






# CHAPTER 4 – FUTURE LAND USE PLAN AND DESIGNATIONS



## FUTURE LAND USE PLAN DESIGNATIONS AND MAP

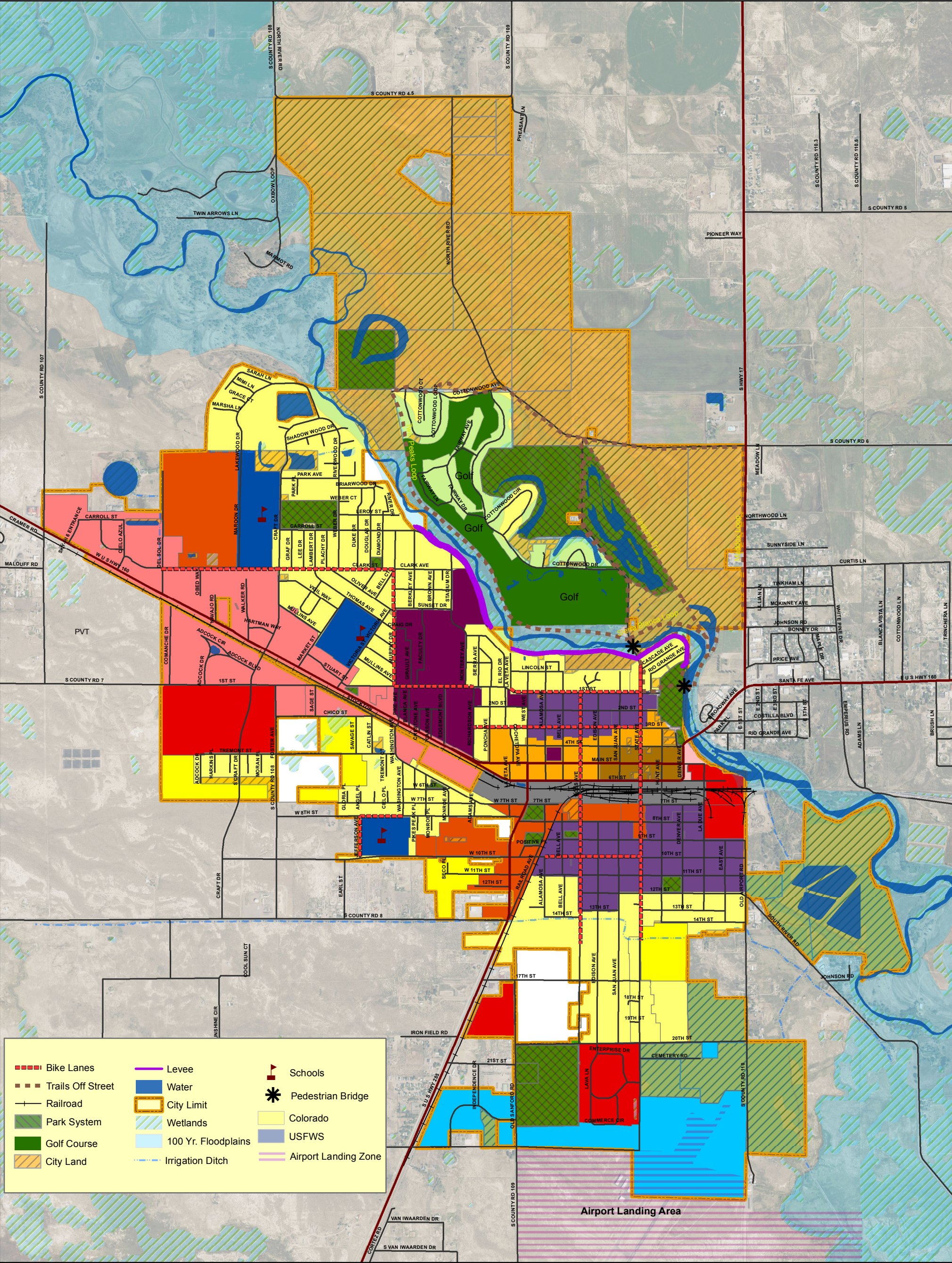
The Future Land Use Plan Designations and Map articulate a physical planning strategy to implement the goals and strategies of this Comprehensive Plan. It is not regulatory like zoning, but it does articulate desired future conditions and provides support for willing property owners to rezone and develop their properties as described in the Future Land Use Plan. Together, the Future Land Use Designations and the Future Land Use Map provide an additional layer of physical specificity to guide implementation of the goals and strategies contained in the other plan elements.

The land base within the current city boundaries can accommodate demand for residential, commercial and primary job development for many years to come. The future land use plan designations and map balances future residential neighborhoods, commercial areas, mixed use areas, highway commercial corridors, the downtown, education and healthcare campuses, local government facilities and open space for outdoor recreation. The plan also reflects the reality that some neighborhoods are almost entirely built out and are unlikely to change much in the foreseeable future. The land use designations and map follow.

Designation	Description
Historic Town Site Residential 	Built-out residential neighborhoods near downtown with an intact streets grid pattern and alleyways.
Developed Residential Neighborhoods 	Mostly built-out platted residential neighborhoods that are not part of the historic town grid pattern.
Residential Opportunity Areas 	Vacant or underdeveloped residential land or vacant platted residential subdivisions.
Downtown Periphery 	The area north and west of downtown and with a mix of commercial and residential uses.
Campus 	Adams State University, Trinidad State Junior College and the medical facilities campuses.



Designation	Description
Railroad Heritage Gateway 	Area along US Highway 160 (6 <sup>th</sup> Street) that eastbound motorists see as they pass through the city just south of Downtown.
Mixed Use Opportunity Areas 	One vacant parcel located on the northwest side of town by Maroon Drive and Clark Avenue and another area along the southern edge of the railroad right of way extending southward along US Highway 285
Commercial Opportunity Areas 	Four mostly vacant commercial areas south of US Highway 160.
West Highway Corridor 	West side commercial corridor along US Highway 160 with regional commercial along the northern side of the highway and alternating commercial uses and vacant lands on the south side.
Downtown 	The historic commercial core of the city framed by 4 <sup>th</sup> 6 <sup>th</sup> Streets and on the North and South and Denver and Edison Avenues on the East and West.
Local Government Facilities 	Areas in south Alamosa occupied by city and county government facilities.
City Periphery	One mile area around the current boundaries.






# Future Land Use Designations

<b>Future Land Use Designation</b>	East Hwy Gateway	Residential Opportunity Area
Campus	Historic Townsite Residential	Schools
Commercial Opportunity Area	Local Govt Facilities	Unincorporated Enclave
Developed Residential	Mixed Use Opportunity Area	West Highway Corridor
Downtown	Parks	
Downtown Periphery	Railroad Gateway	



**THE CITY OF ALAMOSA**

**Community Plan**



0 0.25 0.5 1 Miles



# HISTORIC TOWN SITE RESIDENTIAL

**Existing Conditions** – This designation includes residential neighborhoods near downtown with an intact grid streets pattern and alleyways. These areas have a long established identity and a pattern of single family and small scale multi-family residential use, mostly developed with just a few vacant lots remaining.

**Vision** – Continuing the historic character in residential portions of the historic town site is important to the appeal and viability of these neighborhoods, and to the appeal of Alamosa as a historic small town. Mature trees and a visual emphasis on the homes themselves rather than parking and garages as seen from the street make these neighborhoods aesthetically appealing. Perpetuating these components of physical character is encouraged as properties are developed or redeveloped. Proximity to downtown, parks and community facilities make walking and biking an attractive option for people living in these neighborhoods. This designation represents an opportunity for infill with single family and small-scale multi-family housing. Opportunities for accessory dwelling units also exist on lots that can accommodate an additional unit and required off-street parking.

**Infrastructure** – Continue to connect and repair sidewalks and ensure safe street crossings, especially along priority bike and pedestrian corridors (See page 67 for Priority Bike & Pedestrian Routes Map). Better utilize the alleys to expand alley-loaded parking and rear outbuildings thereby minimizing the need for curb cuts along the front sidewalk. Underground water and sewer utilities are old in some locations, so leak detection and incremental replacement of underground utility infrastructure will be required in many areas.

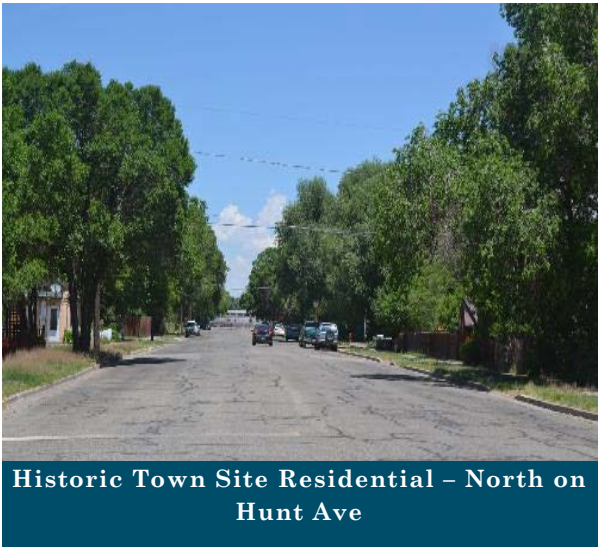
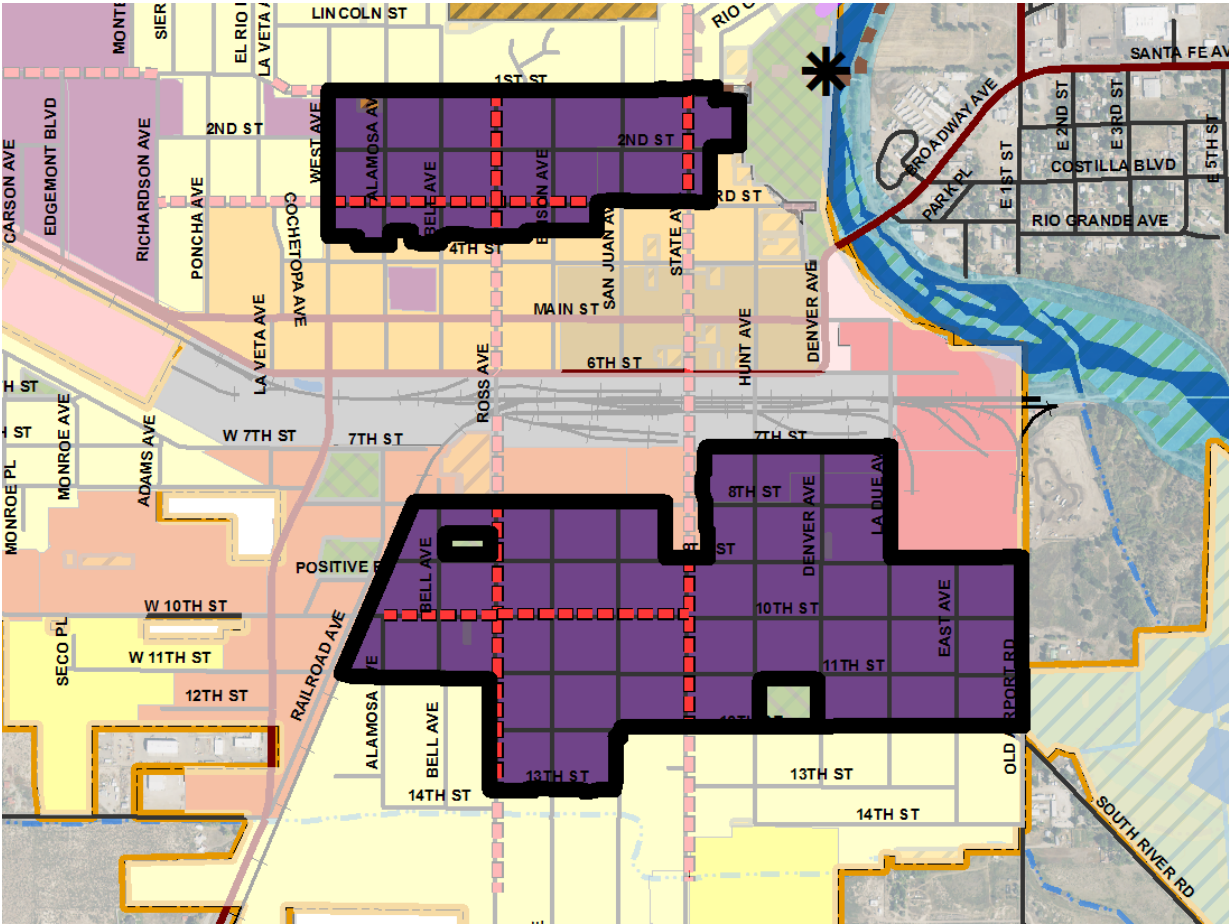


Figure 50. Historic Town Site Residential



# DEVELOPED RESIDENTIAL NEIGHBORHOODS

**Existing Conditions** – These are platted residential neighborhoods that are not part of the historic town grid streets pattern. Uses are predominantly single family dwelling units with multi-family attached units in concentrated clusters. Most of these neighborhoods are built-out but some more recently developed subdivisions are partially built-out and contain vacant lots. Street patterns range from linear block patterns to curvilinear street patterns. The layout and residential use in these neighborhoods is unlikely to change.

**Vision** – The desired future in Developed Residential Neighborhoods is to maintain existing neighborhood character and encourage ongoing maintenance and replacement of the structures and yards so that these neighborhoods continue to be viable and attractive.

**Infrastructure** – Maintain underground infrastructure including water, sanitary sewer and storm water sewer. Connect and repair existing sidewalks and complete bike and pedestrian networks to schools, recreation areas, and downtown (See page 67 for Priority Bike & Pedestrian Routes Map). If these neighborhoods are expanded by subdivision of adjacent vacant land, ensure that the road network is planned to achieve safe and convenient connectivity that does not overload collector streets and intersections in the existing neighborhoods. While most developed neighborhoods in the city have ready access to city parks, those neighborhoods south of U.S. Highway 160 and west of U.S. Highway 285 are further from neighborhood and community parks. As development in the city’s southwestern quadrant continues, a new park should be sited and developed to ensure that these neighborhoods have nearby access to parks.



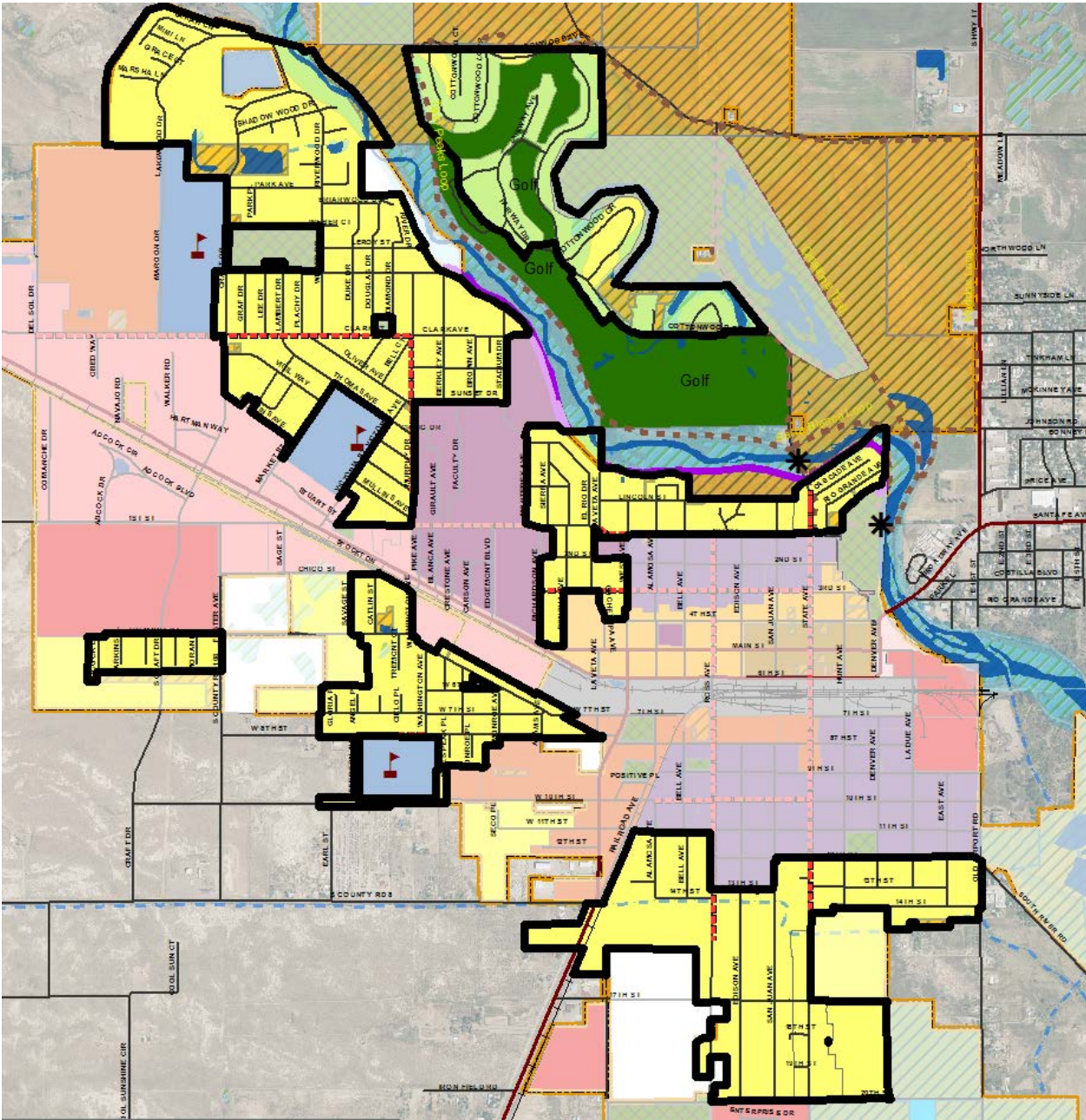
Developed Residential - Lee Drive



Developed Residential – Craft Drive



Figure 51. Developed Residential





# RESIDENTIAL OPPORTUNITY AREAS



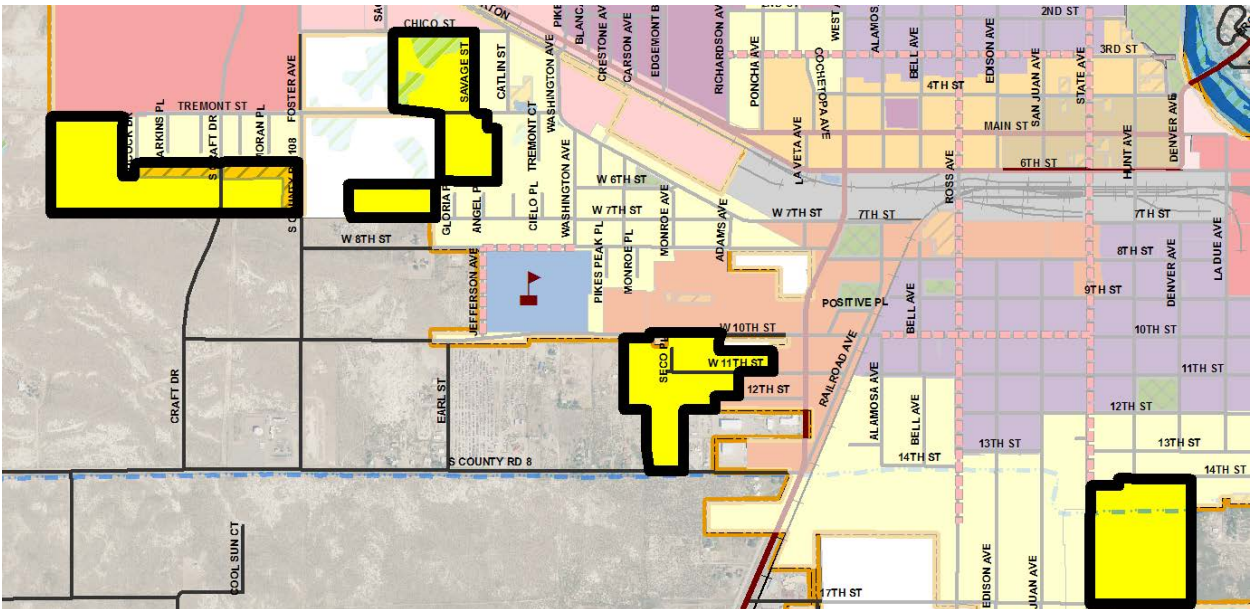
Residential Opportunity Area –  
Treemont St. and Foster Ave.

**Existing Conditions** – These areas consist of vacant, underdeveloped, or platted residential subdivisions that are mostly or entirely vacant. All four residential opportunity areas are south U.S. Highway 160.

**Vision** – This designation is suitable for a mix of single family and multi-family housing and presents an opportunity to revisit and possibly modify existing zoning and lot configurations in the existing platted subdivisions. The large parcels could be developed as planned communities, integrating a diversity of housing types, parks and green space.

**Infrastructure** – As the areas buildout, there will need to be safe bike and pedestrian routes to schools, recreation areas, community destinations and safe highway crossings. Sidewalks should connect to the existing city sidewalk network. Additional railroad crossings and highway access would facilitate buildout in these areas. While water and sewer utilities exist in nearby developments, development on these largely vacant properties will require line extensions at minimum and may require new or upgraded infrastructure such as larger main lines and sanitary sewer lift stations. Parks are limited in southwest Alamosa so neighborhood parks and green spaces will be needed as the area grows and population increases.

Figure 52. Residential Opportunity Areas

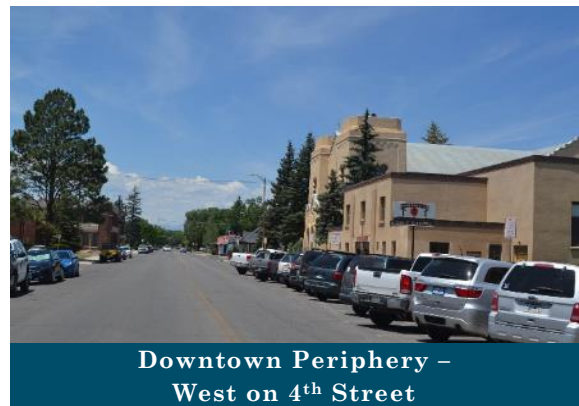


## DOWNTOWN PERIPHERY

**Existing Conditions** – This designation includes the area north and west of the Downtown designation and includes a vibrant mix of commercial and residential uses. The Downtown designation transitions into the Downtown Periphery designation on Main Street where the character shifts from the pedestrian oriented historic feel of Downtown to the more auto-oriented commercial environment where parking lots face the street and vehicle circulation has been prioritized in the layout of commercial development. Similarly, 4<sup>th</sup> Street is the northern boundary between the Downtown designation and the Downtown Periphery designation because the continuity of the block face on the north side of 4<sup>th</sup> Street is broken up by parking lots and gaps between buildings, and the uses shift from customer oriented retail and restaurants Downtown to offices, churches, community services, non-profits and interspersed single family residences in the Downtown periphery.



Downtown Periphery –  
Corner of Hunt Ave. & 4<sup>th</sup> Street



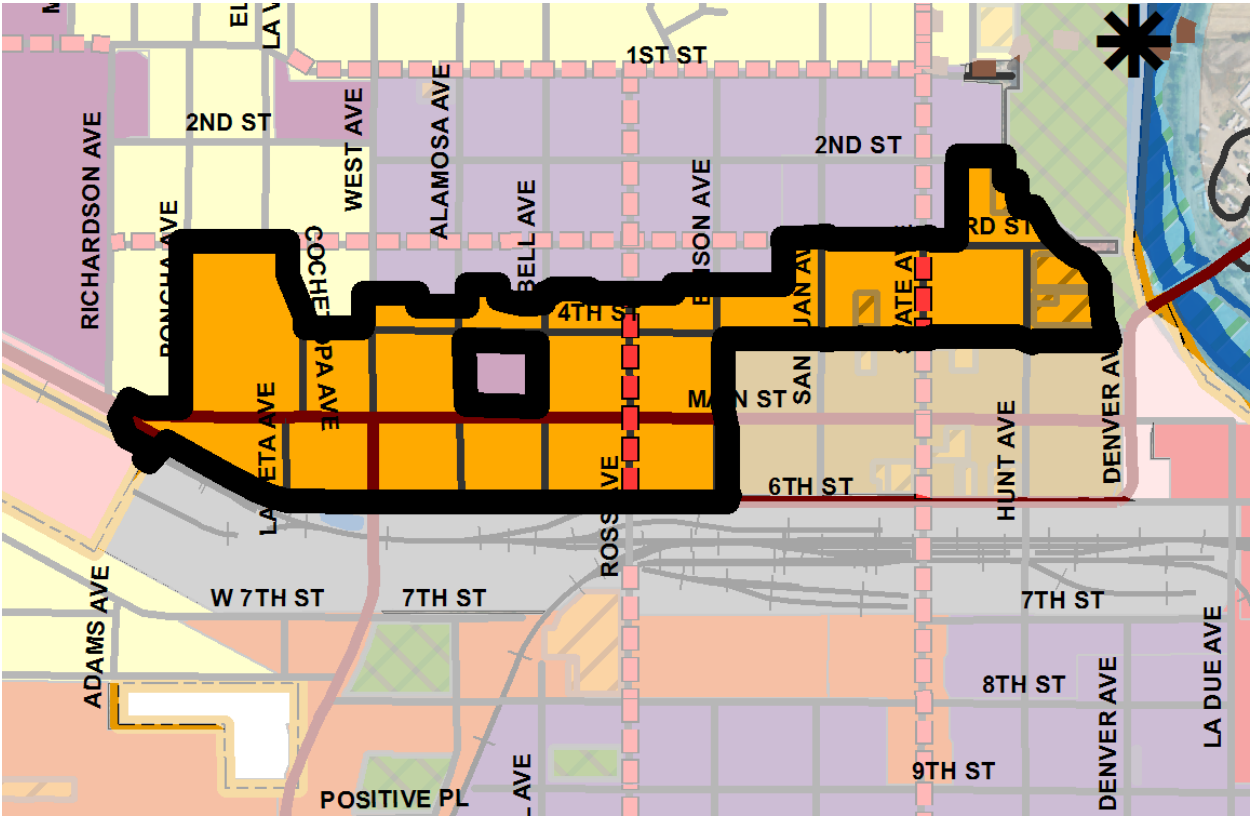
Downtown Periphery –  
West on 4<sup>th</sup> Street

**Vision** – Proximity to the hospital, Adams State and Trinidad State Junior College campuses make this area ideal for campus oriented commercial. As growth occurs, downtown may expand to encompass more of the periphery. High traffic uses such as non-residential buildings should focus on block corners where multiple entries/exits exist, while residential uses should locate in the interior of the blocks. There has been an incremental transition of residential uses to commercial uses in the Downtown Periphery over many decades and this trend is likely to continue. Ideally, it continues to serve as a mixed use residential/commercial area in the future as it evolves. By providing adequate on-site parking and landscape buffering, residential and non-residential uses can continue to coexist as this area evolves.

**Infrastructure** – Visual clues in the streetscape such as consistent landscaping and sidewalk treatments/materials combined with signage will guide people towards Downtown from the Downtown Periphery. Alleys can be better utilized for parking and additional access. The downtown periphery should balance vehicle circulation with bike and pedestrian mobility and safety. Fourth Street is an ideal east-west bike route and improvements to bike and pedestrian safety and mobility along this key corridor should be prioritized.

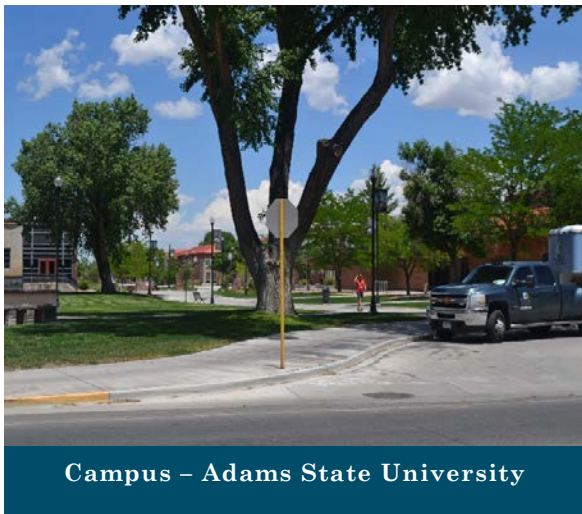


Figure 53. Downtown Periphery



## CAMPUS

**Existing Conditions** – Adams State University and the medical campuses are right next to one another creating a unique opportunity for the City of Alamosa and the two entities to work together. Trinidad State Junior College is located on Main Street and is also positioned in the core of the community. Adams State University not only has all of the educational and athletic facilities associated with a state university, it also contains several hundred student housing units, representing the most densely developed residential areas in the entire city.



Campus – Adams State University



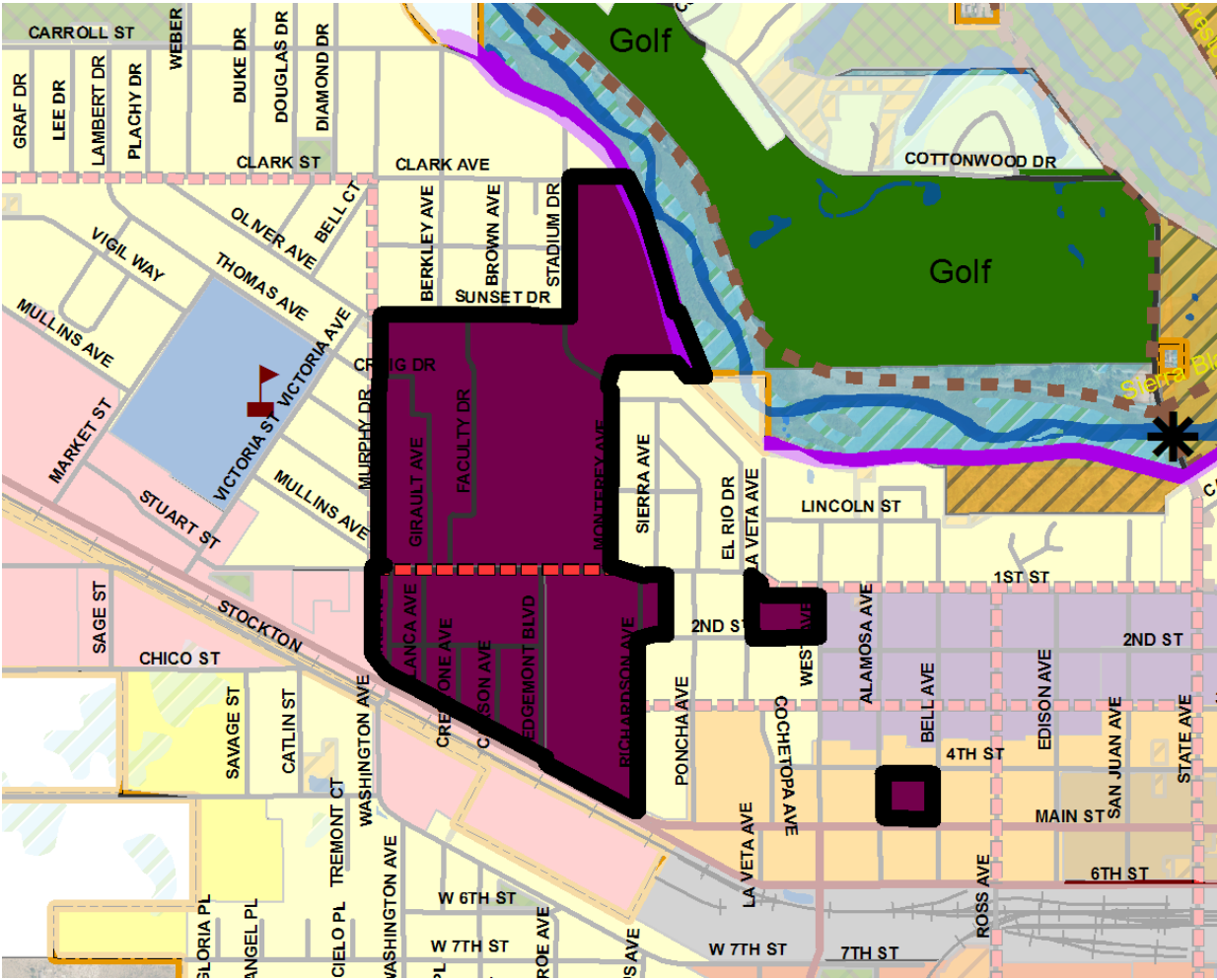
Campus – Adams State University

**Vision** – The university and healthcare entities can lead by example on investment and design, and show what is possible in Alamosa. Adams State University and the medical campuses are located just outside of the entrance to downtown for motorists traveling east on US 160 and form a visual impression for those traveling towards Downtown.

**Infrastructure** – Linking the campuses to the commercial areas Downtown and in the Downtown Periphery will promote better integration of students into the community. Bike and pedestrian connections to Downtown, the Rio Grande River and to other community destinations is critical for facilitating a more authentic connection of students and medical personnel to the community. Because the campuses generate significant volumes of traffic, parking and efficient traffic circulation are equally important. Adams State University has a substantial acreage of grass and landscaped areas, coordination on water conservation will also be important as the city works to balance growing water demand with a limited supply and a finite water treatment capacity.



Figure 54. Campus



## RAILROAD HERITAGE GATEWAY

**Existing Conditions** – This is the area along US Highway 160 (6<sup>th</sup> Street) that eastbound motorists see as they pass through the city just south of Downtown. To the south, motorists see an assortment of mostly metal sided buildings that give way to a large gravel area and the railroad. There have been some improvements to the south side of this corridor, for example, the restored train depot/visitors center and the curvilinear pathway and trees, but much work remains to be done. To the north, there is a lack of continuity with an assortment of occupied and vacant buildings. There are several parking lots fronting 6<sup>th</sup> Street and a sidewalk that is right against the travel lane in many places. Community members agree that this corridor does not offer a good impression, particularly the view to the south.



Railroad Heritage Gateway – 6<sup>th</sup> Street  
Looking East



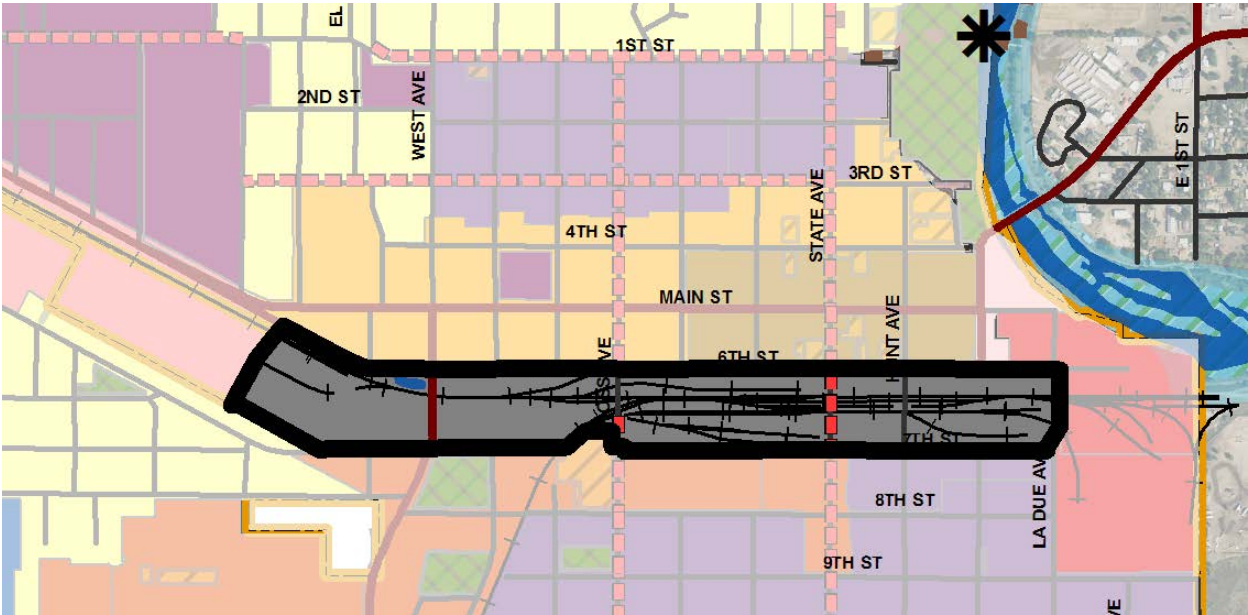
Railroad Heritage Gateway – 6<sup>th</sup> Street  
Looking East

**Vision** – This area possesses a unique opportunity to create an attractive gateway to Downtown. The most immediately achievable improvements would be wayfinding to downtown and the installation of landscaping, landscape walls/fencing, lighting and public art to screen the gravel lot and railyard. These improvements would visually frame the streetscape and make the area more attractive. The gravel lot between 6<sup>th</sup> Street and the railroad could be redeveloped with formalized parking lots and although this strip of land is difficult to develop, there are opportunities for commercial development and redevelopment. Adaptive reuse of railcars should be encouraged to improve the attractiveness of this gateway and capitalize on the city's railroad history. This area could also be developed with visitor service commercial and facilities.

**Infrastructure** – The most immediate needs are the streetscape elements listed above: landscaping, landscape walls/fencing, wayfinding, public art, lighting and the utilities needed to support this infrastructure. Design of the streetscape elements will need to plan for eventual parking lots and commercial uses. Access to any eventual parking lots, commercial or services need to be carefully designed and marked with tasteful signage.



Figure 55. Railroad Heritage Gateway



# MIXED USE OPPORTUNITY AREAS (NORTHWEST AREA)

**Existing Conditions** – There are two distinct mixed use opportunity areas in Alamosa. The first is a large piece of vacant land located on the northwest side of town bounded by Maroon Drive and Clark Avenue. This area is surrounded by existing residential and highway commercial development, and is just across Maroon Drive from the high school. The current zoning is Residential Medium (RL) on the northern portion and Commercial Business (CB) on the southern portion.



**Vision** – This is a prime location for a combination of mixed commercial and residential uses and could be re-planned as a mixed use development rather than as separate residential and commercial areas. Its location next to the high school could provide an opportunity for student oriented commercial and a convenient commercial location for parents and school staff. Proximity to major retailers such as Walmart could also draw customers to this mixed use area.

**Infrastructure** – This area can be accessed from Highway 160, on both its east and west sides via a signalized intersection at Craft Drive and a right-in/right-out intersection at Del Sol Drive. Currently, water and sewer lines border the area on 3 sides, but lines would need to be extended into the properties to provide service for development. There may be a need for an additional lift station or an upgrade to an existing station as this area is not positioned for gravity flow to the city sewer treatment plant. Carroll Park is nearby for neighborhood recreation and the city owns two parcels along the southern boundary of the opportunity area that could be utilized for infrastructure or future public facilities.

Figure 56. Mixed Use Opportunity Area (Northwest)





## MIXED USE OPPORTUNITY AREAS (SOUTH CENTRAL AREA)

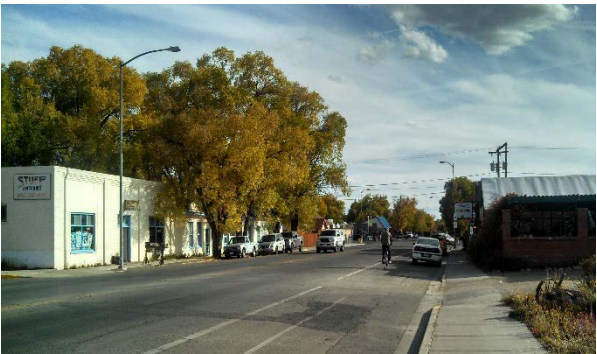
**Existing Conditions** – The second mixed use opportunity area is located south of the railroad tracks. This area extends out along Highway 285, with a large piece of vacant land to the north of 10<sup>th</sup> Street. The current use in this area is interspersed residential and commercial and the land surrounding this area is primarily residential. Although many dwelling units exist in this area, the current zoning for this area is Commercial Business (CB).

**Vision** – A combination of mixed residential densities, highway commercial and local-oriented commercial make sense in this location. This mixed use area presents an opportunity to rethink existing zoning and approvals. The area extending along State Avenue from 6<sup>th</sup> Street (Highway 160) south to 9<sup>th</sup> Street is a unique area consisting of a mix of neighborhood commercial uses, regional businesses, residential units, churches and non-profit facilities. This mixed use area represents an opportunity for developing a commercial hub to serve neighborhoods in the southern portion of the Historic Town Site Residential designation. This is also an area where live-work format development with work spaces and living spaces in the same unit would be viable and present an attractive option for small businesses and start-ups. The residential uses in this area may to transition incrementally to commercial uses, but pockets of mixed residential and commercial uses will also likely continue for many decades. Landscape screening and buffer fences/walls will be of key importance for adjacent commercial and residential uses to coexist.

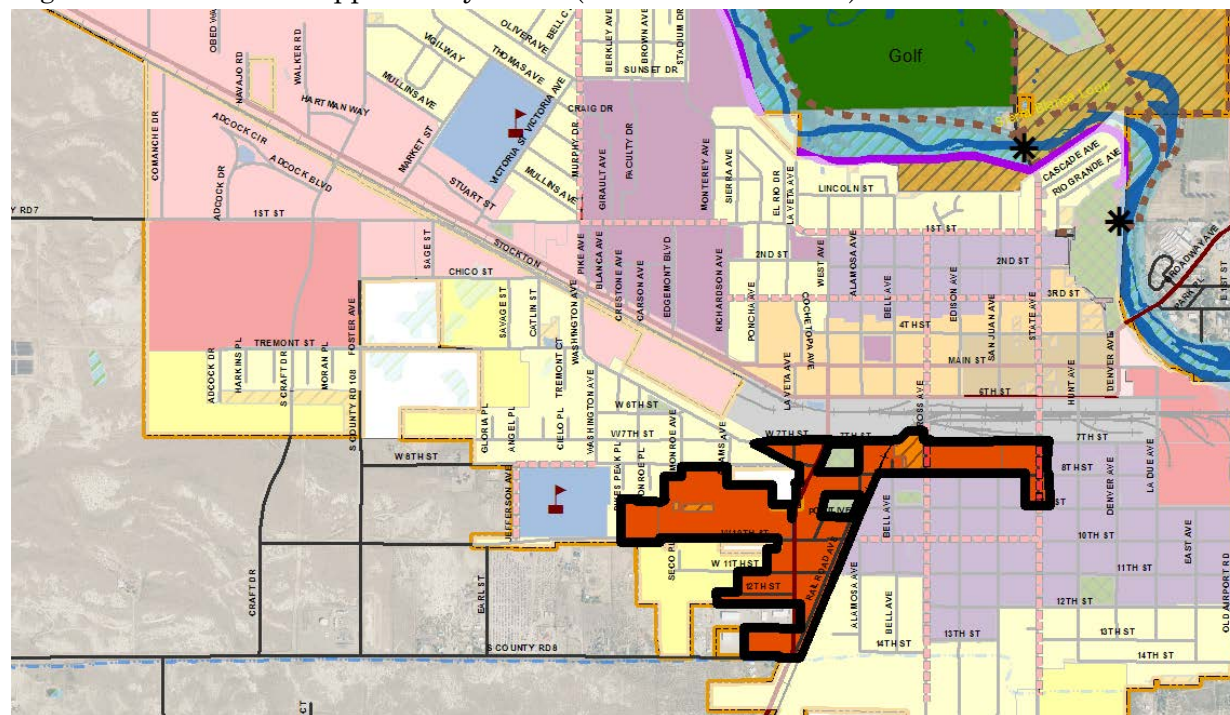
**Infrastructure** – Because this is a mixed use area, pedestrian and bike facilities, sidewalks and safe street/highway crossings will be of key importance. As this area builds out, commercial water users may strain the existing water and sewer capacity and line and service upgrades may be necessary. Utilization of the alleys in the northern portion of this opportunity area will provide additional parking and rear access to outbuildings.



Mixed Use Opportunity Area – Looking West on 10<sup>th</sup> Street at West Avenue



Mixed Use Opportunity Area –South on State Avenue at 7<sup>th</sup> Street





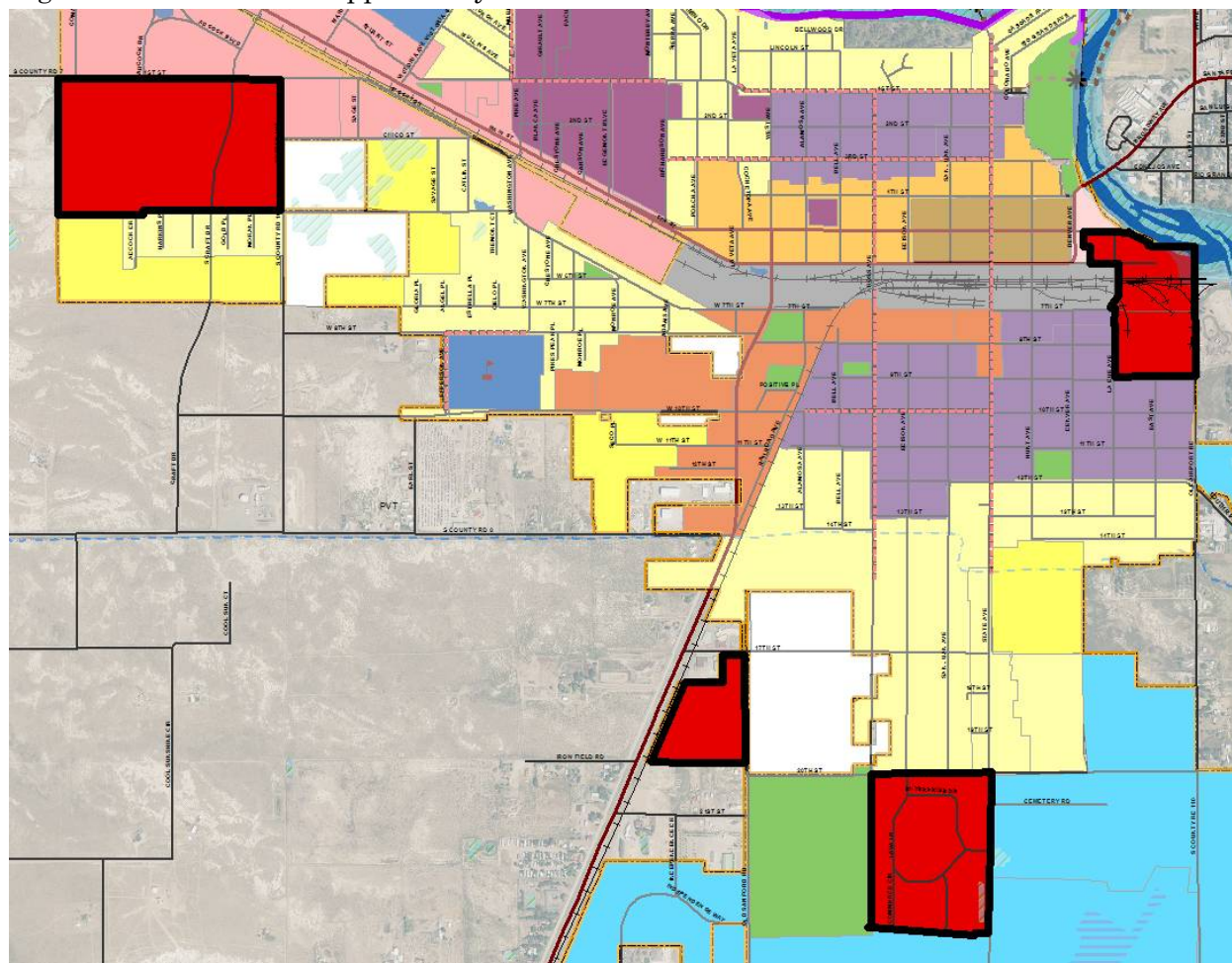
# COMMERCIAL OPPORTUNITY AREAS

**Existing Conditions** – There are four commercial opportunity areas, one is a mostly vacant property in southwest Alamosa currently zoned Commercial Business (CB) and two areas in south Alamosa, one of which is the platted Alamosa Industrial Park which has several lots available and the other is a large mostly vacant parcel along U.S. Highway 285 that is also zoned Industrial (I) and is currently owned by the State of Colorado. The fourth commercial opportunity area is another mostly vacant property also zoned industrial is located just east of Downtown between Denver Avenue and the Rio Grande River.

**Vision** – These properties represent significant opportunities for commercial development on the south side of town. The land area represented by these properties is significant and they should be promoted to businesses for development of a variety of commercial and/or industrial uses. Because they are not located in highly visible places that are highly convenient for heavily customer oriented uses, they are most suitable for primary industries such as research and development, light industrial uses and specialized equipment sales and services. Ideally, the large parcels would be developed under a master plan for the entire property so that as development is built incrementally, the infrastructure and layout of the development lend towards a desirable outcome for the entire property.

**Infrastructure** – These areas face access and visibility challenges, most properties in this designation are not directly off of a highway. Wayfinding, improved access to highways and railroad crossings will encourage development of land in this designation. Because these areas are primarily designated for business, priority should be placed on vehicle access and circulation and pedestrian safety associated with this infrastructure. Water and sewer infrastructure are adjacent to all of these properties, but infrastructure will need to be extended into the properties and main line upgrades may be necessary.







## WEST HIGHWAY CORRIDOR

**Existing Conditions** – This gateway has regional commercial on the north, including hotels, gas stations, grocery stores, and other large commercial businesses, and has the railroad running parallel to the highway on the south. The corridor is primarily auto-urban, with regional commercial and high volumes of vehicle traffic on Highway 160.

**Vision** – This designation presents an opportunity to continue to build the businesses and service providers that make Alamosa a regional center. The area should continue its auto-urban orientation while balancing bike and pedestrian safety by enhancing highway crossings. The corridor would benefit greatly by perimeter landscaping around parking lots, so that trees and shrubs frame the roadway rather than parking lots and cars. Most of the lots on the north side of the highway are developed, but as they redevelop, landscaping will improve the appearance of this regional commercial corridor.

**Infrastructure** – Monumentation and wayfinding at this gateway will create more of a sense of entry into Alamosa. Wayfinding signage to Downtown, recreation areas and other attractions will entice visitors and pass-through traffic to stop and explore the city. Greenspace and trees along the railroad will beautify the southern side of the highway, while varied facades and landscaping will enhance the north side of the west highway gateway. The only railroad crossings in this area are at Pike Avenue and Craft Drive. Additional railroad crossings and access to these properties would add tremendously to their attractiveness and development potential. Because there are neighborhoods to the north and south of this corridor, safe pedestrian street and highway crossings are essential. There are many pedestrians in this auto-oriented corridor because this is where many of the day to day goods and services are located, so carefully designed sidewalks and pedestrian crossings will help prevent accidents. The city should investigate a signalized crossing near Pike Avenue. There are several newer hotels clustered on the western most reach of this corridor and the river is nearby. Establishing access to and a trail along the river would add greatly to the amenities for guests staying at one of these hotels.

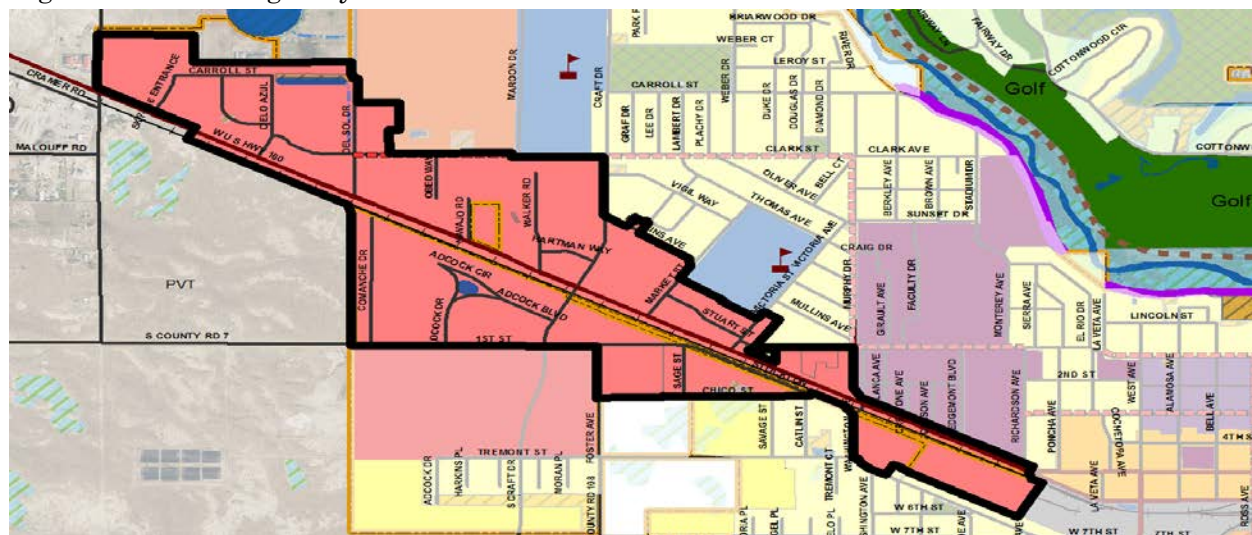


West Highway Corridor – Looking West on Highway 160



West Highway Corridor – Looking East on Highway 160

Figure 59. West Highway Corridor





## DOWNTOWN

Downtown Alamosa consists of eight blocks between Denver and Edison Avenues on the east and west and 4<sup>th</sup> and 6<sup>th</sup> Streets on the north and south. This area is the heart of the community and has the ingredients to be a great downtown, but much work needs to be done, that is why the comprehensive plan includes Chapter 5 – Downtown Needs Assessment which outlines recommended physical improvements to the public realm and an organizational strategy to support growth in existing businesses and attract new businesses.

**Existing Conditions** - This is the area surrounding the part of Main Street that possesses the classic western downtown form where buildings forming a nearly continuous block face along the sidewalk with only a few interruptions. There are ten foot sidewalks along Main Street and the avenues that connect to it. The streetscape includes a variety of treatments, including moderate bump-outs at intersections, an assortment of sparse street furnishings, wayfinding and standard Colorado Department of Transportation lighting and signals. Most buildings are occupied, but there always seem to be several vacant storefronts, including a theater. Architecture alternates between relatively in-tact historic buildings and more modern buildings built in the past five decades. Parking consists of several public parking lots that are mostly accessed from the alleyways along Main Street or from 6<sup>th</sup> and 4<sup>th</sup> Streets as well as on-street parking on all streets except for 6<sup>th</sup> Street.



Downtown – Main Street

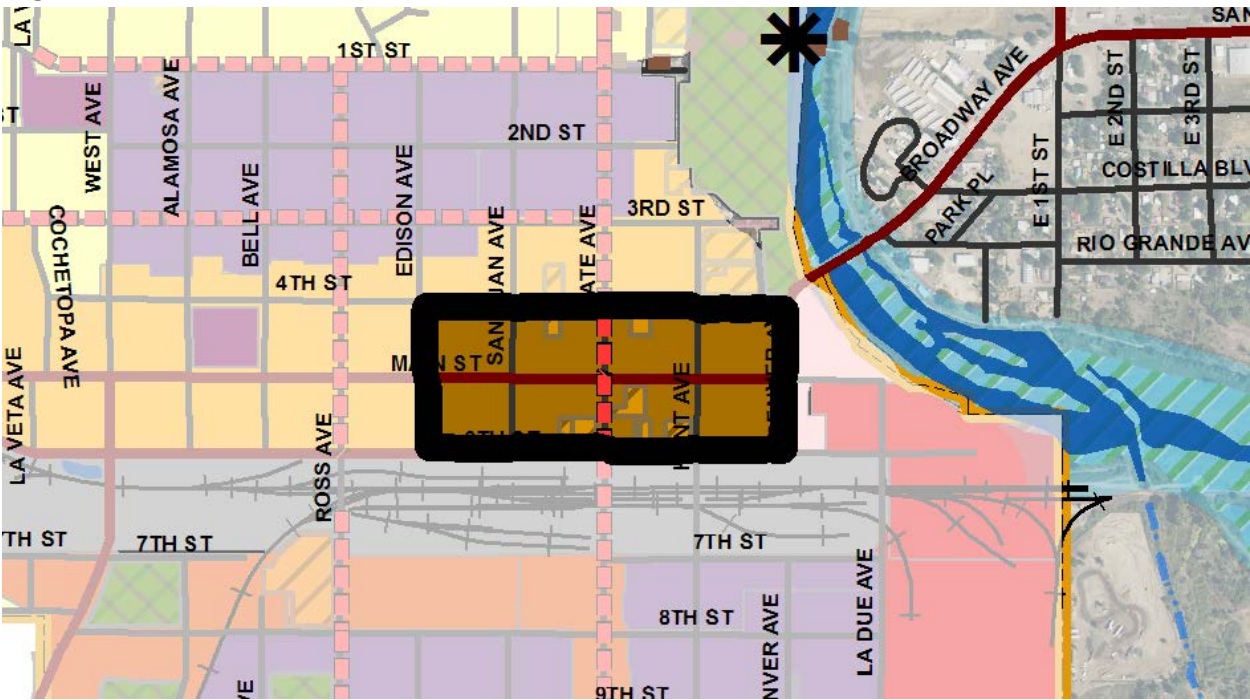


Downtown – Main Street

**Vision** – Downtown needs to be the pride of Alamosa as a thriving, walkable, pedestrian scale center for shopping, entertainment, dining, arts and community celebrations. Downtown should emphasize people over automobiles and encourage passersby to get out of their vehicles and enjoy Downtown. Vehicle traffic is accommodated and obvious and easily accessible parking encourages vehicle traffic to become foot traffic. Land use codes need to be adjusted to ensure that the classic downtown form with store fronts right along the sidewalk is preserved and perpetuated. It is hoped that downtown businesses will coordinate to take advantage of the opportunities that exist today and in the future.

**Infrastructure** – Several physical elements taken together will create an identifiable and consistent character in the city’s commercial and cultural core: classic themed, matching sidewalk furnishings (lighting, wayfinding, seating, bicycle parking rails, trash cans, planters); landscaping (trees, planters, landscaped pockets); intersections with enhanced bump-outs and crosswalks; wayfinding and gateways combined with public art; enhanced public parking lots that are easy to see and access; and renovated alleyways that provide pedestrian connections from parking lots to businesses, provide alley-loaded parking and allow alley access into businesses. These improvements should focus on the eight block area designated as Downtown where the historic development pattern already supports the classic western downtown environment.

Figure 60. Downtown

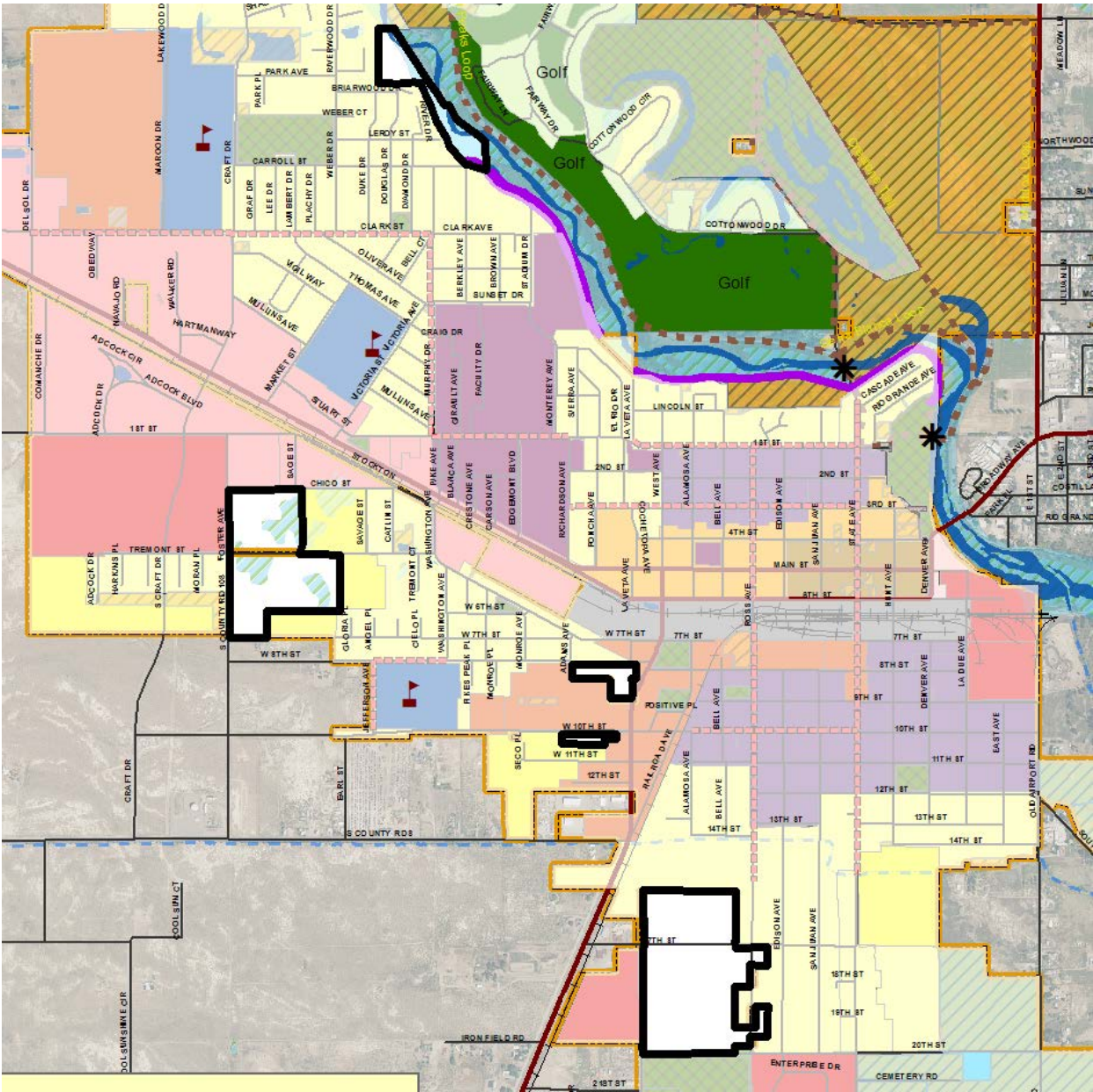




# UNINCORPORATED ENCLAVES

These are unincorporated parcels of land surrounded on all sides by the City of Alamosa. There are unincorporated enclaves dispersed throughout the city. As the city boundaries expanded, these parcels were never annexed. As they stand now, they cause confusion for dispatch and law enforcement, even though the city surrounds them, they are under Alamosa County Sheriff's Department jurisdiction. Most enclaves are vacant and possess future development opportunities. The City of Alamosa should encourage property owners in unincorporated enclaves to petition for annexation.

Figure 61. Unincorporated Enclaves





# LOCAL GOVERNMENT FACILITIES

**Existing Conditions** – This designation includes property and facilities owned by either the City of Alamosa and Alamosa County. This includes the Green Waste Yard, Public Works Compound, Recycling Center, Alamosa Family Recreation Center, Wastewater Treatment Plant, Fairgrounds, the northern portion of the Airport and the Alamosa County Offices/Facilities.

**Vision** – The purpose of these properties and the facilities on them is to best serve the public today and in the future. Work in partnership with Alamosa County as it plans for and constructs the facilities it needs while ensuring that infrastructure, parking, storm drainage and public health and safety are taken into consideration in accordance with the city codes and standards. Local governments have the opportunity to lead by example by developing these sites to be functional, safe, visually/aesthetically pleasing and cost effective.

**Infrastructure** – Public facilities require high capacity traffic circulation infrastructure, adequate parking, fire safety infrastructure and high capacities for water, sewer and storm water management. As local governments, the city and county are obligated to make the investments that are needed to ensure that the on-site and off-site infrastructure is installed and upgraded to accommodate the demand. This will require consistent partnership and communications between the county and the city.



Local Govt. Facilities – Wastewater Treatment Plant Aeration Ponds



Local Govt. Facilities – Airport Terminal



Local Govt. Facilities – County Facilities

Figure 62. Local Government Facilities

