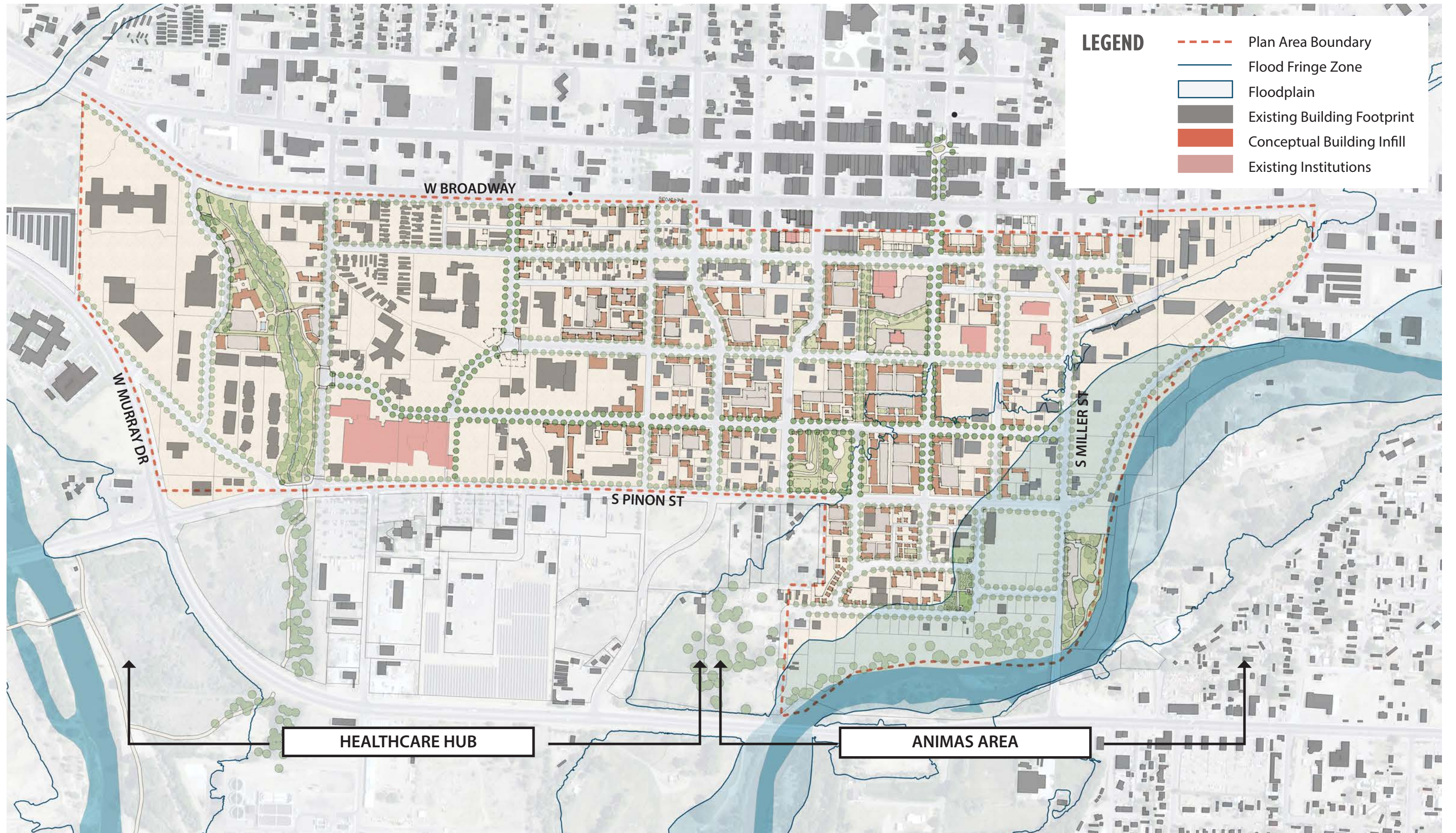


**ANIMAS ACTION PLAN**  
**DRAFT ILLUSTRATIVE PLANS**  
**June 2023**



**LEGEND**

- - - Plan Area Boundary
- Flood Fringe Zone
- Floodplain
- Existing Building Footprint
- Conceptual Building Infill
- Existing Institutions

HEALTHCARE HUB

ANIMAS AREA

**OVERALL ILLUSTRATIVE PLAN**

# HEALTHCARE HUB ANNOTATED PLAN

## EXISTING FEATURES:

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

## PROPOSED PLAN ELEMENTS:

1. Enhanced greenway along stream with trails and pedestrian bridge to connect east and west side.
2. Conceptual site for hotel and restaurants taking advantage of views to greenway and stream.
3. Crossing and future potential trail connection across Lake Street.
4. Enhanced pedestrian crossing across Pinon at hospital entrance.
5. Conceptual trail and greenway to connect to river amenities. Safe crossing recommended at Murray Drive.
6. Maple Street proposed as east-west pedestrian priority corridor.
7. Schwartz Avenue and Auburn Avenue proposed as north-south pedestrian priority corridors
8. Opportunities for Incremental development of small lots.



# ANIMAS AREA ANNOTATED PLAN

## 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. Outdoor Recreation incubator
- J. Animas River

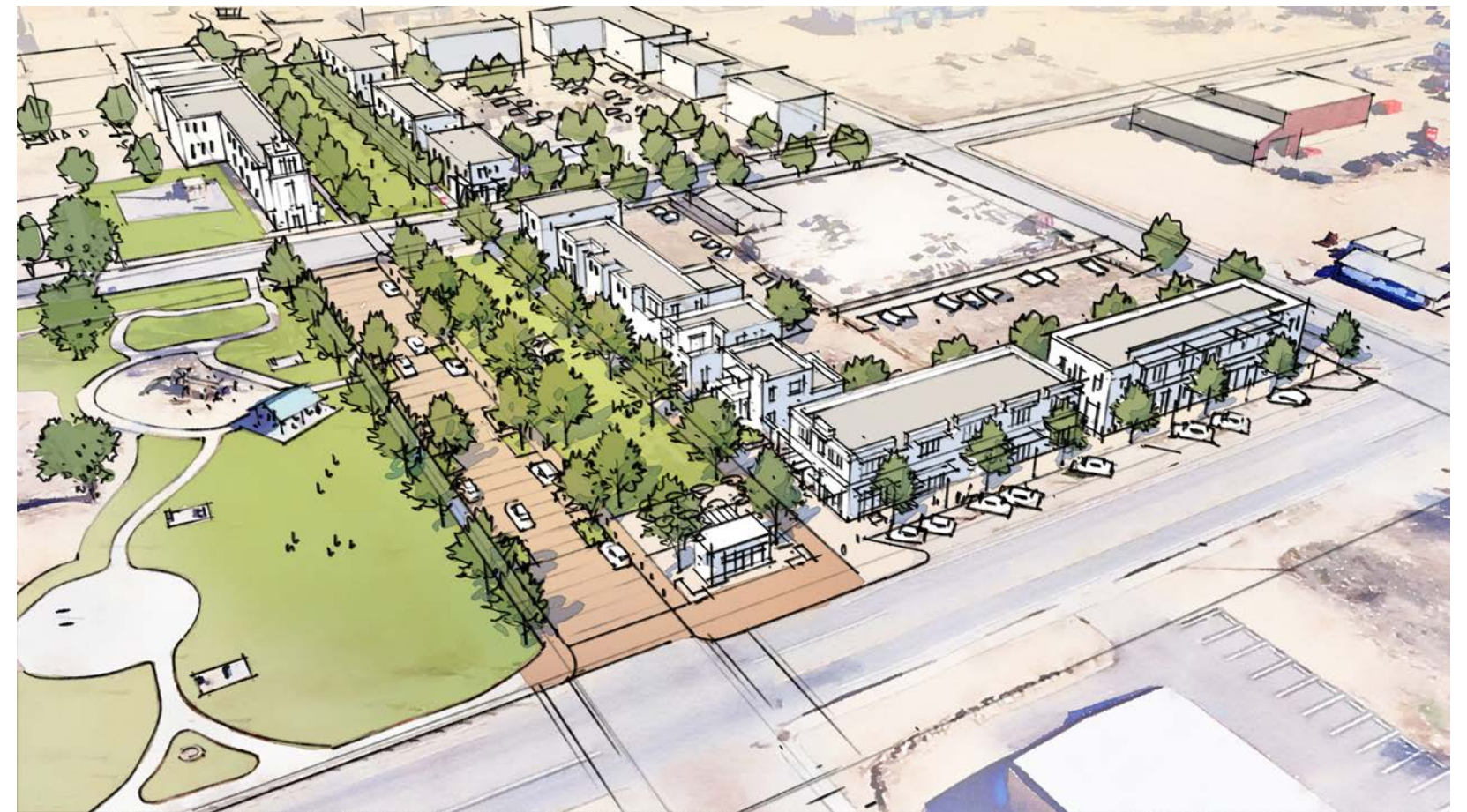
## PROPOSED PLAN ELEMENTS:

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



## ENLARGED OSCAR THOMAS PARK AREA PLAN

1. Placemaking opportunity at Elm and Behrend utilizing old storage depot and enhancing views to the mesa to the south.
2. Pedestrian paseo to improve walkability. Connect to park at Farmington Indian Center.
3. Paseo proposed as amenity for new housing.
4. Oscar Thomas Park as catalyst for new development.
5. Expand park and incorporate existing ditch as educational component.
6. Native American archaeological site
7. Proposed infill housing on city-owned parcel facing Oscar Thomas Park.
8. Aerial rendering showing new housing next to Oscar Thomas Park with pedestrian paseo beyond.

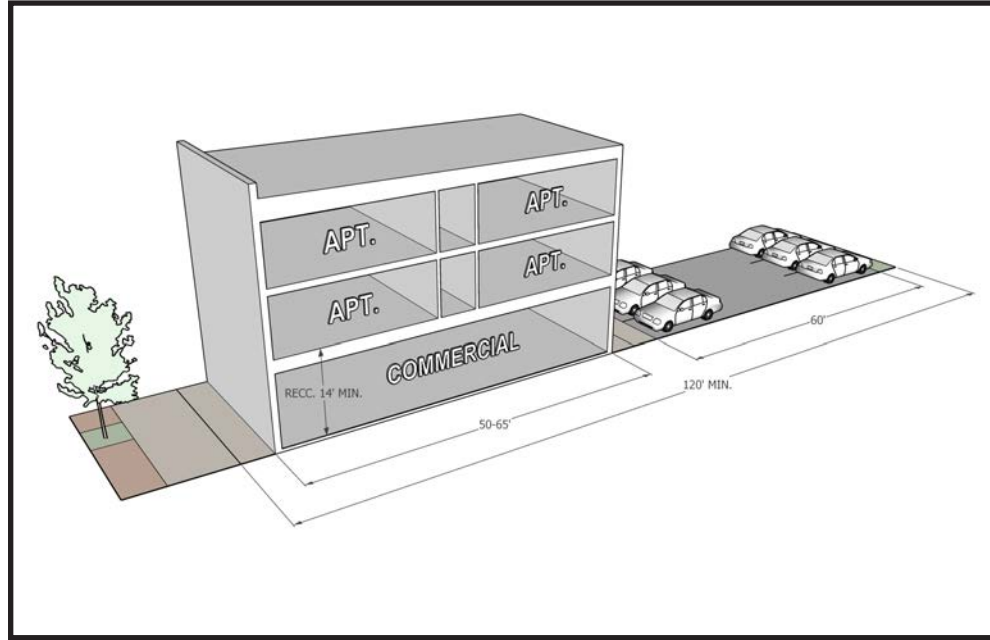


An aerial view of the proposed new housing adjacent to Oscar Thomas Park.

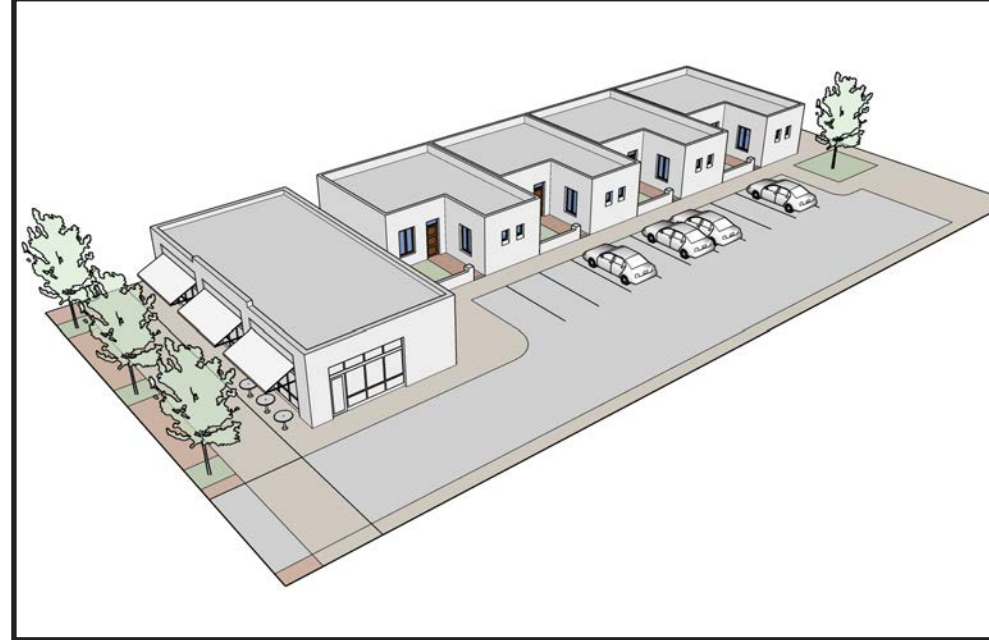
## **RESIDENTIAL & MIXED-USE BUILDING TYPES**

The following Building Types are examples of what forms could begin to take shape as infill development in the Animas Area. These would be refined as is appropriate for a given context, but are listed here to help imagine what could take form and begin to achieve goals of added housing and mixed-use development.

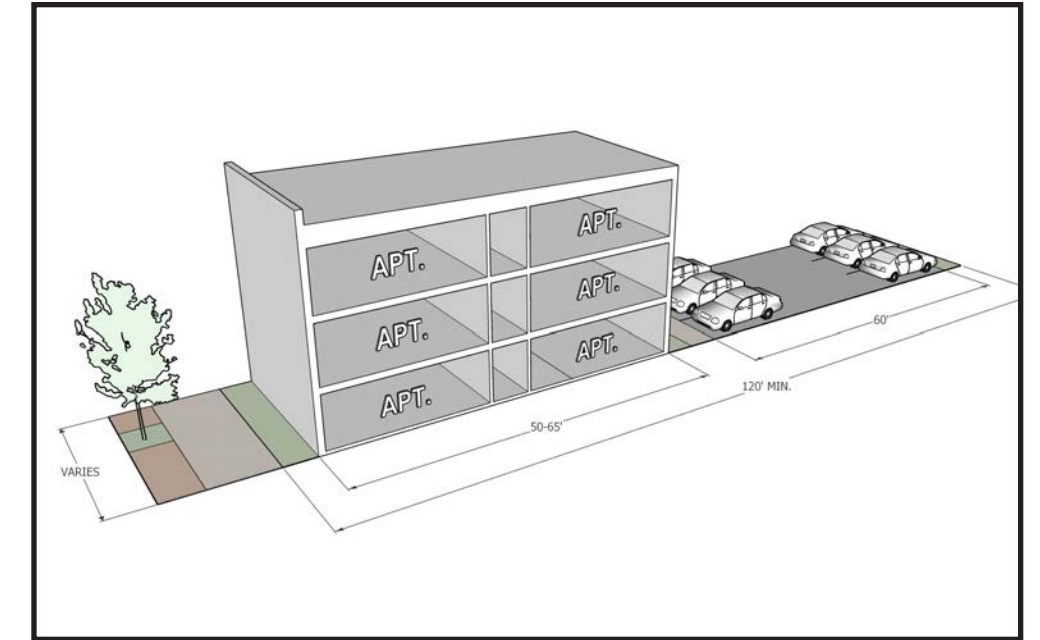
## BUILDING TYPE: VERTICAL MIXED-USE



## BUILDING TYPE: HORIZONTAL MIXED-USE



## BUILDING TYPE: MULTI-FAMILY APARTMENT/CONDO



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.

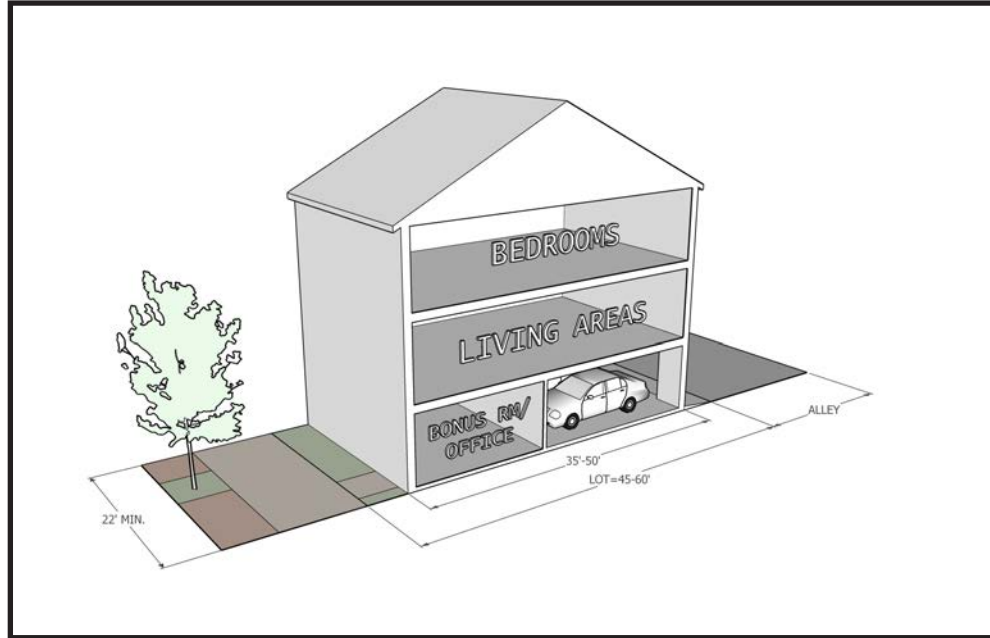


When a vertical mixed-use building is not viable or practical, a horizontal mixed-use development is a good alternative. A single property may accommodate multiple uses in a single or multiple buildings arranged on the site. Parking should be relegated to the side and rear of the parking, with the maximum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

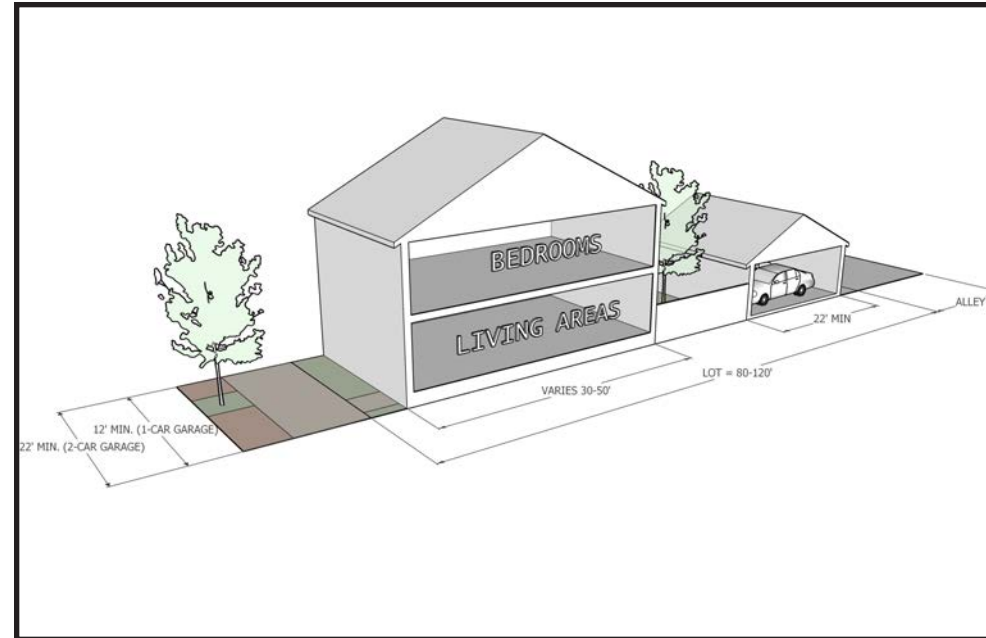


Multi-family buildings can consist of rented apartment or condominiums. In an urban context, they should be constructed close to the street with parking in the rear. Units facing the sidewalk should incorporate stoops, porches, and/or shallow patios to promote interaction with the street. Low, wrought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

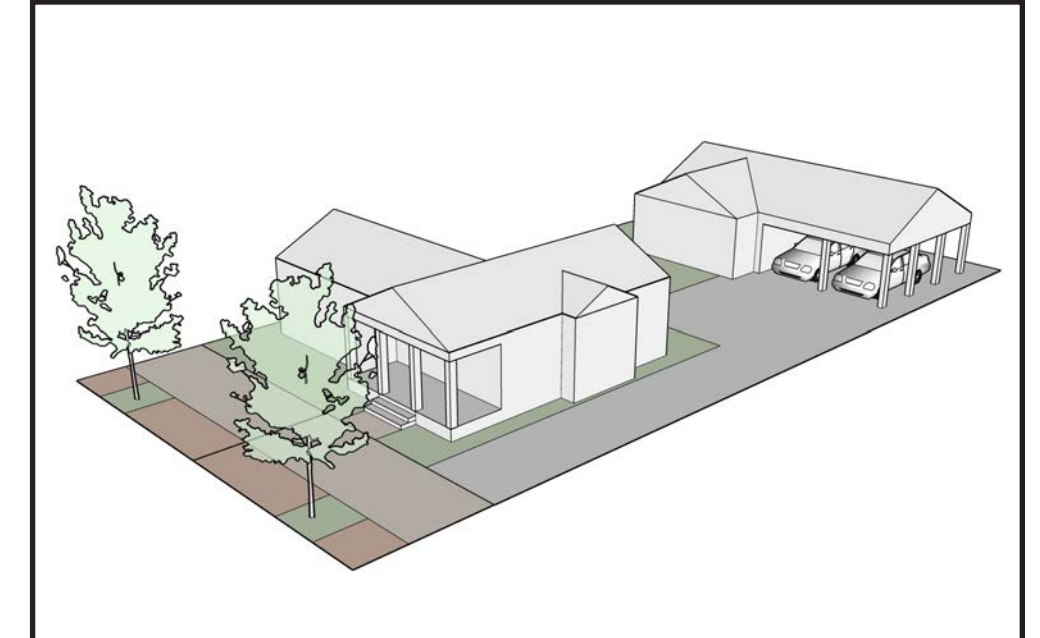
## BUILDING TYPE: TUCK-UNDER TOWNHOUSE



## BUILDING TYPE: TOWNHOUSE



## BUILDING TYPE: DETACHED HOUSE



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.



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.



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.

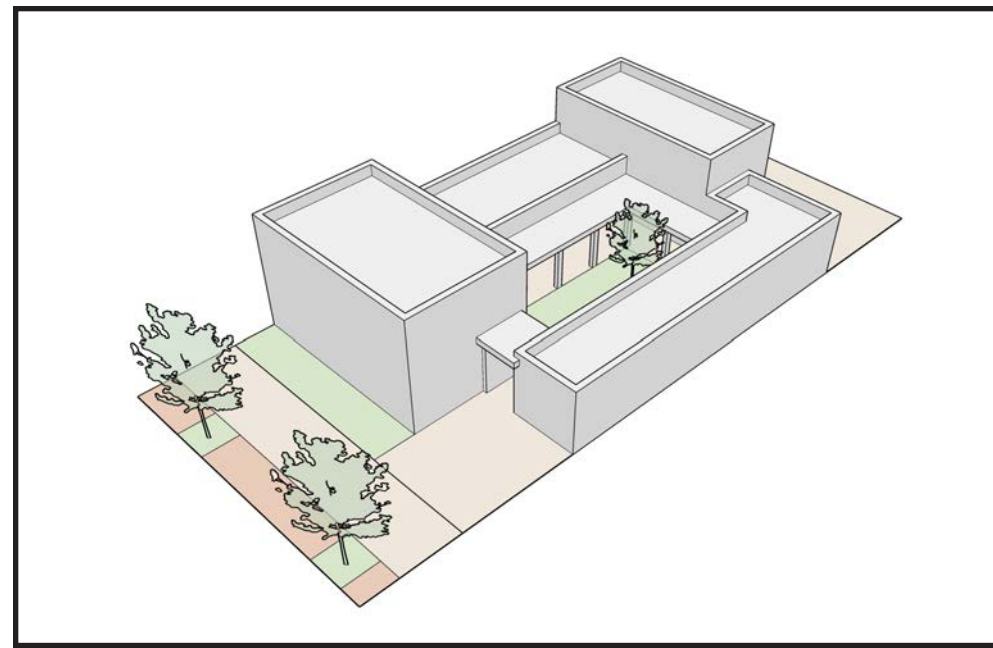


## BUILDING TYPE: COTTAGE COURT



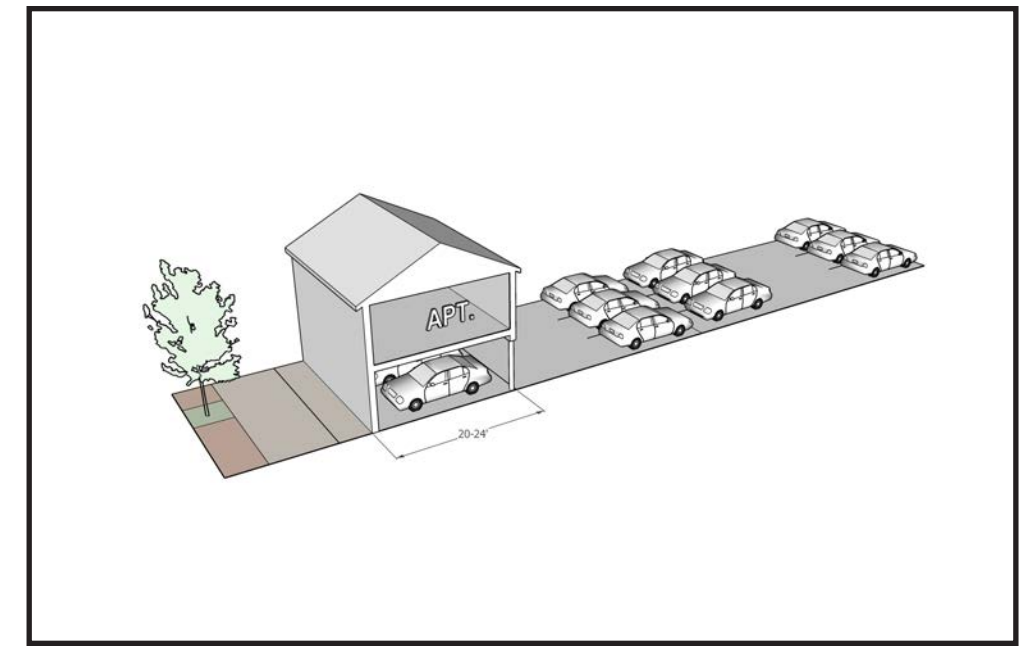
The cottage court clusters single-unit cottages around a shared open space. This type of development can be rented or sold as condominiums. Parking is generally relegated to the rear or sides of the property.

## 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

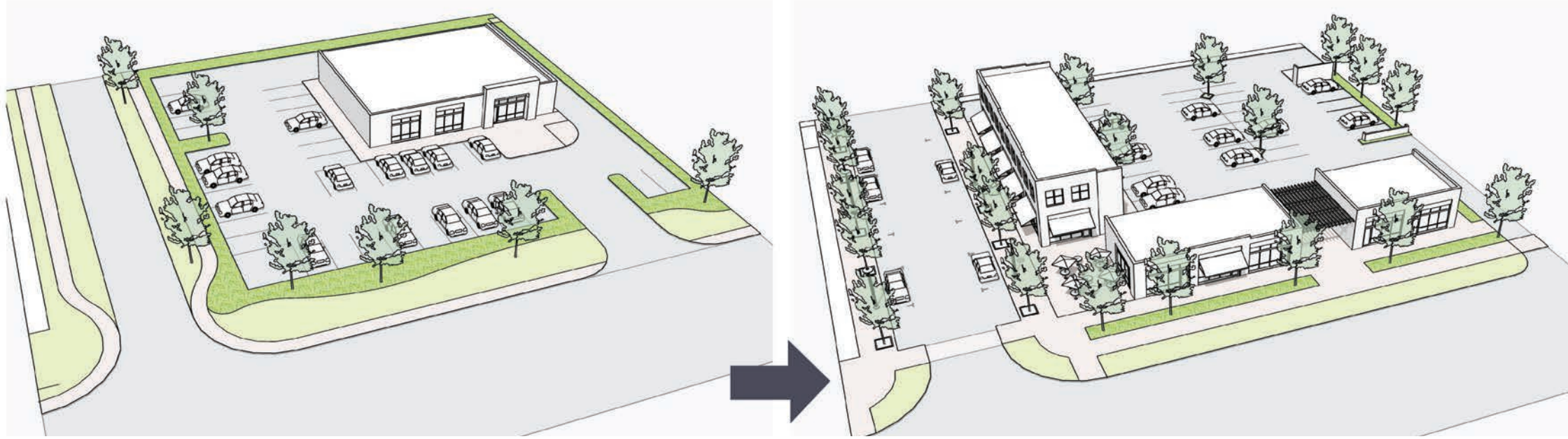


A liner building is a shallow building used to screen parking lots and activate the sidewalk with residential, office and retail uses. Often, the ground floor is used for covered parking which is accessed from the parking lot. While this leaves the ground level “less activated”, it still provides “eyes 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.

# **RECOMMENDED ZONING FRAMEWORK**

This section begins to outline what recommendations for a zoning overlay framework that offers flexibility in use, as well as guardrails for design, to help achieve goals for future development in the Animas District.

## RECOMMENDED ZONING FRAMEWORK - INTRODUCTION



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.

One of the keys to implementing the vision and master plan for the Animas area and the Healthcare hub is through zoning. 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.

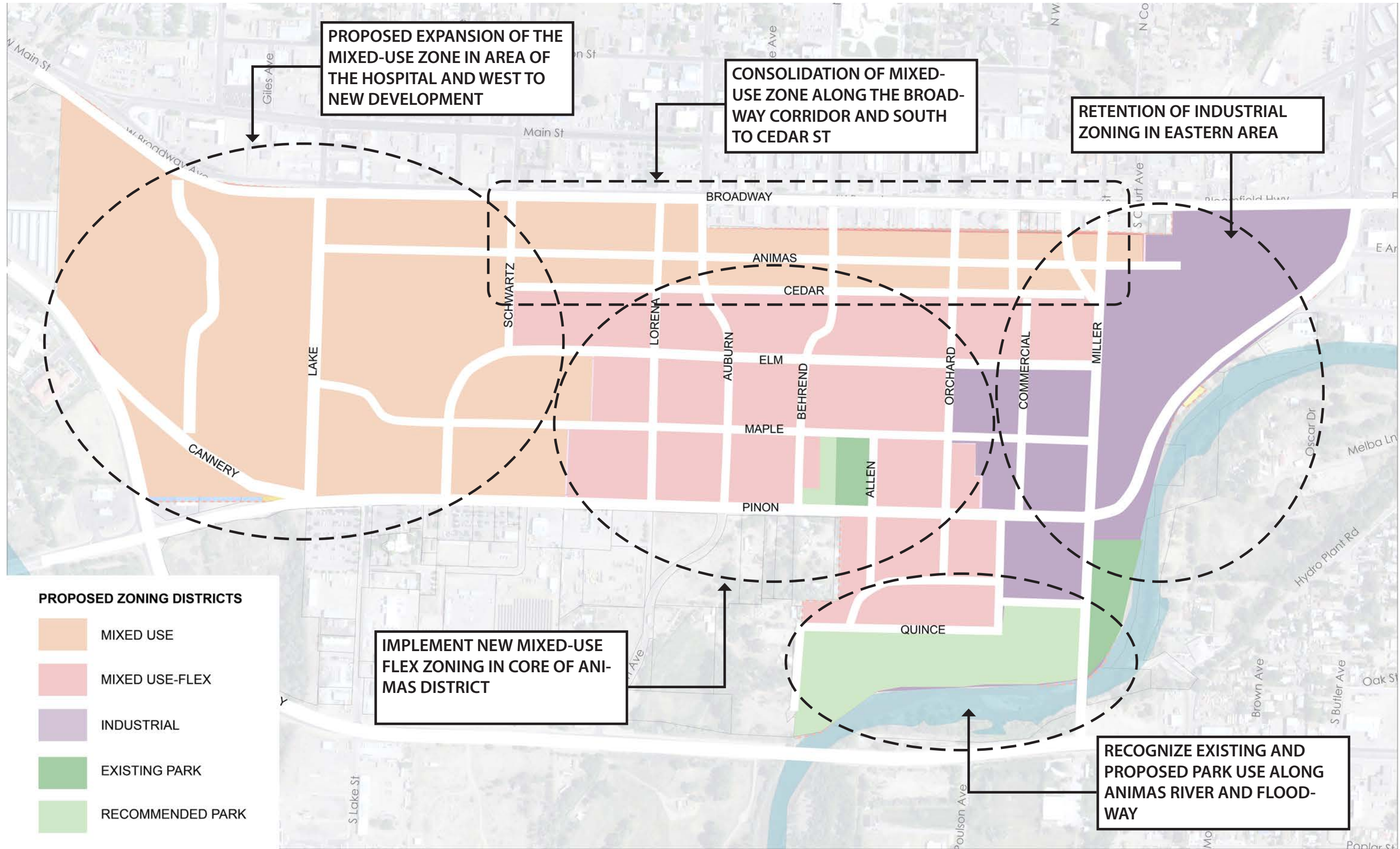
Some of the current barriers to redevelopment include:

- Current zoning does not coalesce to implement any holistic vision for the Animas Area. In fact, the current zoning is a mismatch with the ultimate vision for a vibrant Animas area and robust hospital district with supporting residential neighborhoods and employment and recreational uses.
- 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. For example, reinvestment on one individual lot that is rezoned to Mixed Use is stymied by the unpredictability of what may happen in the future on an adjacent lot that is left with its industrial zoning.
- 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 making entitlements unpredictable.
- Parking standards are static (and suburban) and inhibit ability for buildings to accommodate changing uses over time based on an evolving real estate market.
- No building or urban design standards applicable to both the private and public realms associated with mixed-use zoning to implement the vision for walkable mixed use.

With these barriers in mind, 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).

# RECOMMENDED ZONING FRAMEWORK - DISTRICT MAP



## RECOMMENDED ZONING FRAMEWORK

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.



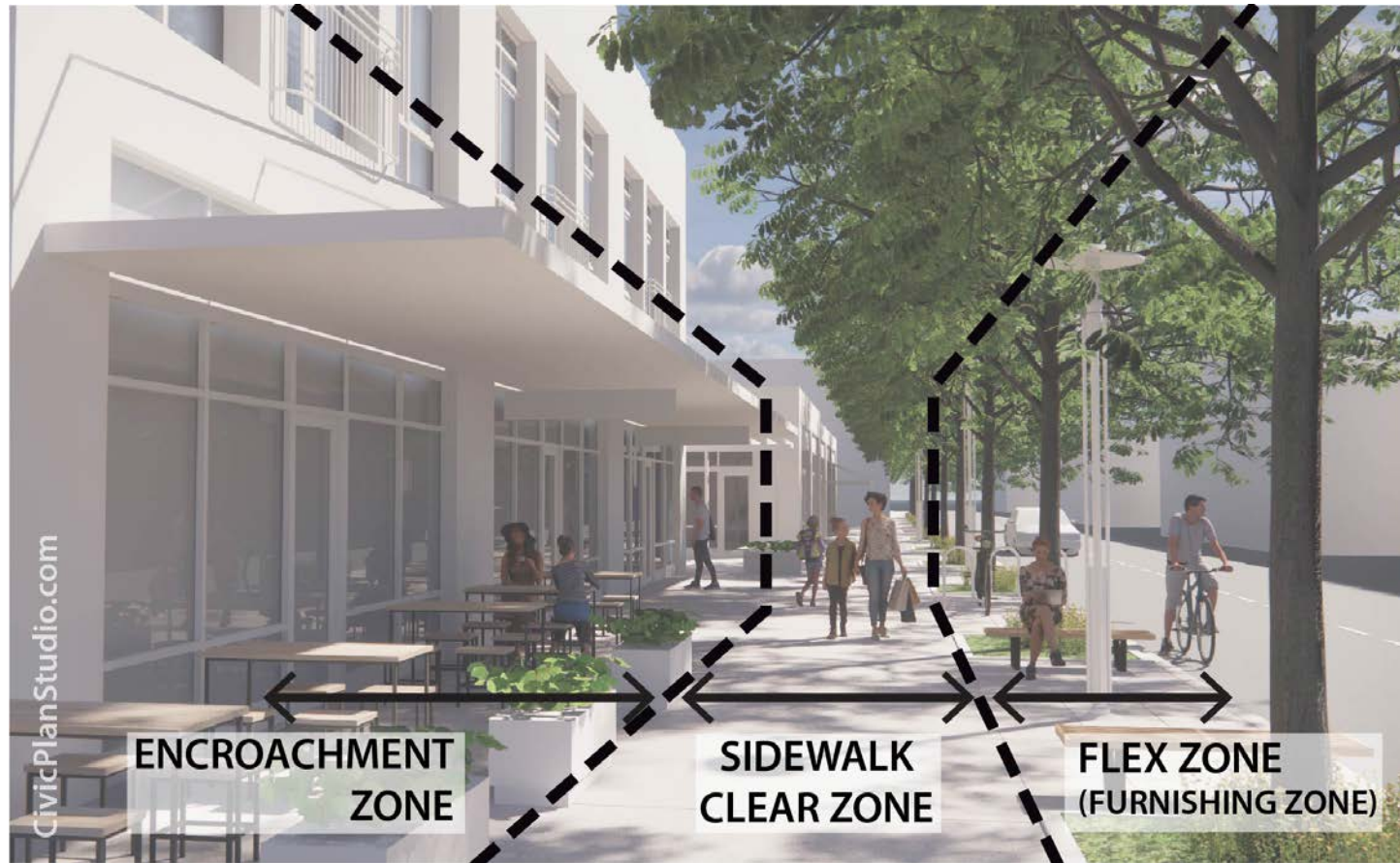
## RECOMMENDED ZONING FRAMEWORK - SUMMARY TABLE

	SUB-DISTRICTS ZONES		
	AMENDED MIXED-USE ZONE	NEW MIXED-USE FLEX ZONE	EXISTING INDUSTRIAL ZONE
<b>Purpose and Intent</b>	<ul style="list-style-type: none"> <li>To accommodate a range of neighborhood compatible retail and office uses within the context of a neighborhood.</li> <li>Provides specific standards for the development of limited business, office, or service uses in existing residential structures, or in new structures within residential areas.</li> <li>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).</li> </ul>	<ul style="list-style-type: none"> <li>To accommodate a range of commercial (retail, office, light industrial and craft manufacturing) and missing-middle residential uses</li> <li>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.</li> </ul>	<ul style="list-style-type: none"> <li>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.</li> </ul>
<b>Uses</b>	<ul style="list-style-type: none"> <li>Keep existing use mix in the MU district (retail, restaurant, office uses, Residential -SF, MF, TH, etc.)</li> <li>Limit auto-related site elements</li> </ul>	<ul style="list-style-type: none"> <li>Retail, restaurant, office uses</li> <li>Light industrial (no outdoor storage or uses that have noise, vibration, smoke or other external impacts)</li> <li>Craft manufacturing (limit size)</li> <li>Allow existing industrial uses to remain</li> <li>Allow missing-middle and multi-family residential</li> </ul>	<ul style="list-style-type: none"> <li>Keep existing IND district uses as is</li> </ul>
<b>Density and Height</b>	<ul style="list-style-type: none"> <li>3 stories max.</li> <li>30 units/acre max. residential density</li> </ul>	<ul style="list-style-type: none"> <li>3 stories max.</li> <li>24 units/acre max. residential density</li> </ul>	<ul style="list-style-type: none"> <li>Same as IND</li> </ul>
<b>Building Placement</b>	<ul style="list-style-type: none"> <li>Front (primary) setback: Min. of 2' and max. of 15'</li> <li>Frontage Build-out: Min. % of the building width to occupy the lot frontage (50% or greater)</li> </ul>	<ul style="list-style-type: none"> <li>Front (primary) setback: Min. of 5' and max. of 20'</li> <li>Frontage Build-out: Min. % of the building width to occupy the lot frontage (50% or greater)</li> </ul>	<ul style="list-style-type: none"> <li>Same as IND</li> </ul>
<b>Parking Placement</b>	<ul style="list-style-type: none"> <li>Parking to be placed behind the building or along the side of a building. Limit primary street frontage</li> </ul>	<ul style="list-style-type: none"> <li>Any NEW parking lots to be placed behind buildings along primary streets. Along side streets (non-primary), they shall be screened</li> <li>Existing parking lots to remain, but any redevelopment may be allowed that doesn't make any existing non-conformity worse.</li> </ul>	<ul style="list-style-type: none"> <li>Same as IND</li> </ul>
	<ul style="list-style-type: none"> <li>Recommend a blended ratio for all commercial and industrial uses at 1 space per 300 sq.ft. of leasable area.</li> <li>Recommend one ratio for all residential uses at 1 space per residential unit</li> </ul>		<ul style="list-style-type: none"> <li>Same as IND</li> </ul>
	<ul style="list-style-type: none"> <li>New driveways to be located away from primary streets to the extent possible</li> <li>Cross access easements required where future development could connect (subject to elevation/grades or other physical barriers)</li> </ul>		<ul style="list-style-type: none"> <li>Same as IND</li> </ul>
<b>Building Design Standards</b>	<ul style="list-style-type: none"> <li>Min. % of primary facades to have doors and windows (25%)</li> <li>Main building entrance required at the primary street sidewalk (or connecting to the primary street sidewalk)</li> <li>Require building articulation by changing color, materials, or building offsets</li> <li>Allow a range of building materials (limit primary façade materials only)</li> <li>Additional standards for auto-related site elements (parking, drive-thrus, service bays, etc.)--screening or located behind the primary building</li> </ul>	<ul style="list-style-type: none"> <li>Same as Mixed Use and shall apply to new construction or expansions only</li> </ul>	<ul style="list-style-type: none"> <li>Same as IND</li> </ul>
<b>Public Realm Standards</b>	<ul style="list-style-type: none"> <li>Min. 6' wide sidewalk required along primary street (may be in public ROW or on private property with a public access easement)</li> <li>Streetscape elements (street trees, etc.) may be required based on street designation</li> <li>Also see illustration/table XX below</li> </ul>	<ul style="list-style-type: none"> <li>Same as Mixed Use and shall apply to new construction or expansions only</li> </ul>	<ul style="list-style-type: none"> <li>Consider requiring adherence to new sidewalk standards for any new industrial development.</li> </ul>

## RECOMMENDED ZONING FRAMEWORK - PUBLIC REALM

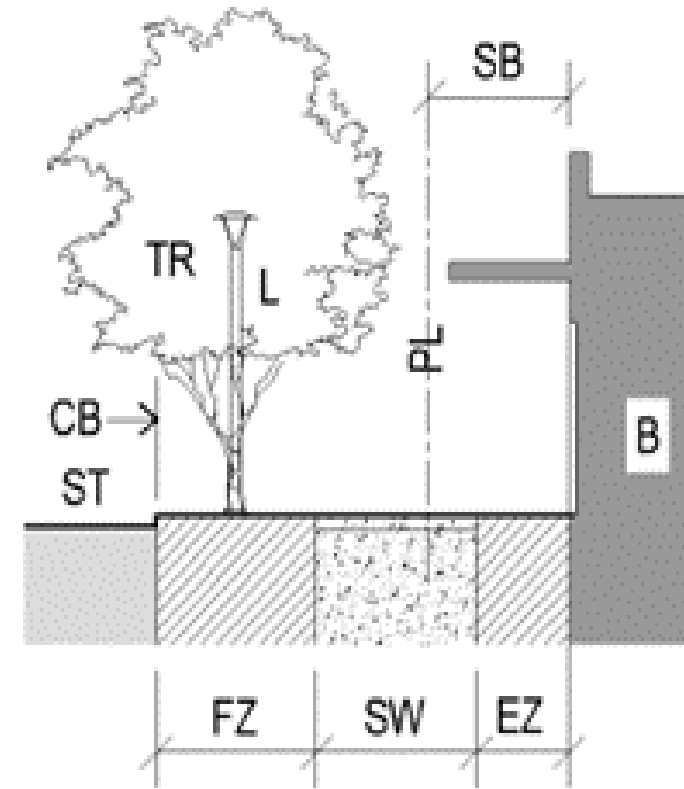
Properly designed sidewalks are a critical component of the public realm. Currently, where sidewalks do exist, they are typically located next to moving traffic without the proper protection provided by street trees, parked cars and bike lanes.

Where a city-initiated streetscape project is not feasible, sidewalks may be implemented incrementally as redevelopment occurs. It is important to have clear standards to produce a comfortable and safe walking environment.



The image above illustrates the three major zones of the sidewalk realm.

### SIDEWALK AND STREETScape STANDARDS



General description: provide continuous shaded sidewalks and associated pedestrian amenities along existing streets.

B	Building
PL	Property Line - location of property line may vary depending on existing curb location
SW	Sidewalk Clear Zone: 8 feet for Pedestrian Priority Streets, 6 feet for all other streets
EZ	Sidewalk Encroachment Zone - min. 2 feet, maximum as determined by maximum setback
SB	Setback per development standards
ST	Existing Street - on-street parallel parking and/or bike lane recommended.
FZ	Sidewalk Flex Zone - minimum 6 feet.
CB	Face of existing curb
TR	Street Trees: provide street trees at 30' on center on avg. (tree planting list?)
L	Provide pedestrian lighting per city standards (?) at a max. spacing of 60 feet.