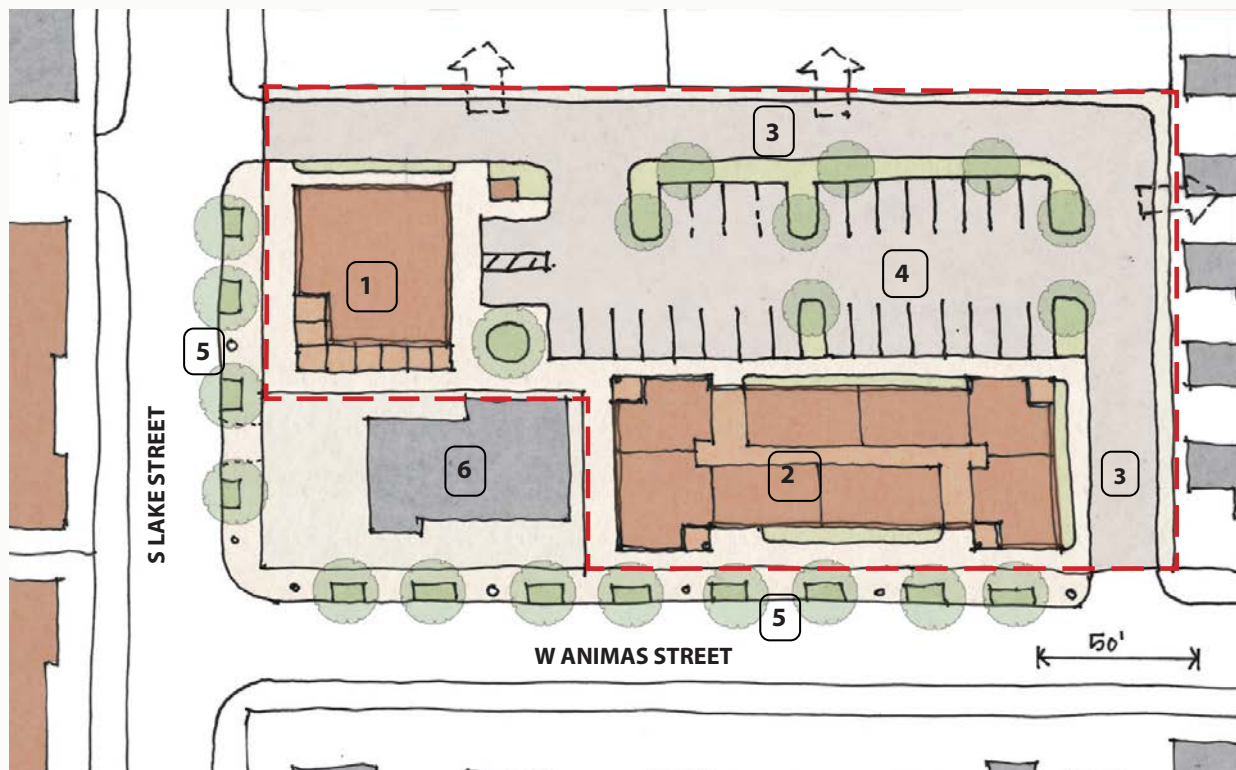
// 28. ILLUSTRATION - BEHREND AVE PLACEMAKING OPPORTUNITY

Infill Opportunity

This city-owned property fronts on both S Lake Street and W Animas Street. The concept shown here proposes two buildings: a one-story commercial building fronting on S Lake Street, and a multi-unit apartment building fronting on W Animas Street.

The drawing represents only one possible site and building configuration. However, it illustrates many of the guiding principles discussed at the beginning of this section, including:

- Activating the sidewalk
- Locating parking at the rear
- Creating de-facto alleys by sharing vehicular access



// 29. ENLARGED CONCEPTUAL VISION - ANIMAS AND LAKE

1. Shown: 2,000 SF one-story commercial building with an entrance facing S Lake Street (additional entry facing parking lot is optional).
2. Shown: 16 unit two-story apartment/condo building. Commercial space may be incorporated on the ground level dependent on parking capacity.
3. The access drive functions as an alley which can provide vehicular access for adjacent properties as they develop in the future.
4. Shared parking (30 spaces shown)
5. Improved streetscape with wide sidewalk, street trees, and pedestrian-scaled lighting.
6. Existing building on private property

Riverine Vision



RIVERBANK ENVIRONMENTAL CENTER

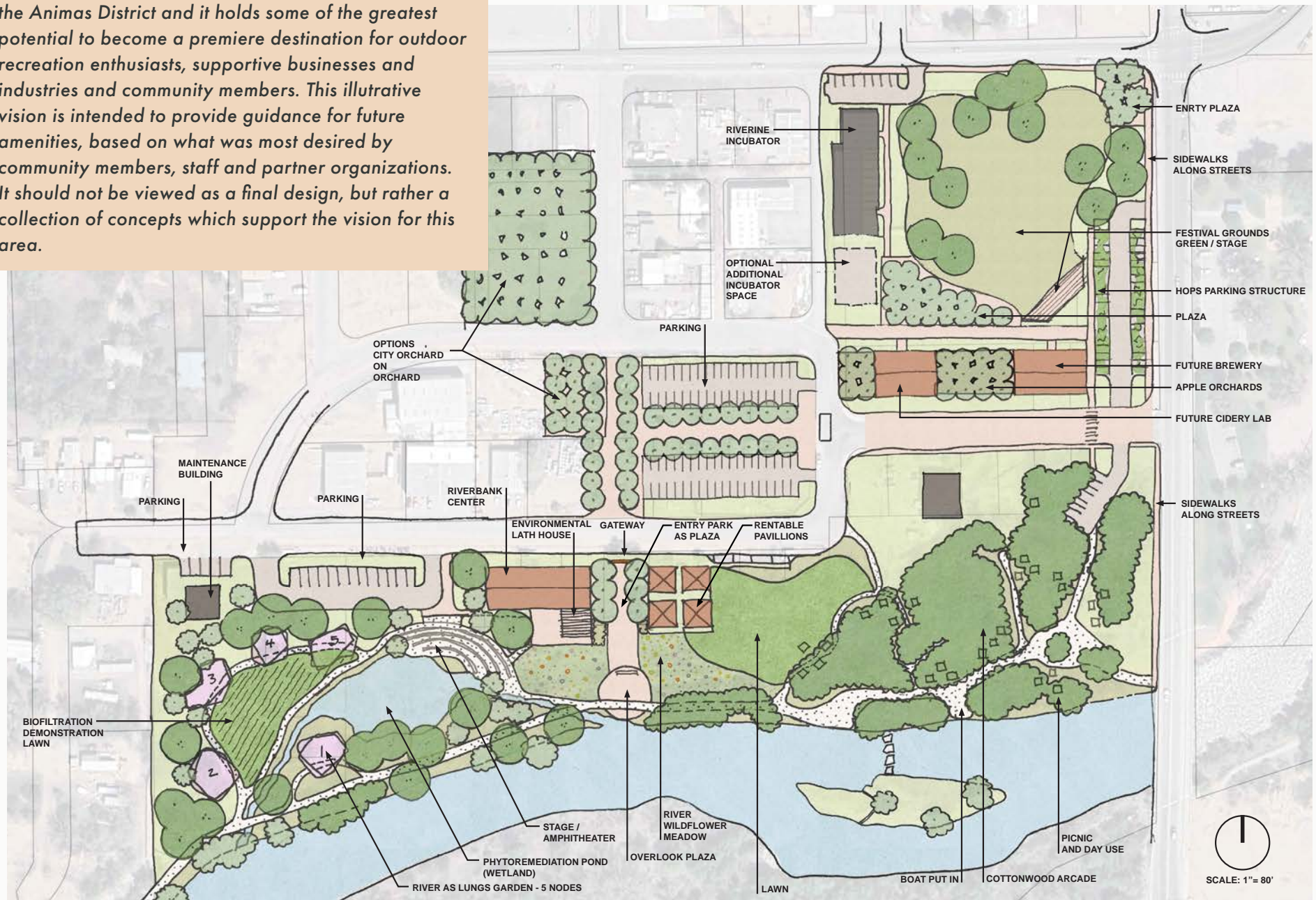
The Riverbank Environmental Center is proposed to be a learning center for river health and revitalization. The center will explore all things riverine with learning gardens, a phytoremediation pond and gardens with aquatic demonstrations and fishing. The pond is also used as the backdrop for a small stage and amphitheater for riverside events, education, and demonstration. The River as Lungs Garden helps to educate the public about Farmington's past and its future. At

the terminus of the connection to downtown is an entry monument and Alley of trees along Orchard to draw participants into the Animas Area and provide a locus for all of the activities that are offered. To the east of the Environmental Center is a Cottonwood Lawn and Arcade, a beautiful forest of cottonwoods that will be embellished with a foreground lawn for family outdoor activities on a day to day basis and day use picnicking and shade under the existing grove of cottonwood trees.

PROPOSED ELEMENTS:

1. **Riverbank Environmental Center** – The Riverbank Environmental Center could include a small library, a river museum and learning center, and a small studio for demonstrations. It could also include a children's learning academy for the greater Animas and San Juan Rivers.
2. **"River as Lungs" Garden** – The River as Lungs Garden will include demonstration nodes of restoration techniques and methodologies. Nodes could include 1) restoration overview (how historic industrial areas can be converted back to greenspace); 2) soil and shallow groundwater restoration through use of plants/trees (how this improves human health and the environment).
3. **Little Pond Amphitheater** – a modest pond will be set in the foreground of the Riverbank Environmental Center to illustrate how wetlands filter and clean contaminants from river environments. The pond is also the backdrop for a small stage and amphitheater venue that could be used for demonstrations, talks, small musical events and other happenings.
4. **Entry Park and Overlook** – Orchard Street is the obvious connection to the new downtown revitalization on Mainstreet. This important road will be tree lined, perhaps with fruit or nut trees as a homage to Farmington's past. At the southern terminus of the street will be a gateway to the Animas River experience with a small entry plaza, a river overlook and a point of departure to the other activities along the river.
5. **Cottonwood Arcade and Lawn | Meadow** – to the east of the Environmental Center is a beautiful example of cottonwood bosque along the Animas River. In the foreground of this part of the river revitalization is a rentable pavilion for private parties and get-togethers, a great lawn and surrounding meadow for family events, and day use picnics in the shade of the Cottonwood Arcade. During larger events, the day use area could be converted to overnight camping. The forest will be embellished with symbiotic vegetation that also help clean and nourish the bosque like Rocky Mountain Maple, New Mexico Olive, Black Willows, and others.

The Animas Riverfront is one of the greatest assets in the Animas District and it holds some of the greatest potential to become a premiere destination for outdoor recreation enthusiasts, supportive businesses and industries and community members. This illustrative vision is intended to provide guidance for future amenities, based on what was most desired by community members, staff and partner organizations. It should not be viewed as a final design, but rather a collection of concepts which support the vision for this area.



// 30. ANIMAS RIVER PARK CONCEPT

BIOFILTRATION
DEMONSTRATION
LAWN

RESTORATION POND
(WETLAND)

OVERLOOK
PLAZA

BOAT
PUT-IN

COTTONWOOD
ARCADE



// 31. ILLUSTRATION - ANIMAS RIVER PARK, AERIAL VIEW

RIVER FESTIVAL GROUNDS

The city owned superblock just north of the Animas River will be the true center of river-centric family use as well as festivals and other activities. The centerpiece of the block will be a large great lawn. This large gathering space will be flanked with an apple orchard and cidery or perhaps a Hops Court and Brewery, the much improved incubator for riverine related businesses, a large plaza, and other spaces for retail and other activities.



PROPOSED ELEMENTS:

1. **Cider Lab and Orchard** – one of two entertainment venues will be an apple orchard recalling Farmington's great past as an apple producing area with a complimentary cidery. The cidery could be a commercial venture or it could be a barn that is used to crush and produce cider, hard cider, vinegars, or other apple related products.
2. **Plaza** – the plaza can be used for outdoor events, small crafts fairs, food truck rallies, and other daytime uses for the neighborhood. It will include permeable paving, subsurface irrigation through harvested water along with an irrigation system, and shade with tables, benches and possibly a sculpture or other artwork to show off Farmington's arts community.
3. **Stage and Green** – the Green will be a large lawn area with a stage that can be used for the Riverfest and other celebrations of the river. There will be space for food trucks, with seating, tented demonstrations and retail sales and other consumer amenities. The green will be slightly pitched for good event viewing and shade trees will dot the grounds placed judiciously to provide shade and not block the venue too much. A splashpad will complete the picture for the Green.
4. **Hops Court and Brewery** – the south part of the superblock will include a spot for a brewery and parking which will be covered with a hops structure that could include a hops picking event in the fall.
5. **Riverine Incubator** – the riverine incubator now occupied will be improved to offer space to other river or nature centric businesses that help to continue to create excitement around the superblock. Parking will also be added.



An aerial sketch of a city street scene. In the foreground, there's a parking lot with several spaces. A road runs horizontally across the middle. On the left side of the road, there's a multi-story building with a flat roof and several windows. There are trees and bushes around the building. In the background, there are more buildings and a utility line.

KEY PLAN STRATEGIES

ACTIVE TRANSPORTATION
ZONING ALIGNMENT
HOUSING STRATEGY
PLACEMAKING & IDENTITY

ACTIVE TRANSPORTATION



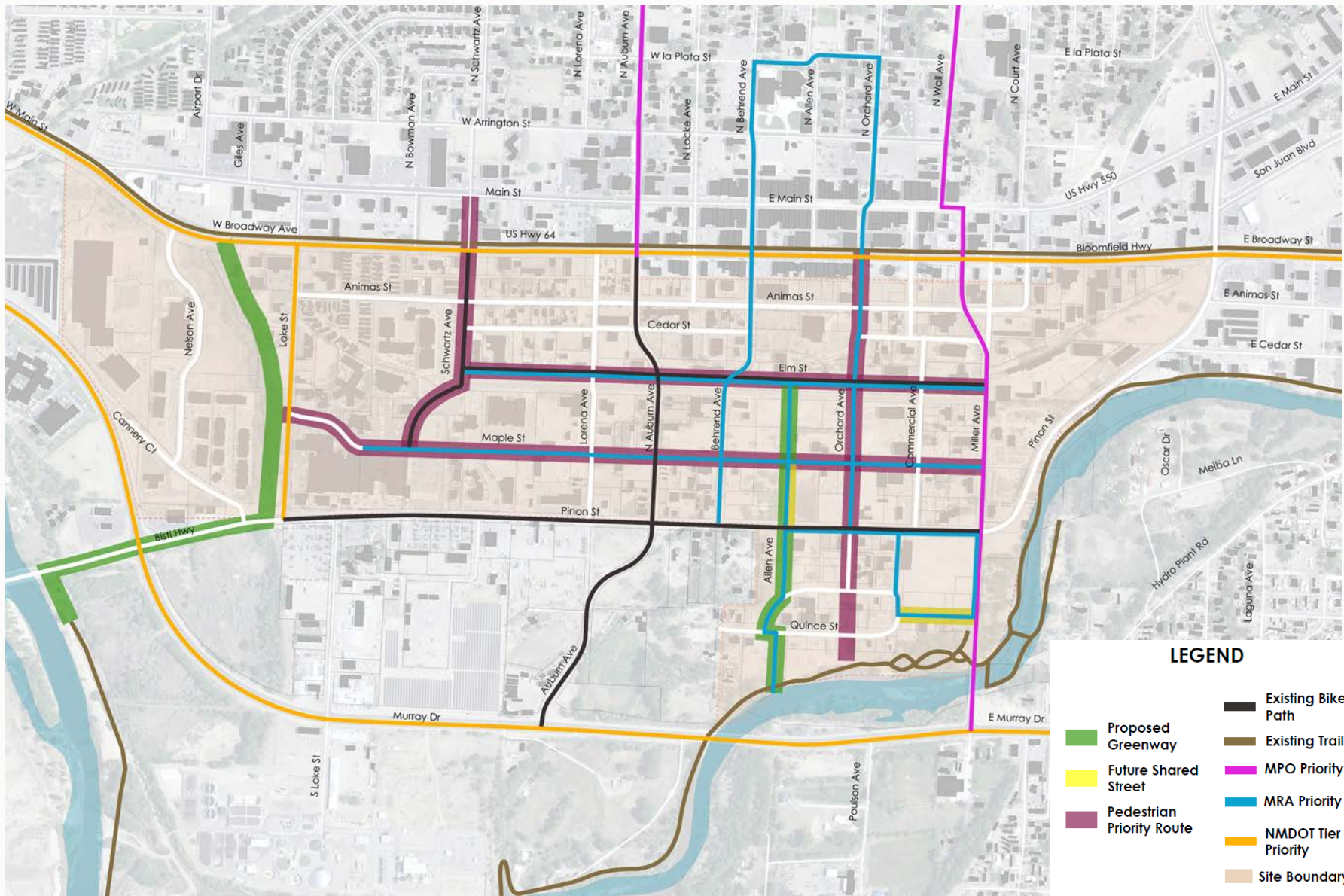
// 33. MULTI-MODAL STREET EXAMPLES

A Multi-Modal Approach

The term “active transportation” typically refers to human-powered mobility, such as biking, walking, and rolling. For purposes of this section, it will also include electric power assisted devices which also go by the name “micro-mobility”. Embracing these modes of transportation are essential to creating a vibrant community that is sustainable and healthy. The active transportation approach is guided by the core values of the 2040 Metropolitan Plan which includes:

1. Plan, design and construct appropriate amenities for all modes that provide a balance and aesthetically pleasing transportation system from urban to rural settings
2. Design and construct buffers (stripes, medians, etc) between vehicular traffic and other modes where possible
3. Encourage the use of separate walking/biking paths and equestrian trails, especially along high speed arterials
4. Build transit stops that are ADA compliant and accessible by walking and biking facilities
5. Ensure buy-in and support from city departments and transportation agencies that multi-modal features will be incorporated into planning and construction of roads
6. Encourage the local governments to develop a mechanism for constructing sidewalks for infill and vacant lots.

Active transportation elements are an integral design element in the Animas District. Complete street elements provide distinct characteristics and improve aesthetics of the area through reducing street corridor widths, encouraging more landscaping, and reorienting the street to the sidewalk and storefronts. Complete streets invite people to slow down and stay longer in a space.



// 34. ACTIVE TRANSPORTATION VISION

Active Transportation Priorities

ORCHARD AVENUE

The Animas Action Plan emphasizes connection to Downtown Farmington and the Animas River through multiple corridors identified in the planning process. The three types of connections include priority pedestrian streets and greenways. Priority pedestrian streets emphasize infrastructure and amenities for pedestrians to create safe, inviting spaces to walk or bike.

Priority pedestrian streets emphasize people, environment, and economic development. Streets are designed to move people through the area safely. Landscaping will use green stormwater infrastructure (GSI) improvements to use rainfall and irrigation efficiently to maintain vegetation. This will also assist

in reducing the severity of floods by capturing and filtering rainwater and reducing the load on the City's existing stormwater system. Finally, safe and aesthetically pleasing roadways invite individuals to come and stay longer which creates a more business-friendly corridor and a greater user experience.

Orchard Street is identified as the main north-south pedestrian priority street. Emphasis should be south of Pinon, heading towards the Animas River where a gateway element can invite users into the area while also providing a gateway to the Animas River. Currently, the road corridor is 39 feet wide which leaves ample space for roadway improvements like wider sidewalks, GSI landscaping, streetlights, shade elements, bike lanes, and more.

Below left, a photo of the existing conditions at Orchard Avenue and Pinon Street.

Below right, an illustration showing a potential retrofit of the street to improved pedestrian comfort and safety. It also illustrates that new buildings may need to be elevated if they fall within the flood plain.



// 35. ORCHARD AVENUE, BEFORE AND AFTER



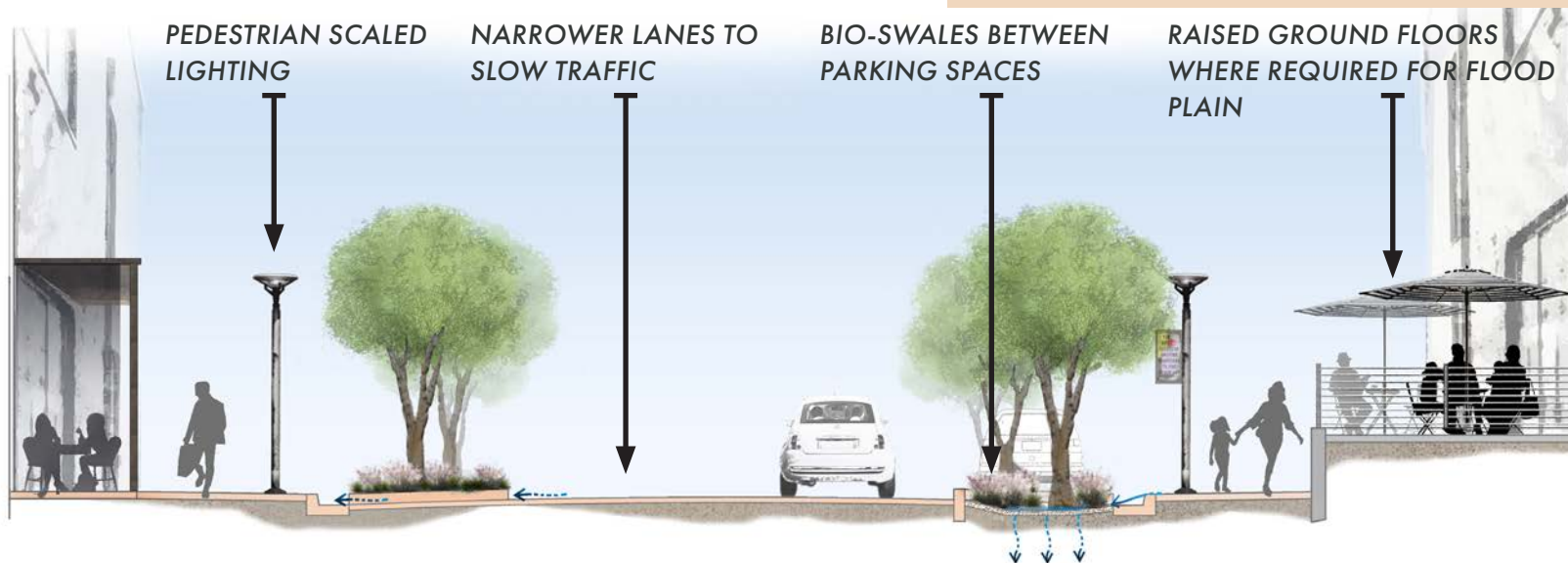
To emphasize the connection to the river, and taking advantage of the existing ditch system, water could be incorporated into the street design for Orchard Avenue. The water feature could expand as one gets closer to the riverfront.

ELM STREET

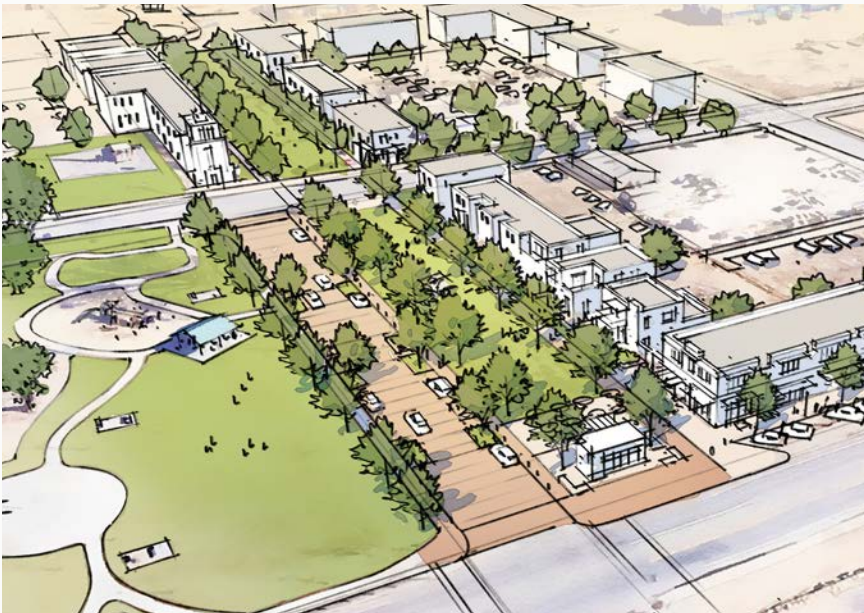
Elm Street will act as the key east-west pedestrian priority street. This roadway has great connections to the San Juan Regional Medical Center, the Indian Center, and Oscar Thomas Park. Currently, the existing roadway corridor is 40 feet. A majority of the roadway doesn't have sidewalks and where they exist, they are narrow and sporadically located.

Buildings along these routes should be oriented to the pedestrian with storefronts oriented towards the sidewalks. Sidewalks should be wide with ample pedestrian amenities like shade trees, lighting, trash receptacles, wayfinding signage, and benches. Other elements like food trucks and outdoor seating can be temporary uses and brighten spaces during special events.

Below, a conceptual street section illustrates several streetscape tools that can be used to retrofit existing streets such as Orchard Avenue and Elm Street.



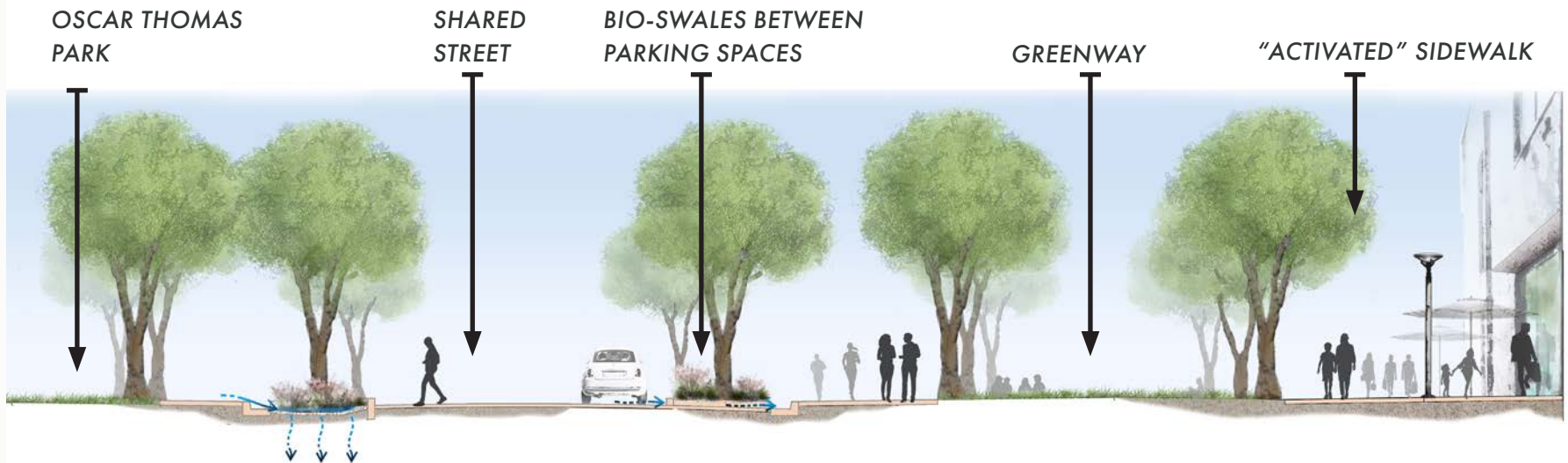
// 36. CONCEPTUAL STREET RETROFIT OF ORCHARD AVENUE



ALLEN AVENUE GREENWAY AND SHARED STREET

Allen Avenue is identified as the key greenway and shared street. The greenway concept takes elements from the priority pedestrian route and emphasizes green spaces and landscaping. This space will include more green space within the street corridor. Greenways will then connect to multi-use trails along the Animas River.

At left, an aerial view of the proposed greenway and shared street which runs along Oscar Thomas Park.



// 37. CONCEPTUAL STREET SECTION - ALLEN AVENUE @ OSCAR THOMAS PARK

Improving Pedestrian Connections

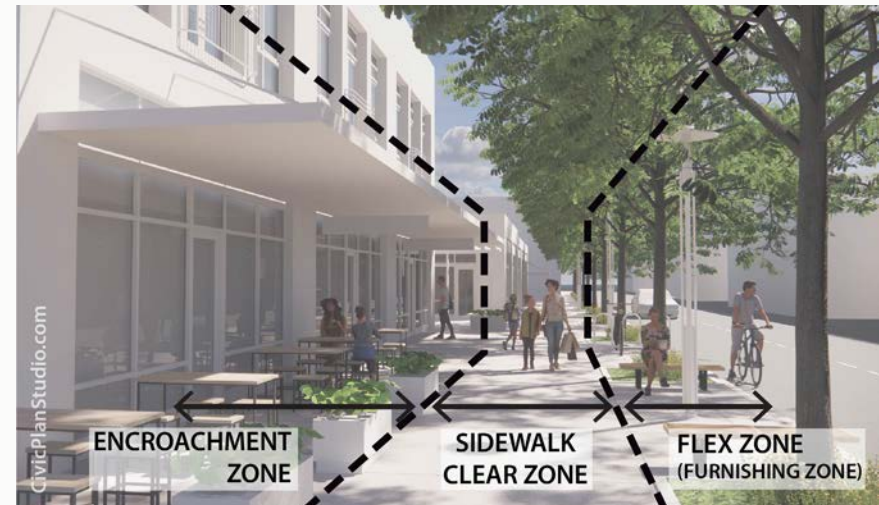
Creating a safe and comfortable pedestrian environment is critical to achieving a vibrant and healthy community. In decades past, most public infrastructure investments were directed toward automobile travel with little regard for walking, biking and other forms of “micro-mobility”. Today, we recognize the importance of pedestrian infrastructure and its role in enhancing quality of life and healthy living. Walkable environments also promote tourism and economic development.

It will take time to transform the Animas District into a pedestrian friendly environment. As previously shown, many streets lack sidewalks and those that have sidewalks are typically unshaded and unprotected from moving traffic. However, there are two approaches which can be used in combination to implement a more walkable environment over time.

- **Capital Improvement Projects:** the plan identifies several streets which should be prioritized for pedestrian mobility. For these streets, the city may consider capital improvement projects to improve pedestrian facilities between major destinations such as the hospital, Animas River and downtown. The benefits of this approach have been seen in the recent streetscape improvements for Main Street. It is recognized that it may be impractical to utilize this approach for all streets as the public investment would exceed the capacity of the city’s funding sources.
- **Incremental improvements:** where public investment is not feasible or prioritized for certain streets, the city may require that sidewalks and streetscape be improved as part of a private redevelopment. Streetscape standards may be adopted to provide clear design guidance to developers and designers and ensure consistency throughout the district. Over time, as more sites are redeveloped, they will connect and form a high-quality pedestrian environment for the District.



// 39. TYPICAL SIDEWALK CONDITIONS



// 38. THE PEDESTRIAN REALM

BIKES AND MICROMOBILITY

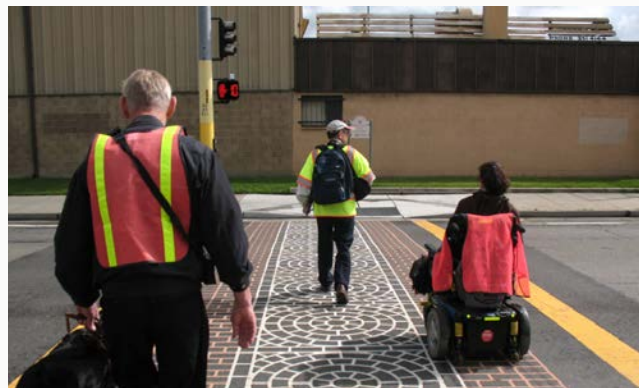
The scale of the Animas District is ideal for bikes and other forms of micromobility. Micromobility refers to personal transportation devices which are usually electrically powered. In addition, small autonomous buses also have potential to serve the Animas District and provide a convenient alternative to the automobile. These emerging forms of transportation should be encouraged and accommodated within the district.

Bicycle facilities complement pedestrian facilities and can often be accomplished with the same or complimentary road treatments, although bike facilities are often paired with roadway improvements. Bicycle road treatments focus on traffic calming measures and separating bikes from vehicular traffic. Depending on resource and right-of-way limitations, bikes should be separated as much as possible from the flow of traffic to improve safety and comfort for cyclists.

Identified bike facilities can be as follows:

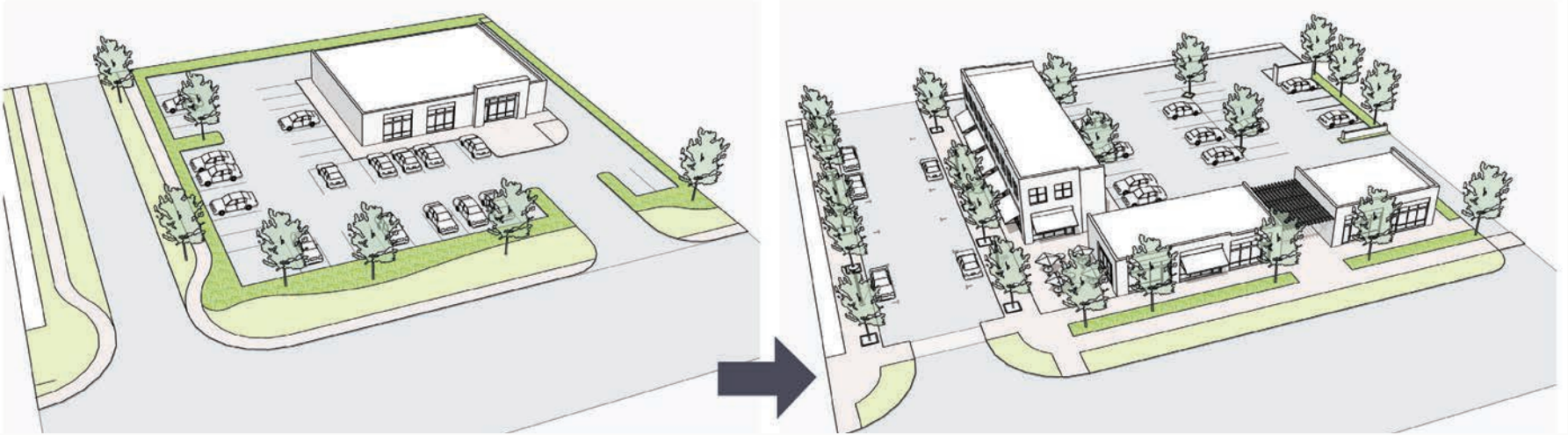
Pathways

- Cycle tracks
- Trails
- Paved shoulders
- Shared Use Paths
- Buffered Bike Lanes
- Signed Routes



Various examples of pedestrian infrastructure and micromobility options for the Animas District.

ZONING ALIGNMENT



// 40. FORM-BASED CODE DIAGRAM

Zoning Framework

Zoning is a critical local government tool that is intended to align private development and redevelopment standards with investments in public infrastructure and market opportunities. A coordinated and predictable set of zoning standards is critical to unleash the market opportunities for redevelopment and eliminate current barriers to redevelopment.

In order to both balance the need to retain many of the existing industrial uses and to implement the future vision for redevelopment within the Animas Area, a carefully crafted regulatory strategy will be necessary. One of the most critical aspects of successful plan implementation is establishing adjacency predictability for redevelopment. This ensures that property values will increase consistently as redevelopment occurs. Consequently, a regulatory mechanism consistent with this long-term community vision is essential for this plan to be implemented.

The models above illustrate the intent of a form-based code. On the left, a typical conventional (suburban) site layout with parking in front and the building set back from the street. On the right, the buildings are placed along the street and sidewalk with parking in the rear.

Given the long-term vision for redevelopment and the fact that no one property owner or project can establish such an overarching regulatory tool for the whole Animas area, it should be a high priority task for the city to implement. In addition, the relative cost of creating such a zoning tool would be a fraction of the potential for redevelopment that could be unleashed under a new regulatory regime. This potential new redevelopment could then create the fiscal capacity to undertake the more ambitious and big ticket infrastructure and street design projects in this plan.

It will be important for the future zoning within the Animas area to implement the following:

- **More flexible use zones**, especially within the core of the Animas Area where the city is focusing on a “housing first” strategy (limit higher intensity industrial uses with outdoor storage, noise, dust, and other outside impacts). This includes the creation of a new Mixed Use-Flex zoning district to allow for a range of light industrial, craft manufacturing, retail, office, and residential uses within the context of the Animas neighborhood.
- New form-based zoning to address the different neighborhood and redevelopment contexts in the Animas Area (especially with modifying the existing Mixed Use zoning district based on the recommendations in the Zoning Framework matrix).
- Focus on **making it easy for missing-middle housing types** to be developed, especially within the core of the Animas area.
- Develop more **flexible development standards** to apply to existing development to encourage redevelopment incrementally. This more flexible approach would allow non-conforming sites to be incrementally redeveloped as long as they don’t exacerbate any existing non conformity.
- **Simplify and reduce off-street parking standards** across the board (adopt blended ratios).
- Adopt **building design standards** that complement street design standards (public realm standards) to implement vision for walkable development.
- **Administrative approvals** for projects that meet the standards and allow minor modifications to numerical standards to address different redevelopment contexts (for example, allow setbacks and build-to lines to be varied administratively within 20% of required standards to address grade changes, easements, utilities, etc. on a case-by-case basis).

In this section, you will find a draft form-based code map, illustrative images and a summary table of proposed sub-districts and associated site metrics.

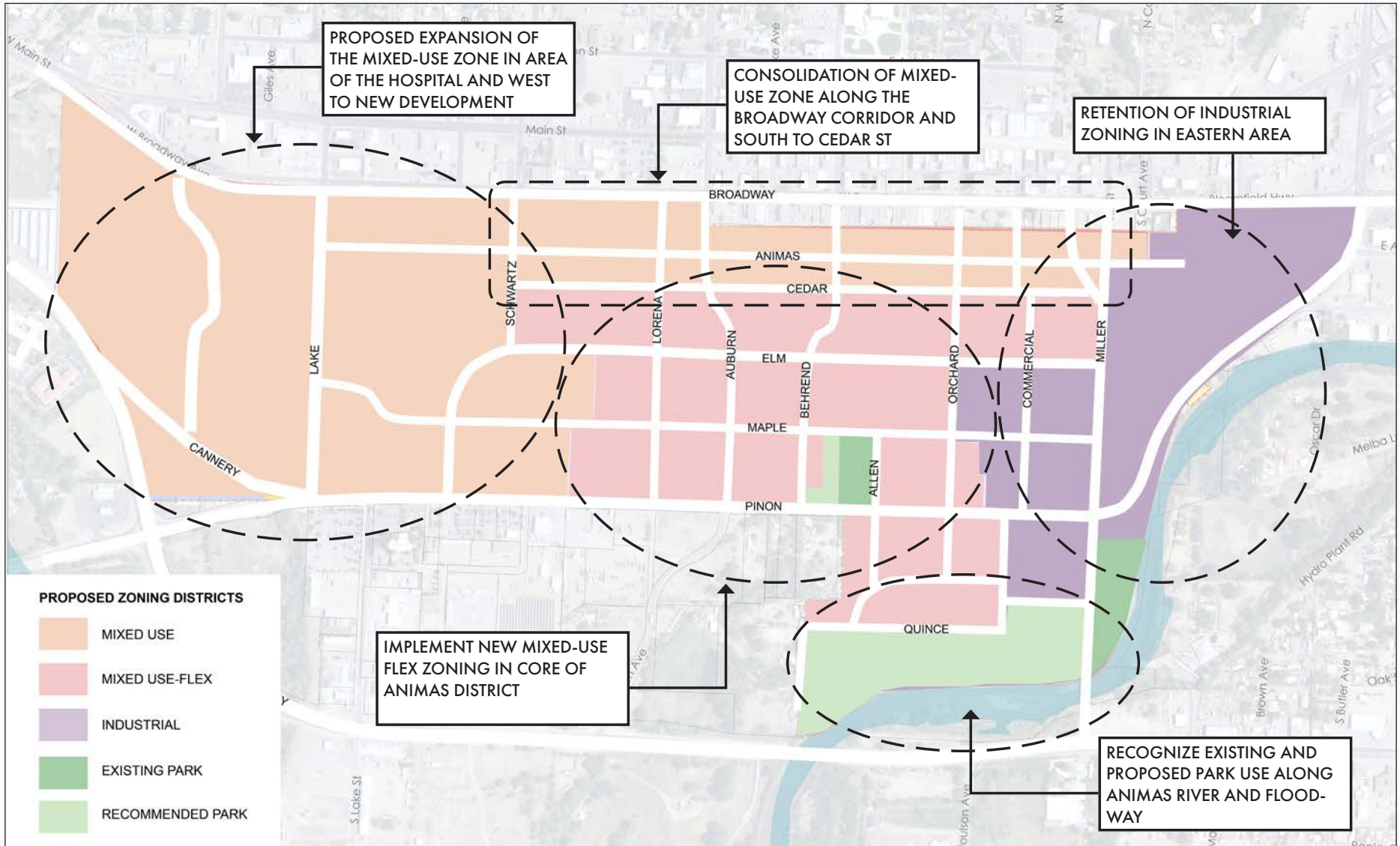
**Table 16-85-3: Site Development Standards for the UCD-N
University Corridor District – NODE**

Notes:
 1. Parking screening and other site improvements not shown for clarity
 2. Setbacks measured from property line or FDOT easement along University Drive

| Street Frontage building setbacks (min. and max. setbacks - See Note 1) | | |
|---|---|--------------------------|
| A | Type 'A' Street | 5' (min.) – 15' (max.) |
| B | Type 'B' Street | 5' (min.) – 25' (max.) |
| Side and rear yard building setbacks | | |
| C | Side / Rear (minimum) | 5' |
| C | Side / Rear (when adjacent to residential zone or use) (minimum) | 30' |
| C | Side setback for a Townhouse (each TH platted on an individual lot) (minimum) | 0' |
| Min. Frontage Build-out – refer to Regulating Map for street designations | | |
| F-A | Type 'A' Street (minimum) | 60% |
| F-B | Type 'B' Street (minimum) | 30% |
| Max. Building Height | | |
| H | Maximum building height (note: height transition standards apply – see Section 16-84 (g) (1).f.) | 8 stories and 100' max. |
| Parking Setbacks | | |
| P-A | Setback from building façade (minimum) | 3' |
| P-B | Setback from building façade (minimum) | 3' |
| P-C | Setback when adjacent to commercial/mixed-use district (minimum) | 2' |
| | Setback when adjacent to residential-only district (minimum) | 30' |
| Lot Standards | | |
| | Lot width (minimum) Townhouse | 25' |
| | Lot width (minimum) all other uses | None |
| | Lot depth (minimum) | None |
| | Lot area (minimum) | None |
| Density | | |
| | Residential density (maximum) | 80 Dwelling Units / acre |
| Notes: 1. Minimum and maximum setbacks are only required for the portion of the building required to meet the Lot Frontage Build-out standards in all districts. In no case shall a building be located within 20 feet of a street curb for a city-designated arterial, or within 16 feet for a city-designated collector or neighborhood street. | | |

// 41. EXAMPLE FORM-BASED CODE STANDARDS

Zoning Sub-Districts



// 42. RECOMMENDED ZONING FRAMEWORK - DISTRICT MAP

Accommodating Flexible Uses

A new zoning category is recommended that recognizes the unique character of the Animas District. It would permit a variety of uses including light industrial and residential uses that could coexist side by side. These images illustrate the eclectic mix of building types and uses which could be permitted within the new Mixed-Use Flex zone.



Recommended Zoning Framework - Summary

| | AMENDED MIXED-USE ZONE |
|---------------------------|---|
| Purpose and Intent | <ul style="list-style-type: none"> To accommodate a range of neighborhood compatible retail and office uses within the context of a neighborhood. Provides specific standards for the development of limited business, office, or service uses in existing residential structures, or in new structures within residential areas. Intended to implement the planning policies of the comprehensive plan's "Mixed Use" land use designation, in the Animas Neighborhood (South of Broadway) and the Civic Center Neighborhood (north and west of the Civic Center). |
| Uses | <ul style="list-style-type: none"> Keep existing use mix in the MU district (retail, restaurant, office uses, Residential -SF, MF, TH, etc.) Limit auto-related site elements |
| Density and Height | <ul style="list-style-type: none"> 3 stories max. 30 units/acre max. residential density |
| Building Placement | <ul style="list-style-type: none"> Front (primary) setback: Min. of 2' and max. of 15' Frontage Build-out: Min. % of the building width to occupy the lot frontage (50% or greater) |
| Parking Placement | <ul style="list-style-type: none"> Parking to be placed behind the building or along the side of a building. Limit primary street frontage |
| | <ul style="list-style-type: none"> Recommend a blended ratio for all commercial and industrial uses at 1 space per 300 sq.ft. of leasable area. Recommend one ratio for all residential uses at 1.5 space per 1-bedroom unit, 1.75 space per 2-bedroom unit, 2 space per 3-bedroom |
| | <ul style="list-style-type: none"> New driveways to be located away from primary streets to the extent possible Cross access easements required where future development could connect (subject to elevation/grades or other physical barriers) |
| Building Design Standards | <ul style="list-style-type: none"> Min. % of primary facades to have doors and windows (25%) Main building entrance required at the primary street sidewalk (or connecting to the primary street sidewalk) Allow a range of building materials (limit primary façade materials only) Additional standards for auto-related site elements (parking, drive-thrus, service bays, etc.)--screening or located behind the primary building |
| Public Realm Standards | <ul style="list-style-type: none"> Min. 6' wide sidewalk required along primary street (may be in public ROW or on private property with a public access easement) Streetscape elements (street trees, etc.) may be required based on street designation |

| NEW MIXED-USE FLEX ZONE | EXISTING INDUSTRIAL ZONE |
|---|--|
| <ul style="list-style-type: none"> To accommodate a range of commercial (retail, office, light industrial and craft manufacturing) and missing-middle residential uses Provides for incremental redevelopment standards that would allow for small scale retail, offices, craft manufacturing and light industrial uses within existing buildings or new buildings compatible with a walkable, residential scale and character. | <ul style="list-style-type: none"> Primarily intended to accommodate existing low intensity industrial uses (along Miller, Commercial, and Pinon Streets south of Elm). It may, however, also be used to accommodate new development proposals in areas that are adequately served by infrastructure. |
| <ul style="list-style-type: none"> Retail, restaurant, office uses Light industrial (no outdoor storage or uses that have noise, vibration, smoke or other external impacts) Craft manufacturing (limit size) Allow existing industrial uses to remain Allow missing-middle and multi-family residential | <ul style="list-style-type: none"> Keep existing IND district uses as is |
| <ul style="list-style-type: none"> 3 stories max. 24 units/acre max. Residential density (review as related to development of micro-units) | <ul style="list-style-type: none"> Same as IND |
| <ul style="list-style-type: none"> Front (primary) setback: Min. of 5' and max. of 20' Frontage Build-out: Min. % of the building width to occupy the lot frontage (50% or greater) | <ul style="list-style-type: none"> Same as IND |
| <ul style="list-style-type: none"> Any NEW parking lots to be placed behind buildings along primary streets. Along side streets (non-primary), they shall be screened Existing parking lots to remain, but any redevelopment may be allowed that doesn't make any existing non-conformity worse. | <ul style="list-style-type: none"> Same as IND |
| unit. | <ul style="list-style-type: none"> Same as IND |
| | <ul style="list-style-type: none"> Same as IND |
| <ul style="list-style-type: none"> Same as Mixed Use and shall apply to new construction or expansions only | <ul style="list-style-type: none"> Same as IND |
| <ul style="list-style-type: none"> Same as Mixed Use and shall apply to new construction or expansions only | <ul style="list-style-type: none"> Consider requiring adherence to new sidewalk standards for any new industrial development. |

INFILL HOUSING STRATEGY

New housing can play a critical role in the revitalization of the district. Infill housing offers the following benefits:

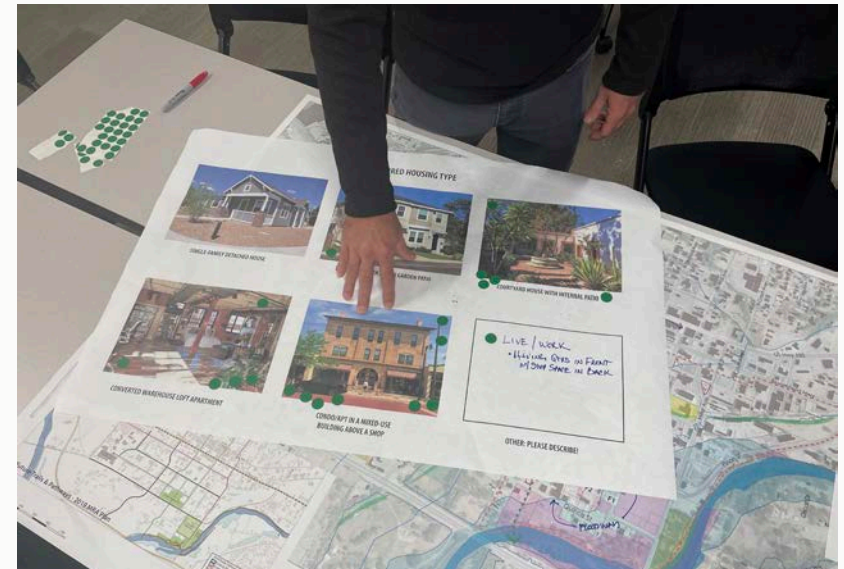
- Provides “eyes on the street” to help self-police the neighborhood
- Provides customers for local businesses
- Reinforces the sense of community and stewardship
- Places housing close to job centers such as the San Juan Regional Health Center.

Housing development may occur incrementally, and does not need to rely on large developers. This section illustrates numerous housing types that may be developed on small lots within the district.

In order to remove barriers to housing development, the city should act quickly to update the zoning ordinance and map in order to accommodate residential uses which are currently limited in the district (refer to section on Zoning Framework).

The Building Infill Types on the following pages are not intended to be used for aesthetic preference, but rather to illustrate the diversity of housing types that can be implemented to achieve desired housing goals and overall density as appropriate for the Animas District.

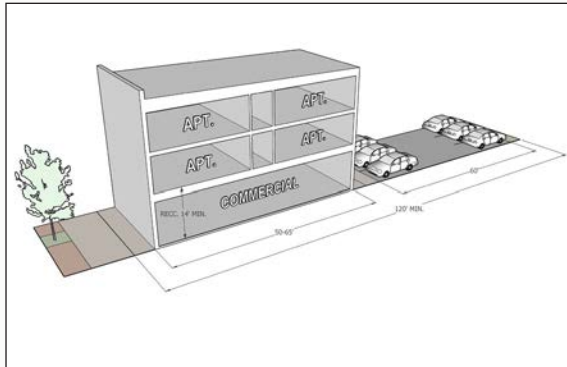
At right, an exercise that was conducted at the community workshop. Participants were asked to identify the type of housing they would most prefer to live in the district. The results showed that there was interest in a variety of housing types, all of which can be accommodated in the District.



// 43. HOUSING PREFERENCE EXERCISE

Building Typologies

BUILDING TYPE: VERTICAL MIXED-USE



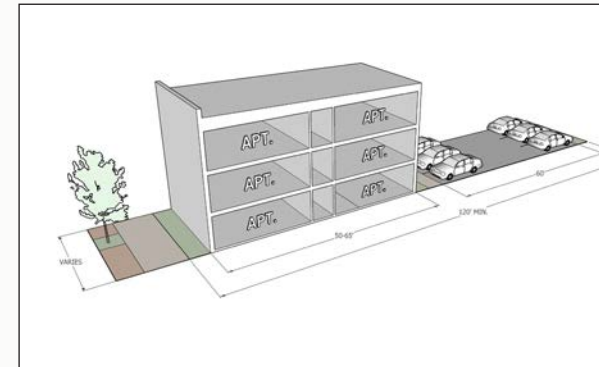
A multi-story building with ground floor retail/commercial uses and residential or office on the upper floors. Mixed-use buildings are the building blocks of the traditional Main Street. While considered the most desirable urban building, they are more complex in term of building code issues. Mixed-use buildings are typically serviced from the rear via an alley. Parking is located in the rear. On-street parking helps the ground floor retail.

BUILDING TYPE: HORIZONTAL MIXED-USE



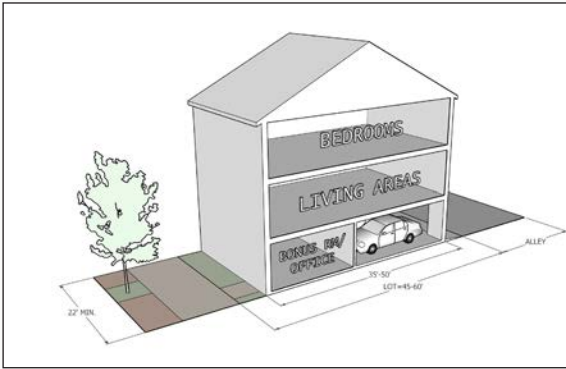
When a vertical mixed-use building is not viable or practical, a horizontal mixed-use development is a good alternative. A single property may accommodate multiple uses in a single or multiple buildings arranged on the site. Parking should be relegated to the side and rear of the building, with the maximum amount of building frontage located on the street.

BUILDING TYPE: MULTI-FAMILY APARTMENT/CONDO



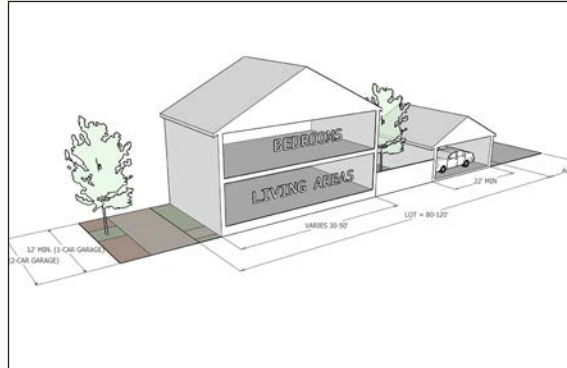
Multi-family buildings can consist of rented apartment or condominiums. In an urban context, they should be constructed close to the street with parking in the rear. Units facing the sidewalk should incorporate stoops, porches, and/or shallow patios to promote interaction with the street. Low, wrought iron type fences may be used to demarcate the private property from the public sidewalk.

BUILDING TYPE: TUCK-UNDER TOWNHOUSE



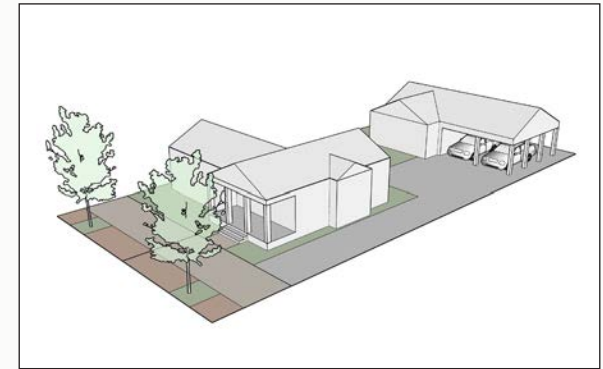
Tuck-under townhouses, so called because the garage tucks under the unit at the rear of the townhouse. The remaining space on the ground floor can serve as an extra bedroom, office, or even a small studio apartment. Typically, the living area is located on the second floor with bedrooms on the third floor. Tuck-unders are an efficient building type that has the advantage of fee-simple ownership. They can be built on lots as small as 1,000 SF, not including the alley/drive behind.

BUILDING TYPE: TOWNHOUSE



The traditional townhouse is a two-story building that shares a party wall with the adjacent townhouse. Because the side yard setback is eliminated, they are more efficient than detached houses. A garage is located at the rear of the property with a private patio/garden between the house and garage. The townhouse is usually sold as a fee-simple property, but a condominium structure is also sometimes used.

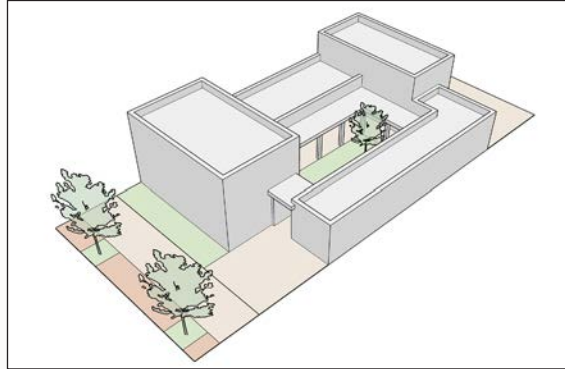
BUILDING TYPE: DETACHED HOUSE



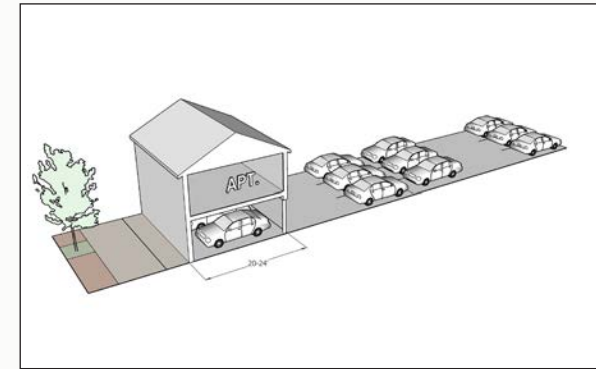
The detached house, is the most common housing type in the U.S. Here we avoid the term “single-family” because it may be possible to have multiple units within the form and footprint of the “house”. A detached house may have a detached garage at the rear with an accessory dwelling unit.

BUILDING TYPE: COTTAGE

The cottage court clusters single-unit cottages around a shared open space. This type of development can be rented or sold as condominiums. Parking is generally relegated to the rear or sides of the property.

BUILDING TYPE: COURTYARD HOUSE

The courtyard building type has been around since ancient times. It consists of a single building, or multiple buildings, configured around an interior courtyard. In milder climates, the courtyard may be used as part of the circulation through the house. The courtyard provides a quiet, secure, outdoor “room” within an urban area. The courtyard building is typically built with a zero side setback and may not be compatible with detached houses which have a sideyard setback.

BUILDING TYPE: LINER BUILDING

A liner building is a shallow building used to screen parking lots and activate the sidewalk with residential, office and retail uses. Often, the ground floor is used for covered parking which is accessed from the parking lot. While this leaves the ground level “less activated”, it still provides “eyes on the street” from the residential units above and provides the needed sense of enclosure that distinguishes an urban environment from a more suburban one.

PLACEMAKING & IDENTITY

The “Animas District”

One reoccurring theme in the history of the District is its ability to constantly transform in the face of emerging markets and technology. It is therefore conceivable that the District can once again embrace change and reinvent itself once more.

To that end, the MRA Commission has adopted the name “Animas District” to establish a positive identity for the area. A name is a powerful tool to help foster community pride and investment from the private sector.

This simple name builds on the unique history of this place, that different communities and cultures have called home over the years, often choosing this location due to the access to water and the life and potential cultivation of food that it offers. The term Animas means “to animate” or “soul” in Spanish. Spanish colonists called the river here the Rio de Las Animas, or the River of Souls. In Navajo, this river

is called Kinteeldee ‘Nlini, which roughly translates to “which flows from the wide ruin”.

By the early 1900s, a train was built which connected the north part of the Animas area to communities throughout Colorado and beyond, allowing for an expansion of agricultural activity, with apples as the prime crop for local growers.

As oil and gas expanded throughout the region in the 20th century, the Animas District became a hub for industry and supportive businesses. Today, the Animas District retains much of its industrial feel, while holding the overall qualities that make it a key riverfront destination within the City of Farmington. Future development in the area should strive to uplift the merging and balancing of these identities.



Wayfinding and Signage

Wayfinding and branding are complimentary tools that help establish a brand for an area using elements from the built environment. Signage that points to landmarks and community nodes can help individuals navigate the district effectively. Signage can use icons, symbols, and color schemes to make areas within the Aminos area easier to identify. Icons and color schemes can also be used in informational kiosks and printable maps that are available for the public. An efficient wayfinding system uses a variety of signs placed in key nodes where information is needed most. These locations can be near major gathering spaces (public parks, community facilities, popular retail centers, etc.), starting points (gateways, public parking lots, transit stations, etc.), and near major intersections (Pinon and Orchard, etc.).

INFORMATIONAL KIOSK



DIRECTIONAL SIGNAGE



SIDEWALK DECAL



AESTHETICS AND ICONOGRAPHY

District branding distinguishes the area from surrounding neighborhoods, creating a sense of place. Creating a unique brand should use iconography that is unique to the region like environmental elements, historic context, or culturally significant iconography. In the Animas area, there are multiple themes that could identify the Animas area. The City of Farmington should consider working with regional consultants like the Indigenous Design and Planning Institute at UNM to develop a contextual branding for the Animas Area.

- Animas River
- Animas River Wildlife
- Traditional foods
- Historic cultivation of the land
- Original homeland of Farmington
- Navajo Culture and History



GATEWAYS

Large gateway elements located on key corridors welcome visitors into the area and changes perception of space. Gateway features offer wayfinding, branding, and placemaking elements in the area.

Key intersections identified for a gateway feature includes:

- Pinon St. and Lake St.
- Pinon St. and Miller Ave.

Additional locations that could have artistic signage and wayfinding to help pedestrians understand key connections in the Animas District are at the following locations:

- Orchard Ave. and Main St.
- Auburn Ave. and Main St.
- Maple St. and Orchard Ave.







IMPLEMENTATION

CATALYTIC ACTIONS

CATALYTIC ACTIONS

TOOLS FOR CHANGE

The Animas District covers a fairly large geographic area just south of Main Street. The City has recently invested in improving Main Street with a reconstructed street including new sidewalks, curbs, gateway/placemaking features at the roundabouts at key intersections. The city is seeing this investment payoff with new retail and restaurants emerging along Main Street. Future development will continue to take advantage of this investment along Main Street. In this context, it will be critical to create the right catalytic tools to align public and private investment in the Animas Area and Healthcare Hub.

Development in this district should not be seen as cannibalizing development along Main Street, but rather should be seen as complementary. In the short-term, the city will have limited capacity for funding improvements to the public realm including the Animas Riverfront area, streets, etc. However, there are some key catalytic actions that can be undertaken in the short term to set the district up for a longer-term implementation horizon.



ALIGN ZONING



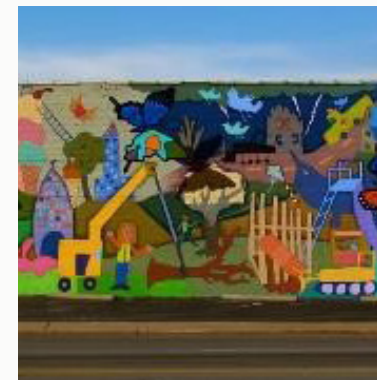
INFILL HOUSING



ACTIVATE RIVERFRONT



ACTIVE TRANSPORTATION



ENHANCE AESTHETICS



CREATE IDENTITY

// 44. SUMMARY TABLE OF CATALYTIC TOOLS AND ACTIONS

One important advantage the Animas District has over Main Street is the availability of vacant, underutilized land (some publicly owned) that can provide much needed housing as a catalyst for both the Animas District and the larger MRA district.

The recommended catalytic tools are organized by functional categories that can be linked and phased for incremental implementation. Table 44 provides an overview of the different catalytic tools and specific actions under them. The following section outlines these catalytic tools while providing a step by step set of actions for each of these catalytic tools identified.

| Catalytic Idea | Short Description | Time Frame | Cost and Funding | Lead Entity |
|-----------------------|---|---------------|--|---|
| ZONING | Support Zoning with the vision for walkable, mixed use redevelopment | 1 - 3 years | \$ (Under \$250,000) <ul style="list-style-type: none"> • City General Fund • MRA Funds • PRO-Housing Grant (HUD Grant) | Planning Department |
| INFILL HOUSING | Focus on housing as the main strategy to jump start redevelopment in the Animas District | 3 - 10 years | \$\$ (Between \$250K - \$2.5M) <ul style="list-style-type: none"> • Econ. Dev. Agreements • CDBG funding for infrastructure • Publicly owned property | Economic Development Planning |
| RIVERFRONT ACTIVATION | Creating a destination regional park on the banks of the Animas River | Over 10 years | \$\$\$ (over \$ 2.5M) <ul style="list-style-type: none"> • State and Federal Grants • TRT Funding | Parks, Rec., and Cultural Affairs Economic Development |
| ACTIVE TRANSPORTATION | Focus on creating streets that are safe for all modes --cars, pedestrians, and bicyclists. | 3 - 10 years | \$\$ - \$\$\$ (Between \$250K - \$5M) <ul style="list-style-type: none"> • State and Federal Transp. Enhancement Funds • General Funds • MRA Incentives | Community Works Streets Planning |
| ENHANCE AESTHETICS | Prioritize clean up of vacant and blighted properties | 1 - 3 years | \$ (Under \$250,000) <ul style="list-style-type: none"> • City General Fund • MRA Funds | Community Works Code Compliance |
| CREATE IDENTITY | Use a combination of streetscape improvements, public art, and civic space amenities to create a sense of place and identity to the Animas District | 3 - 10 years | \$\$ (Between \$250K - \$2.5M) <ul style="list-style-type: none"> • State and Federal Grants • State and Federal Transportation Funding • TRT Funding • General Fund | Community Works Parks, Rec., and Cultural Affairs |

SUPPORT ZONING WITH THE VISION

In order to both balance the need to retain many of the existing industrial uses and to implement the future vision for redevelopment within the Animas Area, a carefully crafted regulatory strategy will be necessary.

Taking action to “fix” the zoning is the most critical first step, and one of the most achievable, since it does not require a large investment.

Given the long-term vision for

redevelopment and the fact that no one property owner or project can establish such an overarching regulatory tool for the whole Animas area, it should be a high priority task for the city to implement. In addition, the relative cost of creating such a zoning tool would be a fraction of the potential for redevelopment that could be unleashed under a new regulatory regime. This potential new redevelopment could then create the fiscal capacity to undertake the more ambitious and big ticket

infrastructure and street design projects in this plan.

Farmington’s MRA is already seeing results from its redevelopment efforts, specifically along Main Street. The recently completed street improvements coupled with the city’s successful economic development and revitalization efforts have led to new development and redevelopment along Main Street with several new restaurants and retail. As the city continues to invest in redevelopment

in the entire MRA area, including the Animas District, the city will need to implement a comprehensive and predictable regulatory system as a priority to ensure private development that will maximize leveraging of this public investment.

| CATALYTIC PROJECT | SHORT DESCRIPTION | ACTION ITEMS | TIMING | POTENTIAL RESOURCES |
|-------------------|--|--|-----------|--|
| ZONING | Support zoning with the vision for long-term redevelopment | <ul style="list-style-type: none"> Review the existing zoning and the proposed zoning framework and character zones recommended Work with existing property owners to establish reasonable standards for nonconformities which are likely to remain Phase in standards in the new zoning based on level of investment | 1-3 years | General Fund PRO Housing Federal Grant |

INFILL HOUSING

The housing situation in Farmington, especially in the Animas District is challenging. Despite the slowing down in population growth, the need for housing, especially affordable housing continues to grow in Farmington. Various factors are responsible for this lack of affordable housing in Farmington including lack of appropriate zoning, large lot requirements for residential zones, high costs of construction and high land values.

Despite some efforts by local developers and entrepreneurs, new residential development in the areas south of Main Street is extremely limited. The challenge of existing industrial zoning and uses, social service functions, flood plain, and lack of appropriately zoned property are all contributing to the limited supply of new residential in the Animas area.

Given the need for new residential in Farmington in general and the availability of under utilized land in the Animas area, a cornerstone

of this plan is the recommendation to catalyze new housing as one of the most important things the City and MRA should do in the next 5-10 years. In this context, it will be important that the housing strategy include a variety of sizes, styles, locations, and price points so that there are a range of options available for everyone interested in living in the Animas area.

The Master Plan section of this document describes specific locations for housing in the Animas area. In order to address the challenges of the current housing market and reduce the cost of delivering new residential, the consultant team recommends the

following:

- Establish zoning that allows a range of residential uses (from single-family, duplex, townhomes, small apartments to larger apartments) by right in the Animas district.
- Ensure that incentives are provided for projects that have a mix of housing types and sizes. Avoid multiple projects that compete with each other for the same market at the same time.
- Seek out projects that can be implemented in small increments (a few units at a time)
- Seek out ways that the City can help establish a residential base; this is especially critical in terms of property that the city or county owns, controls, or can help assemble.

This will be needed to reduce the cost of development and deliver more affordable housing.

- Make sure that public improvements, particularly infrastructure improvements, are designed with a residential population in mind. Time such improvements in conjunction with potential residential projects.
- Evaluate all existing policies and regulations that may be barriers to housing development. These could include utility tap fees; building codes and interpretations, especially related to historic rehabilitation; building permit fees; curb cuts, impact fees, detention and drainage requirements, zoning regulations, etc.

| CATALYTIC PROJECT | SHORT DESCRIPTION | ACTION ITEMS | TIMING | POTENTIAL RESOURCES |
|-------------------|---|--|------------|--|
| HOUSING | Encourage housing at all levels and pricepoints and incentivize affordable housing in the Animas District | <ul style="list-style-type: none"> • Change zoning to allow a range of residential • Incentives for projects with a variety of housing types and price points • Utilize publicly owned land to bring down cost of new housing • Evaluate and plan for needed infrastructure to support housing | 3-10 years | NMMFA LIHTC PRO Housing General Fund TIF MRA incentives City land |

RIVER ACTIVATION

The Riverine Vision area can be realized over time by taking easily accomplished small steps to begin with and steadily working towards the larger projects that will transform this zone of the Animas District over time. The framework is in fact already in place given the river and its existing cottonwood forest are close by, and those natural amenities can be tapped to build upon with very little regulatory hurdles to negotiate.

The first step to realize this vision would be to **acquire and consolidate properties** that will provide a contiguous riverfront park area for the city. The primary parcels should be those along W Quince St and S Orchard Ave. The properties on Quince will provide a solid entry point to the riverine area proper, and the Orchard Ave connection will deliver an important pedestrian connection to Downtown and Mainstreet. The block between W Corcoran Dr, Quince St, Orchard Ave and S Commercial Ave is also key to provide all important parking for the

Festival Grounds, most of this block is already in the hands of the city.

Because the super block between Pinon and Corcoran along Miller is already owned by the city, it might be possible to jump start the use of the parcel use as a festival grounds by moving some RiverFest events to this site to help it act as a pioneer property until the time when the **Festival Grounds** can be built and the Green, Stage and Plaza becomes the center of RiverFest activities. We have also included the idea of attracting a Brewery and Cidery Lab to the parcel along with the other businesses that are leasing space from the city. With the river so close by, and the promise of the future festival grounds, these hospitality based businesses may be easier to attract to the site to start to generate income for the city.

Simultaneously, the signature **Cottonwood Arcade** could easily and inexpensively be adapted for picnicking and day use by the addition of tables, benches, and



// 45. VIEW FROM AMONG THE WATERS TRAIL

trash receptacles in the open areas under the beautiful forest that exists at that location now and provide a higher use for the area that would help to build the district's riverine culture. It is also suggested that the city set up a caretaker's unit to help control the potential for illicit nighttime activities in the area. This is an inexpensive way to provide police protection for the site and keep it clean for daytime activities like picnicking. Ancillary to the Cottonwood Arcade, at a future date the city could build the Great

Lawn and the Rentable Pavilions to begin generating money with these amenities by renting the pavilions and the lawn out to one of the many local businesses in Farmington for company events and picnics.

The other Catalytic Projects in the Riverine area will require more study and funding but as momentum builds in the area, the money will come. There are two larger projects and then some smaller ones.

- **Riverbank Environmental Center** – the Riverbank Environmental Center will likely get much more support and momentum from both elected officials and townspeople once the concept is more solid in terms of specific studies and plans. This kind of institutional project will be more like a learning center or museum than a traditional parks project, which make it of interest to the New Mexico Department of Cultural Affairs or from a state agency like the Energy, Minerals and Natural Resource Department. Also, what makes this idea strong, is that a museum that advocates for environmental remediation in new Mexico oil field locales could be strong enough to strike a chord with some state officials. The Riverbank Center will be a longer term goal than a short to medium term project like the others mentioned above. Other funding sources could be less from state or local sources and more federal

or agency sources. Although there could be interest in this project from “local” family non-profits like the McCune Foundation or even the JF Maddox Foundation, which is based in Hobbs but does fund projects throughout the state. On the federal level this project may be of interest to the Environmental Protection Agency (EPA).

- **Phytoremediation Pond and Gardens** – the Phytoremediation Pond and Gardens is a longer term project, however unlike the Riverbank Center, this project will be less expensive to fund and build, not being a building. With ground testing, there may even be state money available to help fund the project because it could also act as a real time research site for UNM, NMT, NMSU, not to mention San Juan College. It will also be of interest to federal agencies like the US Army Corps of Engineers, FEMA, and the EPA and these

sources could bit only fund but actually participate in projects and research on the site or others nearby in the Animas District.

- **Smaller Projects and Sites** – smaller sites and projects in this area of the Animas District include street and infrastructure improvements, upgrades to buildings that the city already owns and other small related projects. The city already owns a small metal building with big bays near the intersection of Allen and S Quince, that building was identified as part of the maintenance facilities for the Riverine Area of the Animas District.

| CATALYTIC PROJECT | SHORT DESCRIPTION | ACTION ITEMS | TIMING | POTENTIAL RESOURCES |
|---|---|--|------------|---|
| Cottonwood Arcade, Great Lawn, Pavillions | A day use area to create interest and synergy at the river and the Animas District. Includes a grassy green, rentable pavillions, and picnic areas in the trees | <ul style="list-style-type: none"> • Create a design plan for this day use area. • Build improvements. • Work with the USACE to gain approval for the pavillions and great lawn. | 1-3 years | General Fund Trails+ State of NM Economic Development Department Land and Water Conservation Fund (LWCF) |
| Festival Grounds | A super park that includes plazas, a stage on a large grassy lawn, mixed use project and incubator sites, and a shared street connection to the Cottonwood Arcade. | <ul style="list-style-type: none"> • Work with Riverfest to develop management scenarios. • Use the site to accommodate some Riverfest activities prior to design. • Design a park that can accommodate mixed use and festival activities. • Market site | 3-10 years | General Fund River Reach Foundation McCune Charitable Trust CTED |
| Riverbank Environmental Center & Overlook Plaza | The Environmental Center will promote learning and research into the mitigation of riverine pollution and degradation through mining and other extraction industries. | <ul style="list-style-type: none"> • Outreach to research agencies studying riverine pollution. • Outreach to San Juan College and other higher education institutions to establish connections. • Site planning and architectural programming for the Environmental Center. • Study potential for legislative financing from the state of NM given that the extraction industry is one of the largest in the state. | 10+ years | |

ACTIVE TRANSPORTATION

It will take time to transform the Animas District into a pedestrian friendly environment. As previously shown, many streets lack sidewalks and those that have sidewalks are typically unshaded and unprotected from moving traffic. However, there are two approaches which can be used in combination to implement a more walkable environment over time.

The plan identifies several streets which should be prioritized for pedestrian mobility. For these streets, the city may consider **capital improvement projects** to improve pedestrian facilities between major destinations. The benefits of this approach have been seen in the recent streetscape improvements for Main Street.

Where public investment is not feasible or prioritized for certain streets, an **incremental approach** may be taken. The city can require that sidewalks and streetscape be improved as part of a private redevelopment. Streetscape standards should be adopted to provide clear design guidance to developers and designers and ensure consistency throughout the district.

| CATALYTIC PROJECT | SHORT DESCRIPTION | ACTION ITEMS | TIMING | POTENTIAL RESOURCES |
|------------------------|--|--|------------|---|
| PRIORITIZE PEDESTRIANS | Any street and streetscape improvements should focus on contiguous and safe sidewalks. | <ul style="list-style-type: none"> • Prioritize Sidewalk Safety for the Animas District • Prioritize specific corridors for implementation through the city’s Capital Improvements Plan process • Partner with private developers to implement streetscape improvements in conjunction with new development or redevelopment planned in the District • Explore the feasibility of creating a Tax Increment Financing District to fund a portion of the needed streetscape infrastructure in the district • Adopt streetscape standards for various streets in the Animas District based on the recommendations in this plan | 3-10 years | General Fund Utility Fund CTED Transportation Alternatives Program |

ENHANCE AESTHETICS

The Animas District is a fairly large one with buildings and sites that are obsolete due to age, disuse, and lack of upkeep. The area is plagued by vacant buildings, outdoor storage, trash and junk visible from the street, and general look of disrepair. This “blight” will negatively impact the area’s ability to attract new development and redevelopment.

There are a few things the city can start implementing to tackle this daunting issue of blight. Some of this sense of blight is caused by a concentration of social service uses in and around Elm and Orchard Streets. The city is in the process of moving some of these social service uses west of the Animas area which may help the long-term clean up of the eastern section of the Animas area.

The city has several tools in its toolbox to address this in a multi-pronged manner. First is its property management code and code enforcement powers. Another is to utilize the community and

| CATALYIC PROJECT | SHORT DESCRIPTION | ACTION ITEMS | TIMING | POTENTIAL RESOURCES |
|--------------------|--|---|------------|---|
| ENHANCE AESTHETICS | To address vacant and substandard buildings, outdoor storage, trash, and other code enforcement issues | <ul style="list-style-type: none"> Explore a code enforcement plan based on an in-depth assessment of city ordinances and codes related to property and building maintenance with city staff resources and tools in mind Explore the feasibility of creating a Vacant Building permit application process based on other city programs Explore the feasibility of creating and funding an annual Property Improvement Grant program to help property owners with aesthetic improvements to their properties and sites Explore the creating of a Street Art and Mural Program to create a unique district identity | 3-10 years | General Fund MRA funding CTED NM Clean and Beautiful Farmington Chamber of Commerce |

local nonprofit groups to create a comprehensive blight removal program.

Another tool that some cities are experimenting with is a program requiring registration of vacant buildings similar to an occupancy permit. Farmington can look at other cities that have instituted this program such as: Darlington, SC, Philadelphia, PA (for vacant residential properties), and Minneapolis, MN. Sacramento, CA requires a vacant building monitoring fee to maintain the building in good

condition while it is unoccupied. This maybe more palatable than a vacant building tax.

In terms of dealing with unsightly outdoor storage and junk, the city can work with individual property owners and businesses to come up with a plan to screen the most unsightly blocks through screening walls, landscaping or a combination. The city could create an annual property improvement

grant program that businesses can compete for in order to help with aesthetic improvements to the most needy sites.

In conjunction with the above, the city can create a street art and mural program to make blank walls more interesting and create a sense of place and identity.

CREATE AN IDENTITY

The Animas Area and the Healthcare Hub currently lack any cohesion or identity given the lack of character of both the public realm (streets) and private realm (buildings and sites).

Creating a unique identity for the Animas District will require implementing the redevelopment ideas as established in this plan.

There are a few distinct areas within the Animas District that have an existing identity mainly due to the nature and vibrancy of existing land uses (see Animas District Character areas map in the Existing Conditions section). In branding the ‘Animas District,’ certain additional elements will be needed to create a more wholistic identity.

It includes addressing the traditional public realm/streetscape elements such as sidewalks, street furnishings, street lights, street trees and landscaping. It also includes changes to street pavements, intersection improvements, plazas, etc. The city should consider

| CATALYTIC PROJECT | SHORT DESCRIPTION | ACTION ITEMS | TIMING | POTENTIAL RESOURCES |
|--------------------|--|---|-----------|--|
| CREATE AN IDENTITY | Need to identify public and private realm improvements that can create a sense of place and identity to the different neighborhoods in the Animas District | <ul style="list-style-type: none"> Create a streetscape template for streets in the Animas District and review street standards to implement the vision In conjunction with the zoning recommendations, adopt architectural and urban design standards with a focus on walkable elements (storefronts, doors, windows, no surface parking between the building and street, etc.) along public streets Create a coordinated public art and wayfinding plan as the Animas District evolves over time. Wayfinding should focus on directing visitors to major destinations and public parking. Public art should include a range of visual and performance arts that reflects the District’s history and significance in Farmington | 10+ years | General Fund CTED Our Town Grants Community Placemaking Grants NM MainStreet |

adopting streetscape standards for improved streets in the district.

In addition, the design of the private realm also has a significant impact on a place’s identity. The city should consider adopting building and urban design guidelines to implement the vision for the different character areas within the overall Animas District.

Public art and wayfinding are also important elements that can add to the sense of place and a district’s identity. Different areas within

the Animas District have different assets and opportunities and these should be reflected in the plan for public art and wayfinding. In addition, the overall Animas District should have its overarching identity that is distinct and unique from Downtown. To an extent, the existing uses and streets create that eclectic mix that will need to be built upon.





APPENDIX

GLOSSARY
RESOURCES
CASE STUDIES
ENGAGEMENT SUMMARY

GLOSSARY

Activation

Activation are different tools to encourage uses that see more foot-traffic in and out of buildings along the edges of the street. Typically, restaurants with outdoor cafes and retail see more activity along the building front.

Affordable Housing

Affordable housing is generally defined as housing on which the occupant is paying no more than 30 percent of gross income for housing costs, including utilities.

Source: www.hud.gov

Attainable Housing

Housing that is market-rate (i.e. not publicly-subsidized) and that is priced so that the average household is not spending more than 30 percent of their gross income on housing costs.

Blight

Blight refers to buildings and sites in significant disrepair including peeling paint, broken windows, high grass and weeds, trash, etc. Blight has a negative impact on adjoining property and the neighborhood in general by discouraging reinvestment and redevelopment.

Catalytic Action/Project

Catalytic Action/Project are actions or projects that are small enough in scale and feasible in the short run and generate interest in future projects in close proximity. The key to success of a catalyst project is its ability to create a market dynamic that jump starts other projects in close proximity. For example, a modest investment in a public plaza or park may trigger redevelopment of properties surrounding the plaza, resulting in a much higher return on the original investment on the plaza or park.

Character Areas or Zones

Character Area or Zone means an area within the overall Animas District that has a distinct urban form different from other areas within the Animas District due to the mix of uses, scale and age of buildings, and investment in street infrastructure.

Complete Street

A transportation policy and design approach that requires streets to be planned, designed, operated and maintained to enable safe, convenient and comfortable travel and access for users of all ages and abilities regardless of their mode of transportation.

Source: Smart Growth America

Design Charrette

An intensive, hands-on workshop that brings people from different disciplines and backgrounds together with members of the community to explore design options for a particular area.

Source: Involve.org

Form-Based Code

A means of regulating land development to achieve a specific urban form. Form-Based Codes foster predictable built results and a high-quality public realm by using physical form as the organizing principle, with a lesser focus on land use, through municipal regulations.

Source: Form-Based Codes Institute

Greenway

A greenway is a corridor of open space, varying greatly in scale, and incorporating or linking diverse natural, cultural, and scenic resources. Some greenways are recreational corridors or scenic byways accommodating pedestrian and non-motorized vehicle traffic on both land and water; while

others function almost exclusively for environmental protection and are not designed for human passage.

Source: Pennsylvania Greenways - An Action Plan for Creating Connections

Green Infrastructure

A cost-effective, resilient approach to managing wet weather impacts that provides many community benefits. Green infrastructure uses vegetation, soils, and other elements and practices to restore some of the natural processes required to manage water and create healthier urban environments.

Source: EPA

Illustrative Plan

Illustrative plan is a conceptual drawing that is typically drawn at the lot and block scale to show location of buildings, civic/open spaces, parking, street connectivity, etc. Such plans are often drawn to illustrate how the urban design principles of walkable development and mixed use could apply within a specific focus area. It is only “illustrative”, in that it provides one example of how redevelopment could occur and is not intended as regulatory.

Incremental Development

Incremental Development seeks to promote small changes to neighborhoods and commercial areas by allowing an increase in size and intensity but in a more additive manner so that change is less abrupt and that the overall design and function of a neighborhood is not disrupted. Most importantly, the concept of Incremental Development is for this change to happen by community members who seek to make improvements, and incremental change, to their property. This may mean growing a small cottage business into a more robust storefront or a homeowner creating a second rental unit on their residential property. The key is that the change is “incremental”.

Low Impact Development

An innovative stormwater management approach with a basic principle that is modeled after nature: manage rainfall at the source using uniformly distributed decentralized micro-scale controls. LID’s goal is to mimic a site’s predevelopment hydrology by using design techniques that infiltrate, filter, store, evaporate, and detain runoff close to its source.

Source: Low Impact Development Center, Inc.

Micromobility

Any small, human or electric-powered transportation solution such as bikes, e-bikes, scooters, e-scooters or any other small, lightweight vehicle that is being used as a shared resource between multiple users.

Source: Institute for Transportation & Development

Missing Middle Housing

A range of multi-unit or clustered housing types compatible in scale with single-family homes that help meet the growing demand for walkable urban living. These types provide diverse housing options along a spectrum of affordability, including duplexes, fourplexes, and bungalow courts, to support walkable communities, locally-serving retail, and public transportation options.

Source: Congress for New Urbanism

Phytoremediation

Phytoremediation uses plants to clean up contaminated environments. Plants can help clean up many types of contaminants including metals, pesticides, explosives, and oil. However, they work best where contaminant levels are low because high concentrations may limit plant growth and take too long to clean up. Plants also help prevent wind, rain, and groundwater flow from carrying contaminants away from the site to surrounding areas or deeper underground.

Source: Environmental Protection Agency

Placemaking

This refers to a collaborative process by which we can shape our public realm in order to maximize shared value. More than just promoting better urban design, placemaking facilitates creative patterns of use, paying particular attention to the physical, cultural, and social identities that define a place and support its ongoing evolution.

Source: Project for Public Spaces

Private Realm

Private realm is often the term used collectively for all privately-owned property within cities and towns.

Public Realm

Public realm is defined as any publicly owned streets, pathways, right of ways, parks, publicly accessible open spaces and any public and civic building and facilities.

Shared Street

An integrated space used to better balance the needs of pedestrians, bicyclists, and low-speed motor vehicles.

Walkable Development

Walkable development is typically all development that encourages more people to walk and use non-motorized transportation. Typically, this means that development is more compact, buildings built closer to the streets, more mix of uses in close proximity, and cars are delegated to the rear of properties.

Wayfinding

Wayfinding is the process by which people use visual cues to help orient themselves and provide confidence in navigating the geography of a city.

Wayfinding can increase people's comfort in choosing to walk when they understand a destination proximity.

RESOURCES

THEMES: Zoning, Identity, Housing, Riverfront, Pedestrian, Revitalization, Identity

Pathways to Removing Obstacles to Housing (PRO HOUSING)

- Description: Funding to support removing barriers to housing like outdated zoning and land use policy, inefficient procedures, gaps in development, amenities, and more
- Eligibility: State, County, City or Township government, Metropolitan Planning Organization, Multijurisdictional entities
- Source: HUD
- Funding amount: \$1,000,000-\$10,000,000 per award
- Zoning, Housing

Community Development Block Grants (CDBG)

- Description: Support development of community facilities including infrastructure improvements, economic development projects, public facilities, community centers, housing rehabilitation, public services and more.
- Eligibility: Local governments
- Source: State of New Mexico
- Funding amount: \$50,000 planning grants and \$750,000 infrastructure grants
- Zoning, Housing

Transportation Alternatives Program (TAP)

- Description: Federal reimbursable program that funds pedestrian and bicycle infrastructure improvements.
- Eligibility: State, County, and local governments
- Source: FHWA and NMDOT
- Funding amount: \$1,091,424 for populations 5,000 to 200,000, \$28857,525 overall
- Pedestrian

Recreational Trails Program (RTP)

- Description: Federal reimbursable program that multi-modal recreational trails.
- Eligibility: State, County, and local governments
- Source: FHWA and NMDOT
- Funding amount: \$424,659 non-motorized trails, \$566,213 diverse trails
- Pedestrian

Trails+ Program

- Description: Support development of community facilities including infrastructure improvements, economic development projects, public facilities, community centers, housing rehabilitation, public services and more.
- Eligibility: Local governments
- Source: State of New Mexico
- Funding amount: \$50,000 planning grants and \$750,000 infrastructure grants
- Zoning, Housing

PeopleForBikes Grant

- Description: Physical improvements and programming to encourage biking in a community. Eligible projects include permanent infrastructure including trails, shared-use paths, bike parks, pump tracks, bicycle playgrounds, neighborhood greenways/bike boulevards, and protected bike lanes. Other projects include land acquisition and events/programs to encourage bicycling.
- Eligibility: Local and state government agencies
- Source: People for Bikes
- Funding amount: \$5,000-\$10,000 per project
- Pedestrian

Community Placemaking Grants

- Description: Physical improvements for a public space within a city
- Eligibility: U.S. Based Non-profits and government agencies
- Source: Project for Public Spaces
- Funding amount: \$80,000 per project
- Revitalization, Identity

OUR TOWN Grant

- Description: A placemaking grant to integrate arts, culture, and design into local efforts that strengthen communities over the long-term.
- Eligibility: Required Partnership component, local government
- Source: National Endowment of the Arts
- Funding amount: \$25,000-\$150,000 per project
- Pedestrian, riverfront, revitalization, Identity

Flood Mitigation Assistance Grant Program

- Description: Reduce or eliminate risk of flood damage to buildings insured by the National Flood Insurance program
- Eligibility: state, local, tribal governments, and U.S. territories
- Source: FEMA
- Funding amount: based on the estimated total federal assistance
- Riverfront

New Mexico River Stewardship Program

- Description: Enhance the health of rivers by addressing issues with water quality and stream habitat.
- Eligibility: towns, cities, counties, soil and water conservation districts, irrigation districts, state agencies, non-profit and for-profit organizations, Indian Nations, Pueblos and Tribes.
- Source: NMED
- Funding amount: \$500,000 to \$2,300,000
- Riverfront

Land and Water Conservation Fund

- Description: Safeguard natural areas, water resources, cultural heritable and provide recreational opportunities.
- Eligibility: State and local governments

- Source: NMED
- Funding amount: \$900 million annually
- Riverfront

City of Farmington Community Transformation and Economic Diversification Fund

- Description: Funding pool dedicated to City of Farmington projects that are transformative; examples include Bisti Bay, Lake Farmington improvements, the Main Street transformation
- Eligibility: City of Farmington public projects
- Source: City of Farmington
- Funding amount: Varies
- Revitalization

Local Economic Development Act (LEDA)

- Description: Allows cities to invest public money into private business ventures that benefit the community in specific ways, such as job creation.
- Eligibility: Local governments & development partners
- Source: NMED
- Funding amount: Varies
- Revitalization

EPA Brownfield Grant

- Description: Program provides direct funding for brownfields assessment, cleanup, revolving loans, environmental job training, technical assistance, training, and research.
- Source: EPA
- Funding amount: Varies, up to \$500 k, \$2 M or \$5 M depending on grant
- Riverfront

NMMFA Low Income Housing Tax Credits

- Description: Allows cities to invest public money into private business ventures that benefit the community in specific ways, such as job creation.
- Eligibility: Local governments & development partners
- Source: NMED
- Funding amount: Varies
- Revitalization

CASE STUDIES

Sawmill Community Land Trust

Albuquerque, NM

34 acres of redeveloped industrial land for affordable housing and economic development

OWNERSHIP/MANAGEMENT STRUCTURE

The Sawmill Community Land Trust holds the land in trust with trustees living in the area. Adjacent properties are privately owned but have contributed to the redevelopment.

PROGRAM

The Sawmill Community Land Trust was originally created to establish single-family homes at an affordable price with long-term land leases (99-year land lease) and included income qualified housing units and market rate units. 46 of these units are senior housing that targets 55+ who earn 50% of the area median income or below. 60 units are live-work rental units for artisans and these units target individuals with 60% or below AMI. There are 166 multi-family rental homes in mixed-use buildings with market rate and affordable units. In addition to housing, SCLT houses mixed commercial and institutional uses.

PHASES

The land trust started with residential building and evolved to include ground floor commercial uses and artist workshops in mixed-use buildings. The most recent projects in the area are privately developed commercial buildings on adjacent properties like the food hall, The Sawmill Market.



TIMELINE AND CURRENT STATUS

- 1993 – City commits to redevelopment of an old industrial site
- 1996/1997 – Initial Studies Conducted & Sawmill Community Land Trust (SCLT) formed.
- 2001 – 93 single family homes with 99-year land leases, built in three phases
- 2005 – City completes MRA plan for the neighborhood
- 2006 – 60-unit loft apartments
- 2011 – 42-unit senior housing
- 2012 – 62-unit apartments and 16 ground floor commercial spaces
- 2014 – 47 apartments with ground floor retail/restaurant space
- 2016 – 57-unit apartment building
- 2017 – Spur Line Supply Co, private investment in retail space on adjacent property
- 2020 – Sawmill Market—private renovated warehouse, retail food court on adjacent property

FINANCING

The land trust began as a 27-acre brownfield site that was donated to the land trust by the City. A \$250,000 brownfield cleanup grant started the first phase of the development. The land trust reduced housing costs by holding the land in trust and contributed to permanent affordable housing

in Albuquerque. The City of Albuquerque also contributes direct subsidies, Low Income Housing Tax Credits, and funds from the Workforce Housing Trust Fund to establish affordable apartments and ground floor commercial spaces in mixed-use buildings. The SCLT also received \$200,000 in annual CDBG grants and other HUD funding to support CLT staff, capacity building and predevelopment work.

CITY ROLE

The City of Albuquerque acquired and transferred the original 27-acre site to the SCLT and has supported residential development through its Workforce Housing Trust Fund.

BEST PRACTICES AND LESSONS LEARNED

- The land trust has maintained control of design quality and control of all projects on the land it owns.
- A mixture of income levels was achieved through a hierarchy of residential types and prices and also by continued SCLT ownership of the land.
- Building owners are bound by price escalation limits which balance returns on appreciating assets with the maintenance of affordability goals.
- Success has spurred extensive private investment and created a desirable place to live, work and play.
- Initial residential projects were a combination of small-scale apartments, senior housing and single-family home ownership. The affordable homeownership units included steep subsidies to attract the target population, including neighborhood renters and former residents who wanted to return.
- Low Income Housing Tax Credits were instrumental in financing housing projects.
- Commitment to design quality has paid off in the evolution of this highly desirable neighborhood.
- Subsidized housing on the site has not affected housing quality, demand for market rate units or private investment in trendy retail and restaurant space on the site and adjacent privately owned property.

Pueblo Riverwalk



Pueblo, CO
32-acre mixed-use urban waterfront

OWNERSHIP/MANAGEMENT STRUCTURE

The land is owned by the City of Pueblo Municipal Corporation and managed by the Historic Arkansas Riverwalk of Pueblo (HARP) Commission.

PROGRAM

The HARP Commission is the primary planning organization and promotes support from the community, coordinates cooperative agreements between public and private entities, evaluate and approve design recommendations, and organize a non-profit entity to accept donations from private and public entities. The Board of Water Works supports clean water supply for the Riverwalk. Aquila is a key corporate partner who supported development of the land and securing water rights.

PHASES TO DEVELOPMENT

- Phase I- Utilities renovations, channel realignments, road realignments, construction of Lake Elizabeth
- Phase II- Added channel edges, ADA access ramps, completed trails, built lake front walk along Lake Elizabeth
- Phase III- Construction of the Visitors' Center, Veterans' Bridge, and boat turnaround
- Phase IV- Construction of Gateway Plaza Project which connects the Riverwalk to the City Convention Center

TIMELINE AND CURRENT STATUS

- 1921 - a flood destroys much of downtown Pueblo, causing the river to be rerouted further south
- 1922- Pueblo Conservancy District founded
- 1990- Discussions of establishing a river park in the old Arkansas River channel
- 1991 - The Historic Arkansas River Task Force is formed
- 1992-1995- Planning and fundraising for the development of the River walk commences
- 1995- Bond issue passes
- 1996- Groundbreaking ceremony
- 1996- Name is changed to the Historic Arkansas Riverwalk of Pueblo
- 1998- Start Phase I
- 2000- Official grand opening of the Historic Arkansas Riverwalk
- 2002- Start Phase II
- 2021 - Start Phase III
- 2023- Start Phase IV

FINANCING

The project was initially funded through bonds from the City of Pueblo that were secured in the 1990's. Development and organization was funded through efforts from the HARP Foundation which receives donations from public and private entities. Aquila helped fund land acquisition.

CITY ROLE

The City of Pueblo is a key stakeholder in the development. They provide financial and capacity support to the HARP Foundation. They also help secure funding through bonds.

BEST PRACTICES AND LESSONS LEARNED

- Redevelopment that takes highlights and builds around riverfronts provide multiple opportunities
- Riverwalks not only provide areas for gathering, but can be used to provide essential connections through bikeways, trails, and waterways
- Phased development is key to developing long-range facilities and connections
- Having an invested and cooperative corporate interest can make moving the project forward easier for entities in the long-run
- River restoration and redevelopment are deeply connected.

South Main Square

Buena Vista, CO

41-acre new urbanist mixed-use development

OWNERSHIP/MANAGEMENT STRUCTURE

This is a privately developed project. The Town of Buena Vista owns and manages the three-acre river corridor and waterfront to maintain public access.

PROGRAM

South Main Square was primarily led by private developers with an emphasis on collaboration with Buena Vista residents for design and visioning. The area was developed using new urbanist principles with intention of creating a walkable community with connections to the river and the adjacent trails. The homes and retail spaces are market rate. The river corridor is owned by the Town of Buena Vista to maintain public access in perpetuity.

PHASES

- Development was concentrated around the main square and expanded outwards. The original scope of South Main was completed in 2014 which includes the Surf Chateau.
- East Main is an expansion of South Main which is intended to connect East Main to downtown Buena Vista. Although not part of the initial scope, this development was envisioned after the success of the initial project.
- The Farm will be the final development—77 units adjacent to South Main.

TIMELINE AND CURRENT STATUS

- 2002- Land was purchased by two developers
- 2004-Community charette with residents with assistance from planning firm



- 2005- Funding secured to construct whitewater features for river park
- 2007-Construction began on first homes
- 2009-10- Community climbing boulders and river park improvements installed
- 2012- New venue, The Beach, is opened for free summer concerts
- 2014- Surf Chateau opens, a hotel along the river
- 2023- Planning for Meadows begins: 277 privately-owned acres which will expand the development

FINANCING

South Main was privately developed. However, grants were secured through collaboration between Town of Buena Vista and developers to construct whitewater features in the adjacent river park.

CITY ROLE

Although the Town of Buena Vista didn't help with project costs and management, they do manage and maintain the river corridor and associated trails to ensure public access in perpetuity. They also facilitate river park improvements.

BEST PRACTICES AND LESSONS LEARNED

- New urbanist approach to development has attracted younger families and businesses to the area and strengthened Buena Vista's connection to the river
- Walking, biking, and kayaking activities as an integral part of the design has ensured the development was built to facilitate these activities
- Human scale development that fits the architectural vernacular to the rest of the area has made this an attractive destination
- Developments in proximity to Main Street can help bolster further development rather than compete with existing businesses. This can also further encourage development to connect the two adjacent spaces
- Maintaining public access to the river was an essential aspect to the development.

Asheville River Arts District (RAD)

Asheville, NC

A two square mile artist collective and mixed-use redevelopment project

OWNERSHIP/MANAGEMENT STRUCTURE

Properties are privately owned but the art studios are managed by The River Arts District Artists (RADA). Infrastructure investments were led by the City of Asheville.

PROGRAM

The district is part of a long-range planning process between the City of Asheville and multiple organizations including RiverLink, AIA, ALSA, and River District Artists, Inc. Redevelopment of the area was led by the Asheville Riverfront Plan and—in the future—by the Wilma Dykeman RiverWay Master Plan. The City of Asheville manages infrastructure improvements along the French Broad River. RiverLink is the non-profit organization group working with the City to develop the greenway along the river.

RADA is the non-profit group made up of the artists living within RAD who advocate for artist needs within the area.

PHASES

- Asheville Riverfront Plan complete
- Phase I- RiverLink finds funds to complete first section—French Broad River Park
- Phase II- Add more greenway trail loops
- Final phase—extend greenway trail along river to Amboy Road to connect to the Asheville Motor Speedway.

TIMELINE AND CURRENT STATUS

- 1919- An historic flood led to the closure of some companies in the area
- 1970's- multiple businesses, many black owned, were closed and demolished during the Urban Renewal



- 1985- Artists move into the area
- 1987- RiverLink was founded, a regional non-profit organization dedicated to revitalizing the French Broad River corridor. The French Broad River Foundation was founded, led by community members, and members of AIA and ASLA. They became key stakeholders in the Asheville Riverfront Plan.
- 1989- The Riverfront Plan is adopted as the region's unified vision for the riverfront.
- 1991- RiverLink receives funds from the National Endowment for the Arts
- 1994- French Broad River Park is complete and becomes the first greenway in the City of Asheville. The Odyssey Center opens the "Studio Stroll"
- 2004- The City of Asheville raised money to update the Riverfront Plan to better align with changing demographics and infrastructure in Asheville. The plan was renamed the Wilma Dykeman RiverWay Master Plan, after a local author .
- 2005- the mile-long section of the French Broad River was officially named the River Arts District
- 2013- The River District Artists incorporate as the River Arts District Artists, Inc. (RADA) as the area's non-profit organization of artists. The area now has over 300 artist members. Planning starts for the River Arts District Transportation Improvement Plan (RADTIP).
- 2021 - City of Asheville completes the Transportation Improvement Project, a bike and pedestrian trail that runs through the district
- 2022- The River Arts Apartments is under development, bringing 237 new apartments, new campground, a hotel, and shop to the district

FINANCING

The project received funding from multiple government and private entities throughout the decades. The RAD transportation project was funded through Federal Highways Administration funding. Greenway and waterway improvements were funded through the Clean Water Act. RiverLink received funding and in-kind donations from several entities including the Carolina Power & Light Company, Z. Smith Reynolds Foundation, the National Endowment for the Arts, and the North Carolina Wildlife Resources.

CITY ROLE

High levels of investment and support from the City of Asheville pushed this project forward through planning, funding, and staff support. The City of Asheville worked with RiverLink to fund multiple projects in the area.

BEST PRACTICES AND LESSONS LEARNED

- This is a great example of a bottom-up community-led development that prompted investment from the community and from developers
- Long range, regional planning with a large vision for the future is key to the success of this project. Support and community organization helps with the development and sustainability of the district.
- This example has a strong emphasis on affordability to ensure artists are able to stay in the area and maintain character in the area
- Cornerstone businesses (like the New Belgium Brewing Company brewery in 2012) investing in the corridor were catalytic additions to the district
- Transportation and trail connections between the river and the district is essential to the success of RAD
- Environmental conservation plays a key role in this project through planning and securing funding.

ENGAGEMENT SUMMARY

Public Comments on Draft Plan

Received through January 2024.

| Public Comments from Project Website: AnimasActionPlan.org |
|--|
| <p>Everything looks and sounds great. But people do not want to go down that way because of a certain population. Certainly no one feels comfortable walking alone due to the people in the area. The homeless need dealt with first and foremost</p> |
| <p>This plan looks excellent. I recently moved to Farmington for work, and it's encouraging to see that the city is thinking about the future by encouraging development that prioritizes people (not cars!) and recognizes the existing housing shortage. After looking over this plan, I feel confident that moving to Farmington was the right choice! (p.s. the way this site is formatted, it's hard to spot the white-on-tan "submit" button.)</p> |
| <p>The plans look great, but the micro mobility plan needs to be thrown out. The infrastructure of the city doesn't support the ev platforms very well and there is hardly any evs that are owned in the county. You might want to look at the vehicles that are actually owned in the area. Mostly dominated by FULL sized pickups and SUVs. Limiting the access to the area due to small parking spots and parking areas will not bring people to the area. Especially since so many people travel long distances into Farmington to go shopping and are driving a pickup or SUV.</p> |
| <p>I am a little concerned about the amount of traffic that might be traveling down Maple Street in the area near on the North side of San Juan Regional Medical Center. I am a retired nurse from there and we had times when people would be traveling at a higher rate of speed. There was a time when one of my co-workers was hit by a truck, while crossing in that walkway.</p> |
| <p>Thank you for all the work on this. Reading through this it looks like you took into consideration so many of our suggestions from the community engagement sessions. I appreciate the opportunity to be part of this. I didn't see anything that I would add. I would like to share my concern over the horrible state that the old Red Lion Inn is in. This property at 700 Scott Avenue is prime real estate and we must work hard to make this into the Gateway to our City. It is along the banks of the Animas Rivers with access to the river walk trails. Perhaps this is already</p> |
| <p>Sounds wonderful but brings homeless relocation, strict covenants for housing to maintain the vision . Would like to see activity spots for people to have volleyball, basketball leisure games.</p> |
| <p>Palletshelters.com Many homeless in that area who may have mental or emotional issues and don't know how or realize they can ask for help.</p> |
| <p>The draft concepts are brilliant, especially the housing around Oscar Thomas Park. I also like the sidewalk improvement around the animas and medical district. I believe this would help the city of Farmington in the future. Thanks</p> |
| <p>Please make it safe, and have shade for the summer.</p> |

CITY OF FARMINGTON

Animas Action Plan | Public Engagement Summary



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SITE VISIT NOTES

December 12 – 14, 2022

Overview

Between December 12 and 14, the project team visit Farmington in order to conduct a site visit and to meet with stakeholders. Four separate stakeholder meetings were conducted, in addition to meeting with the MRA Commission and City staff. The four stakeholder groups were, 1) Healthcare partners, 2) Realtors and developers, 3) Economic development, and 4) Local organizations, property and business owners. Meetings were held in-person with a Zoom link for those who were not present.

The purpose of these meetings was to better understand the goals and aspirations for the project area, as well as any inherent challenges that the team should be aware of. Additionally, the team hoped to gain a more thorough understanding of the local real estate market and potential in the area. After introductions, each group discussion was guided by a few high-level questions.

NOTES

Site Visit Debrief

11:00 AM – 12:00 PM (Dec. 13)

GOALS

- o One of the goals of this project is to align zoning with the future vision of the districts.
- o Create a self-contained community, which includes small multiplexes (see 2022 Housing Study), cater to retiree and workforce populations
 - Newer developments include Little Creek and Mesa View
- o Future Land Use
 - Food-centered (growing, food trucks, businesses)
 - Last orchard (Kirby) in the area shut down recently
 - Challenges of maintaining existing farms
 - NWNM “Buy Fresh, Buy Local” program
 - Uses could be public amenities, as much as private enterprises
 - Nearby outdoor recreation opportunities (BLM land, river) → grow stewardship for the places

CHALLENGES

- o Environmental remediation will be key for development in the future. The extent of environmental contamination is not well-documented.

- A large portion of the southeast corner of the Animas area falls within a flood zone.
- Historically, San Juan County has the most mobile homes per capita of anywhere in the US → only 6% land is private in the entire county
- Costs of construction are much higher here
- The area currently experiences slow growth due to shifting demand in the energy market.
- Labor constraints, both for low-skill and high skill labor.
- **OPPORTUNITIES**
 - The San Juan College does not own property or have engagement in the project area beyond the Harvest Food Hub
 - Historically, the northern part of the project area was residential (along Elm. Street); many of these have been demolished
 - Valencia family owned a local grocery store at the corner of Maple (between Lorena and Behrand)
 - Entire project area is in an Opportunity Zone
 - Also has access to CTED Fund (1/4% tax ~ \$4 M annually for "transformative projects")
 - Funds can be bonded or used as incentives for development projects
 - Have been used for the Anasazi Inn demo, golf course irrigation, Citizen's Bank project
 - In future, has been earmarked for River Wave development and parks improvement
 - Could be used for housing in the MRA
 - City Council and Mayor make final decisions about funding allocations
 - TIFF district already in place around the downtown core (does not include project area)
 - Only generates about \$5 k annually
 - Comes from property tax
 - BID is unlikely as it requires the cooperation of local businesses
 - Disincentives?
 - Look at Raton example of \$100 vacancy fee for buildings; helped incentivize demo of problem properties. This was a recommendation in the 2019 MRA Plan.
 - City Revenue streams:
 - GRT (majority) → Farmington is the retail hub for the region

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- Not much competition with Bloomfield (gateway to the oil fields) and Aztec (quaint, residential)
- "AZUNMCO" aka four corners region; "Borders are lines in the sand" – Tom Taylor
 - Utilities
- Downtown core is on the National Register of Historic Places
 - No local historic preservation; provides potential funding, but more red tape
- Small business support
 - Enterprise Center and incubator space; DRC helps to find future space for businesses → Need to find a way to make potential business and developers more aware of this body and their services, rather than fearing
 - Tom Taylor – owner of Artifacts, property owner (and former Mayor) in the area
 - Entrepreneur community is very DIY and independent
 - Different perspective from local v. national businesses

Healthcare Partner Stakeholder Meeting

1:00 – 2:00 PM (Dec. 13)

- SJRMC has been in Farmington since 1910 (before statehood)
 - Review history in the "Living Waters" video
 - Goal is to create walkable, healthy communities
 - 87401 is the primary service area, but they serve the entire 4 Corners area
- Follow-up with Vince Moffit and Steve Lein
- **GOALS**
 - Want to make the area more attractive for hospital staff including doctors and nurses
 - Grow safe and attractive connections to the river → Among the Waters trailhead (great amenity, but hard to get to)
 - Exercise equipment in parks to promote healthy living
 - Would like the hospital area to feel more "campus-like". Possibly make Maple Street a pedestrian, or pedestrian priority, street.
- **CHALLENGES**
 - Transportation
 - SJ offers a free van service in the area, but does not drive patients to pharmacy or grocery, which is a great need
 - Roberta schedules the rides
 - Developing in the Floodway → ex: Red Lion

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- o Could be a good area for young people and seniors, but it would be hard to keep families here → concerns about the quality of schools
 - "Education may be the biggest thing holding us back."
- o Inebriate population → many social services in the area, including a detox house on the river near the hospital
 - Many folks live in the wooded areas along the river
 - Becomes a corridor for this population
- **OPPORTUNITIES**
 - o Outdoor eating, especially along the river and closer to the hospital for staff, patients, families
 - Example: Durango riverfront
 - o Wellness center?
 - o Need more workforce housing
 - Currently operate a 3-space RV park and hospitality house south of the hospital for transitioning staff → always full
 - Pinon Bluffs (14 unit apartments) are always full
 - o Need for hospitality → hotel near the hospital for families
 - o Need a retail pharmacy near the hospital (Target or Walgreens)
 - o More parking; would be good to have a parking structure south of Pinon with a pedestrian bridge connection to the main hospital

Realtors and Developers Stakeholder Meeting

2:30 – 3:30 PM (Dec. 13)

- Barry Digman owns property downtown; has lived here since 1954
- Tristan has developed housing north of downtown and is looking to do a similar project in Animas Area
 - o Has offices at the end of Cedar at Hill → also has bees on the old railroad ROW behind
- **GOALS**
 - o Would like to see more residential opportunities in the area
 - Looking to appeal to hospital workers as future tenants
 - o Area should be welcoming to artists and makers → already have some folks inhabiting space and using it for studio/workshop
- **CHALLENGES**
 - o Really short on real estate inventory right now
 - o Current zoning prohibits residential uses in many areas of the district. Some are living "illegally" in industrial buildings.
 - o Need for more tradespersons
 - Staffing capacity is the biggest limitation for more development

- There is a Carpentry program at SJC, but no electrician/plumber/HVAC programs
 - Check on offerings at Navajo Technical University (Kirtland Instructional Site):
<http://www.navajotech.edu/academics/certificate>
- o Industrial Activity with "activity" being the operative word; not a lot of activity happening in this area
- o Businesses and property owners think the hospital or the city will buy them out at top dollar
- o
- o Many homeless or inebriated folks here; Gallup closed their detox programs so it has put more pressure on Farmington
 - This population puts a huge financial strain on public services (police, City, hospital)
 - These groups have worked together to create Ojo Court on the west side of the river, which is intended to be a one-stop shop for services
 - APT operates transportation services for those who are willing to seek help here
 - JIP (Joint Intervention Program) is another more intensive 1-year program
 - New Navajo Nation president is interested in collaborating services between the Nation and the City → Warren meeting with them soon
- o Need to understand the extent of contamination in teh area → can we get maps?
- o Another challenge is cost of fire sprinklers; Could the City help facilitate easier standards for new/redevelopment? (Note: building types that fall within the scope of the **residential** building code, including single family houses, duplexes, and townhouses with fire walls, typically do not need sprinklers. This is the approach that has been used by one of the developers)
- **OPPORTUNITIES**
 - o Future rental space → Tristan's example = \$1,030 for a 2 bed, 3 bath
 - \$1,450
 - 5-year contract
 - o New construction seems more feasible than rehabs given the conditions of existing buildings in the area
 - o Pinon Bluffs is another apartment rental in the area → rate is \$650 for 1 unit
 - o Can the team get records of occupancy permits?
 - o Outdoor recreation industry/business opportunities

- Already have Bear Automotive and Desert River Guides
- Some are on Main Street (bike and skate shop)
- RV Parks? Dad's is already here, but could use an expanded, amenitized version closer to the river (Tico Time: <https://ticotimeresort.com/>)

MRA Commission Meeting

4:00 – 5:30 PM (Dec. 13)

- River Reach Foundation
 - Mission is to protect water and wildlife corridors in the area
 - Formed as a recommendation of the 1986 plan
 - Still working to acquire land to connect the river trail → connect to the Gateway Museum
- Recommended stakeholder to talk to:
 - Bart Wilsie → Historical Museum
 - Property owners along the river
 - Ditch associations
 - Artists community – Flo Trujillo (NWNM Arts Council)
- **GOALS**
 - Shop – Food – Artisans Market
 - Harvest could be expanded; include a full-service grocery here (Sunnyside, Nature's Oasis, Sprouts, etc); outdoor rec shops (REI)
 - The current MRA is too vague; want this plan to be focused → make clear recommendations and action steps for decision makers and City staff who will implement
 - "Not just a menu, but a recipe"
 - Need steps and actions for each recommended phase of work
 - Provide recommendation for when MRA designation report needs to be updated (look at state requirements)
 - Active living for retirees, healthy lifestyles
 - Affordable housing/more housing in general
 - Embolden developers to begin here; create an engine that propels economic activity
 - Complement assets downtown and build on momentum there
 - A space to create
 - New services in the area should support residential (laundromat, family services, etc.)
 - Clear branding and wayfinding for connections/trails
 - Need decision-makers to be engaged throughout the planning process → build a coalition of support

• OPPORTUNITIES

- Traffic/circulation improvements
 - Some streets could be revised to be one-way or pedestrian pathways
 - Tristan may be interested in pursuing a 1-way section
- Pedestrian improvements
 - Prioritize better sidewalks
 - Look at MPO/City's proposed trail connections and extension (all the way to Aztec)
 - Park and Rec maintains streetscapes
 - Looking at an additional park (what land acquisitions may be required?)
- River connections and paths
 - Partnering with the River Reach Foundation
 - Bobby Kimbell
 - Review 1986 and 1990 Rivering and RUDAT Plans
 - Another example to look at is the 1992 Pueblo CO study (HARP study in 2000) – waterway drawing connections to the area
 - Team needs to be inclusive of folks who have been working in this area for years: City, County, 4 Corners ED, MRA Commission, Artist Community, SJC
- Look into ditch right-of-way (the City would need to be granted an easement from ROW that is owned by the acequia governing bodies)
 - Leggit Ditch
 - Could you daylight the Willet Ditch? This ditch starts at Rocky Reach landing and ends at the power plant (This is not within the study area boundary)
 - Acequia reverts back to the property owners if it is abandoned for more than 5 years
 - North Farmington ditch runs parallel to Main Street
- Look at Sanborn maps or maps with the Historic Society to see what used to be in the area
- Railroad could be a theme or building point for the identity of the district
- Protect the wildlife corridor along the rivers; improve habitat
- Could zone for commercial along Scott Street (hotels, restaurant)
- City currently updating the PRCA Plan
- Need to revisit the Totah Park plan and see how it fits into the new scope/design overall

- The MPO is conducting a transportation study now → looking into micromobility
 - Would like to see bike rental options along the river trail
- SCAPE = local funding mechanism for small businesses
- Talk to Karen about activities and events in town that engage the river/this area
 - Artwalk, 5K, Farmington Convention and Visitors' Bureau
- Wells Fargo Bank project: intended to be multi-family housing; maybe a transit hub??

Economic Development Stakeholder Meeting

9:00 – 10:00 AM (Dec. 14)

- Dr. Lorenzo Reyes – San Juan College
 - Workforce Development
 - Works with established companies on occupational training programs
 - Work with folks who are transitioning their careers
 - Focus on Hospitality and Retail sectors
 - Looking into a culinary arts program → dependent on the commercial kitchen being finished in the spring
 - Economic Development
 - Runs the Enterprise Center (one-stop-shop for business development)
 - Work with NMSU and Durango CC through the SKATE program
 - Offer office and warehouse space for new businesses
 - Partner with Four Corners ED
 - Work with farmers (trying to streamline services) – Harvest Food Hub
 - Goal is to promote local farmers and create opportunity for value-added products through commercial kitchen and store
 - Building is owned by the City, but on a 20 year lease to the College (\$1.2 M)
 - Also connected to the 4-H program
 - Have a grant from a foundation to build a community garden on-site
 - Liked the idea of an expanded agricultural component near the river
 - Makerspace – recently completed near the Enterprise Center
 - For Students, Hobbyists, and Potential Entrepreneurs
 - Could there be satellite locations?
 - Vision is to become a regional hub for innovation
 - Partner with Navajo Tech, Durango, and Pueblo CC

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- Currently, the College does not have plans to have a large presence in the Animas area – but they may be open to an expanded role if the opportunity and need exists.

• CHALLENGES

- Closure of the San Juan Generating Station
 - Series of layoffs over the years
 - They estimate that 30% of layoffs resulted in folks moving from the area or retiring
 - 70% - SJC works with to provide wrap-around services
 - They have funds (\$20 M) for these folks that still need to be spent; SJC and coalition provided a recommendation to State Committee for how the funds should be spent two years ago, but no decisions have been made

• OPPORTUNITIES

- Streamline service for businesses → Small Business Development Center, WESST, Four Corners, and MEP
- Look for training and connections with Healthcare industry and jobs locally
- Building Trades and Construction
- Technology, IT → cybersecurity; broadband is an issue now in the County, but there are funding opportunities in the new Inflation Reduction Act
- Rural College Pathways Initiative
 - SJC wants to take a different approach → be the convener and offer relevant programs
 - K-12 needs to be a part of the conversation too
 - Summer Camp opportunities
- Healthcare and Construction both need qualified candidates
 - Workforce programs and apprenticeships
- Education – need more teachers here
- Other funding opps → MRA and Opportunity Zone; blight designation funding
 - State Affordable Housing Trust (\$20 M/year)
- River and connection to Historic Downtown
- Childcare and neighborhood retail
- Outdoor rec and tourism
- Commercial flights at the airport
 - FAA grants available (only 3% match) → Currently working on an extension of the airport runway that would accommodate commercial passenger aircraft.
 - Could support regional services (Sky West)

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- o 120-acre Industrial Park on the north side of the airport
 - Lacks access; need to extend the road/utilities

Local Organizations, Businesses, Property Owners Stakeholder Meeting

10:00 – 11:00 AM (Dec. 14)

- Danny – Bear Automotive and Jeep Rentals
 - o Makes customs vehicles and tours
 - o Cliff Hangers 4-Wheel drive group
 - o The Animas district is a desirable location as a hub for outdoor recreational goods and services. 15 minutes to get from the shop to the Choke Cherry Creek Rec. Area (north of town). Having downtown nearby is also a complementary amenity for outdoor enthusiasts.
- Nanette – ECHO Food Bank ED
 - o Building itself is challenging → need more space (in a 22,000 sqft, but could use 25,000 – 28,000 sqft + loading docks)
 - o Conduct mobile distributions at 8 sites throughout the County
 - o 30 staff in 4 locations (8 in Animas site)
 - o Vehicular queuing lines for food pickup are causing traffic issues in the Animas area. Long lines cross intersections and interrupt traffic flow – especially along Orchard Street (one of the proposed candidates for a connection to the River). They have had up to 800 cars in the past but this may have been partially related to Covid and the consolidation of the pick-up locations (there are fewer now because of staffing issues).
- Jacqueline Montoya – Harvest Food Hub
 - o Procure foods from local farmers
 - o Hub is working on an Artisanal Commercial Kitchen on the right side of the Hub → sell products in the storefront
 - o They have a grant to build a learning garden on the lot to the east of the building
- Additional Outreach
 - o Retirement communities
 - o College and folks who live here
 - o Neighbors to the west → what do the tribes need and want?
 - o Navajo Technical Institute
- GOALS
 - o Would like to see more complementary businesses, such as Mountain Biking Rental/shop, Hiking guides (1 in Aztec), Fishing tours
 - o Clean up blight on Broadway/make better connections to this commercial corridor

• CHALLENGES

- o Marketing and advertising for new/outdoor recreation businesses
 - Most of current clientele come from CA. Many arrive by car.
- o Need Special Use Permits from BLM
- o Bisti does not want developed routes and trail; don't allow folks to see popular photo locations
- o Don't want to step on toes of Navajo Tour Companies
- o Vehicular queuing lines for ECHO Food Bank pickup are causing traffic issues in the Animas area. Long lines cross intersections and interrupt traffic flow – especially along Orchard Street (one of the proposed candidates for a connection to the River). They have had up to 800 cars in the past but this may have been partially related to Covid and the consolidation of the pick-up locations (there are fewer now because of staffing issues).
 - Stopped doing indoor pick-ups during COVID and this is just easier now
 - Serve about 200 people each day
 - Would like a solution to separate vehicular and pedestrian traffic
- o Issues with vandalism/outdoor fridge at Harvest
- o Limited season for water rafting

• OPPORTUNITIES

- o More partnerships between ECHO and Harvest Food Hub/SJC
 - Student volunteers?
- o Grant opportunities from state for fresh and local foods
- o Tom Taylor owns several buildings just north of the Food Hub
 - One building is demo'd → could be a great connection to Broadway from the Hub
 - Pedestrian corridor or outdoor patio connected to a restaurant next door that builds on programs at the Hub
- o Have a satellite tour/recreation front on Mainstreet to support outdoor recreation businesses and tour companies
 - Room at Connect Space (talk to Melissa/Jaime)
 - Look at Durango store as an example → partnership between college, Chamber, economic development
 - Include a bathroom here
- o Water Connections
 - White water park; additional put-in/take-out locations
 - Berg as a starting location
 - San Juan River is better for SUPs and kayaks, tubing
 - Farmington Lake close by

COMMUNITY INPUT WORKSHOP MEETINGS NOTES

March 21-24, 2023

Overview

Between March 21 and 24, the project team visited Farmington for a multiday community input workshop. This included a Kickoff Meeting the evening of Tuesday, March 21, three interim pin-up feedback sessions with targeted groups (Animas River Activity Area, Businesses and Property Owners, and San Juan Regional Medical Center), and a Final Open House on Thursday, March 23.

The purpose of these meetings was to present to the community what we had learned and heard so far through our research and engagement and to begin to identify specific opportunities related to the different areas within the district, as well as specific programmatic elements and amenities that should be included in the plan. This should launch the design team into the development of scenarios for the Animas Area.

NOTES

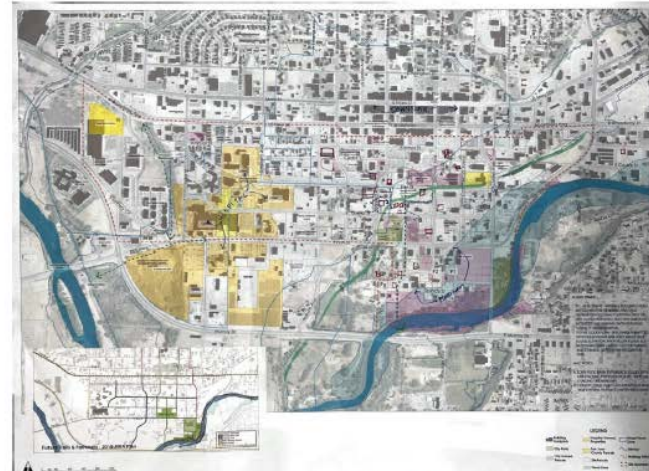
Kickoff Meeting Debrief

8:30 – 9:30 AM (March 22)

- **HOUSING**

- For the preference board, participants preferred the courtyard style housing and missed-use development with commercial on the first floor and residential above
- When asked where participants would most like to live if they were to move to the area, most indicated that the blocks around Oscar Thomas Park and along Orchard connecting north to downtown would be their choice:

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- When asked about what amenities would make the Animas District a more desirable place to live, people noted the following:
 - Bodega/corner store
 - Pharmacy
 - Pedestrian connection to river
 - Grocery store/specialty market
 - Coffee shop
 - Brewery/winery
 - Dog groomer
 - Green space
 - Dog park
 - Outdoor rec. fabricators
 - Bike lanes
 - Restaurants
 - Post office and police
 - USP store
 - Art galleries
 - Outdoor movies
- When asked, What are some of the challenges and obstacles to building housing in the district? Participants provided the following responses:
 - Property ownership/speculation on "hospital will buy my property"
 - Lack of capital/banks
 - Zoning
 - Obstacles to development
 - Blight/outdoor storage
 - No theme
 - Safety concerns
 - Lighting

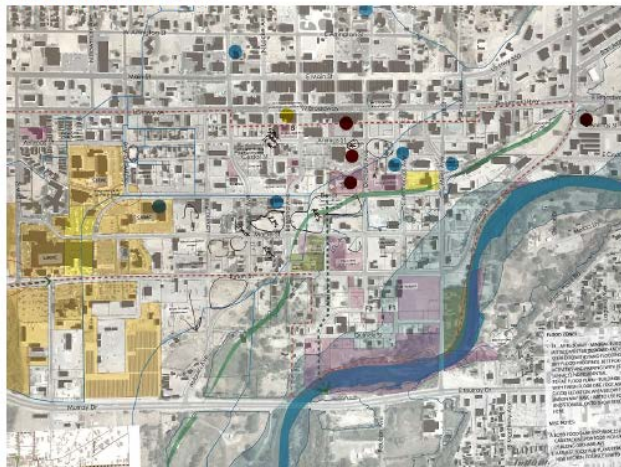
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- Vagrants
- Lack of sidewalks
- Limited transit
- Environmental/brownfields
- Floodplain
- Time

○ Overall, people noted that a lack of an identity for the area was also a barrier. It wasn't that there was a positive or negative association, really, just that people did not think about it as a place at all

• **BUSINESSES & ECONOMIC DEVELOPMENT**

- Overall, participants at this table noted that affordability, flexibility, and the potential of growth through "catalytic blocks" are the best assets of the project area
 - This includes building on the needs of hospital employees, visitors and families
 - One of the biggest barriers is access
- Housing First → best strategy to start; just need to have more people living in this area
 - City can incentivize multi-family, but not single family housing
- The blue dots indicate where participants own property, and the red dots indicate problem areas:



○ When asked, What types of businesses are a "good fit" for the Animas District? Both now, and in the future?, participants responded:

- Affordability
- Flexibility in use
- Businesses with few walk-in customers
- Homelessness is a threat to development here
- Social service uses are a deterrent to business relocation
- Smaller businesses (with more housing), wellness/wellbeing
- Don't want check cashing, etc.
- Catalytic—a block of a commercial strip
- Container lofts
- Why would a new business want to locate in the Animas District?
 - At low cost & no sp. Employees
 - Incentives
 - More housing /rooftops
 - Young people— Apartments/ Multi-Family
 - Access should be important
 - Safety and housing zoning/development steps
 - Needs a unified identity (now is a hodge podge)
- Where would you start?
 - Along Pinon + Maple
 - Access to the river
 - Auburn is a good vehicular connector
 - Auburn – Orchard – Miller
- Why would a business move out of the Animas District? What dynamics are in play? Biggest threats?
 - Homeless /vagrancy
 - Safety
 - Not enough people living here
 - Lot of people living in business buildings—informally
 - Attractive nuisances—Boarded up buildings/homeless
- The MRA plan recommends nurturing Outdoor Recreation businesses (fabricators, touring companies, etc.). What potential do you see here?
 - Bike rentals
 - Kayak
 - Tourists or businesses?
 - Move rec center here
 - (civic anchor)
 - Combine businesses with park amenity

- RB Park
- Brewery?
- Light manufacturing?
- Brewery
- What is unique here?
 - City incentives in this area
 - City land
 - Hospital vicinity
 - Residential/affordable/short-term
 - Salvation army—moved
 - NM state benefits service building
 - City can incentivize multi-family housing (not single family)
 - RV Park
- Internal storage
- Bike manufacturing
- Construction companies

• **PARKS, OPEN SPACE, CONNECTIONS**

- Activities and questions at this table focused on the current amenities and outdoor destinations within the project district, as well as how these might be improved or added to. The image below shows all annotation that participant added to the map:



- Area assets:
 - Great views to the south toward the bluffs (visible down Orchard and Miller)
 - Stable businesses (Lumber yard and brick plant) – could be incorporated into future design/identity aesthetic
- Orchard was determined to be the best north-south pedestrian connection
 - Need to find a way to connect fully to the bosque; dead ends at Quince St.
 - Allen and Auburn are good potential secondary access points
- Kendrick property → interested in creating an RV park and events center
- Needs:
 - Outdoor contemplation space and recreation space around the Hospital
 - Restaurants; especially grab-and-go for staff who need a quick lunch; only place now is the Taco Box
 - Connect so that this area can be a part of Riverfest
 - Need a hotel to serve folks
- Growing Community

- Microforms
- Orchards – Connect to the Harvest Food Hub, ECHO Food Bank, Path Shelter and Indian Center; Connect to the Apple and Chili Festival
- How can we connect to existing ditches? (map is not totally accurate)
- Bike-in-Coffee near river; Food trucks on the weekend
- Emerging Focus Areas/Ideas:
 - **Blight Remediation**
 - **Housing First**
 - **Hospital-Adjacent Business**
 - **Park Amenities**

Animas River Area Pin-up

1:00 – 2:00 PM (March 22)

- **Amenity Ideas**
 - 10 Bay Firearm Range – Lance Hawkins
 - Currently police use the wildlife federation range, but no good place indoors
 - Need at least 90' for the bays
 - Botanical Gardens – Dave Neidhart (father of Jeff who is planning for land south of river at the Confluence)
 - Working on planting since 2012
 - 30 acres
 - Built a center that is 2,500 sqft
 - Great views to the south; also owns land immediately across the San Juan river
 - Biggest challenge is water rights → enough for 30 acres; have an alfalfa farm to the southeast + 10 acre aviary
 - Winter Fishing
 - Stock locations upstream
 - Good opportunity for Habitat Restoration
 - Create accessible piers + bridge closer to the Botanical Garden
 - Whitewater Feasibility Study (can we get a draft? Ask Warren)
 - 8 features and locations along the Animas
 - **Need to make sure Parks and Rec is better plugged in moving forward**
 - Streetscape improvements
 - Needs to incorporate LID strategies
 - Daylight ditch in certain areas?
 - In addition to Orchard, Maple is a good east-west connection

- Strategic locations for a small shared street
- **Other Ideas:**
 - Brewery with Performance Area
 - Extension of Riverfest and other community events
 - Farmers market? Already adding to Gateway Park improvements
 - Recreation Center? Already adding to Sycamore location, but could be an amenity-specific secondary location
- **Questions:**
 - What code/zoning changes need to take place to allow for more uses?
 - What role does neighborhood identity-building, murals, local art have?
 - How and who do we need to talk to in order to better understand and connect to local culture and history?
 - Animas means soul; full name means “River of Lost Souls”

Business/Property Owners Pin-up

2:30 – 3:30 PM (March 22)

- **Attendees**
 - Monica and Donna – Chili Pod
 - Tristan Hawkins – Local contractor/developer
 - Tara and Tom Taylor – Artifacts 302
 - John McNeill
 - Karen Lupton – CoF
 - Warren Unsicker - CoF
- Chili Pod – Monica and Donna
 - Plans to expand next door this year
 - During the pandemic, had to adapt to survive
 - Would love to be located near the river
 - Demand is there for more bars and restaurants
- Artifacts 302 – Tara and Tom
 - Used to be the lumber yard owned by the family
 - Added the bakery in 2016
 - Event space is really popular; host meetings, weddings, informal events
- **Barriers & Challenges**
 - Cost of kitchen and sprinkler system
 - There is a divide between west and east Farmington
 - Everything to the east is sprawling new development; lots of chain restaurants and stores
 - But close proximity to the college

- Feels like two different towns
- Current mix of properties and uses in the Animas Area is very unattractive; how do you get people to come down here in the first place???
- Orchard is a decent option for connection, but Pinon is a barrier
- Floodway
 - Red Lion is a great property, but in the floodway
- Alley between Broadway and Animas
 - Has become an encampment hot spot
 - People are generally fine (Tristan noted how they helped clean up trash)
- **Opportunities**
 - Businesses draw from the entire 4 Corners area
 - Could build on this as a destination for shopping and recreation
 - Promote connection between trails and local businesses, especially coffee shops and restaurants (could be a destination after a walk along the river for groups like Birders)
 - Connect to the east to the Farmington Riverside Nature Center
 - Example is Durango river front development
 - Gateway Park is the current testing ground for river access in the city
 - Need a good brunch spot on the river
 - People would consider living here if:
 - Traffic was slowed down
 - Beautification overall
 - Better connections to get outside
 - New CEO at SJRMC → could be an opportunity to publicize the vision and intentions of the Center in the community
 - Residential
 - It takes the right product; look to staff and working professionals in the area
 - Developer/Hospital partnerships → If hospital could guarantee renters, it would offset the risk for developers
 - Need flexibility in zoning transition → light industrial to residential mixed-use; Need to be able to repurpose properties to achieve neighborhood goals
 - Fire code would be challenging to work with → Brownsville has an example of how they did this
 - Form-based code?

- Would this be helpful? How could we make it accessible to achieve the vision without too many barriers?

- **Big Takeaways**

- Need to elevate the status of this part of the city → create an identity
- Focus on housing first: looking for development opportunities or partnerships with the hospital
- Market analysis → look at the four corners regions, rather than simple this area; compare the two

Healthcare Hub Pin-up

4:00 – 5:00 PM (March 22)

- **Attendees**

- Ruth Brooks – Operations and Facilities Manager (SJRMC)
- Dr. Sugar Singleton – Physician, owner of Pinon Bluffs
- Audra Winters – SJ Foundation
- Shana Reeves – Assistant City Manager, Hospital Board Member

- **Overall Guidance**

- Hospital has its own facilities master plan
- Follow-up with Ruth to schedule a meeting with her staff (ideally in-person) in the next month

- **Opportunities**

- Gateway moments – there should be a identifiable east and west side entrance to the campus; look at Elm Street
- Incorporate green space for respite and recreation – active recreation near hospital
- Create north-south connections along the swale west of campus and Schwartz St
- Create more structured circulation (break up the blocks and parking) throughout the campus
- Future projects → hotel and parking garage
 - Hotel – westside, at old Anasazi Inn location, or near Broadway
- Create an appropriate transition for hospital and medical-related uses to housing and service businesses
 - Apartments, hotels, transitional housing, small rental homes
- Mormon Temple is moving into a space in Farmington
 - Promising 2,000 jobs and 25,000 visitors each month??
 - Location will be across from the college campus

- **Considerations & Challenges**

- Need to make sure there is proper circulation for hospital needs (esp. EMS for the ER entrance)
- Homeless folks living in the greenway and near the river
 - People knocking on doors at Pinon Bluffs in the middle of the night
- Traffic flow
- Property owners speculating
- Would be tough to convince families to move to this area – perception that the schools are not good
- Lower socioeconomic area
- Industrial/blight
- Not walkable
- Workforce is very spread out from Shiprock to Durango – Currently very transitional; travelling nurses and doctors are very expensive; not sustainable model for the hospital in the long run
- Farmington is a unique community; hotels are full, but it's not tourists, these are workers
 - People live all over the place and are generally not concentrated in town
 - Mobile homes are very common because of the flexibility and affordability
- Developers would be taking a risk in this area because of the uncertain zoning
- Need more behavioral health/mental health services and resources in the community
 - JIP program and Totah Behavioral Health are a great start, but how can we further support? Does not currently meet the need
 - Gallup closed their facilities and it has driven more folks to Farmington
 - Also have folks coming from Colorado
 - However, new Nation president has shown an interest in partnering with the City/County/hospital on these efforts

Assets

- Retirement community
- Outdoor recreation potential
- Community-owned hospital
 - Hospital has remained in this location because of the proximity to the Navajo Nation

Team & City Staff/Steering Committee Debrief

8:30 – 9:30 AM & 11:00 – 12:00 PM (March 23)

• Active Transportation

- Pedestrian Priority Streets → Maple, Orchard, Schwartz
- River/Greenway Trails → Along the Animas River, Allen Street connecting to the river, swale west of the hospital
- Shared Streets → Corcoran Dr between Miller and Commercial & Allen between Maple and Pinon

• Economic Development Strategies

- Housing First
- Clean & Safe
- Create Positive Identity
- Create incentives for vanguard businesses – find those that fit the best
- 5-10 year plan; less about retail/restaurants and more about manufacturing and housing

• Themes/Ideas

- Housing First
 - Utilize placemaking
 - Leverage existing amenities (parks)
 - Attainable mix of rentals and owned
- Common Identity
 - Mural Program
 - Wayfinding and Interpretive Signage
 - Natural Screens
- Pedestrian Connectivity
 - Adopt sidewalk standards
 - Green corridor connections
 - LID strategies
 - Complete streets
- Fight the Blight
 - Code enforcement (City is already working on this – check in with Colby and Mike)
 - Review 2019 MRA Plan to see what was recommended; build on this
 - Vacant Building Tax (Tristan was not a fan; offer an incentive instead of punishing property owners)

- Business Improvement District (would be more effective if they could capture portion of GRT in addition to property taxes; legislature is working on this)
 - **City currently has a TIFF in the area, only produces about \$15,000/year**
- Clean and Safe Coalition (businesses, property owners, hospital)
- River Activation
 - Destination park and open space
 - Promote OR amenities and supporting businesses
 - Food-related education, businesses and programming
 - Begin with City-owned property
- Align Zoning
 - Allow for a mix of uses including residential
 - Encourage design that supports the pedestrian experience
 - Reduce parking requirements
 - Overlay zone?
- What about the concentration on social service and nonprofit agencies in the area?
This is one of the biggest challenges
 - Trying to relocate some, as appropriate, to the Ojo Court
 - How do we work with others?

Final Open House

5:30 – 7:00 PM (March 23)

- **Market Analysis**
 - Look at leasing rates for downtown commercial space
 - Related to taxes and financing tools → incentivize people to do the right thing rather than punishing them
 - Carrot not stick approach
- **Programming and Partnerships**
 - Look to schools for farm/growing opportunities → could have a satellite learning garden within the district or near the river
 - Funding opportunities for the schools
 - Connect to bee programs as well → support natural pollinators
- **Blight Remediation**
 - How do we incentivize cleaning up the district? Use creative screening when necessary
 - Reuse and development on vacant space
- **Create an Identity**

- Connect to the Southwest [Apple and Chili Festival](#) that happens in Farmington
 - Grow these items and link to heirloom varieties that were grow here
- Along the main greenway from downtown to the river (Orchard?) paint the sidewalks with elements of the river
 - Make it interactive for families
 - Think of it as an extension of the river reaching into town
 - Educational opportunity
- Art in the Alley (Flo Trujillo)
 - Throughout the Main Street area alleys
 - Look for the historic Farmington logo
 - Flo provides tours when there are special events and festivals
 - Tommy Singer is one artist
 - Yazzie, Iron Cloud
 - Working on a new mural about the Navajo Code Talkers
- Make sure the public spaces are multigenerational
- Riverfest is May 26-28 @ Berg Park
 - Flo hosts a storytelling event and market
- Art Markets are held every Thursday in Orchard Park starting in June
 - Over 34 makers participate
- Look at MainStreet grant funding opportunities
- **Housing**
 - Find an area, maybe closer to the hospital, where you could build lofts closer to the river → target seniors and staff

COMMUNITY SURVEY
 March 8 – April 14, 2023

Overview

Sites Southwest, in partnership with the City of Farmington MRA Commission, conducted a community survey as part of the Animas Action Plan planning process. The survey had 26 questions, with several ranking and a few open-ended questions. The first 9 questions were related to the Animas Area, while questions 10 – 16 were related to the Healthcare Hub.

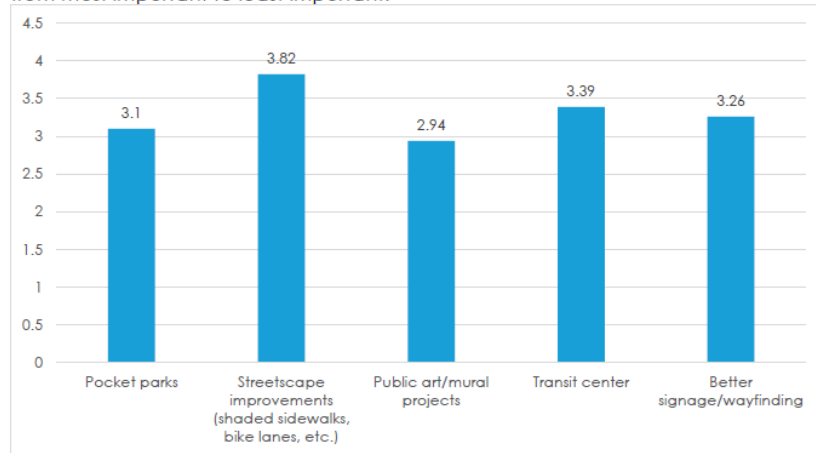
The survey was open from March 6 until April 14, 2023. Links to the survey were posted on the City website and shared through social media. It was also promoted through flyers and to participants during the Community Input Workshop (March 20 – 23).

422 responses were submitted in total. A summary of these responses is detailed below.

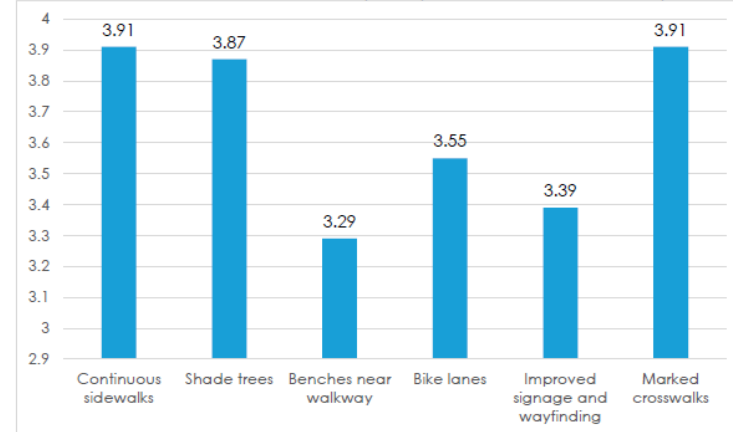
Questions & Results

Questions 1 - 4 in the survey asked respondents to rank their answers from 1 (Least Important) to 5 (Most Important).

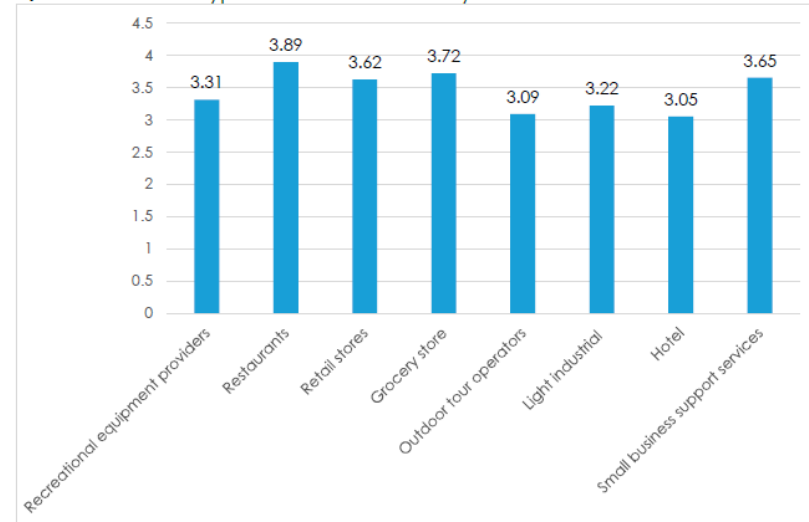
Question 1: Which public amenities are most needed in this area? Please rate from most important to least important.



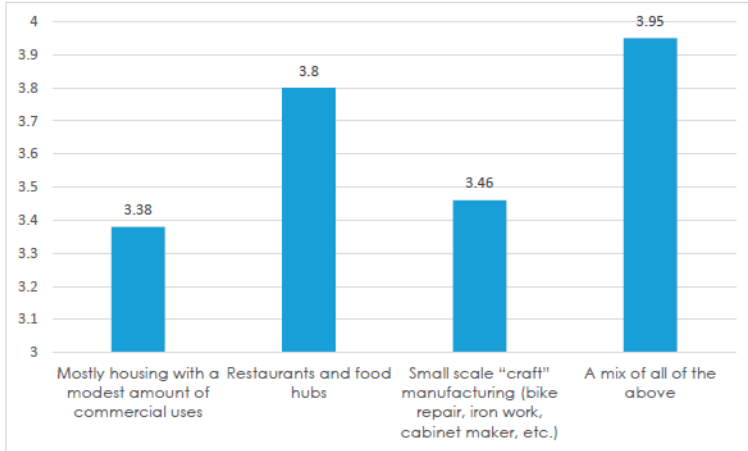
Question 2: What kinds of streetscape improvements are most important to you?



Question 3: Which types of businesses would you most like to see in the area?



Question 4: What types of private development is most compatible with your vision for this area:

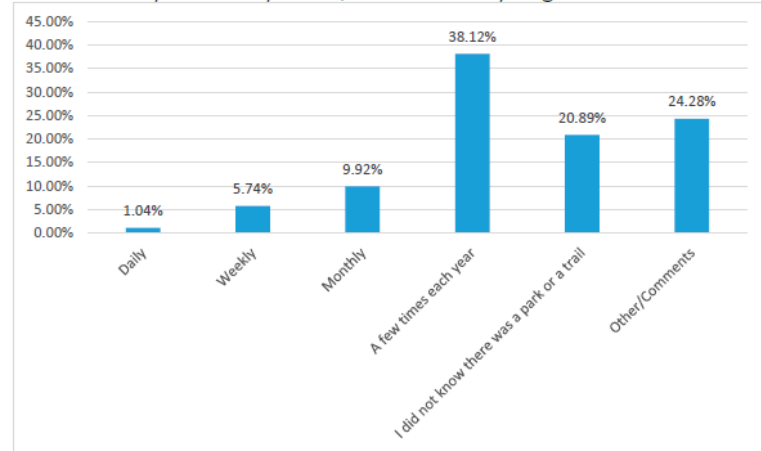


Question 5: If you access the river from this area, where do you usually go to get to the water and/or trails?

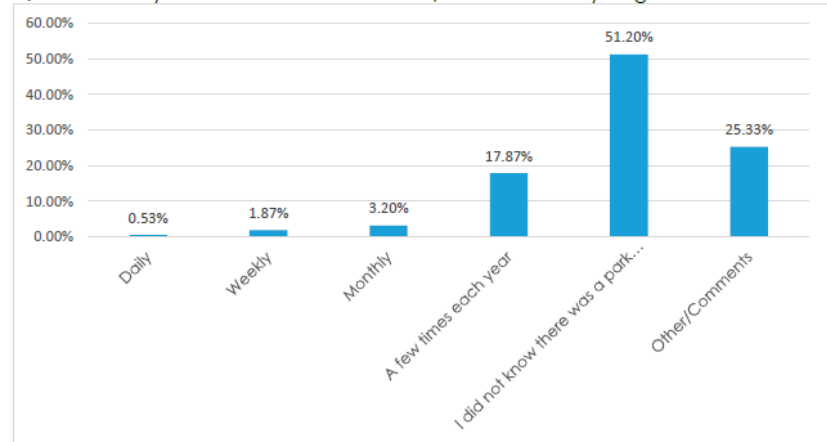
| Access Point | Responses |
|------------------|-----------|
| Berg Park | 72 |
| Boyd Park | 27 |
| Miller Bridge | 22 |
| Do not access | 19 |
| Animas Park | 10 |
| Among the Waters | 10 |

There were 181 unique responses to this open-ended question. For those that elaborated on their access point, respondents noted that just having a visible access point from main roads would be a huge improvement. Other noted concerns about safety due to the number of homeless people who inhabit the area.

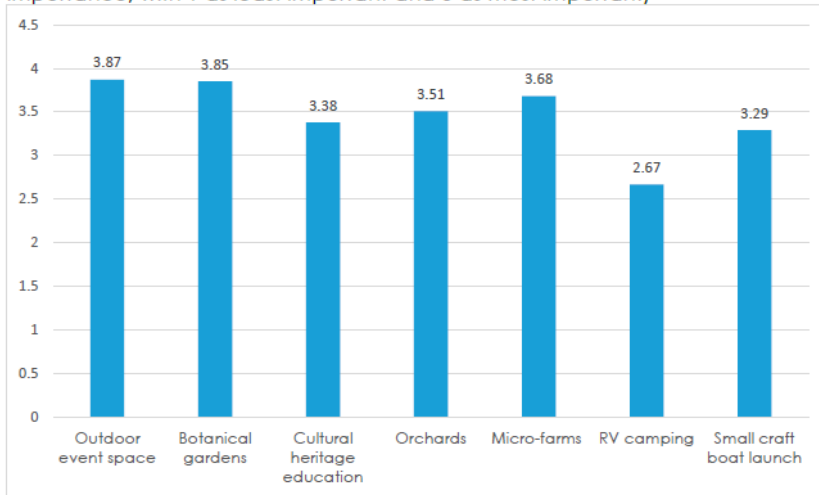
Question 6: If you visit Boyd Park, how often do you go?



Question 7: If you use Oscar Thomas Park, how often do you go?



Question 8: Previous plans have identified portions of this area to be transformed into a destination park and community activity area. Which amenities would you most like to see as part of this park plan? (Please rank in order of importance, with 1 as least important and 5 as most important)



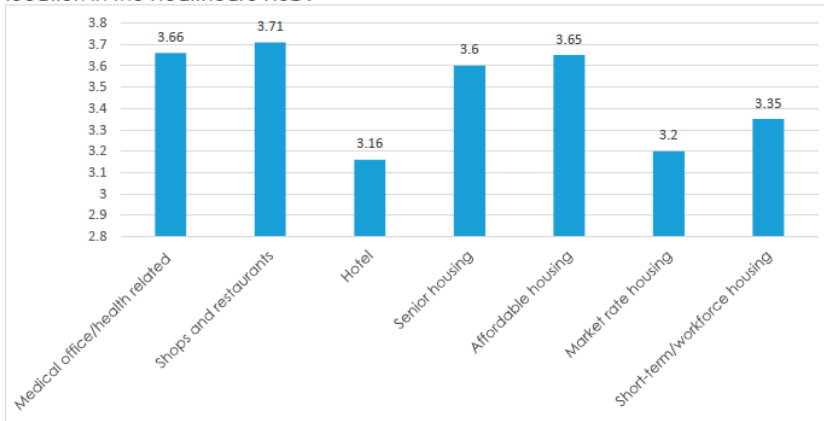
Question 9: What other ideas or amenities would you like to see in this area that were not addressed in the questions above?

| Ideas & Amenities | Responses |
|---------------------------------|-----------|
| Retail/Services/Entertainment | 40 |
| Recreation | 31 |
| Public Safety | 28 |
| Improve Transportation | 16 |
| Overall Beautification | 15 |
| Housing | 14 |
| Community Gathering | 11 |
| Improve Facilities/Restrooms | 6 |
| Habitat Restoration & Education | 4 |

The themes above begin to summarize the responses to this open-ended question. There were 131 unique responses total. Below, we've highlighted some of the unique ideas that were shared:

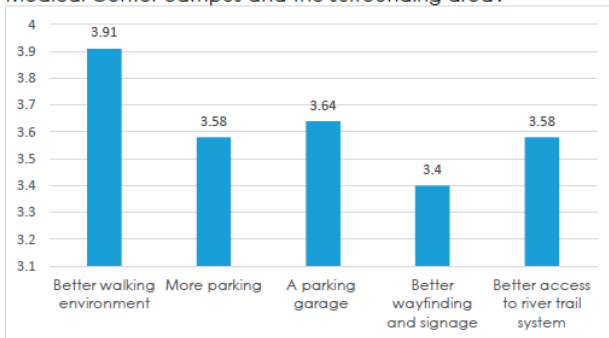
- I'd love to see an alternative school like Rocinante in this area as was well. Maybe something that focuses on agriculture and horticultural jobs, especially if there is irrigation water available.
- Mixture of all types of housing...services for residents and visitors will follow.
- Outdoor education space. Local food markets
- Fitness centers, gyms and health food restaurants needed
- I think at some level it would have to serve the homeless population.
- River walk with dining with umbrellas and seating along the river. Decks, string lights, music. Boat landings at certain stops to access the dining and gift shops including local artists and culture.
- Wild life wetlands habitat with information and signage for bird identification, shaded areas with picnic benches, water fountains
- Bmx park, fishing pond, riverside restaurant
- Festival space. Open market retail/farmers. Public safety/law enforcement presence.
- An outdoor roller rink / hockey rink. A drive-in movie theater
- Combined eatery, family grocery shop, housing unit with courtyard for all to have vendors on weekends. eatery's, grocery store at ground level, housing above. A community within but invites others to enjoy.
- A warehouse local farmers can use to centralize storage and distribution of locally grown fresh produce.
- EV Charging with shade areas so people could walk the area
- Top priority should be a pleasant, safe, well-marked connection for walking/biking between downtown and the river.
- improvement of the bosque and other native trees, shrubs & plants - doesn't have to be a garden.
- Newer and better apartment complexes.

Question 10: Which private development or uses are most compatible with a location in the Healthcare Hub?



There were 20 additional responses from those who chose "Other" as an option. These mostly centered on ideas for housing; many folks want to see more options for employees of SJRMC and travelling employees. There are also ideas about supporting businesses for overall wellness, such as recreation centers, acupuncture, accessible spas, etc.

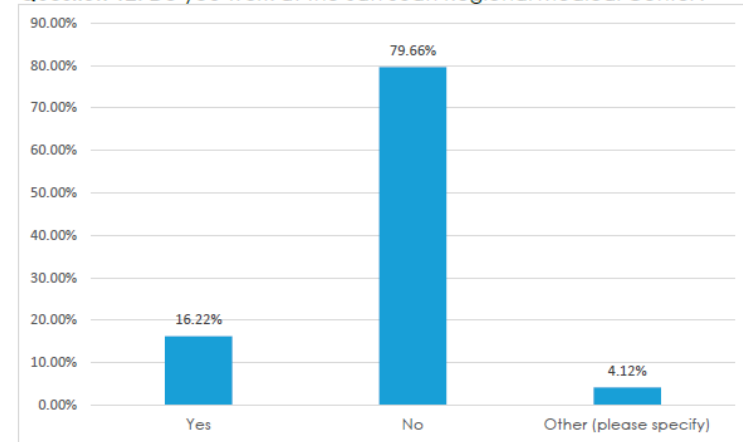
Question 11: What improvements would you most like to see on the San Juan Medical Center campus and the surrounding area?



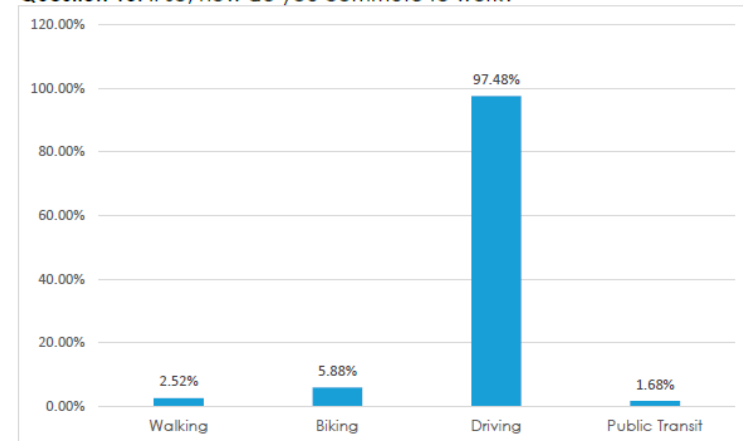
There were 31 responses to the "Other" option for this question. Improvement ideas and comments centered on safety and transportation concerns. People noted concerns about

safety both in terms of vehicular traffic and not being able to safely cross Pinon and in terms of feeling unsafe when unhoused persons often share this space. Others noted improved lighting making a difference.

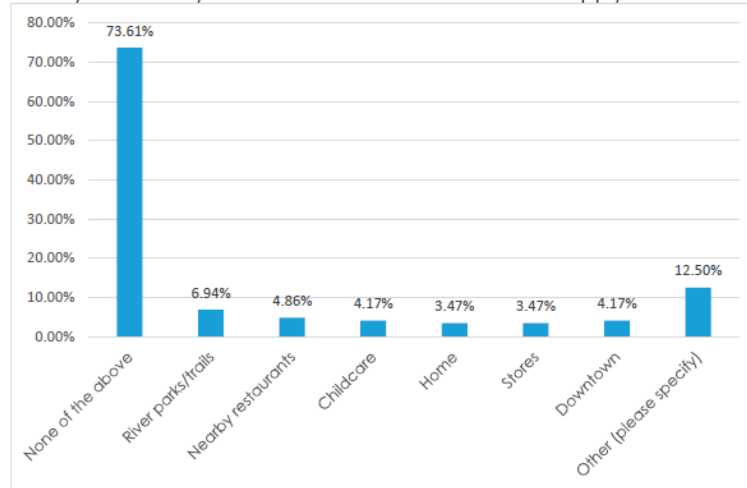
Question 12: Do you work at the San Juan Regional Medical Center?



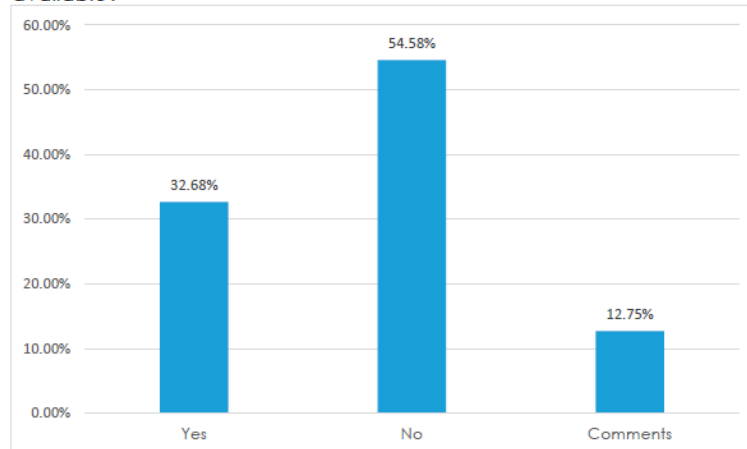
Question 13: If so, how do you commute to work?



Question 14: If you work at the hospital, do you walk from the SJRMC to any nearby community destinations? Please select all that apply:



Question 15: Would you consider living near the Medical Center if housing was available?



Almost 33 percent (100 respondents) said they would consider living in this area if housing were available. Question 15 offered an option for open comments and respondents provided 39 unique answers. This offered insight into what some of the barriers may be at the present. Most people cited concerns about safety as the primary reason to not live here.

Question 16: What other ideas do you have or amenities would you like to see in this area that we have not addressed in the previous questions about the Healthcare Hub?

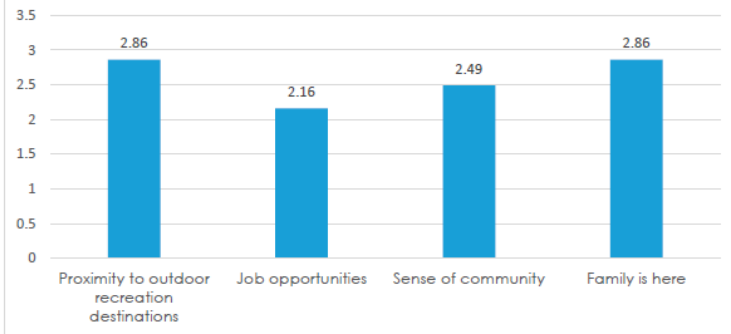
| Ideas/Amenities | Responses |
|-------------------------------|-----------|
| Food/Restaurant | 18 |
| Safety | 14 |
| Transportation | 12 |
| Community | 11 |
| Facilities | 11 |
| Retail/Entertainment/Services | 10 |
| Recreation | 8 |
| Beautification | 7 |
| Housing | 2 |
| Habitat | 2 |

There were 81 unique responses to this open-ended question. Many respondents expressed a need for coffee shops, restaurants, and quick grab and go food options. They also expressed a need for employee/visitor services, such as childcare or gyms/wellness centers nearby. Many people also described challenges moving around this space by foot, noting that the nearest bus stop is on the back side of the hospital. Lastly, many noted a desire or expanded services for the unhoused and mental health/substance abuse treatment. Below are a few unique ideas:

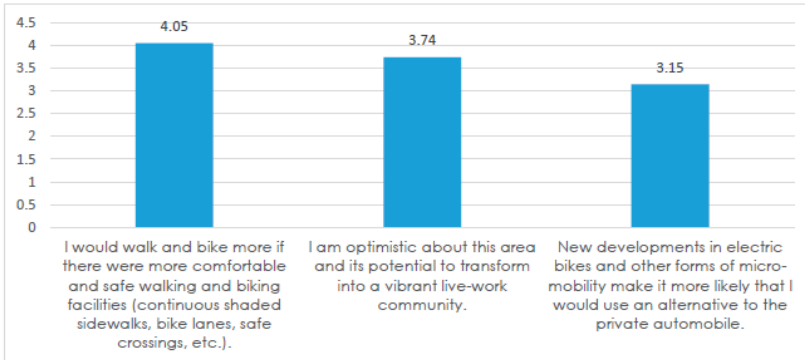
- EV charging, especially a DC fast charger. Solar powered community.
- Something for those visiting patients to be able to run to quickly and get needed supplies, snacks, etc for their time at the hospital
- A close and well-maintained food truck pavilion would be nice for warmer weather like Locke Street.
- Short term housing for families who live more than 50 miles away and have a member receiving medical services long term
- It's not a safe area to walk anywhere. All these improvements suggested are worthless without safety.

- Places healthcare workers can go to grab quick food during their lunch break (coffee shop, food truck parking by the hospital, small cafe) within walking distance of SJRMC so we have more variety for our lunches. 24 hr coffee shop would be nice right across the street for night shift

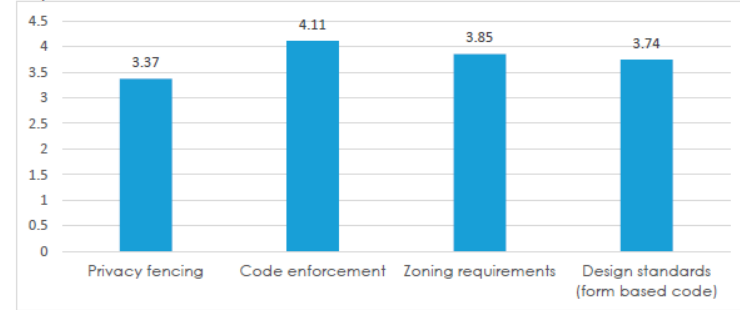
Question 17: The best things about living in Farmington are (please rank):



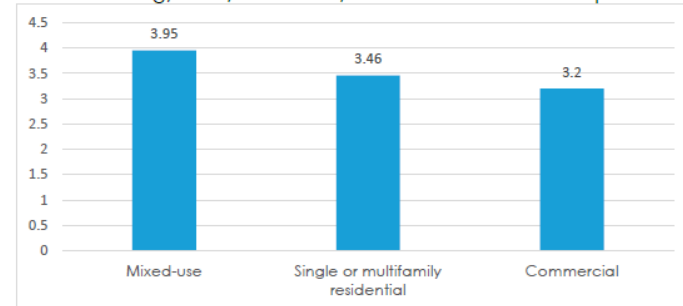
Question 18: Rate the following statements on how well you agree with the statement:



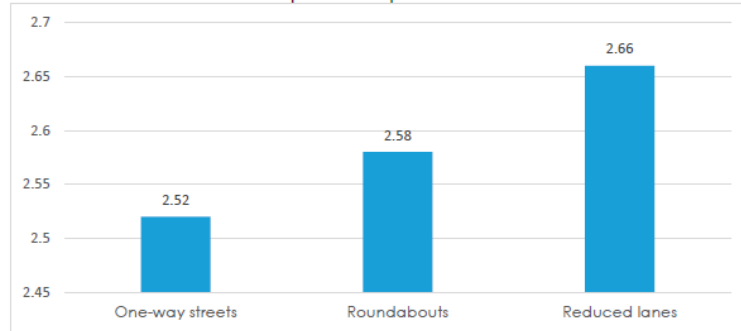
Question 19: Aesthetic: Certain areas of the district have been identified as in need of aesthetic upgrades, what mechanism could be used to increase the "curb appeal" of these areas? Please rate from most important to least important.



Question 20: Zoning Changes: The current Industrial Zoning in the Animas District and Healthcare Hub are incongruent with the MRA plan's vision for the area. What zoning would best fit in the districts to encourage development of light manufacturing, retail, residential, and commercial development?



Question 21: Transportation: In working to increase walkability and traffic calming in the Animas District and Healthcare Hub, what possible improvements could be made to the transportation plans for the area?



Question 22: Do you have any final thoughts, ideas or questions that were not addressed in the survey above?

This open-ended question had 92 unique responses. Due to the large number and variation in responses, it was hard to effectively categorize, though many responses focused on the themes of multimodal transportation, safety and beautification. Below is a sample of these ideas/comments:

- Orchard Avenue should be the main entrance to the Animas District connecting to trails. Fountains and art statues should be incorporated into its design. Behrend is a great north-south connection between the Civic Center and the district and there could be some sort of shuttle from a hotel in the district to the Civic Center.
- The homeless population is more concerning to me safety wise compared to the access and safety issues mentioned in this survey in this area, that is the primary reason I don't use recreational areas in this area of town.
- I love Farmington and believe in its potential. We need to build a beautiful productive downtown/riverfront area
- My biggest concern is affordable rental housing.
- Sincere consideration on how the homeless/intoxicated peoples in this area needs to be a strong priority.
- The offer of incentives or assistance with property improvements for residential and commercial could improve the acceptance to create a more appealing community.

- In some of the new commercial developments in the area like the Presbyterian Medical Center, it is very confusing how to get in or exit the parking lot and find the front, there are many dead ends
- I would like to see the city consider a senior friendly housing development. Not assisted living, but retirement, single family homes/townhomes or patio homes. I truly believe it would keep and attract more retirees.
- Advertising the beauty and originality of this part of Farmington is key. It needs a distinct identity that sets it apart from other parts of the county.

Demographic Questions

Question 1: I can be best described as:

