

CITY OF AZTEC

DOWNTOWN

METROPOLITAN REDEVELOPMENT AREA MASTER PLAN

DRAFT AUGUST 2024

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Executive Summary

Aztec is a city rich in cultural history and significance. The entirety of the Downtown MRA is unique in that it consists of historic buildings at the core of Aztec, vacant land along the Animus River, and the newly constructed North Main Extension. The impetus for expanding the Aztec Downtown Metropolitan Redevelopment Area was to fuel economic growth through utilization of vacant or underutilized land. The Plan outlines the process, purpose, and intent of the expanded MRA boundary and divided the area into three core sections: West Downtown, North Downtown, and the North Main Overlay.

PLAN PURPOSE & INTENT

The Downtown Metropolitan Redevelopment Area Master Plan (Downtown MRA Plan or Plan) develops a vision for the revitalization for the greater downtown district of the City of Aztec. This Plan, while an independent document, builds upon the vision established in the City of Aztec Downtown Metropolitan Redevelopment Area (MRA) Plan adopted in 2018. Its primary purpose is to integrate and establish a vision for the redevelopment opportunities that resulted from subsequent amendments to the MRA boundary enacted in 2023. The Plan establishes a revitalization framework, land use plan, and a series of design guidelines or recommended changes to respective zoning regulations for the parcels within the MRA area to achieve the desired revitalization.

The intent of this Plan is to provide a roadmap that guides the long-range planning for redeveloping the expanded Downtown MRA. A critical piece of the roadmap is establishing the North Main Overlay (NMO) area as a pedestrian-oriented destination for the MRA and ensuring that there are safe and convenient connections to the historic downtown to the south. To make this vision a reality, the Plan provides:

- **Revitalization Plan** that establishes the redevelopment

vision for the greater MRA district that respects the historic downtown Aztec core and holistically integrates NMO and the west expansion areas.

- **Land Use Plan** that aims to optimize vacant land within the expanded MRA boundary.
- **Catalytic Development Projects** identified as critical pieces to spur the revitalization plan.
- **Design Guidelines and Recommended NMO Revisions** that ensure the implementation of the desired revitalization plan.

Note that this Plan will not revise the zoning standards of the NMO, only identify desired policy changes necessary to implement the vision. The City will be required to take desired changes to Chapter 26 of the City Ordinance through the amendment process.

PROJECT PROCESS

The Aztec MRA Master Plan process was structured around four key steps, each crucial to shaping the future of the district:

- **Analyzing Existing Conditions**
An analysis of existing conditions performed for the current state within the MRA District and the NMO.
- **Stakeholder engagement** was pivotal in the planning process to determine the overall MRA district vision.

- **MRA District Vision** is the culmination of community input and analysis that resulted in the MRA Revitalization Plan.

The Downtown MRA Master Plan outlines key redevelopment catalytic projects, provides design guidelines, and recommends revisions to NMO. The plan outlines a redevelopment framework for the expanded district boundary. It specifies land use strategies for vacant parcels, proposes infrastructure improvements, and identifies key redevelopment projects designed to catalyze economic growth.

PUBLIC ENGAGEMENT

Stakeholder engagement process for the Downtown MRA Master Plan was comprised of several components designed to achieve stakeholder input, including:

- Biweekly meetings with the Aztec Community Development Department
- Internal meetings with individual stakeholders
- A field tour of Downtown Aztec
- A Visioning Session

The following themes emerged from stakeholder engagement:

- The urgent need to address critical housing needs with provisions for a variety of housing typologies and welcome infill projects.
- The need to promote density within the overlay district to foster economic growth and enhance livability.
- The necessity to update the zoning code to allow more diverse uses in the MRA district.
- The desire to enhance signage, wayfinding, and branding for Aztec.
- The need to develop a business-friendly reputation to attract new enterprises to Aztec.
- The desire to capitalize on outdoor recreation to drive Aztec's economy.
- The need to enhance wayfinding infrastructure for the NMO district.

ASSET INVENTORY

The asset inventory section detailed the following analysis:

- Community asset
- Existing zoning and land uses
- Development character
- Notable Public Improvements

The Existing Zoning Distribution Table provides an overview of the existing zoning allocations within the MRA.

The A-1: Agricultural or Rural District comprises 39 percent, or 112.55 acres, of the MRA district. These lands are designated for the protection and preservation of agriculture lands and limited rural low-density residential uses on large lots. **Agriculturally zoned lands are primarily vacant and present the largest redevelopment opportunities for the MRA.**

The NMO is an overlay district that was established to provide standards to encourage development of an active, pedestrian-oriented retail and mixed-use district linking Downtown Aztec via the pedestrian plaza and the trailhead to the Animas River Trail and Aztec Ruins National Monument. It was adopted after the original MRA Plan, established permissive uses, general design principles, street network design principles, block length standards, cul-de-sac standards, and access and parking requirements. The purpose of the NMO was to allow a wider range of permissible uses not encompassed



Workshop with the Aztec Community Development Department and Stakeholders

in the base zoning districts. The design principles generally provided context for future development that would support a walkable area that complements the historic nature of Downtown Aztec.

While the overlay is envisioned as a mixed-use development, the allowable uses do not include residential, which inhibit the realization of the vision. Residential uses should therefore added to the lineup of permitted uses within the overlay. Additionally, the established design principles lack specificity or were found too restrictive in some instances for future developers to establish a cohesive Downtown.

The maximum building height standards of the code are complicated and tied to both the right-of-way widths and underlying base district setbacks. Per the below calculations, the maximum allowable building height for North Main Overlay area is 141 feet while the historic Downtown allows 162 feet. **These building heights are generous and do not inhibit development on vacant parcels.** To ensure building heights feel comfortable along the primary Main Ave spine, height caps or setbacks may want to be considered. Outside of this spine, the heights are appropriate to spur development.

OPPORTUNITIES & CHALLENGES

The Aztec community faces some unique opportunities and challenges that can be alleviated by specific interventions within the greater Downtown MRA identified on the next page.

Challenges:

- Lack of image and branding
- Blight due to vacant or otherwise dilapidated buildings
- Poor street connectivity and street layouts
- Inadequate pedestrian/ bicycle

infrastructure

- Unsafe intersections
- Lack of appropriate zoning
- Lack of commercial goods, services, and lodging options
- Lack of housing variety, particularly higher density housing
- Lack of variety in retail and restaurant options
- Disconnect created by W Aztec Blvd between the northern and southern connection of Main Ave
- Mismatch between zoning and desired development character

Opportunities:

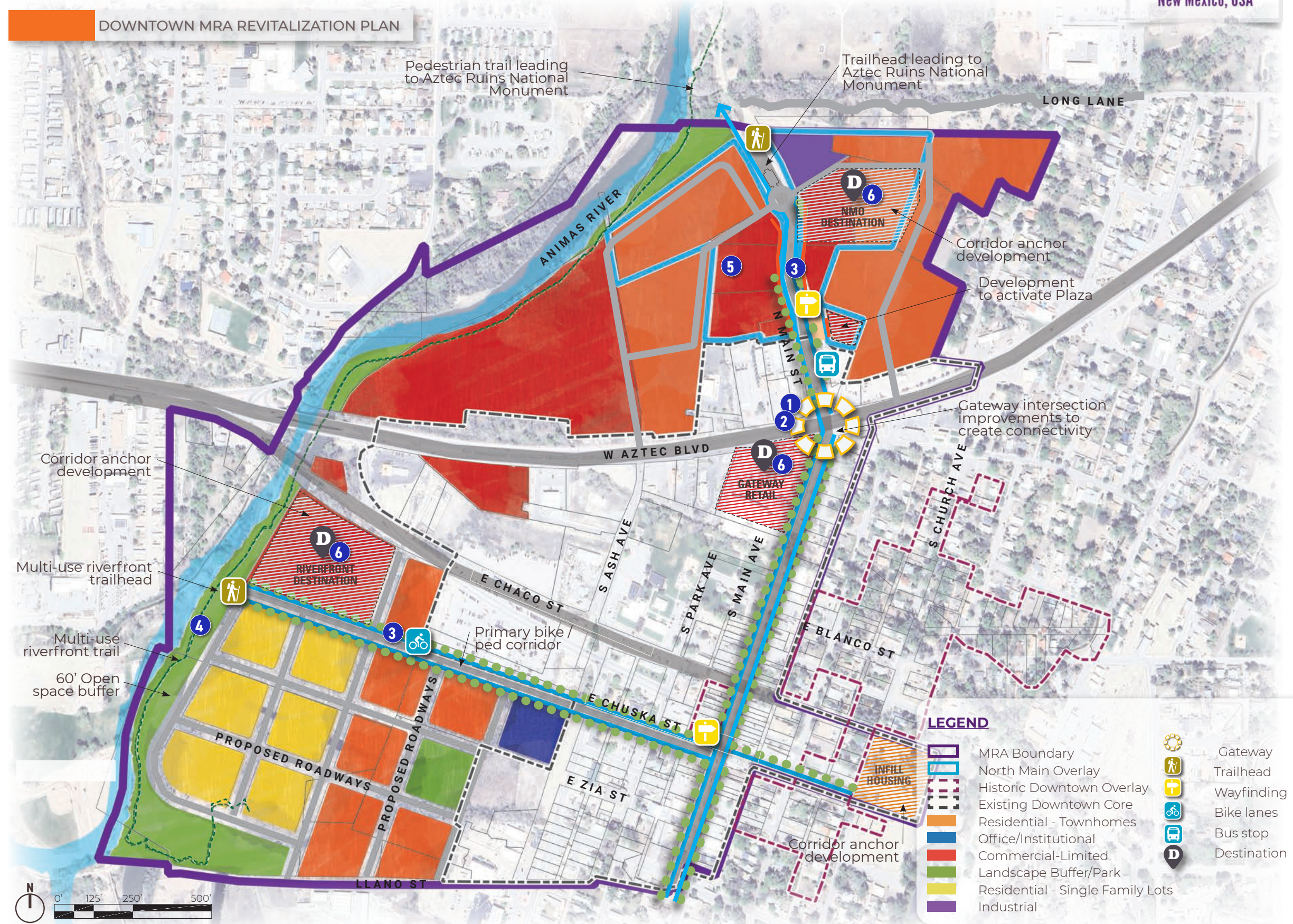
- Define gateways and edges
- Logical roadway expansions to continue urban grid
- Expansion of pedestrian and bicycle infrastructure
- Increased connections to the Animas River as a recreational amenity space
- Infill on vacant lands to increase retail, entertainment, and housing options
- Preservation and Adaptive Reuse of existing buildings
- Establish visual continuity within urban fabric, particularly S Main Ave and North Main St

DOWNTOWN MRA REVITALIZATION PLAN

The MRA Revitalization Plan is the outcome of public engagement with City staff, stakeholders and the public. It serves as a redevelopment vision and framework for the expanded MRA boundary area. The Plan builds on the Redevelopment Scenario of the 2018 MRA Plan that envisioned a safe, walkable district and main street. A primary goal of this Plan's revitalization is to increase connectivity within the greater MRA boundary as well as connect community assets within and adjacent to the Plan area. Cohesion between the Historic Downtown core and the North Main Overlay is a critical component of this goal and envisioned to be achieved through

Key elements of the greater Downtown MRA Concept Plan include:

- 1 Enhance gateways and district identity** to create a sense of arrival and place within the expansion areas. Particularly along W Aztec Blvd and the primary intersection with Main Ave.
- 2 Create connectivity** between the traditional core and the North Downtown and the North Main Overlay by enhancing the intersection of W Aztec Blvd and Main Ave.
- 3 Enhance pedestrian and bicycle infrastructure** throughout the district, but particularly along Main Ave, at the intersection of W Aztec Blvd and Main Ave, and along the proposed Chuska extension to the riverfront.
- 4 Enhance and leverage the Animas Riverfront** through the creation of a multi-use riverfront trail that runs along the district's western boundary. The trail provides access to and enhances the scenic and recreation opportunities along the river and provides a safe off-road alternative for pedestrians and cyclists to move through the district.
- 5 Create a more vibrant, mixed-use environment** through allowances that would make a larger variety of complementary uses, particularly medium-density housing options, permissive in areas deemed appropriate within the district.
- 6 Create distinct district destinations** particularly within the North Main Overlay and targeted catalytic project sites that offer unique opportunities to revitalize the area.



major intersection improvements at W Aztec Blvd and N Main Ave that safely allow pedestrians and bicyclists to traverse the current barrier posed by W Aztec Blvd. Additionally, connections to community assets, such as the Aztec Ruins National Monument and Animas Riverfront are provided through a multi-use trail system with strategically located trailheads within the NMO and West Downtown. The overall land use scheme continues to concentrate commercial activity along S Main Ave and other major arterials such as W Aztec Blvd. It introduces a larger variety of low-to-medium density residential opportunities on district edges to transition to established residential or natural areas. This framework aims to create a vibrant, walkable mixed-use environment that attracts residents, businesses, and visitors while improving the overall quality of life for everyone in the metropolitan area.

MRA LAND USE CONCEPT PLAN

Of the approximately 286 acres within the Downtown MRA area, approximately 132.4 acres are vacant. Much of the land that is developed outside of the historic core is underutilized.

The MRA Land Use Plan assigns appropriate land uses to the various vacant and underutilized redevelopment parcels identified within the Revitalization Plan. The redevelopment land use plan accommodates residential, commercial, office, institutional and limited industrial uses.

The plan designates approximately 16.8 acres of vacant lands to open space. The majority of this acreage is sited adjacent to the Animas riverfront which provides access to open space amenities and provides a buffer to the previous resource. Residential ranging from low-to-medium densities comprise the majority of the proposed land uses, at nearly 60%, and are

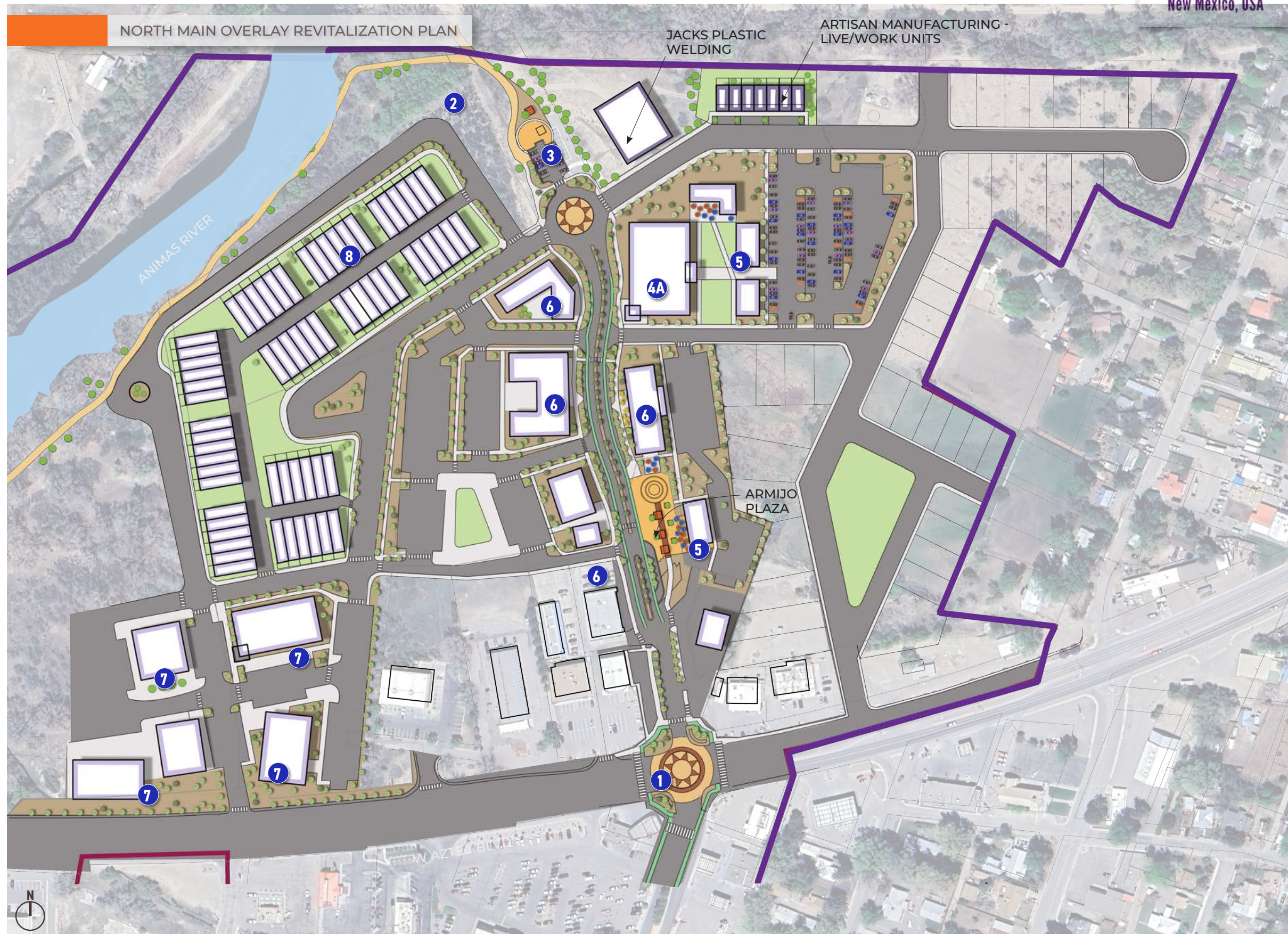
generally located on district edges to transition to existing neighborhoods and the Animas riverfront. Commercial uses comprise nearly 24% and are located adjacent to major arterials such as N Main St, W Aztec Blvd, and E Chaco St. The remaining acreage is designated to specific industrial and institutional uses.

NORTH MAIN OVERLAY REVITALIZATION PLAN

The N Main St corridor is envisioned as a premier destination for the downtown district. Retail buildings containing food, beverage, entertainment and lodging uses should be encouraged to leverage the streetscape design. The parcel directly adjacent to Armijo Plaza is identified as a critical development opportunity as its design should actively engage the adjacent plaza. The establishment of a hotel within the NMO is seen as potentially the most catalytic project of this plan. The revitalization plan contemplates two potential locations for this critical use. The first is located at the terminus of the North Main Extension. This location provides adequate space to accommodate supporting retail spaces including but not limited to a brewery, food hall, restaurants, cafes, entertainment venues, and accompanying outdoor gathering spaces that are capable of creating a unique destination for the NMO. An additional location closer to W Aztec Blvd offers another great alternative that can act as a gateway to the NMO. Development within the commercial core of the NMO should be established as a “Park Once” district that allows patrons to drive to the overlay area, park, and walk between destinations within the district. Pedestrian-oriented development patterns are therefore strongly encouraged within the NMO so that it creates an environment in which people can and want to easily walk between destinations.

Key elements of the North Main Overlay District include:

- 1 Intersection Improvements:** to ensure safe pedestrian and bicycle crossings.
- 2 Animas Riverfront Multi-use Trail and Open Space Buffer** provides connectivity throughout the district and to assets such as Aztec Ruins National Monument
- 3 Animas Riverfront Trail head** at the terminus of N Main St to provide direct access to the natural resources and recreational opportunities.
- 4 Hotel** is a critical project to provide a premier accommodation for travelers and tourists.
- 5 Destination Retail** that offers amenities such as restaurants, conference rooms, and fitness centers, contributing to local economies by attracting visitors who spend on lodging, dining, shopping, and local attractions.
- 6 Compact Neighborhood Retail** that contributes to the creation of walkable, diverse, and economically vibrant communities where residents can live, work, and play in close proximity to one another.
- 7 Suburban Commercial Development** that allows more conventional suburban development patterns and big boxes to be accommodated outside of the N Main St corridor.
- 8 Targeted Medium Density Development:** Townhomes contribute to medium-density housing by efficiently utilizing land while offering more privacy and space compared to apartments. It helps balance density, supporting urban growth within a manageable footprint.



Development outside of the commercial core is envisioned to be primarily medium-density residential and light industrial. A townhouse development could increase the City's current housing stock and take advantage of the river frontage along the NMO western edge. Additional medium-density residential development is slated for the very eastern edge of the NMO. The remaining parcels along the northern edge, directly adjacent to the existing oil well are reserved for limited light industrial development. The parcel on the eastern edge of the N Main St terminus is planned to accommodate the relocation of Jack's Plastic

Welding, which manufactures outdoor recreational equipment, as it provides adequate access to the recreational amenities on the riverfront. To the west of Jack's Plastic Welding, the plan accommodates eight micro units for artisan manufacturing which could be provided as live/work units. The terminus of N Main St showcases a trailhead that provides direct connections to the Animas Riverfront Trail and the Aztec Ruins National Monument to the north.

REDEVELOPMENT PROJECTS					
VACANT LAND	PROJECT NAME	PRIORITY	EXISTING ZONING	ACREAGE	PROPOSED USES
1	Armijo Plaza Frontage	MEDIUM	C-1	0.87 AC	Commercial
2	Safeway Redevelopment	MEDIUM	C-1	3.87 AC	Commercial
3	NMO Main Hotel & Supporting Retail	HIGH	C-1	5.53 AC	Hotel / Retail
4	Residential Infill adjacent Aztec High School	HIGH	O-1	11.76 AC	High-density Housing
5	Riverfront Destination	MEDIUM	A-1	7.11 AC	Commercial Destination
6	Adaptive Reuse of 200 N Main	MEDIUM	C-1	0.16 AC	Commercial

PUBLIC SECTOR INVESTMENTS			
VACANT LAND	IMPROVEMENT NAME	SIZE	PROPOSED IMPROVEMENTS
A	Aztec Blvd & Main Ave Intersection Improvements	NA	Intersection improvements to facilitate safe PED/bike crossings into North 4th district
B	Animas Riverfront Trailhead	NA	Trailhead to the new multi-use trail along the east bank of the Animas River located at the end of the proposed W Chuska extension.
C	Animas Riverfront Trail	~1.03 MILE	New multi-use trail along the east bank of the Animas River
D	W Chuska St Extension	~1823 LF	Extension of W Chuska St to facilitate future development of tracts west of the historic Downtown district
E	New Road	~1785 LF	New north-south road between W Chaco St and Llano St to facilitate future development of tracts west of the historic Downtown district

CATALYTIC REDEVELOPMENT PROJECTS

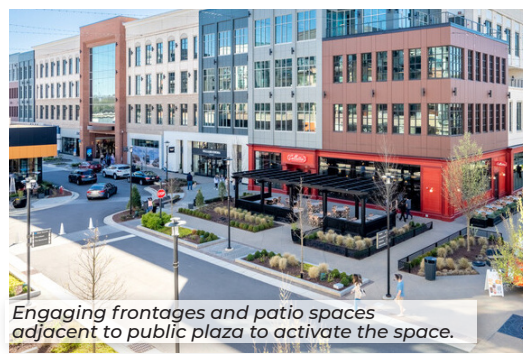
The master planning process identified a series of critical catalytic projects that, when initiated, will “catalyze” or drive other spin off development. Six redevelopment projects have been identified for vacant or underutilized parcels within the MRA. These sites are found to be critical due to their locations near recent public investments such as the North Main Extension or the Armijo Plaza or proposed public investments such as the proposed Animas Riverfront trail. Five public sector investment projects are planned to increase connectivity within the greater MRA district. Public investments focus on intersection improvements, new roadway extensions, and a multi-use trail and associated trail head.

PROJECT 1 HIGHLIGHT: ARMIJO PLAZA FRONTAGE

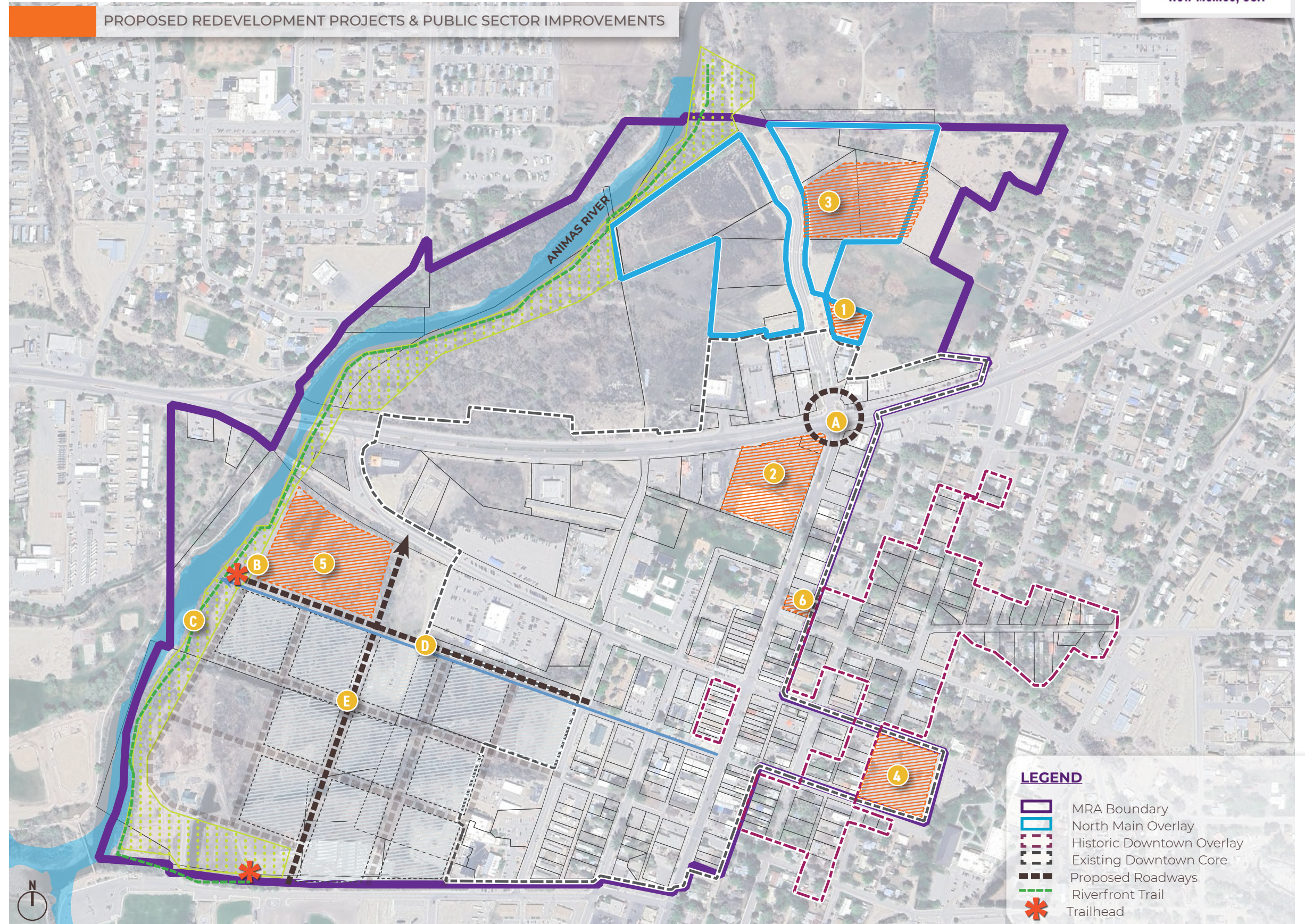
OPPORTUNITY:

The retail parcel located abutting the North Main Extension plaza is a prime development opportunity. The City has already made considerable investments into the design and construction of the plaza and any future development that fronts it should be thoughtfully designed so that it properly anchors and engages the space.

PRECEDENT:



Engaging frontages and patio spaces adjacent to public plaza to activate the space.



PROJECT 3 HIGHLIGHT :
NMO HOTEL & RETAIL

OPPORTUNITY:

Two sites are poised to accommodate a hotel due to close proximity to the Aztec Ruins National Monument. Hotel development is a critical factor to increase and revitalize the tourism industry in Aztec. Currently, no hotels are within the Downtown MRA and the NMO District is a prime location that could accommodate a hotel without impacting the character of the historic core. Supporting retail uses such as a brewery, food hall or other restaurants should collocate on-site or in close proximity to ensure amenities to increase guest satisfaction.

PRECEDENTS:



CONCLUSION

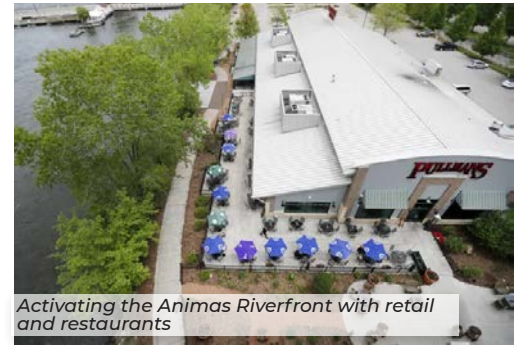
The Downtown Metropolitan Redevelopment Area Master Plan for the City of Aztec articulates a comprehensive vision for the revitalization of the downtown district, building on the foundations of the 2018 MRA Plan and subsequent amendments. This Plan delineates a framework for redevelopment, emphasizing the creation of a pedestrian-friendly, vibrant mixed-use environment. Key components include a revitalization plan, a land use strategy optimizing vacant lands, catalytic development projects, and design guidelines aimed at transforming the district into a cohesive, economically vibrant area.

PROJECT 5:
RIVERFRONT DESTINATION

OPPORTUNITY:

The commercial parcel directly adjacent to the Animas River provides a unique opportunity to leverage the activity along the proposed trail to increase the vitality and land value of the new development tracts, while providing places for people to enjoy. Riverfront retail should be a destination that activates the riverfront and trail such as bike and coffee, restaurants or a brewery.

PRECEDENTS:



Through a detailed analysis of existing conditions, extensive stakeholder engagement, and the integration of community insights, the Plan aims to address critical housing needs, enhance connectivity, and promote economic growth. The North Main Overlay area, a focal point of the Plan, is envisioned as a bustling, pedestrian-oriented subarea that connects seamlessly with the historic downtown core. By prioritizing safety, accessibility, and diverse uses, the Plan seeks to foster a dynamic urban environment that enhances the quality of life for residents and attracts visitors, thereby driving sustained economic development and community vitality in Aztec.

NORTH MAIN STREET RENDERING

This vignette shows the retail and restaurants spaces along the Armijo Plaza on North Main St





01

INTRODUCTION

This section provides an overview of the master planning process, purpose, and intent.

PLAN PURPOSE

The Downtown Metropolitan Redevelopment Area Master Plan develops a vision for the revitalization for the greater downtown district of the City of Aztec. This Plan, while an independent document, builds upon the vision established in the City of Aztec Downtown Metropolitan Redevelopment Area (MRA) Plan adopted in 2018. Its primary purpose is to integrate and establish a vision for the redevelopment opportunities that resulted from subsequent amendments to the MRA boundary enacted in 2023. The Plan establishes a revitalization framework, land use plan, and a series of design guidelines or recommended changes to respective zoning regulations for the parcels within the MRA area to achieve the desired revitalization.

PLAN AREA

The Downtown MRA Master Plan encompasses the traditional Downtown core as well as prime redevelopment opportunities to its west and north that were made available due to the recent expansion of N Main St north of NM 550. The plan area is roughly bounded by Long Ln to the north, the Animas River to the west, Llano St to the south, and S Church to the east. The northern boundary provides access to the Aztec Ruins National Monument. Beyond the southern boundary of the MRA district lies residential areas and local businesses along S Main Ave and the surrounding streets. The western boundary of the MRA district is defined by the Animas River, which flows through Aztec. To the west of the MRA district is primarily residential neighborhoods and agricultural land. The Plan area has been divided into three main zones to further

distinguish and reinforce the overall character of the development:

- **West Downtown** is the vacant land west of S Ash Ave directly adjacent to the riverfront buffer.
- **North Downtown** is the vacant or underutilized land and buildings north of E Chaco Street, not including the North Main Overlay.
- **North Main Overlay (NMO)** is the vacant lands surrounding the North Main Extension.

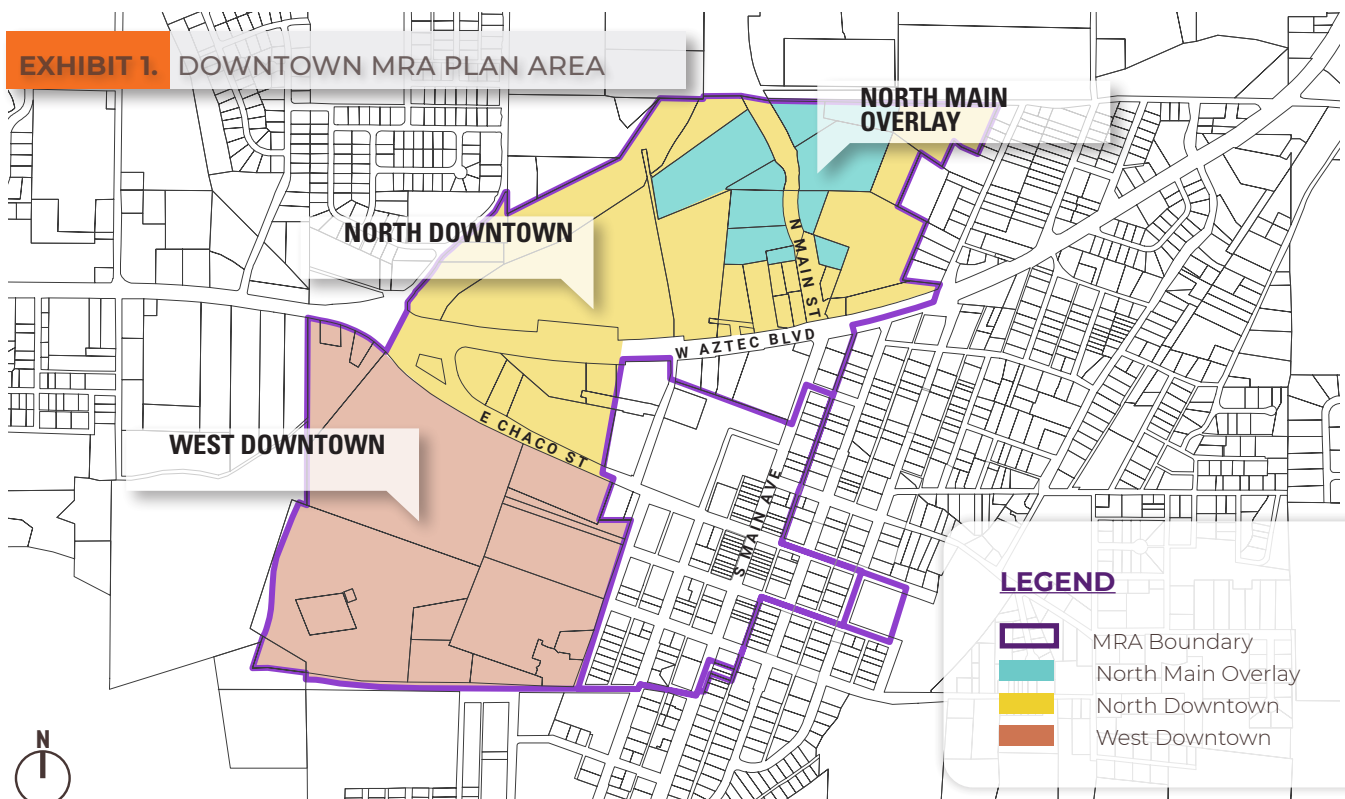
PLAN INTENT

The intent of this Plan is to provide a roadmap for redeveloping the expanded Downtown MRA. A critical piece of the roadmap is establishing the North Main Overlay area as a pedestrian-oriented destination for the MRA and ensuring that there are safe and convenient connections to the historic downtown to the south.

To make this vision a reality, the Plan provides:

- **Revitalization Plan** that establishes the redevelopment vision for the greater MRA district that respects the historic downtown Aztec core and holistically integrates N Main Ave and the west expansion areas.
- **Land Use Plan** that aims to optimize vacant land within the expanded MRA boundary.
- **Catalytic Development Projects** identified as critical pieces to spur the revitalization plan.
- **Design Guidelines and Recommended NMO Revisions** that ensure the implementation of the desired revitalization plan.

Note that this Plan will not revise the zoning standards of the NMO, only identify desired policy changes necessary to implement the vision. The City will be required to take desired changes to



DOWNTOWN MRA

The City of Aztec Commission designated the Aztec Downtown Metropolitan Redevelopment Area on August 15, 2015, under Resolution 2018-1087, and adopted the associated Metropolitan Redevelopment Plan in June 2018. The Downtown Metropolitan Redevelopment Area (MRA) Plan established a vision for the future of Downtown and identified specific redevelopment projects, public sector investments, and support actions to help achieve that vision. It has served as the City's guidebook for revitalization of Downtown Aztec over the last several years.

DOWNTOWN MRA EXPANSION

The MRA expansion areas, particularly N Main St, were found to be prime locations for these uses. The City's desire is that N Main St will develop as a pedestrian-oriented commercial / mixed-use center that encourages visitors and residents to patron shops, restaurants, residences or lodging in an area of Aztec rich with history and culture. The ultimate purpose of this Plan is to provide a development framework for these areas.

ADOPTED DOWNTOWN MRA PLAN GOALS

“Downtown Aztec is the heart of the community where residents and visitors come to stroll along the sidewalks on Historic Main Avenue and enjoy the thriving mix of restaurants, retail shops and businesses, and community events and gathering spaces. The historic buildings have been lovingly restored and preserved in a way that honors the unique culture and character of this special place along the Animas River and the Aztec Ruins.”

The Downtown MRA Plan is designed to meet the following goals:



CULTURAL DESTINATION

Downtown is a cultural heritage destination that draws visitors looking to experience the history, culture, and authentic sense of place exemplified by the Aztec Ruins, Main Avenue Historic District, Lover's Lane and Church Street Historic District, and Aztec Museum and Pioneer Village.



HISTORIC PRESERVATION

Downtown buildings have been restored and preserved through redevelopment and adaptive reuse by private investors using a variety of state and federal tax incentives and funding resources. Small retail stores, restaurants, coffee shops, boutique motel, and B&Bs are open and buzzing with activity.



EAT, SHOP, AND PLAY

Downtown is a place where visitors can ride their bicycles or park their vehicles once and leisurely walk, shop, and eat without having to get back in their vehicles. The heavy truck traffic that once dominated S Main Ave has been rerouted to the arterial route and the traffic flow within the Downtown core has been reduced to a safer speed.



COMMUNITY EVENTS

Downtown is host to regularly scheduled community events and celebrations that are held at the newly renovated plaza along S Main Ave and Minium Park.

PROJECT PROCESS

The Aztec MRA Master Plan process was structured around four key steps, each crucial to shaping the future of the district:

- **Analyzing Existing Conditions**
A comprehensive analysis was performed for the current state within the MRA District and the NMO. This involved studying existing infrastructure, land use patterns, economic activities, and community demographics. The goal was to identify strengths, weaknesses, opportunities, and threats (SWOT) to inform future planning decisions. By understanding the existing conditions, planners could pinpoint areas for improvement and growth potential.
- **Stakeholder engagement** was pivotal in the planning process. A visioning session brought together City officials, stakeholders, and residents to share perspectives, priorities, and aspirations for the MRA district and the North Main Overlay. These sessions fostered a collaborative environment where ideas were exchanged, and consensus was built around the vision for future development. Stakeholders were encouraged to contribute their insights on issues such as transportation, housing, public spaces, and economic development, ensuring that the plan reflected the diverse needs and desires of the community.
- **MRA District Vision** is the culmination of community input and analysis that resulted in the MRA Revitalization Plan. The plan outlines a redevelopment framework for the expanded district boundary that specifies land use strategies for vacant parcels, proposed infrastructure improvements, and identifies key redevelopment projects designed to catalyze economic growth and enhance quality of life. The

vision aims to incentivize the transformation of the district to be a more vibrant and walkable activity center that meets the everyday needs of residents and visitors alike.

- **The resulting Downtown MRA Master Plan** outlines key redevelopment catalytic projects, provides design guidelines, and recommends revisions to the NMO. The plan outlined a redevelopment framework for the expanded district boundary that specifies land use strategies for vacant parcels, propose infrastructure improvements, and identifies key redevelopment projects designed to catalyze economic growth.

PUBLIC ENGAGEMENT

Stakeholder engagement process for the Downtown MRA Master Plan was comprised of several components designed to gather stakeholder input, including:

- **Biweekly meetings with the Aztec Community Development Department** to discuss the planning process, receive guidance of prospective land use maps, and design guidelines for next steps.
- **Internal meetings with individual stakeholders**, both in person and virtually.
- **A field tour of Downtown Aztec** to assess the trail connections, the Aztec Ruins National Monument, key points of interest or historic relevance to Aztec, and the North Main St Extension to assess the new infrastructure and landscape.
- **A Visioning Session** was held at City Hall with stakeholders, Economic Development Advisory Board, City Manager, City Mayor, and Aztec Community Development.

The following themes emerged from stakeholder engagement:

- The urgent need to address critical housing needs with provisions for a variety of housing typologies and to welcome infill projects.
- The need to promote density within the overlay district to foster economic growth and enhance livability.
- The necessity to update the zoning code to allow more diverse uses in the MRA district.
- The desire to enhance signage, wayfinding, and branding for Aztec.
- The need to develop a business-friendly reputation to attract new enterprises to Aztec.
- The desire to capitalize on outdoor recreation to drive Aztec's economy.
- The need to enhance wayfinding infrastructure for the NMO district.



Pedestrian bridge along N Main Ave to the Aztec Ruins



Ditch along Long Ln



Workshop with the Aztec Community Development Department and Stakeholders



Field tour of Downtown Aztec and the North Main Overlay Extension



02

ASSET INVENTORY

This section provides an overview of existing assets in the expanded Metropolitan Redevelopment Area and greater Aztec. This is the first component of the master plan and provides information that guides plan concepts.

AZTEC ASSETS

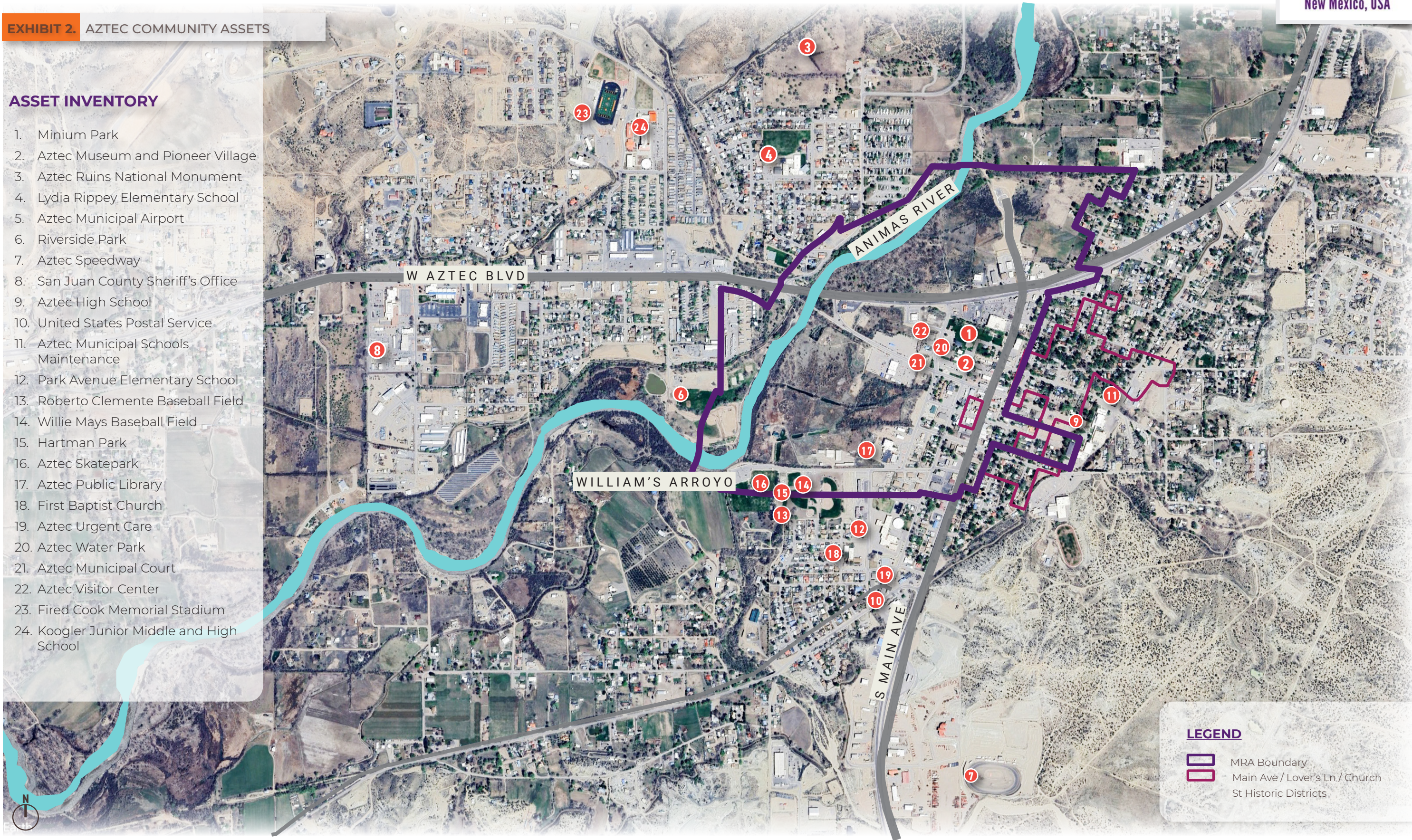
Aztec is a city rich in cultural history and significance. To the north of the North Main Extension is the Animas River and Aztec Ruins. The downtown area along S Main Avenue is lined with historic buildings, as well as Lover's Lane and Church Street Historic District. The Aztec Museum and Pioneer Village offer visitors a glimpse into times past. Many of the historic buildings in downtown have been preserved or restored and continue to find new adaptive uses that carry on the legacy of Aztec. Exhibit 2 highlights the community assets.

- **The Main Avenue Historic District** in Aztec showcases well-preserved early 20th-century architecture, featuring Italianate and Neo-Classical styles, offering a glimpse into Aztec's cultural heritage through its quaint storefronts.
- **The Church Street and Lover's Lane Historic District** is a notable area that preserves the charm and architectural heritage of its Victorian-era homes and buildings, offering a glimpse into the history and lifestyle of its early residents.
- **The Animas River** is a vital asset renowned for its scenic beauty and recreational opportunities, offering activities such as fishing, rafting, and hiking along its picturesque banks. The river is cherished for its ecological importance and cultural significance to the community.
- **Aztec Ruins National Monument** preserves ancient Puebloan structures dating back to the 12th century. The site includes well-preserved Great Houses and kivas, offering insights into Native American history and architecture.

EXHIBIT 2. AZTEC COMMUNITY ASSETS

ASSET INVENTORY

1. Minium Park
2. Aztec Museum and Pioneer Village
3. Aztec Ruins National Monument
4. Lydia Rippey Elementary School
5. Aztec Municipal Airport
6. Riverside Park
7. Aztec Speedway
8. San Juan County Sheriff's Office
9. Aztec High School
10. United States Postal Service
11. Aztec Municipal Schools Maintenance
12. Park Avenue Elementary School
13. Roberto Clemente Baseball Field
14. Willie Mays Baseball Field
15. Hartman Park
16. Aztec Skatepark
17. Aztec Public Library
18. First Baptist Church
19. Aztec Urgent Care
20. Aztec Water Park
21. Aztec Municipal Court
22. Aztec Visitor Center
23. Fired Cook Memorial Stadium
24. Koogler Junior Middle and High School



LEGEND

- MRA Boundary
- Main Ave / Lover's Ln / Church St Historic Districts

EXISTING LAND USE

The Downtown MRA is primarily comprised of commercial, institutional, office, and low-density residential development. The 2021 adopted City policy in the Comprehensive Plan identified land uses essential to Aztec’s success and economic development, including:

- Residential housing
- Hotels
- Major commercial attractions

The MRA expansion areas, particularly N Main St, were found to be prime locations for these uses.

EXISTING ZONING STANDARDS

Zoning is the separation of land uses or functions into separate districts to regulate how private property is used. The purpose of zoning is to promote public health, safety, and welfare, to prevent land use conflicts, and to allow growth to occur in a manner that safeguards and furthers the values of the community.

Chapter 26, Land Use Regulations of the City Code, establishes the zoning classifications for Aztec. These standards establish 11 base

zone districts that outline allowable uses and development standards for properties within their respective boundaries. Two overlay districts provide additional standards to protect specific resources or guide development within a specialized area.

The MRA currently includes eight zone districts

- R-2: Multiple Family Dwelling
- O-1: Office and Institutional
- C-1: Neighborhood Commercial and Limited Retail
- C-2: General Commercial and Wholesale
- A-1: Agricultural or Rural
- MH – Mobile Home
- PUD: Planned Unit Development
- NMO: North Main Overlay

As indicated in the Table 1, Commercial districts comprise approximately the majority, 38.82 percent, of the MRA land area. The C-1 and C-2 districts accommodate general and mixed-use neighborhood commercial uses appropriate in or near the City’s Central Business District intended to provide goods and professional services needed to satisfy the day-to-day requirements of Aztec’s population. The C-1: Neighborhood Commercial and Limited Retail District in particular is intended to

TABLE 1. EXISTING ZONING			
ZONING CATEGORY	ZONING DISTRICT	ACRES	PERCENT TOTAL MRA AREA
AGRICULTURAL	A-1	112.55	38.75%
COMMERCIAL	C-1	75.66	26.17
	C-2	36.56	12.65%
Commercial Subtotals		112.22 ac	38.82%
RESIDENTIAL	M-H	10.27	3.55%
	R-1	0.39	0.13%
	R-2	0.44	0.15%
Residential Subtotals		11.1 ac	3.83%
PLANNED UNIT DEVELOPMENT	PUD	26.01	9%
OFFICE/ INSTITUTIONAL	O-1	28.09	9.71%
TOTAL AREA		289.97	100%

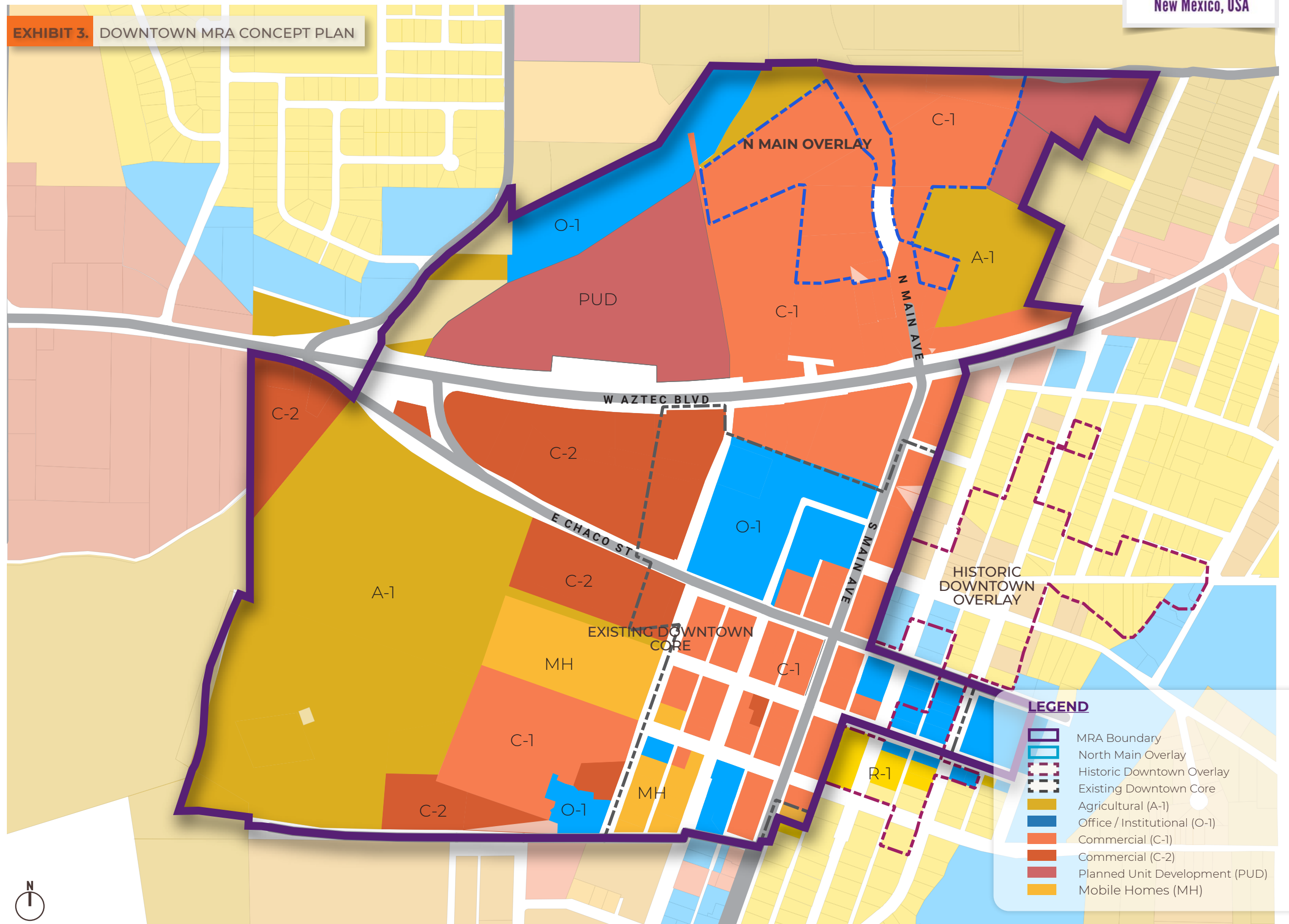
EXHIBIT 3. DOWNTOWN MRA CONCEPT PLAN

encourage in-fill housing, institutional uses, public buildings, and spaces. The A-1: Agricultural or Rural District and commercial land holdings both represent 38.75 percent, or 112.55 acres, designated for the protection and preservation of agriculture lands and limited rural low-density residential uses on large lots. These lands are primarily vacant and present the largest redevelopment opportunities for the MRA. Approximately 10 percent, or 28 acres, are designated for office and institutional uses that allow offices, hotels, institutional, and service uses compatible with high-density residential areas. Purely residential districts allow a range of low to medium residential uses and comprise of only 3.8 percent, approximately 11 acres, of the area. The remaining 9 percent, approximately 26 acres, are Planned Unit Developments that provide flexibility for special circumstances. These properties require a special Site Development Plan approval from the City Commission. Table provides a general summary of the permissive uses and dimensional standards of the respective districts that exist within the MRA.

NORTH MAIN OVERLAY

The NMO is an overlay district that requires additional regulations. It was established to provide standards that encourage development of an active, pedestrian-oriented retail and mixed-use district linking Downtown Aztec via the pedestrian plaza and the trailhead to the Animas River Trail and Aztec Ruins National Monument.

The overlay zone, which was adopted after the original MRA Plan, established permissive uses, general design principles, street network design principles, block length standards, cul-de-sac standards, and access and parking requirements. The purpose of the NMO was to allow a wider range of permissible uses not encompassed in the base zoning districts. The



design principles generally provided context for future development that would support a walkable area that complements the historic nature of Downtown Aztec.

While the overlay is envisioned as a mixed-use development, the allowable uses do not include residential. The Plan recommends that residential uses are therefore added to the lineup of permitted uses within the overlay. Additionally, the established design principles lack specificity or were found too restrictive in some instances for future developers to establish a cohesive district. The following overview includes the existing base and NMO overlay zoning requirements to establish what aspects are recommended for improvements.

MAXIMUM BUILDING HEIGHTS

The maximum building height standards of the code are complicated and tied to both the right-of-way widths and underlying base district setbacks. Per the below calculations, the maximum allowable building height for North Main Overlay area is 141 feet while the historic Downtown allows 162 feet. These building heights are generous and do not inhibit development on vacant parcels. To ensure building heights feel comfortable along the primary Main Ave spine, height caps or setbacks may want to be considered. Outside of this spine, the heights are appropriate to spur development.

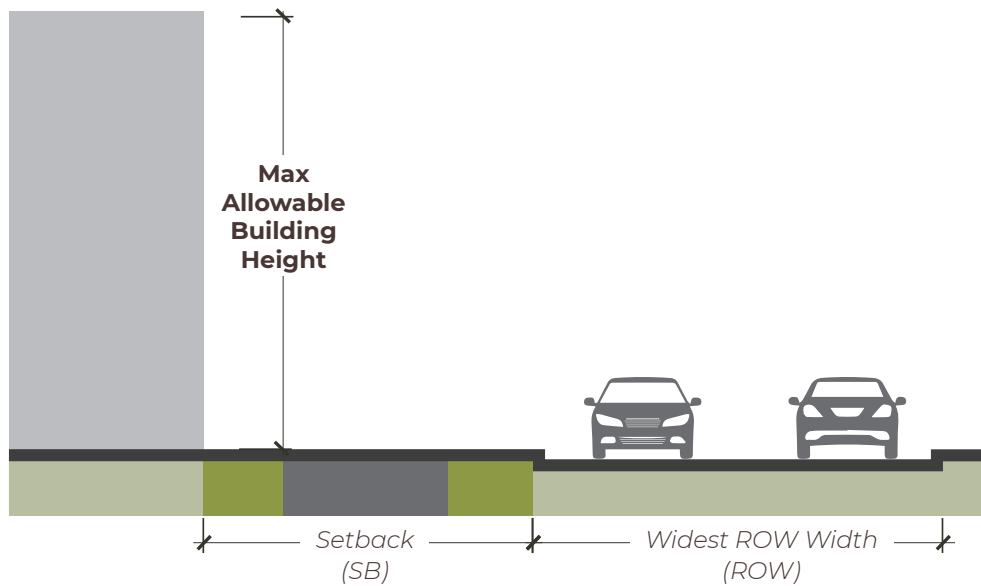


TABLE 2. Maximum building height calculation example

	WIDEST ROW WIDTH (ROW X 1.5)	SETBACK DISTANCE (SB X 3)	MAX BUILDING HEIGHT CALCULATION	MAX BUILDING HEIGHT CALCULATION EXAMPLE
S MAIN AVE	34'	Front = 0' Side = 15' Back = 30'	$(ROW \times 1.5) + (SB \times 3)$	$(34' \times 1.5) + (0' \times 3) = 51'$ $(34' \times 1.5) + (15' \times 3) = 96'$ $(34' \times 1.5) + (30' \times 3) = 141'$
HISTORIC DOWNTOWN	48'	Front = 0' Side = 15' Back = 30'	$(ROW \times 1.5) + (SB \times 3)$	$(48' \times 1.5) + (0' \times 3) = 72'$ $(48' \times 1.5) + (15' \times 3) = 117'$ $(48' \times 1.5) + (30' \times 3) = 162'$

TABLE 3. Zone District Standards

DISTRICT	O-1	C-1	C-2	NMO	A-1	MH
Permitted Uses	Single-Family Apartments Multifamily Condominiums Town Houses Offices Hotel or Motel Institutions	Offices Hotel or Motel Institutions Retail and Service Establishments Studios Mortuary	Offices Hotel or Motel Institutions Retail and Service Establishments Retail and Wholesale Stores, Businesses or Shops Wholesale Facilities Studios Mortuary Amusement Enterprises Micro Commercial Cannabis Cultivation Automotive, Farm Implement or Trailer Sales	Offices Hotel or Motel Retail and Service Establishments less than 5,000 SF Temporary Stands Studios Semi- professional or professional office Theaters and commercial auditorium Amusements Centers Mixed Use development Brew Pubs & Wine Tasting Establishments Restaurants Coffee Shop Farmers Market Community Garden	Single-Family Farm Mobile Home	Mobile Home Subdivision Mobile Home Parks
Max. Height	1.5 times the width of the widest street ROW, except where a setback is provided an additional height of 3 times such setback distances			NA	40'	20' above natural adjacent ground level
Min. Front Setback	15'	None	None	NA	40'	20'
Min. Side Setback	5', except 15' from street side or corner lots	None, except when abutting residential, 15'	None, except when abutting residential, 15'	NA	30'	5', except 15' on street side or corner lots and 15' within mobile home parks
Min. Rear Setback	30', except 25' for double frontage lots	None, except abutting residential 30'	None, except abutting residential 30'	NA	30'	20', except 10' within a mobile home park

EXISTING DEVELOPMENT CHARACTER

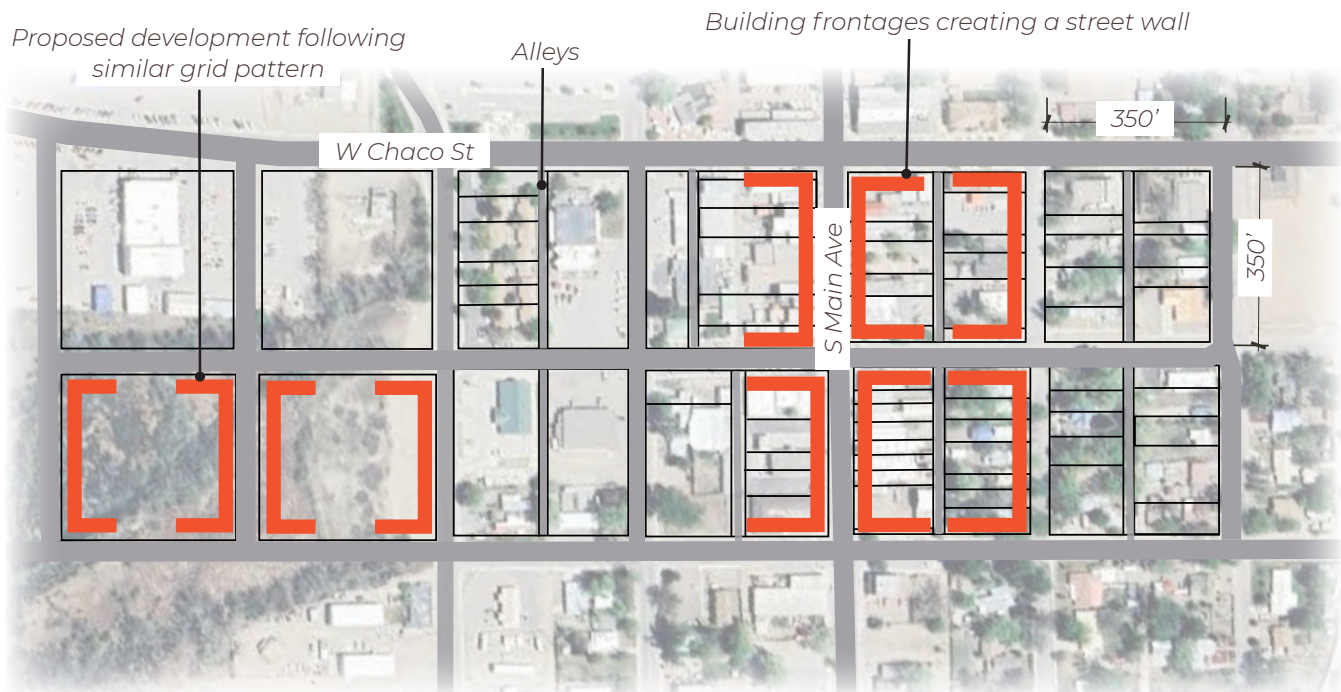
The character of Aztec is shaped by a blend of physical landscapes and cultural heritage, reflecting the City's distinct developmental phases and the influence of Native American traditions.

At the heart of its historic downtown core lies a grid-like urban fabric, with blocks measuring approximately 350x350 feet. Main Ave serves as the focal point for retail, business, and community interaction, characterized by a cohesive street wall featuring retail shops, restaurants, and businesses. The commercial buildings along Main Ave typically have a width of 30 feet and vary in height from 1 to 2 stories. Buildings are mainly built of brick and exhibit architectural styles including Neo-Classical, Classical Revival, Italianate, and decorative brick.

The consistent street wall and varied frontage of buildings along Main Ave contribute to the Downtown's historic charm.

Beyond the transitional core, residential areas follow a similar grid pattern, with houses fronting streets and alleys, enhancing neighborhood connectivity. This layout fosters a walkable, pedestrian-friendly environment, where the integration of retail and residential spaces supports a vibrant community life centered around Main Ave.

EXHIBIT 4. EXISTING DEVELOPMENT CHARACTER





101 S Main Avenue, Col. William's General Store



View along the S Main Ave Commercial corridor



View Along S Main Ave Commercial Corridor



Decorative Brick style Facade treatment along S Main Ave



The Citizen's Bank along S Main Ave



View of Residences along N Church Ave



View of Residences along N Church Ave



Consistent street wall and varied frontages along the S Main Ave



View of a residence along Lover's Ln

NOTABLE PUBLIC INVESTMENTS

The Downtown MRA plan identified several public sector investments including a road diet of Main Avenue, the redesign of Main Ave Plaza, and wayfinding improvements. The City has made great strides in achieving these improvements.

MAIN AVENUE ROAD DIET

A road diet is planned along Main Ave that would decrease the streetscape from four to two lanes to accommodate dedicated bicycle lanes. This planned bicycle infrastructure is a critical component in achieving Goal 3 of the 2018 Downtown MRA Plan for a safer, more comfortable bike/pedestrian district. When complete, the district will have a system of bicycle infrastructure that conveniently connects the Aztec Ruins National Monument, North Main Extension, Downtown Main Avenue, and the Animas River.

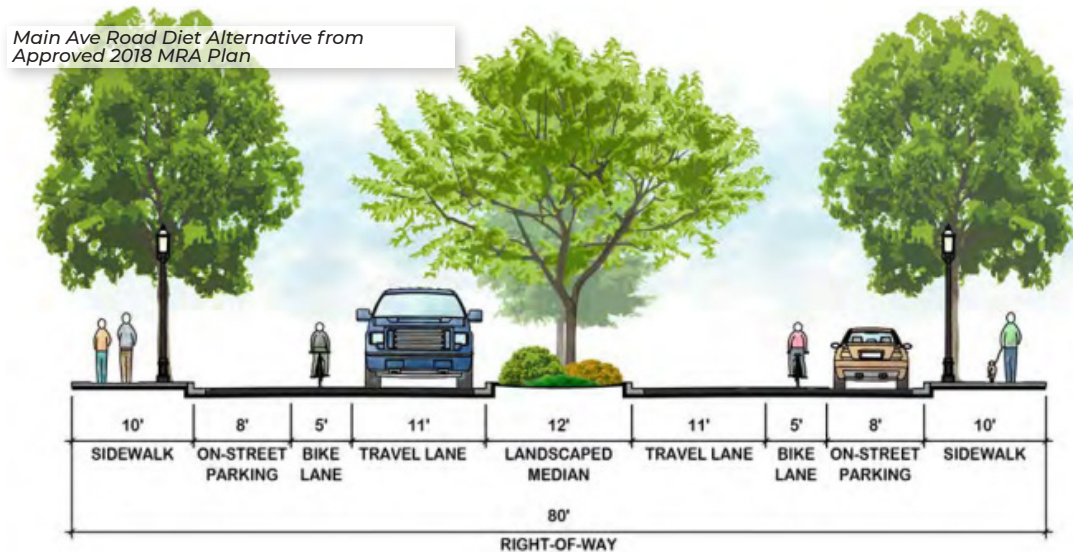
NORTH MAIN EXTENSION & ARMIJO PLAZA

To incentivize the private development of the vacant and underutilized parcels within the North Main area, the City completed the first phase of the North Main Extension. Existing infrastructure currently includes

utilities (electric, sewer, and water lines), curb and gutter, sidewalks, the Armijo pedestrian plaza, street paving, streetscape landscaping, on-street parking and a public parking lot. The Armijo pedestrian plaza at 600 North Main St features three ramadas, decorative paving, landscaping, and a bus-drop off that will serve as a public open space for the North Main Overlay area.

MAIN AVENUE PLAZA

The Main Avenue Plaza, located on the east side of Main Avenue at 114 South Main Avenue, was renovated and completed in 2024. The renovation included new stamped concrete and legacy pavers installed in the courtyard along with a stage area.





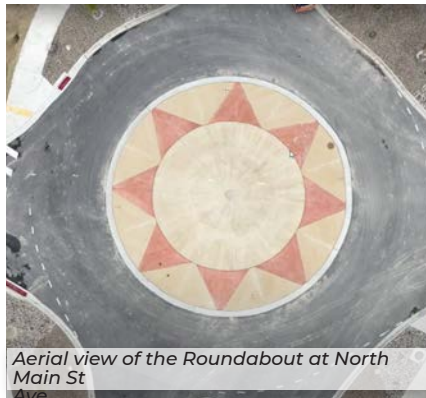
Construction of the North Main Extension



View of renovated Main Ave Plaza at 114 South Main Ave



Aerial view of on-street parking, bike lanes, pedestrian pathway, and landscaped areas at North Main St



Aerial view of the Roundabout at North Main St Ave



Shaded structures along the Armijo Plaza area at North Main St



Paved Armijo Plaza space with shade structures and landscape areas.



Aerial view of the North Main St

OPPORTUNITIES & CHALLENGES

The Aztec community faces some unique opportunities and challenges that can be alleviated by specific interventions within the greater Downtown MRA identified below.

Challenges:

- Lack of image and branding
- Blight due to vacant or otherwise dilapidated buildings
- Poor street connectivity and street layouts
- Inadequate pedestrian/ bicycle infrastructure
- Unsafe intersections
- Lack of appropriate zoning
- Lack of commercial goods, services, and lodging options
- Lack of housing variety, particularly higher density housing
- Lack of variety in retail and restaurant options

- Disconnect created by W Aztec Blvd between the northern and southern connection of Main Ave
- Mismatch between zoning and desired development character

Opportunities:

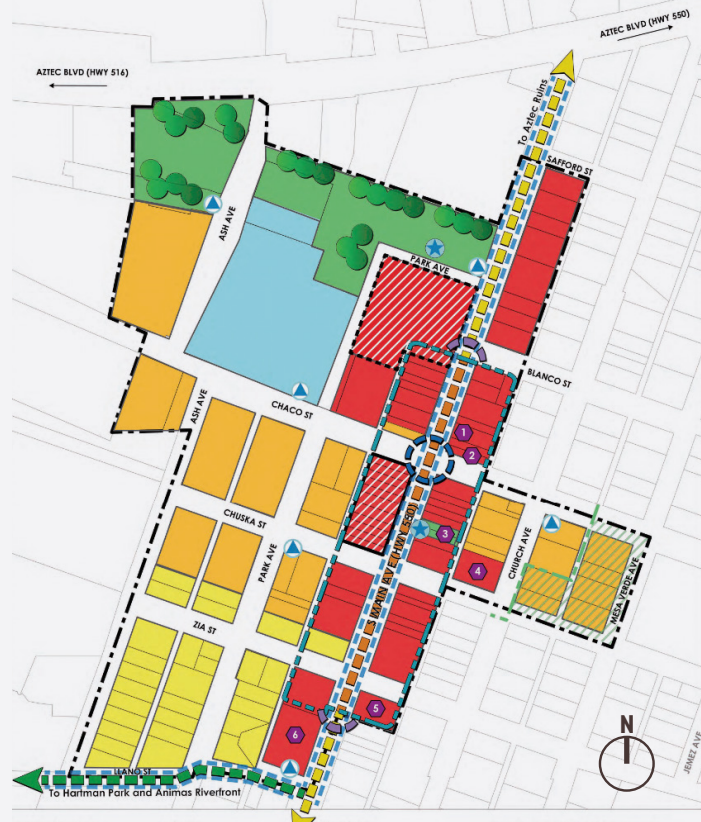
- Define gateways and edges
- Logical roadway expansions to continue urban grid
- Expansion of pedestrian and bicycle infrastructure
- Increased connections to the Animas River as a recreational amenity space
- Infill on vacant lands to increase retail, entertainment, and housing options
- Preservation and Adaptive Reuse of existing buildings
- Establish visual continuity within urban fabric, particularly S Main Ave and North Main St

ADOPTED 2018 DOWNTOWN MRA REDEVELOPMENT SCENARIO

“The Redevelopment Scenario envisions an improved, safe, and accessible walking and biking environment through a Main Avenue road diet within the Downtown core and bike lanes along Llano Street. The Main Avenue road diet spans the area between Blanco Street on the north and slightly south of Zia Street on the south.

The Redevelopment Scenario locates opportunity sites, gateways and wayfinding locations, a road diet for Main Avenue with bike lanes, and improved connections to Aztec Ruins and Hartman Park along the Animas River.

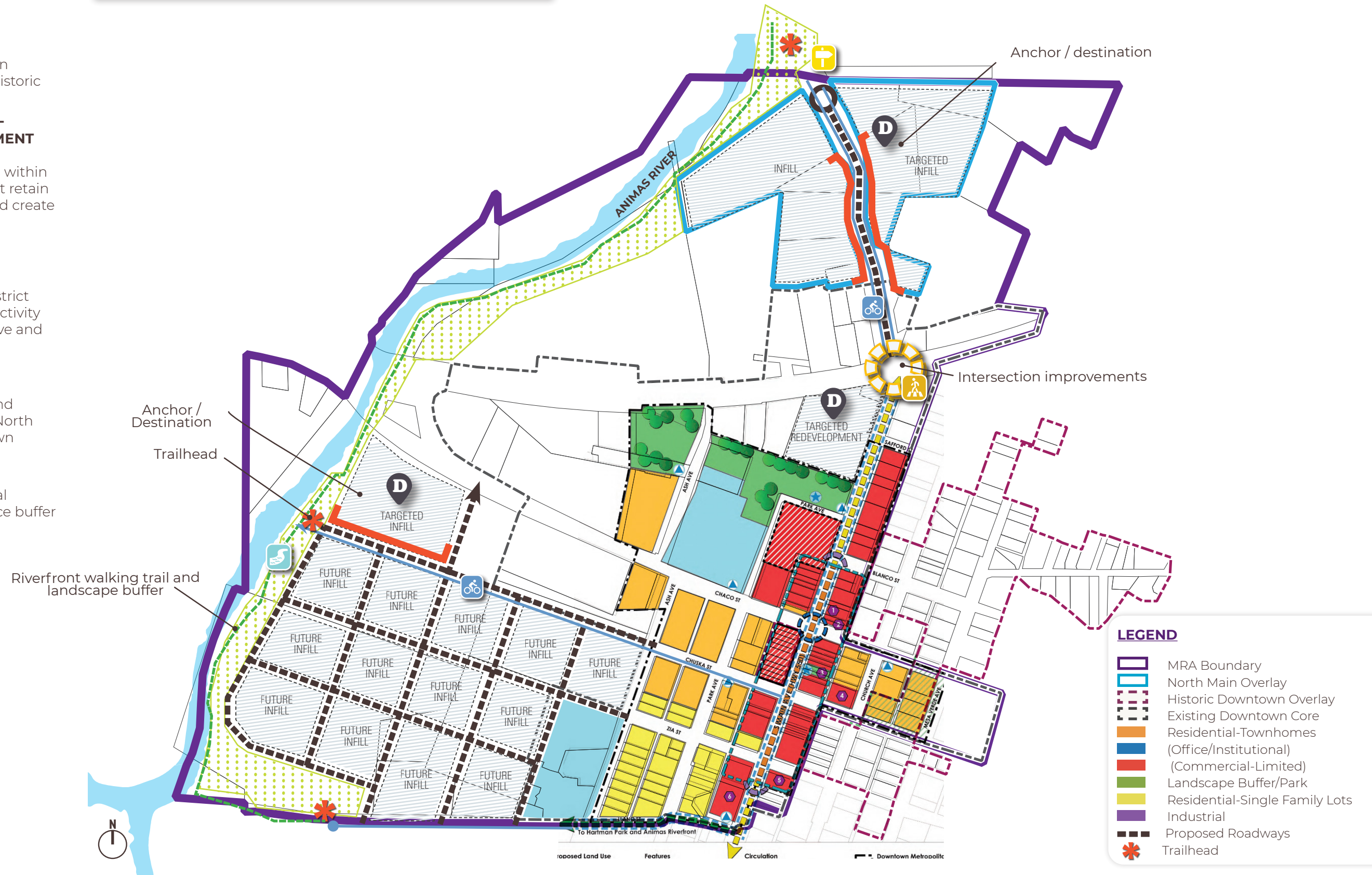
The preferred land uses concentrate commercial activity along Main Avenue, and allows for mixed use between Chaco Street and along Chuska Street. Residential uses (single family and multi-family) are clustered around Zia Street, west of Main Avenue. The Redevelopment Scenario also envisions residential use on the second floor of two story buildings.”



KEY DEVELOPMENT OBJECTIVES:

- 
DEFINE GATEWAYS
 to provide a visual and functional transition between the Downtown core and its adjacent, historic neighborhoods.
- 
ENSURE PEDESTRIAN-ORIENTED DEVELOPMENT PATTERNS
 along streetscapes and within new developments that retain the established grid and create a cohesive street edge.
- 
TARGETED ANCHOR DEVELOPMENTS
 that improve overall district accessibility and connectivity between North Main Ave and Downtown
- 
IMPROVE DISTRICT CONNECTIVITY
 through accessibility and connectivity between North Main Ave and Downtown
- 
LEVERAGE ANIMAS RIVERFRONT
 to provide a recreational amenity and open space buffer

EXHIBIT 5. DOWNTOWN MRA DEVELOPMENT OBJECTIVES





03

The Plan

This section outlines the vision for the expanded Downtown Metropolitan Redevelopment Area (MRA) as well as the North Main Overlay (NMO). The visions were created through an interactive planning process supported by existing City goals and policies.

DOWNTOWN MRA REVITALIZATION PLAN

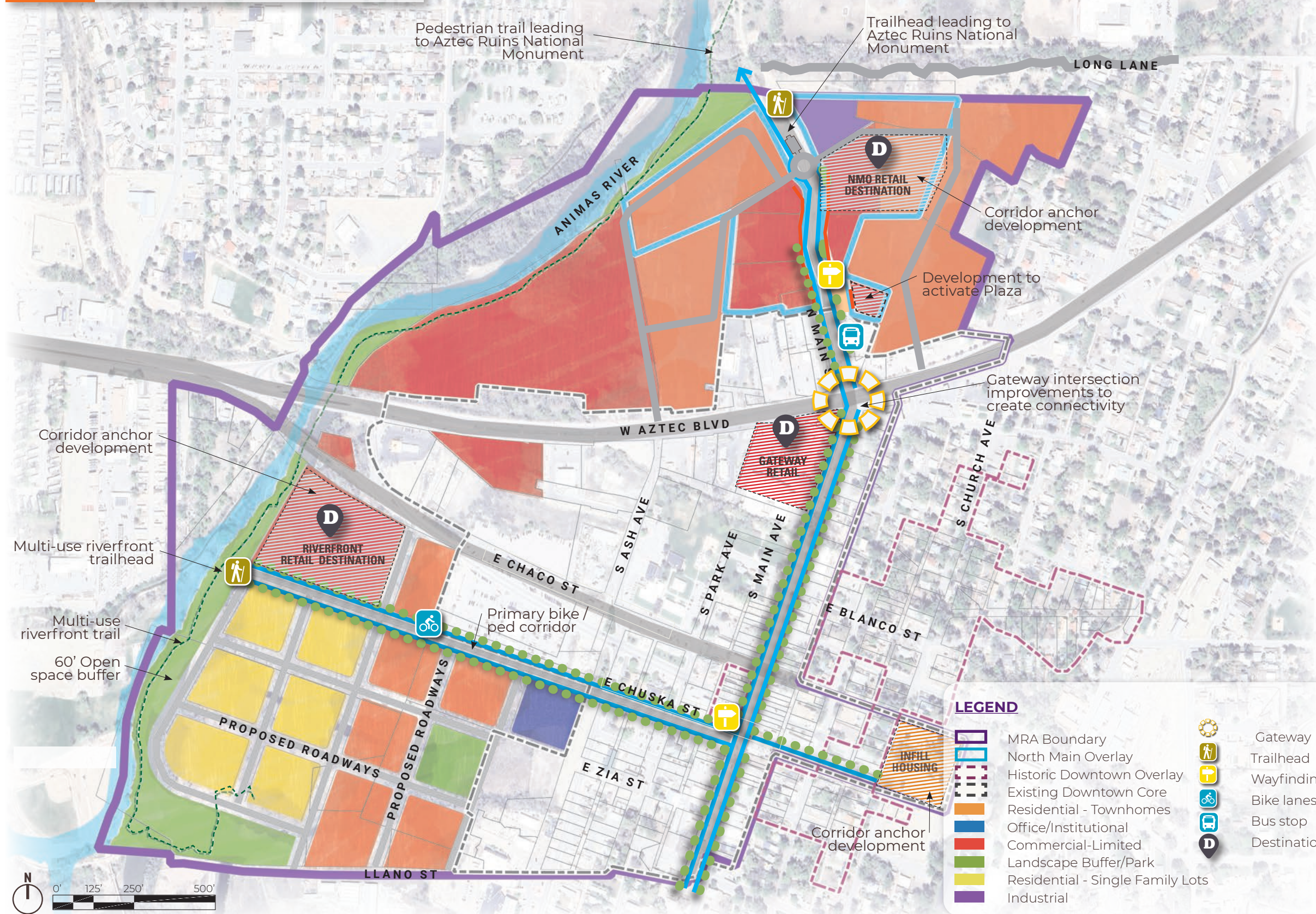
The MRA Revitalization Plan is the outcome of public engagement with City staff, stakeholders and the public. It serves as a redevelopment vision and framework for the expanded MRA boundary area. The Plan builds on the Redevelopment Scenario of the 2018 MRA Plan that envisioned a safe, walkable district and main street. A primary goal of this Plan's revitalization is to increase connectivity within the greater MRA boundary as well as connect community assets within and adjacent to the Plan area. Cohesion between the Historic Downtown core and the North Main Overlay is a critical component of this goal and envisioned to be achieved through major intersection improvements at W Aztec Blvd and N Main Ave that safely allow pedestrians and bicyclists to

traverse the current barrier posed by W Aztec Blvd. Additionally, connections to community assets, such as the Aztec Ruins National Monument and Animas Riverfront are provided through a multi-use trail system with strategically located trailheads within the NMO and West Downtown. The overall land use scheme continues to concentrate commercial activity along S Main Ave and other major arterials such as W Aztec Blvd. It introduces a larger variety of low-to-medium density residential opportunities on district edges to transition to established residential or natural areas. This framework aims to create a vibrant, walkable mixed-use environment that attracts residents, businesses, and visitors while improving the overall quality of life for everyone in the metropolitan area.

Key elements of the greater Downtown MRA Concept Plan include:

- 1 **Enhance gateways and district identity** to create a sense of arrival and place within the expansion areas. Particularly along W Aztec Blvd and the primary intersection with Main Ave.
- 2 **Create connectivity** between the traditional core and the North Downtown and the North Main Overlay by enhancing the intersection of W Aztec Blvd and Main Ave.
- 3 **Enhance pedestrian and bicycle infrastructure** throughout the district, but particularly along Main Ave, at the intersection of W Aztec Blvd and Main Ave, and along the proposed Chuska extension to the riverfront.
- 4 **Enhance and leverage the Animas Riverfront** through the creation of a multi-use riverfront trail that runs along the district's western boundary. The trail provides access to and enhances the scenic and recreation opportunities along the river and provides a safe off-road alternative for pedestrians and cyclists to move through the district.
- 5 **Create a more vibrant, mixed-use environment** through allowances that would make a larger variety of complementary uses, particularly medium-density housing options, permissive in areas deemed appropriate within the district.
- 6 **Create distinct district destinations** particularly within the North Main Overlay and targeted catalytic project sites that offer unique opportunities to revitalize the area.

EXHIBIT 6. DOWNTOWN MRA REVITALIZATION PLAN



NORTH MAIN OVERLAY REVITALIZATION PLAN

The North Main Overlay is envisioned as an active, pedestrian-oriented and mixed-use subarea that becomes a premier destination within the greater downtown district. The NMO Revitalization Plan enhances the Historic Downtown core and approved 2018 redevelopment strategy by continuing to concentrate commercial activity along Main Ave with buildings that create a continuous and activated street wall that leverages City investments of the North Main Extension. Major improvements are

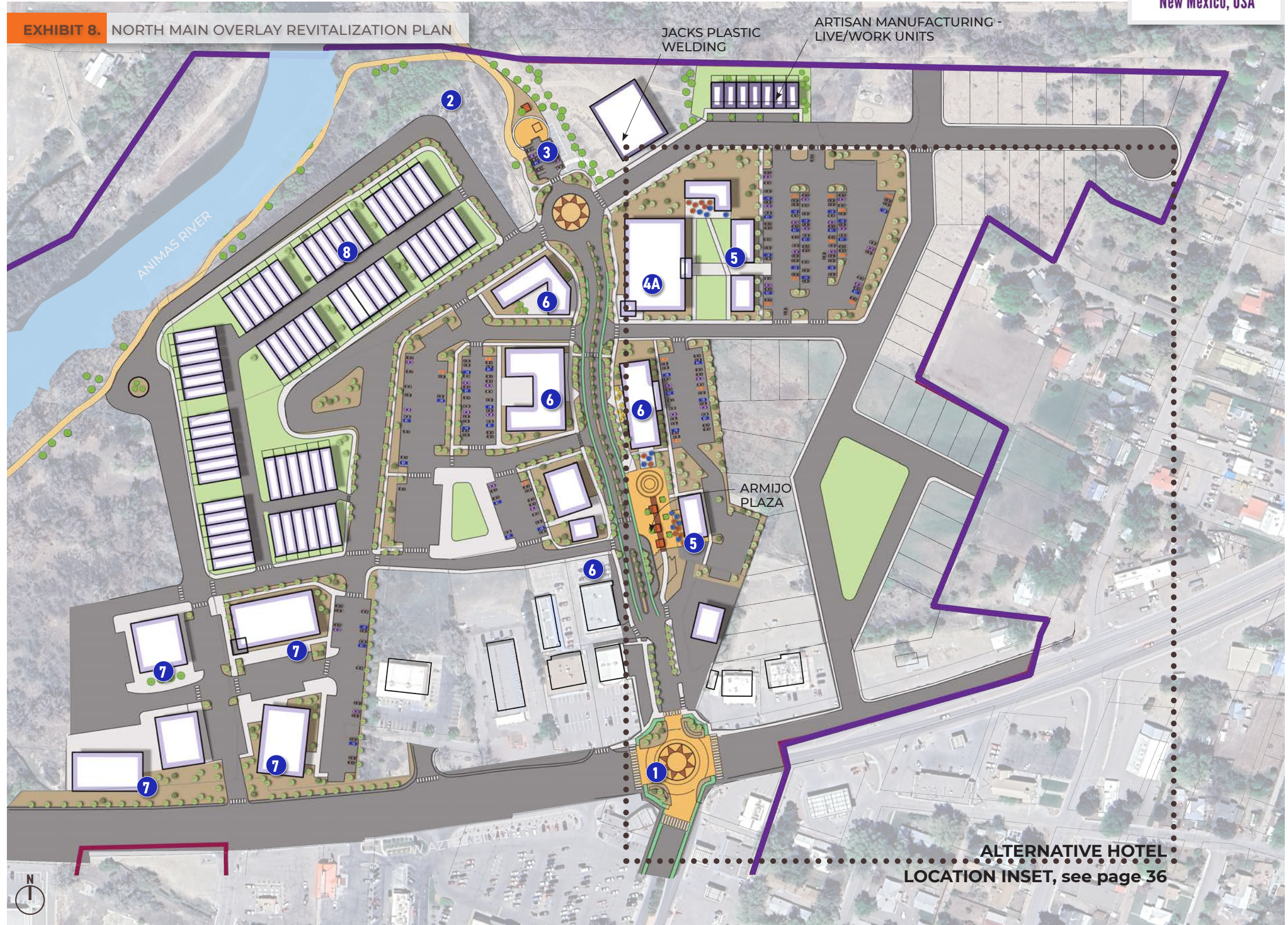
proposed at the intersection of W Aztec Blvd and Main Ave to promote connectivity between the traditional downtown core and the NMO. Safety improvements intended to physically separate bicyclists and pedestrians from vehicles such as bikeway setbacks that increase visibility and reaction time to turning vehicles; corner islands that separate people on bicycles from vehicles and make turning tighter and harder for drivers; bike queue areas that give cyclists a head start; and pedestrian islands that reduce crossing distances and exposure to turning vehicles are critical to ensure safe connections.



The N Main St corridor is envisioned as a premier destination for the downtown district. Retail buildings containing food, beverage, entertainment and lodging uses should be encouraged to leverage the streetscape design. The parcel directly adjacent to Armijo Plaza is identified as a critical development opportunity as its design should actively engage the adjacent plaza. The establishment of a hotel within the NMO is seen as potentially the most catalytic project of this plan. The revitalization plan contemplates two potential locations for this critical use. The first is located at the terminus of the North Main Extension. This location provides adequate space to accommodate supporting retail spaces including but not limited to a brewery, food hall, restaurants, cafes, entertainment venues, and accompanying outdoor gathering spaces that are capable of creating a unique destination for the NMO. An additional location closer to W Aztec Blvd offers another great alternative that can act as a gateway to the NMO. Development within the commercial core of the NMO should be established as a “Park Once” district that allows patrons to drive to the overlay area, park, and walk between destinations within the district. Pedestrian-oriented development patterns are therefore

Key elements of the North Main Overlay District include:

- 1 Intersection Improvements:** to ensure safe pedestrian and bicycle crossings.
- 2 Animas Riverfront Multi-use Trail and Open Space Buffer** provides connectivity throughout the district and to assets such as Aztec Ruins National Monument
- 3 Animas Riverfront Trail head** at the terminus of N Main St to provide direct access to the natural resources and recreational opportunities.
- 4 Hotel** is a critical project to provide temporary accommodation for travelers and tourists.
- 5 Destination Retail** that offers amenities such as restaurants, conference rooms, and fitness centers, contributing to local economies by attracting visitors who spend on lodging, dining, shopping, and local attractions.
- 6 Compact Neighborhood Retail** that contributes to the creation of walkable, diverse, and economically vibrant communities where residents can live, work, and play in close proximity to one another.
- 7 Suburban Commercial Development** that allows more conventional suburban development patterns and big boxes are accommodated outside of the N Main St corridor.
- 8 Targeted Medium Density Development:** Townhomes contribute to medium-density housing by efficiently utilizing land while offering more privacy and space compared to apartments. It helps in balanced density, supporting urban growth within a manageable footprint.



strongly encouraged within the NMO so that it creates an environment in which people can and want to easily walk between destinations.

Development outside of the commercial core is envisioned to be primarily medium-density residential and light industrial. A townhouse development could increase the City's current housing stock and take advantage of the river frontage along the NMO western edge. Additional medium-density residential development is slated for the very eastern edge of the NMO. The remaining parcels along the northern edge, directly adjacent to the existing oil well are reserved for limited light industrial development. The parcel on the eastern edge of the N Main St terminus is planned to accommodate the relocation of Jack's Plastic Welding, which manufactures outdoor recreational equipment, as it provides adequate access to the recreational amenities on the riverfront. To the west of Jack's Plastic Welding, the plan accommodates eight micro units for artisan manufacturing which could be provided as live/work units. The terminus of N Main St showcases a trailhead that provides direct connections to the Animas Riverfront Trail and the Aztec Ruins National Monument to the north. Designed as a pedestrian-friendly

destination, the NMO caters to Aztec's residents and tourists with diverse shops, restaurants, and amenities. This mixed-use environment promotes urban vitality while maintaining a distinctive community feel. The inclusion of housing options supports a balanced lifestyle, complemented by facilities for visitors and local businesses. Overall, the district aims to foster social interaction, economic growth, and a vibrant atmosphere in Aztec.

TABLE 4. MRA PROPOSED LAND USE OF VACANT PARCELS				
CATEGORY	ZONING DISTRICT	ACRES	~ YIELDS	PERCENT TOTAL VACANT AREA
OPEN SPACE	A-1	16.77	~16.77 AC	12.66%
COMMERCIAL	C-1	31.65	~ 392,500 SQ. FT.	23.90%
	C-2			
RESIDENTIAL	R-1	79.90	~ 340 UNITS	60.34%
	R-2			
LIGHT INDUSTRIAL	C-2	2.02	~2 AC	1.52%
OFFICE/ INSTITUTIONAL	O-1	2.06	~ 2 AC	1.55%
TOTAL VACANT AREA		132.4 AC		100%
TOTAL AREA IN MRA BOUNDARY		286.35		

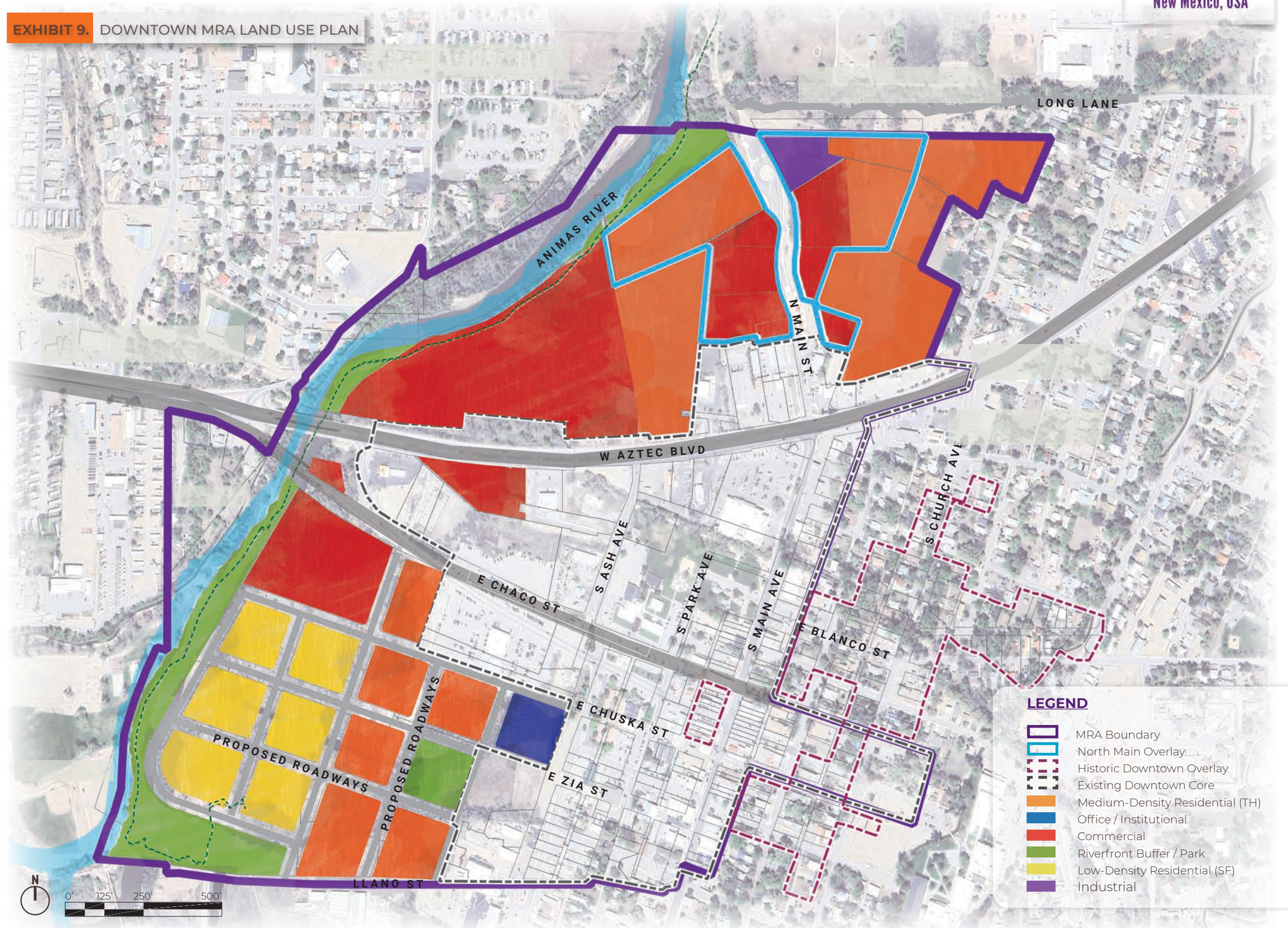
MRA LAND USE CONCEPT PLAN

Of the approximately 286 acres within the Downtown MRA area, approximately 132.4 acres are vacant lands and much of the land that is developed outside of the historic core is underutilized.

The MRA Land Use Plan assigns appropriate land uses to the various vacant and underutilized redevelopment parcels identified within the Revitalization Plan. The redevelopment land use plan accommodates residential, commercial, office, institutional and limited industrial uses.

The plan designates approximately 16.8 acres of vacant lands to open space. The majority of this acreage is sited adjacent to the Animas riverfront which provides access to open space amenities and provides a buffer to the previous resource. Residential ranging from low-to-medium densities comprise the majority of the proposed land uses, at nearly 60%, and are generally located on district edges to transition to existing neighborhoods and the Animas riverfront. Commercial uses comprise nearly 24% and are located adjacent to major arterials such as N Main St, W Aztec Blvd, and E Chaco St. The remaining acreage is designated to specific industrial and institutional uses.

EXHIBIT 9. DOWNTOWN MRA LAND USE PLAN



The Downtown MRA Land Use Plan yields approximately:

- 16 acres of open space
- 80 acres of residential uses
- 24 acres of commercial uses
- 2 acres of industrial use
- 2 acres of institutional uses

WEST DOWNTOWN

The West Downtown subarea is comprised of **approximately 68 acres of vacant lands**. Redevelopment efforts here focus on opportunities for a variety of housing options for the greater downtown area with limited civic and retail uses. Residential uses are utilized to provide a transition to the natural resources of the Animas riverfront on the western boundary by placing medium-density residential uses such as duplexes, townhouses, live/work, or cottage developments west of S Ash Ave. Traditional single-family can be accommodated directly adjacent to the riverfront buffer. The commercial parcel located at the

intersection of the Animas River and W Chaco St allows for a unique riverfront commercial destination. It is an ideal location to act as a western gateway into the district that is easily accessible from the riverfront trail that could accommodate a vibrant mix of food, beverage, and entertainment uses such as bike and coffee. The riverfront connection and destination is further enhanced by provisions for dedicated bike lanes along the proposed Chuska extension that provides direct access to the river. A trailhead is proposed to be located at the terminus of W Chuska St, which is envisioned to redevelop as a critical east-west connection between the historic downtown core

TABLE 5. PROPOSED LAND USE FOR WEST DOWNTOWN

PARCEL	UPC	EXISTING ZONING	PROPOSED ZONE CHANGE	LAND USE CATEGORY	PROPOSED USES	TOTAL ACREAGE	YIELD
1	2064178485066	A-1	A-1	Open Space	Park / plaza	23.40 AC	1.3 AC
			R-2	Residential	Low density residential		~45 UNITS
			R-2	Residential	Medium density residential		~35 UNITS
			A-1	Open Space	Riverfront buffer		6.2 AC
2	2064178487134	A-1	A-1	Open Space	Riverfront buffer	27.86 AC	3.76 AC
			R-2	Residential	Low density residential		~20 UNITS
			R-2	Residential	Medium density residential		~25K
			C-1	Commercial	Retail / restaurant		
3	2064178356090	MH	O-1	Residential	Medium density residential	7.36 AC	~12 UNITS
				Commercial	Municipal office		~80 K
4	2064178361213	C-2	N/A	Commercial	Retail	2.32 AC	~15K
5	2064178448223	C-2	N/A	Commercial	Retail	0.48 AC	~2.5 K
6	2064178442044	A-1	R-2	Residential	Medium density residential	1.72 AC	~6 UNITS
7	2064178440020	C-2	R-2	Residential	Medium density residential	2.47 AC	~ UNITS
8	2064178380047	C-1	N/A	Open Space	Park / plaza	2.06 AC	2 AC
9	2064178442044	C-2	R-2	Residential	Medium density residential	1.36 AC	~3 UNITS

and the West Downtown subarea. This subarea also includes plans for relocating the municipal complex and establishing an Animas River trailhead. This development segment addresses current housing demands while fostering a stronger link between the Animas Riverfront and the established Downtown Core, thereby activating the entire area. The West Downtown area. It serves as a pivotal gateway connecting the existing Downtown Core with the Animas Riverfront, enhancing overall accessibility and community integration.

The West Downtown Land Use Plan yields approximately:

- 14 acres of open space
- 47 acres of residential uses
- 5 acres of commercial uses
- 2 acres of institutional uses

EXHIBIT 10. WEST DOWNTOWN LAND USE PLAN



NORTH MAIN OVERLAY

The North Main Overlay subarea is comprised of **approximately 23 acres of vacant lands**. The NMO is envisioned as a truly mixed-use destination that accommodates all of the Neighborhood Commercial and Retail uses allowed by the NMO as well as medium-density residential. Medium-density residential development is anticipated along both the eastern and western edges to transition to the established residential neighborhoods and Animas Riverfront. Light industrial is accommodated along the northern edge.

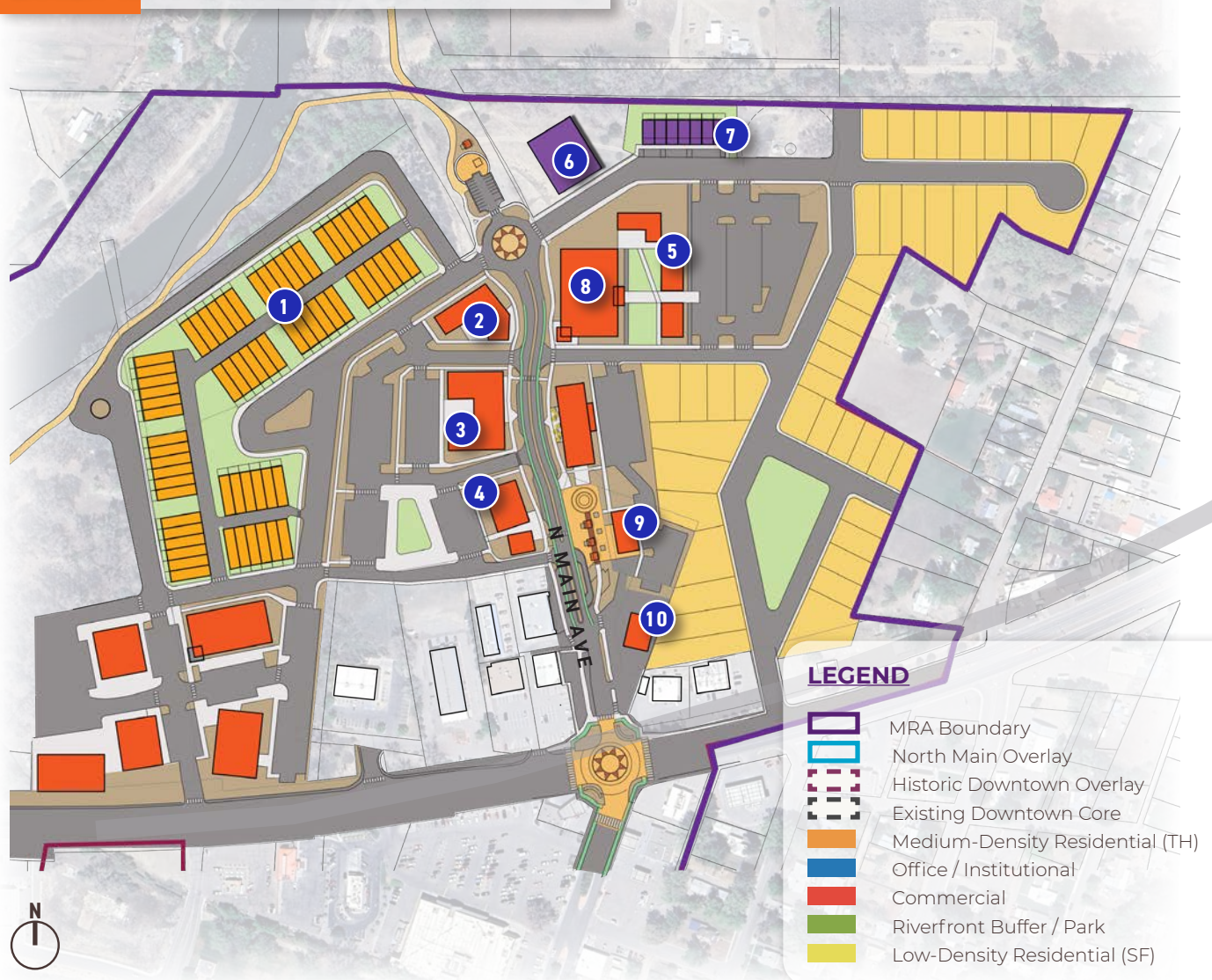
TABLE 6. Proposed Land Use for North Main Overlay

PARCEL	UPC	EXISTING ZONING	PROPOSED ZONE CHANGE	Land Use Category	PROPOSED USES	TOTAL ACREAGE	YIELD
1	2064178228364	C-1 & NMO	N/A	Residential	Medium density residential	6.39 AC	~ 32 UNITS
2	2064178180356	C-1 & NMO	N/A	Commercial	Retail / restaurants	0.77 AC	10 K
3	2064178220308	C-1 & NMO	N/A	Commercial	Retail / restaurants	2.03 AC	20K
4	2064178220308	C-1 & NMO	N/A	Commercial	Retail / restaurants	1.96 AC	20K
5	2064178209295	C-1 & NMO	N/A	Commercial	Retail / restaurants	0.40 AC	10K
6	2064178228364	C-1 & NMO	N/A	Industrial	Light industrial	2.02 AC	10K
7	2064178157388	C-1 & NMO	N/A	Open Space	Oil well buffer	1.72 AC	0.9 AC
				Residential	Medium density residential		6 UNITS
8	2064178180356	C-1 & NMO	N/A	Commercial	Hotel	5.53 AC	80 KEYS
			N/A	Residential	Medium density residential		24 UNITS
9	2064178220308	C-1 & NMO	N/A	Commercial	Retail / restaurants	1.01 AC	10K
10	2064178174274	C-1 & NMO	N/A	Commercial	Retail / restaurants	0.82 AC	5K

The North Main Land Use Plan yields approximately:

- 1 acres of open space
- 10 acres of residential uses
- 9 acres of commercial uses
- 2 acres of industrial

EXHIBIT 11. NMO LAND USE PLAN



NORTH DOWNTOWN

The North Downtown subarea is comprised of **approximately 42 acres of vacant lands**. It is envisioned mainly for commercial and medium-density residential due to the location of prime frontage along major arterials such as W Aztec Ave and W Chaco St. It is the subarea that provides allowances for general suburban commercial and big box establishments with opportunities for a larger variety of medium-density residential along the adjacent riverfront or established residential areas on the border. This strategic development approach not

only meets the growing demand for housing but also aims to transform the North Main Overlay into a bustling commercial hub. It seeks to meet the basic needs of residents and visitors alike, characterized by a balanced mix of housing and commercial services.

The North Downtown Land Use Plan yields approximately:

- 2 acres of open space
- 22 acres of residential uses
- 18 acres of commercial uses

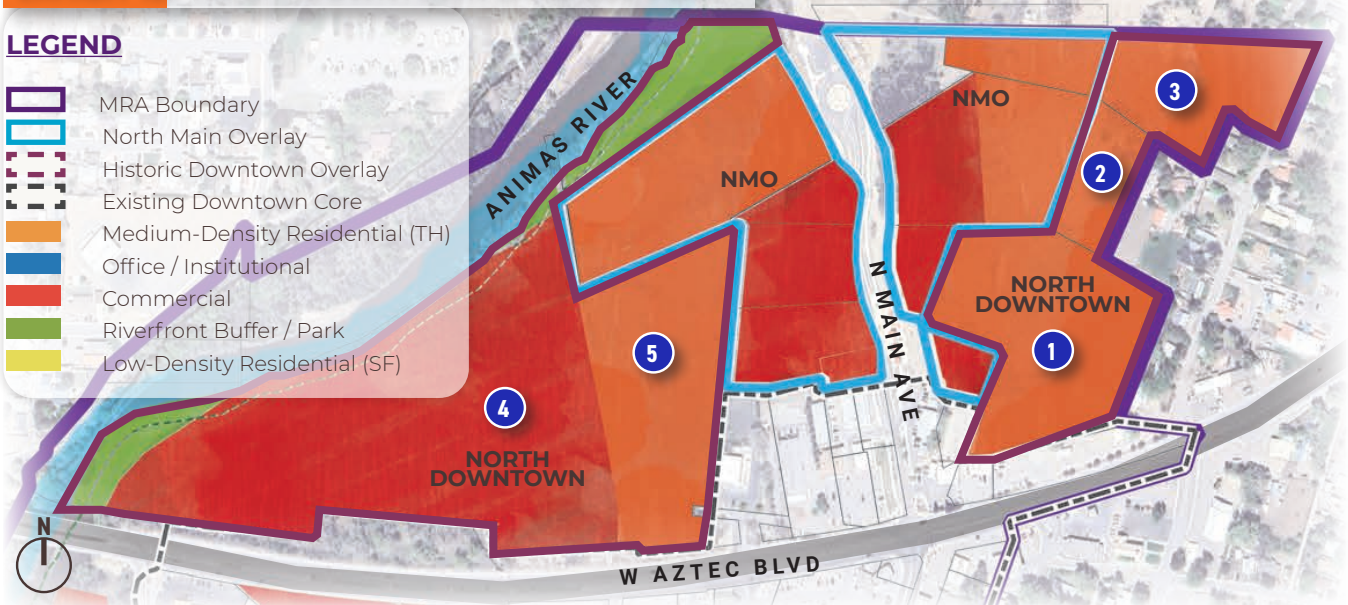
TABLE 7. Proposed Land Use for North Downtown

PARCEL	UPC	EXISTING ZONING	PROPOSED ZONE CHANGE	Land Use Category	PROPOSED USES	TOTAL ACREAGE	YIELD
1	2064178139298	A-1	R-2	Residential	Medium density residential	7.95 AC	~ 50 UNITS
2	2064178133305	PUD	R-2	Residential	Medium density residential	1.98 AC	~ 45 UNITS
3	2064178105380	PUD	R-2	Residential	Medium density residential	4.4 AC	
4	2064178330330	PUD	N/A	Open Space	Riverfront buffer	19.62 AC	1.97 AC
			C-1	Commercial	Retail / restaurant		200,000 SQ FT
5	2064178276288	C-1	R-2	Residential	Medium density residential	8.12 AC	~ 64 UNITS

EXHIBIT 12. NORTH DOWNTOWN LAND USE PLAN

LEGEND

- MRA Boundary
- North Main Overlay
- Historic Downtown Overlay
- Existing Downtown Core
- Medium-Density Residential (TH)
- Office / Institutional
- Commercial
- Riverfront Buffer / Park
- Low-Density Residential (SF)



RECOMMENDED ZONE / USE CHANGES

There are several discrepancies between the existing zoning and desired land use plan outlined in the MRA Revitalization Plan that need to be addressed. There are several properties where the existing zoning does not allow the land use identified within the Plan. This plan does not make changes to the regulations of the City's zoning code, nor does it change the designated zoning categories for specific parcels. A larger text amendment or separate zone map amendment actions outside of

this effort would be needed to facility the Plan vision. The table below outlines the areas of discrepancies and the recommended solution.

TABLE 8. RECOMMENDED Land use changes

#	UPC	ACREAGE	EXISTING ZONING	DESIRED LAND USE	RECOMMENDATION
3	2064178356090	7.36	MH	Medium Density Residential and Office	Zone change to O-1
19	2064178105380	4.4	PUD	Medium Density Residential	Zone change to R-2 if not currently allowed by approved PUD
18	2064178133305	1.98	PUD	Medium Density Residential	Zone change to R-2
17	2064178139298	A-1	R-2	Medium Density Residential	Zone change to R-2
12	2064178228364	2.02	C-1 & NMO	Light Industrial	The Plan calls for Light Industrial to accommodate the relocation of Jack's Plastics, an outdoor recreation manufacturer and retailer closer to the riverfront trails and Animus River. Text amendment to Section 26-2-252 of the NMO that lists light industrial as a permissive or conditional use.
6	2064178330330	19.62	PUD	Commercial	Zone change to C-1 if the existing PUD doesn't currently allow
1	2064178485066	23.40	A-1	Riverfront Open Space, Park and Medium Density Residential	Zone change to R-2 to allow proposed residential uses where proposed. Retain Open Spaces areas as A-1
2	2064178487134	27.86	A-1	Low and Medium Density Residential and Commercial	The Plan calls for Low and Medium Density Residential and Commercial. The appropriate district necessary to allow those uses is R-2 and C-1.
18	2064178133305	1.98	PUD	Medium Density Residential	Zone change to R-2
7	2064178276288	8.12	C-1	Medium Density Residential	Zone change to R-2
6	2064178442044	1.71	A-1	Medium Density Residential	Zone change to R-2
	2064178440020	2.48	C-2	Medium Density Residential	Zone change to R-2
	2064178380047	10.33	C-1	Medium Density Residential and Park	Zone change to R-2
9	2064178442044	1.36	C-2	Medium Density Residential	Zone change to R-2

DENSITY STUDIES

In Aztec, like many small towns across the United States, single family detached homes are the most common housing typology. However, there could be an additional mix of housing typologies such as duplexes, townhouses, and apartment buildings, albeit likely in smaller numbers. As part of this report, the project team performed a density analysis to illustrate different types of densities and unit counts. The following is an exercise that illustrates a one-acre lot and how different housing development types fit onto this footprint. It also illustrates the number of units that can be accommodated on a one acre parcel. As a footnote, there are numerous configurations that may fit more or less units.



Duplex Houses



Duplex Houses



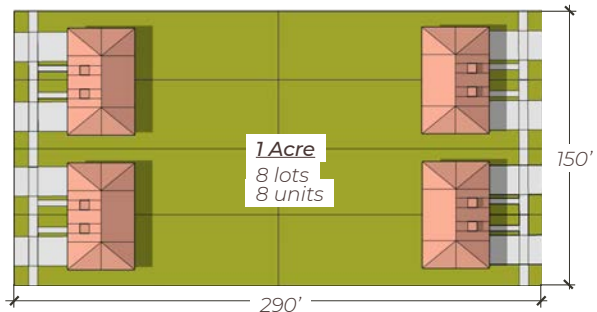
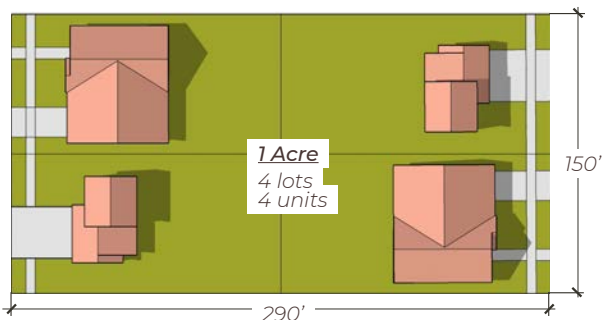
Single-family Residential

SINGLE FAMILY RESIDENTIAL

Low density housing is widely considered to consist of primarily single-family houses. A majority of American households reside in single-family houses. Depending on the lot size, 4-7 units are typical for single-family residential neighborhoods. For the purpose of this study, we assume between 4 and 8 units an acre for a purely single-family neighborhood.

DUPLEX

Duplexes generally fit well into low density residential neighborhoods as they outwardly appear as single-family units. They typically have two individual entrances, located within a single structure. These units are often located side by side but may be situated to have one unit on top or behind the other. The duplex housing configuration has the benefit of almost doubling the density of the neighborhood.





Townhouses/Rowhouses



Cottages



Townhouses/Rowhouses



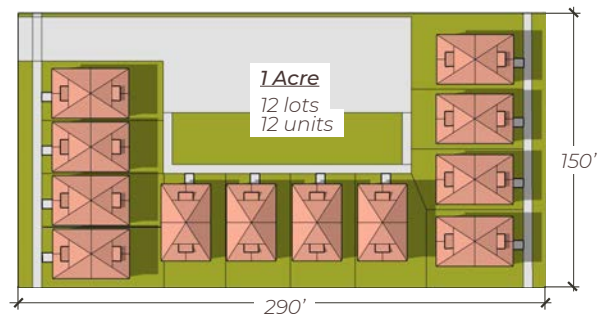
Cottages with common open space

TOWNHOUSE/ROWHOUSE

Townhouses or rowhouses are buildings that contain three or more dwelling units that are connected side by side in a row. These units typically have their own individual entrances, and can appear to be one single building or several distinct structures. Townhouses can be constructed on their own lot or on a shared lot as condominiums.

COTTAGE

Cottage housing is a collection of small houses usually less than 1,000 square feet in gross floor area. The cottages are arranged around a common open space, or courtyard, with parking screened from public view. In addition to shared outdoor amenities, some developments also share common indoor spaces such as kitchens or gyms.



CATALYTIC REDEVELOPMENT PROJECTS

The master planning process identified a series of critical catalytic projects that, when initiated, will “catalyze” or drive other spin off development. Six redevelopment projects have been identified for vacant or underutilized parcels within the MRA. These sites are found to be critical due to their locations near recent public investments such as the North Main Extension or the Armijo Plaza or proposed public investments such as the proposed Animas Riverfront trail. Five public sector investment projects

are planned to increase connectivity within the greater MRA district. Public investments focus on intersection improvements, new roadway extensions, and a multi-use trail and associated trail head. Redevelopment projects are summarized in the tables below and outlined in more detail on the following pages.

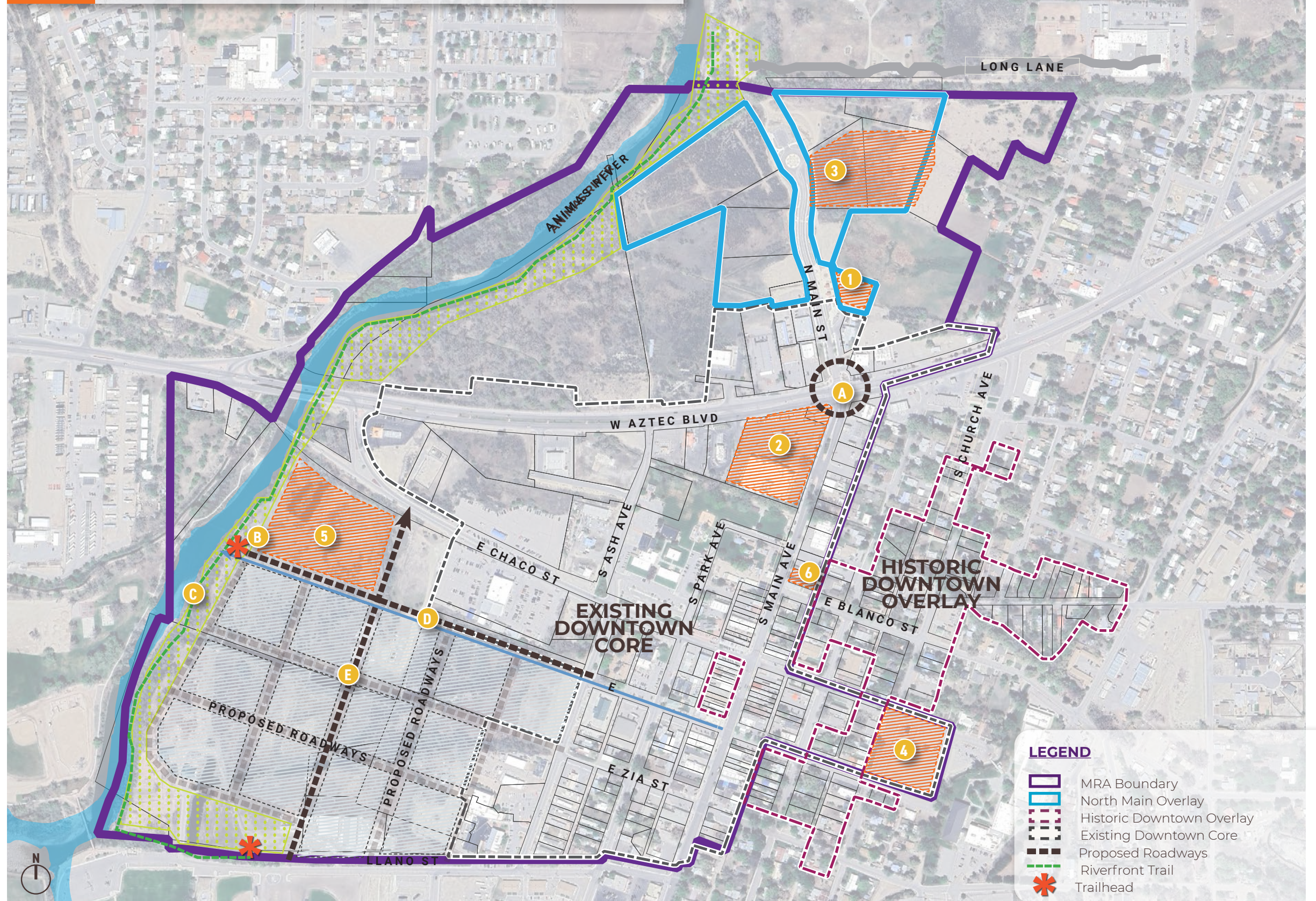
TABLE 9. Redevelopment Projects

VACANT LAND	PROJECT NAME	PRIORITY	EXISTING ZONING	ACREAGE	PROPOSED USES
1	Armijo Plaza Frontage	MEDIUM	C-1	0.87 AC	Commercial
2	Safeway Redevelopment	MEDIUM	C-1	3.87 AC	Commercial
3	NMO Main Hotel & Supporting Retail	HIGH	C-1	5.53 AC	Hotel / Retail
4	Residential Infill adjacent Aztec High School	HIGH	O-1	11.76 AC	High-density Housing
5	Riverfront Destination	MEDIUM	A-1	7.11 AC	Commercial - Destination Retail
6	Adaptive Reuse of 200 N Main	MEDIUM	C-1	0.16 AC	Commercial

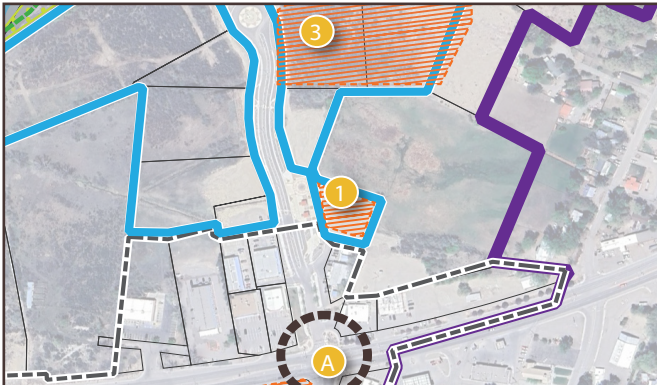
TABLE 10. Public Sector Investments

VACANT LAND	IMPROVEMENT NAME	SIZE	PROPOSED IMPROVEMENTS
A	Aztec Blvd & Main Ave Intersection Improvements	NA	Intersection improvements to facilitate safe PED/ bike crossings into North 4th district
B	Animas Riverfront Trailhead	NA	Trailhead to the new multi-use trail along the east bank of the Animas River located at the end of the proposed W Chuska extension.
C	Animas Riverfront Trail	~1.03 MILE	New multi-use trail along the east bank of the Animas River
D	W Chuska St Extension	~1823 LF	Extension of W Chuska St to facilitate future development of tracts west of the historic Downtown district
E	New Road	~1785 LF	New north-south road between W Chaco St and Llano St to facilitate future development of tracts west of the historic Downtown district

EXHIBIT 13. PROPOSED REDEVELOPMENT PROJECTS & PUBLIC SECTOR IMPROVEMENTS



**PROJECT 1:
 ARMIJO PLAZA FRONTAGE**

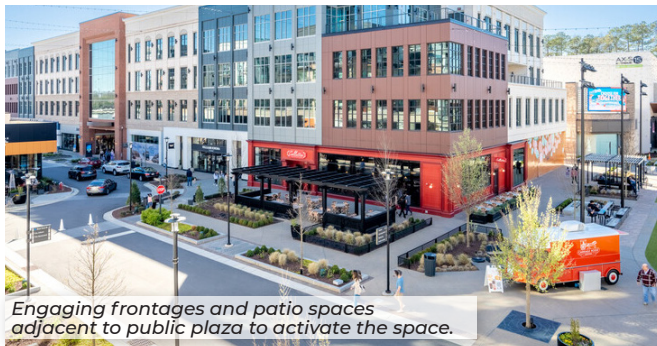


EXISTING ZONING	ACREAGE	OWNERSHIP	PROPOSED USES
C-1	0.82 AC	Private	Retail or Institutional

OPPORTUNITY:

The retail parcel located abutting the North Main Extension plaza is a prime development opportunity. The City has already made considerable investments into the design and construction of the plaza and any future development that fronts it should be thoughtfully designed so that it properly anchors and engages the space.

PRECEDENTS:

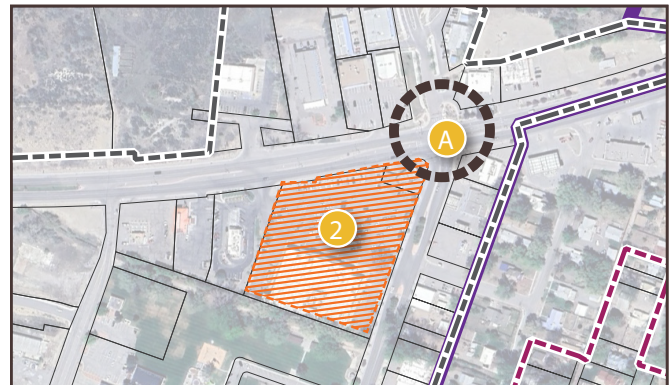


Engaging frontages and patio spaces adjacent to public plaza to activate the space.



Active frontages adjacent to public open spaces

**PROJECT 2:
 SAFEWAY RELOCATION**



EXISTING ZONING	ACREAGE	OWNERSHIP	PROPOSED USES
C-1	3.87 AC	Commercial	Retail

OPPORTUNITY:

The Safeway grocery store is located at the intersection of Aztec Blvd and N Main Ave at 415 N Main Ave. Safeway is approaching capacity for its retail square footage. Relocating to North Downtown can allow for construction of a urban, larger retail space, serving as the anchor to additional retail developments.

PRECEDENTS:

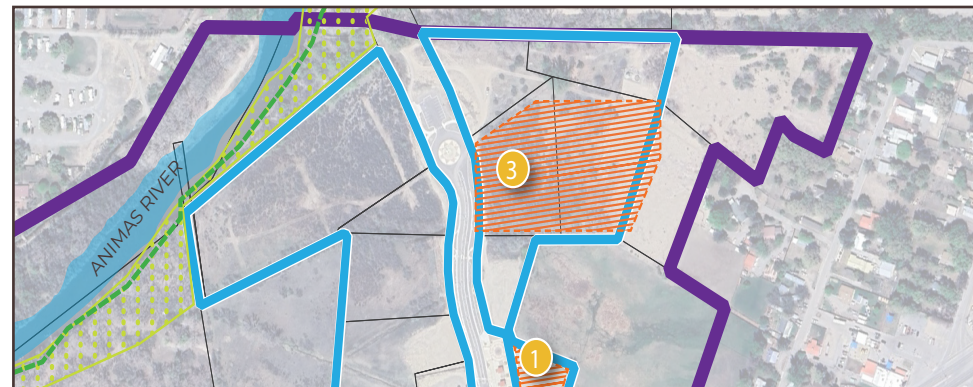


Corner anchor store with engaging frontages and pedestrian friendly.



Anchor grocery store within shopping center.

**PROJECT 3:
NMO HOTEL & SUPPORTING RETAIL**



EXISTING ZONING	ACREAGE	OWNERSHIP	PROPOSED USES
C-1	5.53 AC	Private	Hotel and supporting retail

OPPORTUNITY:

Two sites are poised to accommodate a hotel due to close proximity to the Aztec Ruins National Monument. Hotel development is a critical factor to increase and revitalize the tourism industry in Aztec. Currently, no hotels are within the Downtown MRA and the NMO District is a prime location that could accommodate a hotel without impacting the character of the historic core. Supporting retail uses such as a brewery, food hall or other restaurants should collocate on-site or in close proximity to ensure amenities to increase guest satisfaction.

PRECEDENTS:



Food hall with distinct outdoor dining / rec areas



Food hall with distinct outdoor dining / rec areas

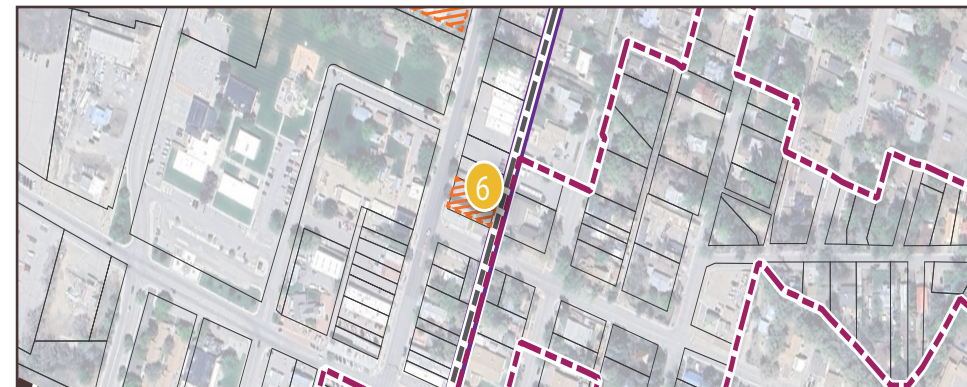


Hotel amenity support spaces



Food hall with distinct outdoor dining / rec areas

**PROJECT 4:
RESIDENTIAL INFILL ADJACENT AZTEC HIGH SCHOOL**



EXISTING ZONING	ACREAGE	OWNERSHIP	PROPOSED USES
O-1	11.76 AC	Public (High School)	High density housing

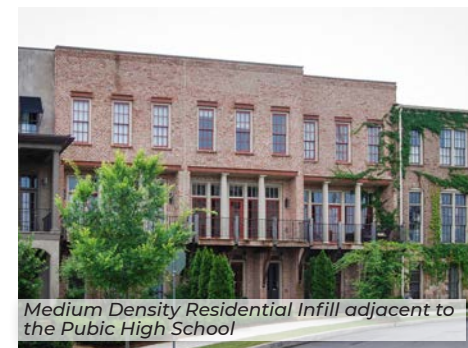
OPPORTUNITY:

Given the City's demand for more affordable housing, the vacant infill site near a major community anchor, the high school, is ideal for high density housing. The surrounding parcels consist of single-family dwellings and the subject site could provide opportunities to infill a larger variety of housing alternatives directly adjacent to the high school. The location provides ideal pedestrian walkability for students attending high school thereby reducing required vehicular traffics to the school.

PRECEDENTS:



Medium Density Residential Infill adjacent to the Pubic High School



Medium Density Residential Infill adjacent to the Pubic High School



Medium Density Residential Infill adjacent to the Pubic High School



Medium Density Residential Infill adjacent to the Pubic High School

**PROJECT 5:
RIVERFRONT DESTINATION**

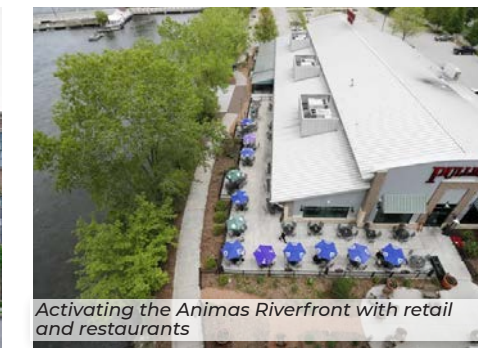


EXISTING ZONING	ACREAGE	OWNERSHIP	PROPOSED USES
C-1	3.87 AC	Private	Riverfront destination retail

OPPORTUNITY:

The commercial parcel directly adjacent to the Animas River provides a unique opportunity to leverage the activity along the proposed trail to increase the vitality and land value of the new development tracts, while providing places for people to enjoy. Riverfront retail should be a destination that activates the riverfront and trail such as bike and coffee, restaurants or a brewery.

PRECEDENTS:



Activating the Animas Riverfront with retail and restaurants



Activating the Animas Riverfront with retail and restaurants

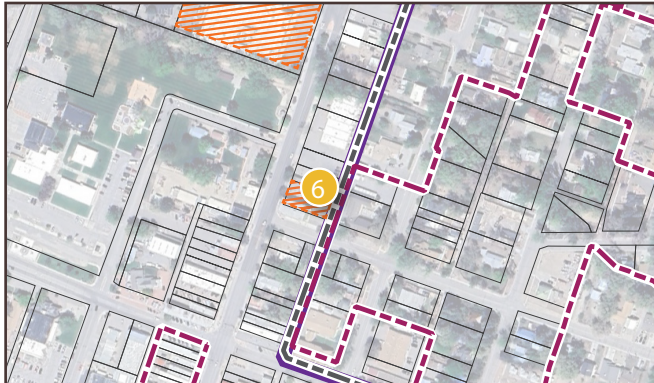


Restaurants and Cafes along the Animas River front.



Bike and Coffee at the Bosque in Albuquerque

PROJECT 6:
ADAPTIVE REUSE OF 200 N MAIN



EXISTING ZONING	ACREAGE	OWNERSHIP	PROPOSED USES
C-1	0.16 AC	Private	TBD

OPPORTUNITY:

Adaptive reuse of the green building located at 200 N Main Ave. The building has great bones and is located at a prime location along N Main Ave. The potential for the building is adaptive reuse that would activate N Main Ave and its frontage to be prioritized.

PRECEDENTS:

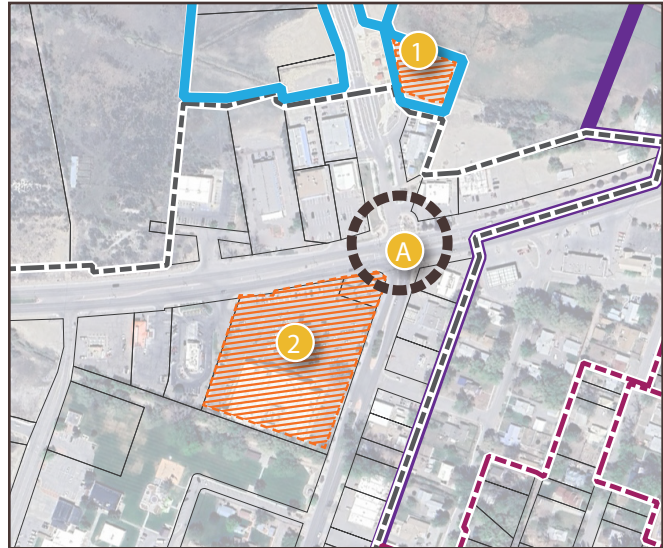


Adaptive Reuse along N Main Ave



Engaging the frontage along N Main Ave and the frontage to be prioritized.

PROJECT A:
AZTEC BLVD & MAIN AVE INTERSECTION IMPROVEMENTS



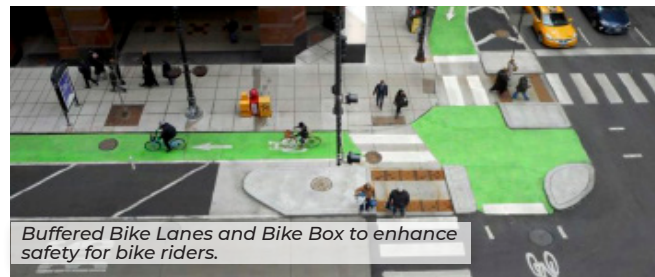
OPPORTUNITY:

The intersection of N Main Ave and W Aztec Blvd is a critical connection between the historic main street and the North Main Overlay district. Intersection improvements that prioritize safe pedestrian and bike crossings are critical to increase access.

PRECEDENTS:

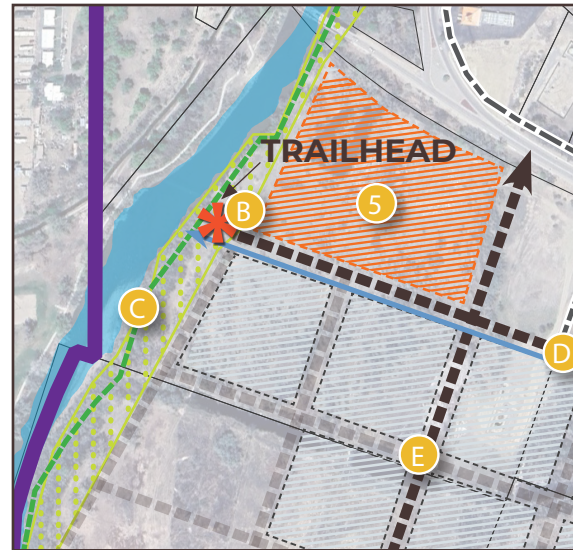


Intersection improvement along Main Ave and Aztec Blvd that prioritize pedestrian and bike crossings.



Buffered Bike Lanes and Bike Box to enhance safety for bike riders.

**PROJECT B:
ANIMAS RIVERFRONT TRAILHEAD**



OPPORTUNITY:

The proposed extension of E Chuska creates a prime opportunity to connect the historic Main Ave district to the Animas River and the proposed multi-use trail. This location is also a prime location for a trailhead that accommodates vehicular and bicycle parking, signage, and a rest area.

PRECEDENTS:



Trailhead entrance with Parking spaces, Signage and rest area.



Multi-use Trail paths.

**PROJECT C:
ANIMAS RIVERFRONT TRAIL**



OPPORTUNITY:

The Animas River is a great asset to the Downtown MRA that is proposed to be further leveraged by the proposed multi-use trail. The trail project provides the opportunity to let people engage with this unique natural resources as well as enhancing the wellness and vitality of the Downtown district and the greater Aztec community. The proposed trail should feature a multi-use path with interpretative signage, occasional rest areas and two trailheads; one at the terminus of the proposed E Chuska St extension to provide direct access from the historic main street and another at the northern terminus of the North Main Extension.

PRECEDENTS:



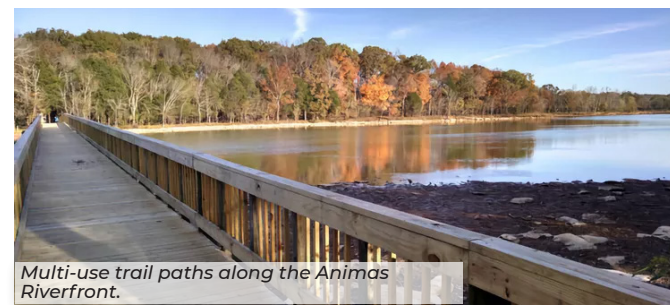
Multi-use trail paths along the Animas Riverfront.



Multi-use trail paths along the Animas Riverfront.



Multi-use trail paths along the Animas Riverfront.



Multi-use trail paths along the Animas Riverfront.

**PROJECT D&E:
CHUSKA EXTENSION & NEW ROADWAY**



OPPORTUNITY:

The Downtown MRA expansion features a variety of residential and commercial infill sites west of N Main Ave. In order to provide the initial access and infrastructure to spur development of these areas, this Plan proposes public improvements to initiate the first two critical roadways- the extension of E Chuska St and a new north / south roadway between W Aztec Blvd and Llano St. Roadway design is anticipated to be local roadway typologies that accommodate dedicated bike lanes to provide direct connectivity between the historic S Main Ave and the proposed Animas Riverfront Trail and Trailhead.

PRECEDENTS:



Proposed roadway design along Chuska and Ash Ave with on-street parking



Proposed roadway design along Chuska and Ash Ave with Bike lanes and on-street parking



Proposed roadway design along Chuska and Ash Ave with buffered bike lanes



Proposed roadway design with bike lanes and median

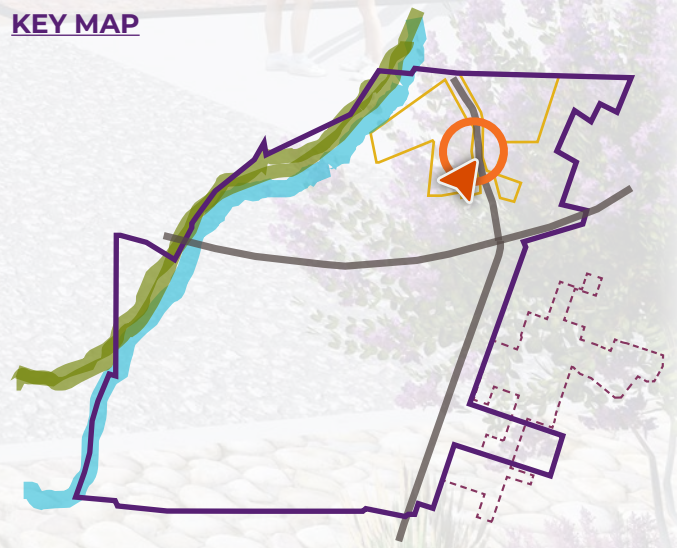
NORTH MAIN STREET RENDERING

This vignette shows the retail and restaurants spaces along the Armijo Plaza on North Main St





KEY MAP





Main Avenue 2015
Source: <https://www.aztecm.com/aztec/downtown.html>

04

Design Guidelines

This section provides design guidelines for the greater Downtown MRA and provides recommended changes to the NMO to implement the Revitalization vision of this Master Plan.

DOWNTOWN MRA DESIGN GUIDELINES

The entirety of the Downtown MRA is unique in that it consists of historic buildings at the core of Aztec, vacant land along the Animus River, and the newly constructed North Main Extension. In order to bridge elements of old and new in a cohesive, complementary manner, Design Regulations for the Downtown MRA area were established. The core elements of these MRA Overlay Zone guidelines are:

- Local Vision
- Existing Built Context
- Regulatory Context

The goal of these regulations is to preserve the historic built character of Main Ave, marrying the elements of times past with the new vision of the North Main Extension, creating a pedestrian friendly and safe Downtown, creating access to trails and the Animus River to the north and south end of Main Ave, and enhancing economic development within Downtown Aztec.

GENERAL GUIDELINES

The use and development regulations within the Downtown MRA area shall be the same as those required by the underlying zone district, except as varied herein.

ALLOWED USE GUIDELINES

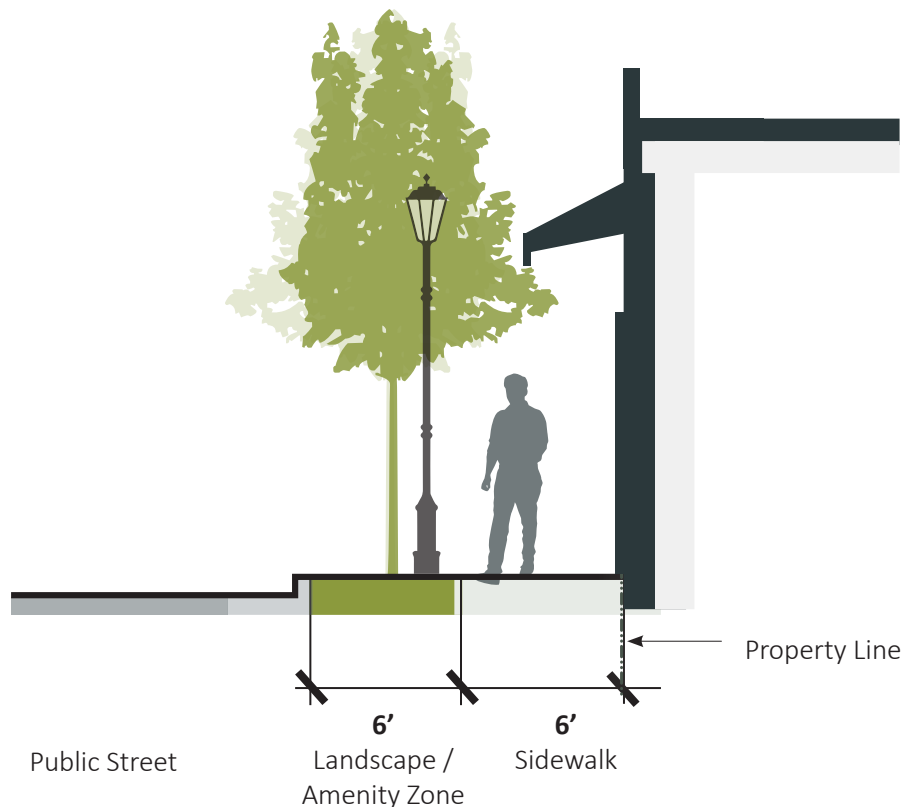
Uses shall generally comply with the base zoning district per the City of Aztec Chapter 26, Land Use Regulations except for:

- Where the North Main Overlay district supersedes.
- Within the Downtown MRA Master Plan area, R-2 uses are permissive within the C-1 and C-2 districts.

STREETSCAPES

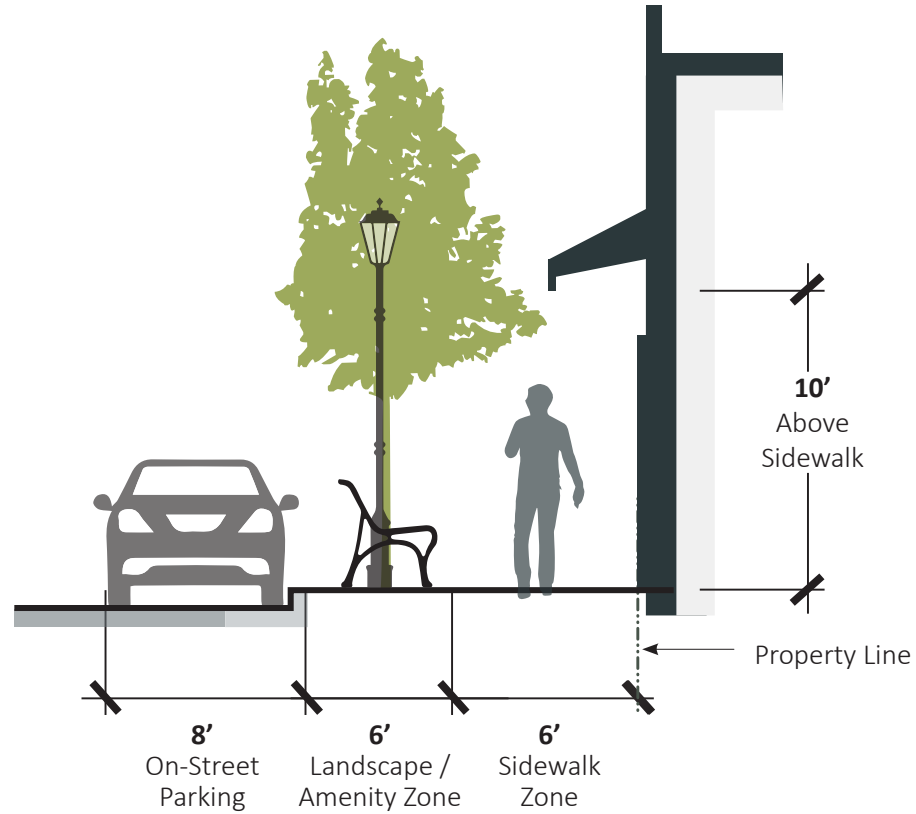
Streetscapes shape the character of the Downtown district and ensure the establishment of a pedestrian-oriented development.

1. Sidewalks along public rights-of-way should be a minimum 6-foot sidewalk and constructed according to AASHTO, "Guide for Planning, Design, and Operation of Pedestrian Facilities."
2. All ramps shall be designed to ADA standards and be in line with crosswalks. Crosswalks shall be required where sidewalks are interrupted by driveway curb cuts. Crosswalks are also required on-site in parking lots larger than 50 spaces to define a primary path to building entrances.
3. Streetscapes along public rights-of-way should provide for a minimum 6-foot landscape strip between the curb and the sidewalk to buffer pedestrians from traffic and create a pedestrian-oriented environment.



4. Street trees should be provided along public rights-of-way at a minimum of 30' on center. Modifications can be made in extraordinary circumstances where utilities or other infrastructure make it difficult to meet this requirement.

- Building projections, including but not limited to, arcades, balconies, bay windows and cornice features, open porches, canvas-type awnings, and projecting signs may encroach over the public right-of-way provided they do not block a minimum 6-foot clear pedestrian path and have a clearance of 10 feet above the sidewalk.



- Bicycle facilities shall be constructed according to AASHTO.
- Bike lanes shall be marked with proper signage, both within the lane on the ground and with posted street signs.
- Bike lanes shall be properly coordinated and marked at right turn lanes.

SITE DESIGN

Site design should consider how the site's various components such as buildings, parking areas, gathering spaces and circulation relate to each other, adjacent streets, and existing development. Building orientation and positioning of other site elements should be planned to ensure a functional, aesthetically pleasing, and pedestrian-friendly environment.

- New development within the West Downtown subarea should maintain the existing approximately 350' block grid. Everywhere else, development should encourage walkable development patterns through smaller block lengths as feasible.
- Developments should minimize the number of vehicular entry points along the street edge. Shared ingress and egress points with neighboring developments is strongly encouraged.
- Sites should be designed to minimize conflicts between automobiles, trucks, bikes, and pedestrians to create an organized system of entrances, driveways, parking lots, and delivery areas.

4. A minimum 6-foot clear pedestrian pathway should be provided from the primary entrance of the primary buildings to public sidewalks, larger on-site circulations systems, adjacent transit facilities, and adjacent trails and/or open space as feasible.
5. Larger development sites, particularly larger multi-tenant commercial developments should group buildings to encourage a “park once and walk” strategy, and pedestrian travel within the site and between adjacent parcels. For such developments, the most active uses are encouraged to be placed on building pads fronting major public streets, along the entry drive, or at the corners of major intersections.
6. Buildings adjacent to public rights-of-way, particularly those located along Main Avenue and N Main St, are strongly encouraged to be sited with minimal setbacks to the right-of-way and in relation to adjacent buildings in order to define the street edge.
7. A minimum of 50% of the street frontage of a property should have a building wall at the sidewalk edge, when feasible.
 - A. Forecourts, patios, and plazas are encouraged between public sidewalk and primary building frontage, particularly along Main Avenue and N Main St. Where setbacks do not allow the above, parklets may be utilized to activate adjacent development, provided they comply with the parklet guidelines of the Streetscape section.
8. Off-street parking lots should be located to the rear, side, or interior of the site so they are concealed from view of a public right-of-way and be accessed from the side street or alley wherever feasible.
 - A. Particularly along Main Ave or N Main St, parking should not be located adjacent to the right-of-way.
 - B. Where this is not feasible, off-street parking lots should not exceed 30% of the lot depth, or 50', whichever is less.
 - C. Service and loading areas should be located to the rear or side of the building. These areas should not front Main Ave or N Main St.
9. Drive-thru aisles and drive-up windows should be placed at the rear or sides of buildings where possible and not along the primary public right-of-way. Drive-thru aisles should not be placed along the primary frontages of Main Ave and N Main St to the greatest extent feasible.
10. All service areas (e.g. loading docks, storage yards, trash compactors/ dumpster, and mechanical/utility equipment) should be in either the rear of the lot or behind the principal building so they are out of sight of the major public streets, particularly Main Ave or N Main St. Where this is not feasible, they should be visually screened.
11. Permeable paving may be used within parking areas, or pedestrian areas provided it does not compromise the ability to carry the applicable loads required for parking, vehicular activity including freight trucks, or trash hauling vehicles.

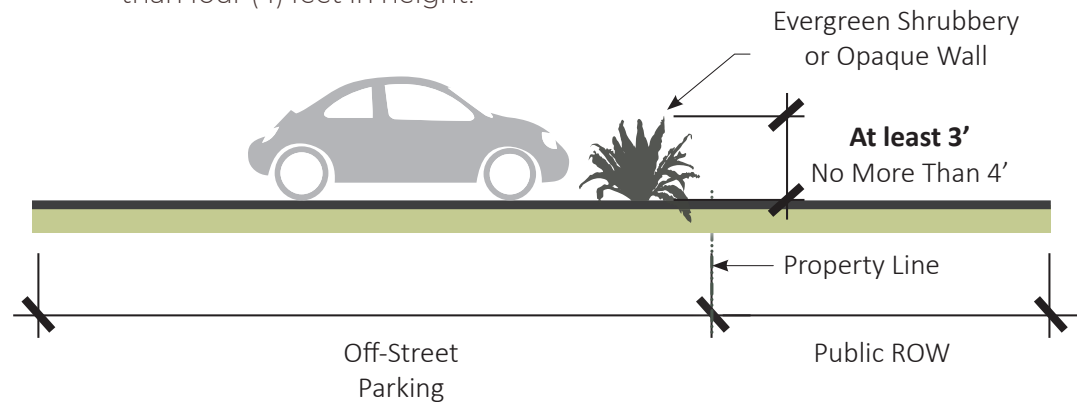
PARKING

To create a positive image for the Downtown district, adequate and convenient off-street parking should be provided in a manner that reduces the visual prominence of surface parking lots. Parking should be designed to create safe circulation patterns and mitigate heat and glare through the provision of landscaping.

1. Off-street parking lots should be located and provide pedestrian pathways per the Site Design Section.
2. Shared parking is encouraged and may be applied when adjacent land uses

have different / complementary parking demand patterns – allowing these spaces to be effectively and efficiently used throughout the day. Applicants for development should examine the feasibility of using shared parking.

3. EV parking is encouraged and should be located next to the primary entrances.
4. To lessen the overall impact of large surface parking lots, they should be visually and functionally separated using landscaped planting areas and / or pedestrian pathways.
5. Off-street parking lots should be shaded using shade trees or solar canopies.
6. Off-street parking lots are encouraged to employ Low Impact Design (LID) techniques including the use of pervious surfaces and directing surface runoff to landscaped water harvesting areas.
7. Off-street parking lots adjacent to public rights-of-way or residential development should be screened through one of the following mechanisms:
 - A. Strategic building placement that blocks the view of the parking lot,
 - B. An opaque wall a minimum of three (3) feet in height but not more than four (4) feet in height,
 - C. A minimum 6-foot-wide landscape buffer with a continuous line of evergreen shrubbery a minimum of three (3) feet in height but not more than four (4) feet in height.



8. New developments should provide bicycle parking that is be visible, secure, well lit, and easily accessible.

ARCHITECTURE

Architecture should create a cohesive, distinct identity for the Downtown MRA. Building construction should utilize quality materials and professional workmanship to achieve a high-quality sense of place within the district.

1. A minimum of 50% of Main Ave frontage of a property should have a building wall at the sidewalk edge, when feasible.
2. Design strategies like stepbacks should be utilized to create pedestrian-scaled features. Any portion of a building over 40 feet tall along Main Ave or N Main St should incorporate a minimum stepback of 10 feet from any front facade facing a public right-of-way.
3. All buildings should be treated with a consistent level of architectural detailing.
 - A. Facade fenestration design should maintain the established window and door proportions of the block.
 - B. Front and side building facades should change at a minimum of each 30 feet in setback, or material for articulation.

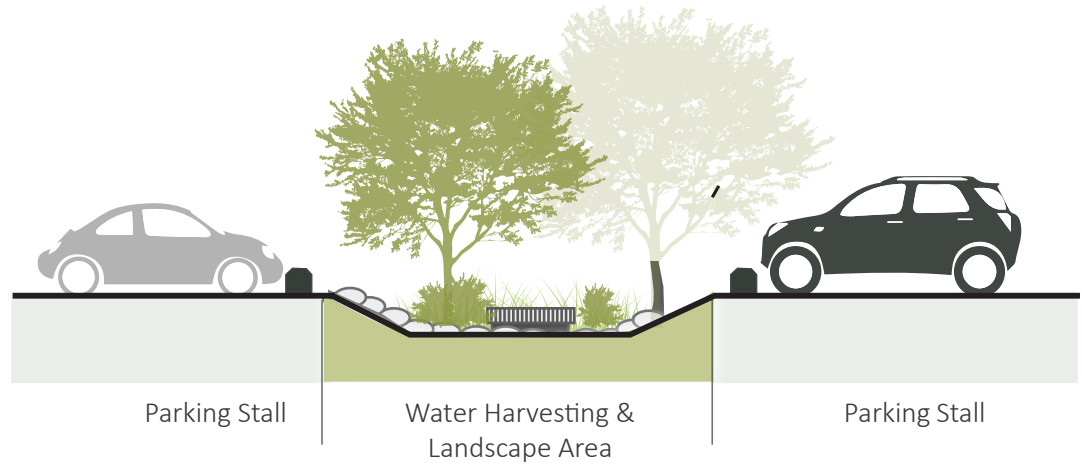
- C. Avoid blank walls facing the street. If blank walls are unavoidable, decorate with artwork, display cases, vines, and high-quality durable materials
4. Building entrances should be clearly demarcated through design, such as entrance recess, massing, canopies or awnings, towers, portals, overhangs, fenestrations, materials and color changes, to achieve highly visible entrances along primary frontage and visual interest.
5. Historic buildings should be maintained, restored, or retrofitted to not impact the integrity of the exterior facades / structure. New development along Main Ave should be complementary but clearly distinguishable from historic assets.
6. Materials shall be durable, easily and economically maintained, and of a quality that will retain their appearance over time.
 - A. Higher quality building materials and details should be used on building facades facing public rights-of-way, internal streets, public spaces, and at primary building entrances and may be transitioned to more economical materials on the side, rear, and service side(s) of the building.
7. Rooftop-mounted equipment and ground-mounted utilities should be screened from view from public rights-of-way and adjacent properties.

LANDSCAPE

Site landscape should serve to enhance the visual aesthetic of Downtown Aztec and aid in reinforcing the street presence and pedestrian experience. The primary focus for site landscape should emphasize visitor and employee centric spaces of development including the main entry, primary entrances, pedestrian pathways, and outdoor seating and gathering spaces.

1. Landscape requirements should generally follow the standards of Chapter 26 Land Use of City ordinances. Exceptions for landscape requirements for urban developments that take up an entire block should be granted provided they provide public amenities through courtyards, rooftop or internal amenities.
2. Plant materials within rights-of-way may be counted toward their overall net lot requirements.
3. The landscape design should reflect the urban character of this area in its programming, detailing, and planting intensity.
4. The landscaping design shall enhance the architecture and create and define useful public and private spaces.
5. Loading, service, and refuse areas shall be screened from view by an opaque decorative wall, fence or landscaping at least 6-feet tall that is compatible with materials and design of the building with which it is associated.
6. Landscaped areas should primarily consist of vegetative materials and all plant material shall be maintained in an attractive condition. All areas shall be maintained and be free of weeds.
7. Plant palettes should use hardy, native plant species – trees, shrubs, ground cover – that are drought tolerant and easy to water and maintain.
8. Provide visual buffers such as public art or landscaping to screen unsightly industrial activity.

9. Landscape design should incorporate active and passive water harvesting techniques to reduce potable water use for irrigation where possible.



10. All landscape areas shall be stabilized with mulches or plant material to keep soils from washing or blowing away. Gravel mulch, bark mulch, and similar materials are acceptable as a top dressing for landscape areas.
11. An automatic underground irrigation system shall be provided to support all site landscaping. The system shall be designed to avoid over-spraying onto pedestrian paths, buildings, fences, etc.

WALLS AND FENCES

Walls and fences that delineate property boundaries or screen unsightly uses should be designed in an aesthetically pleasing manner, so they contributed to the overall identify of Downtown Aztec. The use of high-quality materials is encouraged at key locations where such design can provide the most benefit to high-visibility areas.

1. All walls visible from the major street rights-of-way shall have a finished appearance in an attractive manner that matches the adjacent building(s) in materials, detailing, and color.
2. Where non-residential uses are adjacent to residential uses, landscaping in conjunction with decorative walls or fences should be provided to mitigate potential adverse impacts.
3. Walls and fences buffering residential uses from non-residential uses should take on the character of the residential use.
4. Perimeter walls should include pedestrian openings at key locations and connections and locations to ensure convenient access to adjacent tracts.

LIGHTING REGULATIONS

Lighting should enhance the safety, security, and visual aesthetics of the Downtown MRA.

1. Street level storefronts should be lit at the exterior with building-mounted fixtures, but in compliance with New Mexico States Night Sky Protection Act.
2. Building sides and rears, if lit, may use floods or directional lights that must be shielded or aimed to prevent view of lamp filament/source from areas off of the property.

3. Lighting for traffic, sidewalk areas should be pedestrian-scaled lamps on shaft/base. Utilize pedestrian lighting along sidewalks, interior site pedestrian pathways, and the proposed riverfront multi-use trail.
4. Provide appropriate lighting to ensure that paths are safe at night.
5. Lighting along public rights-of-way shall take their cues from the established light fixtures along Main Ave in terms of fixture type, color, and materials.
 - A. Along North Main Extension use the lighting cues from existing conditions.
 - B. Along Main Ave, within the historic core use the lighting from existing conditions.

WAYFINDING AND SIGNAGE

Signage should create a sense of arrival to Downtown Aztec and ensure proper wayfinding for residents and visitors.

1. City of Aztec should create a comprehensive Downtown wayfinding program / scheme.
2. Trails, parks, and open spaces shall comply with the wayfinding and signage standards of the City of Aztec Parks & Recreation Signage Plan of 2024.
3. Gateway signage should be placed at key locations and that will highlight the significance of Downtown Aztec.
4. Bike lanes should be demarcated based on AASHTO guidelines.
5. Mile markers and directional signage should be utilized along the proposed riverfront multi-trails and connections to such facilities
6. Pedestrian signage should be utilized throughout the district to help visitors navigate to critical district assets.
7. Crosswalk art maybe utilized to enhance visual interest on pedestrian friendly streets, particularly on Main Avenue and NM550.

RECOMMENDED NMO REVISIONS

Through the course of the master planning process a number of deficiencies within the NMO were identified that inhibit the realization of the Revitalization Plan presented in this Plan. This Plan recommends the following changes to implement the redevelopment vision.

To create a cohesive extension of Main Avenue and the walkable and historic character of the area, modifications to the existing NMO design principles were considered to articulate cohesion of the North Main Extension, within the NMO District, with the character of Downtown Aztec. In addition, the expansion of the trail system throughout the Downtown MRA and the Animus Riverfront Trails was a primary concern. Our recommended changes are to amend Chapter 26 Land Use Regulations, Division 22, North Main Overlay as described below.

SECTION 26-2-252 ALLOWED USES

Revise this section as shown in red below:

The following uses are permitted after approval of a site plan.

1. Offices: including clinics, medial or dental office, and professional offices
2. Hotel or Motel
3. Retail and Service Establishments less than ~~5,000~~ 7,500 sq. ft.
4. Temporary Stands
5. Studios
- ~~6. Semi-professional or professional office~~
7. Theatre and commercial auditorium
8. Amusement Centers
9. Mixed Use development
10. Brew Pubs & Wine Tasting Establishments
11. Wineries
12. Restaurants
13. Coffee Shops
14. Farmers Markets
15. Community garden
16. Residential Uses including: Multifamily, Townhouses, Duplexes, or Condos, ___
17. Light Manufacturing with Retail and Wholesale Stores, Business, or Shops
18. Food Trucks

SEC. 26-2-253. CONDITIONAL USES

Revise this section as shown in red below:

The following uses will be permitted in the NMO provided that the use has been reviewed the-Community Development Department and approved by the City Commission:

1. Nursery School
2. Public Utility structure
3. Recreational facility
4. Hospital ~~or clinic~~
5. Boarding or lodging house

6. ~~Multiple Family Dwellings-~~
7. ~~Senior living/assisted care-~~
8. Institutions
9. ~~Personal Services-~~
10. ~~Food Trucks-~~
11. Retail Dispensaries (Medical and Recreational)
12. ~~Drive-thru~~
13. Any use not listed, needs City Commission Approval.

SEC. 26-2-254. PROHIBITED USES

Revise this section as shown in red below:

1. Pawn Shops
2. Payday Loan Services
3. ~~Second Hand or Consignment Stores-~~
4. Vehicle Sales/ Leasing
5. Cars Washes
6. Paint and Body Shop
7. Service Stations
8. Vehicle Repair Shop
9. ~~Detached~~ Single-Family Residential Dwelling Units
10. ~~Manufactured homes, Mobile homes, and Trailer Houses~~

SEC. 26-2-255. GENERAL DESIGN PRINCIPLES

Revise this section as shown in red below:

Uses and Streets shall be designed according to the following principles:

1. The NMO shall provide a distinct physical settlement, but shall not be walled off from the rest of the City.
2. Buildings shall front on and align with streets.
3. Civic buildings, such as places of public assembly, shall be sited and designed as landmarks.
4. Parking shall be located on street and behind structures ~~along North Main Avenue~~, parking lots in front of uses shall not be permitted ~~along North Main Avenue~~.
5. When a building is setback less than 5' in the front, a minimum 8' x 6' covered entry is required per lot.
6. ~~Drive-through uses shall not be permitted.-~~
7. All uses and structures shall incorporate Spanish Colonial or Territorial Revival architectural style or otherwise incorporate Ancestral Puebloan construction themes into the design of new structures in a culturally sensitive manner.
~~Elements to incorporate could include:-~~
 - ~~'Kiva' style or round structure elements-~~
 - ~~Clustered, block-like structures-~~
 - ~~Terraces-~~
 - ~~Horizontal brick elements (green stripe)-~~
 - ~~Doors set into corners-~~
8. Principal Building percentage within the front street setback zone shall be a minimum of 90% (courtyards accessed from the sidewalk may count towards this requirement).
9. Signs shall be designed for the low-speed pedestrian environment. Signs

shall incorporate the Spanish Colonial, Territorial Revival or otherwise incorporate Ancestral Puebloan architectural style.

10. Dimensional Standards as follows:

Minimum Front Yard Setback	10 feet
Maximum Front Yard Setback	35 feet
Minimum Rear Yard Setback	5 feet
Maximum Building Height	4 stories or 54', except when a step-back is provided

11. Decorative variations in the parapet height are allowed up to an additional 5% and rear property line
12. Architectural features, such as towers, are allowed up to an additional 15% height (limited to 5% of building footprint) above the decorative variations in parapet height.

SECTION 26-2-250 ACCESS AND PARKING

It is recommended the following modifications or additions to the design principles be incorporated into Section 26-2-259 to create a pedestrian-centric area that implements a “park-once” strategy through incentives, credits, and parking reductions.

1. On-street parking shall be provided ~~fronting North Main where feasible~~. On-street parking is optional in areas that do not front on North Main. ~~On-street parking along lot frontage can count toward parking spaces required in Section 26-3-171 Parking Requirements.~~
2. ~~Off-street parking for residential development shall be accessed by an alley or parking court.~~
3. Within the North Main Overlay, a 20 percent parking reduction is permitted, to the required number of parking spaces in accordance with Section 26-3-171 Parking Requirements.
4. Along North Main, parking lots shall be provided in the rear yard along North Main.
5. Off-street parking for nonresidential and mixed-use shall be located behind principal buildings, and shall be accessed:
 - A. From streets; or
 - B. From an alley.
6. When located within 150 feet, on-street parking spaces can count toward required parking, not to exceed a credit of three (3) spaces.
7. Electric Vehicle Charging (EVC) stations are encouraged and a credit three (3) parking spaces per one (1) EVC station is permitted
8. Shared parking is encouraged and a parking study may be submitted with Site Plan Approval to demonstrate shared peak hours for a reduction of the minimum parking requirements.
9. Bicycle racks shall be provided for each building at a ratio 5% of the minimum required parking spaces.

SECTION 26-2-262 MATERIALS AND COLORS

Currently, the NMO principals do not establish materials and color specification and this section does not exist. We recommend inclusion of a Materials and



Colors sections as follows:

Buildings should convey solidity and durability and employ high quality materials. Materials and colors should pay homage to the vernacular architecture of the area. Buildings and materials should reflect Spanish Colonial, Territorial Revival or otherwise incorporate Ancestral Puebloan architectural style. Architects shall use those materials traditionally used in the Aztec or surrounding area.

- Encouraged colors include those taken from the native New Mexican landscape palette, such as: Sand, Terracotta and Sage Green. Colors shall be the inherent color of rather than from application of color (painted), except when used as an accent color.
- Prohibited building materials include the following:
 - o Exposed, untreated precision block or wood
 - o Materials with high maintenance requirements
- Special consideration shall be given to roof structures and pitches. The use of contrasting colors between roofs and walls are encouraged to help differentiate the planes of building masses.
- The use of accent colors and materials is encouraged to bring out detailing to better articulate or give scale to a building, including glazed tile, wood trim, tile roofing, paint, metal, etc.

SECTION 26-2-262 SIGNAGE REGULATIONS

Currently, the NMO principals do not establish signage specification and this section does not exist. We recommend inclusion of a Signage sections as follows:

1. Marquee Signs are permissive signs in NMO, defined as “A permanent structure, other than a roof or canopy, attached to, supported by, and projecting from a building and providing protection from the elements.”
2. Street Pole Banners are permissive signs in NMO, defined as: “A banner suspended above a public sidewalk and attached to a single street pole. These signs shall not contain any commercial advertising”. The street pole banner program is meant to contribute to the municipality’s streetscape, identify unique business districts, or advertise special events or cultural activities.
3. Monument Sign are permissive signs in NMO, defined as: “A freestanding sign supported primarily by an internal structural framework or integrated into landscaping or other solid structural features other than support poles or pylons in which the entire bottom is in contact with the ground. Also referred to as Ground Sign.”
4. Gateway Sign are permissive signs in NMO, defined as: “A welcome sign or gateway sign is a road sign at the border of a jurisdiction or region that introduces or welcomes visitors”.