

Framing the Future

The Farmington Comprehensive Plan– Framing the Future is the result of a multi-stage process of identifying issues and needs, building consensus, establishing goals and objectives, and determining the most effective means by which these ends may be achieved. With its emphasis on meaningful results, this Comprehensive Plan sets the stage for intelligent and coordinated actions.

Through community involvement, the Comprehensive Plan process sought to incorporate the community's values in terms of quality of life; character and scale of development; enhanced aesthetic appeal; and how new development should be integrated into the existing and future city framework.

In light of the challenges and opportunities facing Farmington, the following chapters of the Comprehensive Plan are intended to provide guidelines for the next 20 years to ensure Farmington's desired future.



Farmington Comprehensive Plan



**Framing the Future
October 2002**

TABLE OF CONTENTS

CHAPTER 1 INTRODUCTION	1-1
Elements Of The Comprehensive Plan.....	1-2
Geographical Area For The Comprehensive Plan.....	1-2
Development Of The Comprehensive Plan.....	1-3
A Plan For The Future.....	1-4
CHAPTER 2 VISION AND GOALS	2-1
Development Of Farmington’s Vision And Goals.....	2-1
Core Goals For Farmington.....	2-2
CHAPTER 3 COMMUNITY PROFILE	3-1
Regional Setting.....	3-1
History.....	3-1
Population.....	3-2
Historical Population.....	3-2
Population Projections.....	3-2
Racial And Ethnic Composition.....	3-4
Age Distribution.....	3-5
Age And Gender Distribution.....	3-5
Household Composition.....	3-6
Income.....	3-6
Education.....	3-6
San Juan College.....	3-6
Public Schools.....	3-6
CHAPTER 4 LAND USE AND DEVELOPMENT	4-1
Key Issues.....	4-1
Role Of City Government.....	4-2
Existing Development Patterns.....	4-3
2020 Future Land Use Plan.....	4-4
Land Use Policy Guidelines And Considerations.....	4-4
General Land Use.....	4-4
Development Standards For Infrastructure.....	4-6
2020 Future Land Use Plan—The Map.....	4-7
Future Land Use Classifications.....	4-8
Projected Future Land Use Allocation.....	4-9
Use Of The 2020 Future Land Use Plan.....	4-10
Goal, Objectives, And Actions.....	4-10
CHAPTER 5 GROWTH AND ANNEXATION	5-1
Key Issues.....	5-1
Role Of City Government.....	5-2
Managing Growth.....	5-2
Key Indicators For Growth.....	5-2
Annexation Planning.....	5-3
Annexation Policy Considerations.....	5-4
Another Approach To Controlling Development Outside The City.....	5-4
Goal, Objectives And Actions.....	5-5
Areas That May Be Considered For Annexation.....	5-6

CHAPTER 6 TRANSPORTATION	6-1
Key Issues.....	6-1
Role Of City Government.....	6-2
Regional Setting And Major Thoroughfares	6-2
Major Arterial And Collector Streets.....	6-3
Major Traffic Generators	6-4
Thoroughfare Network	6-5
Traffic Movement Versus Land Access	6-7
Traffic Operations.....	6-8
Traffic Impact Assessments.....	6-11
Goal, Objectives, And Actions	6-12
Major Thoroughfare Plan	6-15
Thoroughfare Planning Principles	6-16
Standard Street Cross-Sections.....	6-17
Thoroughfare Requirements And Standards.....	6-18
“Traffic Calming” Measures.....	6-20
Major Thoroughfare Plan Amendment Process.....	6-22
Thoroughfare Plan Implementation	6-22
Bicyclist And Pedestrian Routes.....	6-22
Public Transportation	6-23
Funding Sources For Transportation Improvements	6-24
CHAPTER 7 HOUSING	7-1
Key Issues.....	7-2
Role Of City Government.....	7-3
Current Housing Market.....	7-5
Building Permit Activity	7-6
Affordability And Availability	7-7
Affordable Housing Information	7-7
Housing Assistance Options	7-10
Section 8 Certificates And Vouchers.....	7-10
Privately Owned Subsidized Housing	7-11
Goal, Objectives, And Actions	7-11
CHAPTER 8 ECONOMIC DEVELOPMENT.....	8-1
Key Issues.....	8-1
Background Data	8-2
San Juan County And Regional Data.....	8-2
Establishments In Farmington	8-3
Types Of Industries.....	8-5
Tourism.....	8-6
Economic Development Organizations	8-6
Role Of City Government.....	8-7
City Economic Development Plan.....	8-7
Goal, Objectives, And Actions	8-10
CHAPTER 9 PARKS AND RECREATION.....	9-1
Funding Of Parks And Recreation Department	9-2
Key Issues.....	9-2
Parks And Recreation Planning Principles	9-4
Goal, Objectives, And Actions	9-4
Implementation	9-6

Park, Recreation Area And Open Space Standards	9-6
Local Park Classification System And Development Standards	9-7
Park Classification System And Development Standards	9-7
Park Facility Requirements.....	9-11
Area Standards.....	9-18
Recreation Development Fees And Recreation Space Dedication	9-20
Site Selection Criteria	9-20
Park And Facilities Inventory	9-21
CHAPTER 10 URBAN DESIGN	10-1
Key Issues.....	10-1
Role Of City Government.....	10-3
Goal, Objectives, And Actions	10-3
Urban Design Guidelines.....	10-5
General Improvements Guidelines	10-5
CHAPTER 11 PUBLIC UTILITIES, FACILITIES, AND SERVICES.....	11-1
Key Issues For Utilities, Facilities, And Services	11-1
Key Utilities Issues.....	11-1
Key Municipal Services Issues.....	11-1
Key Community Facilities And Cultural Affairs Issues	11-2
Role Of City Government.....	11-2
Municipal Utilities.....	11-2
Water Supply, Treatment, And Distribution System	11-2
Wastewater Collection, Treatment And Disposal.....	11-6
Electric Utility	11-7
Farmington’s Electric Utility System, 2001	11-8
Impact Fees.....	11-9
Public Works Functions.....	11-9
Streets	11-9
Solid Waste.....	11-9
Fire Department.....	11-10
Police Department	11-11
Community Facilities	11-11
Parks And Recreation Department	11-12
Cultural Affairs.....	11-13
Four Corners Regional Airport.....	11-14
Goal, Objectives And Actions	11-15
CHAPTER 12 ENVIRONMENTAL QUALITY.....	12-1
Environmental Setting	12-1
Key Issues.....	12-2
Role Of City Government.....	12-2
Environmental Concerns	12-2
Air Quality	12-2
Water Quality.....	12-2
Noise Concerns	12-3
Flood Plains	12-4
Hazardous Materials In The City Of Farmington	12-5
Soils	12-5
Geology.....	12-6
Agricultural Land.....	12-6

Three Rivers.....	12-7
Mesa And Bluff Development.....	12-7
Threatened And Endangered Species	12-7
Archeological Sites	12-7
Goal, Objectives And Actions	12-9
CHAPTER 13 DOWNTOWN NEIGHBORHOODS.....	13-1
Key Issues.....	13-2
Plan Development.....	13-3
The Role Of City Government	13-3
Role Of The Downtown Association.....	13-4
Revitalization, Redevelopment, And Preservation	13-4
Gateway To Change	13-8
Changes And Improvements For The Downtown Neighborhood	13-8
Changes And Improvements For The Civic Center Neighborhood.....	13-12
Changes And Improvements For The Animas Neighborhood.....	13-14
Impetus For Change.....	13-17
Goals, Objectives, And Actions.....	13-18
CHAPTER 14 IMPLEMENTATION.....	14-1
Commitment To Implementation.....	14-1
Proposed Implementation Actions	14-2
Updates To The Comprehensive Plan	14-2
Major Updates Of The Comprehensive Plan	14-3
Citizen Participation In Continuing Planning	14-3
Annual Plan Amendment Process.....	14-3
Implementation Responsibility	14-3
Reports Of The Planning And Zoning Commission.....	14-4
APPENDIX	
LIST OF FIGURES	
Figure 1.1 - Comprehensive Planning Area	1-3
Figure 3.1 - Historical and Projected Population San Juan County 1910-2020	3-3
Figure 3.2 - Population Projections Farmington	3-4
Figure 3.3 - Age and Gender Population Pyramid Farmington - 2000	3-5
Figure 4.1 - Generalized Existing Land Use, 1997/2001	Follows 4-4
Figure 4.2 - 2020 Future Land Use Plan	Follows 4-4
Figure 4.3 - Planning and Platting Jurisdiction with 2020 Future Land Use.....	Follows 4-4
Figure 5.1 - Proposed Annexation Areas.....	Follows 5-6
Figure 6.1 - Regional Highway Network	6-2
Figure 6.2 - Example of a Functionally Classified Thoroughfare Network.....	6-5
Figure 6.3 - Traffic Movement Versus Land Access	6-7
Figure 6.4 - Average Daily Traffic Volumes 2001	6-8
Figure 6.5 - Major Thoroughfare Plan.....	Follows 6-16
Figure 6.5- A Major Thoroughfare Plan.....	Follows 6-16
Figure 6.6 - Bikeway Plan	Follows 6-24
Figure 6.7 - Red Apple Transit Routes.....	6-22
Figure 7.1 - Owner/Renter Statistics	7-5
Figure 9.1 - Parks and Recreation Facilities.....	Follows 9-22
Figure 10.1 - Sidewalks Linking Activity Centers	10-6
Figure 10.2 - Parking Lot Landscaping and Screening Concepts	10-6

Figure 10.3 - Pedestrian Friendly Streetscape	10-7
Figure 10.4 - Commercial Street Cross-Section Concept.....	10-8
Figure 11.1 - Water Service Areas	11-5
Figure 11.2 - Community Facilities.....	Follows 11-12
Figure 12.1 - Flood Plain Boundaries.....	12-4

LIST OF TABLES

Table 3.1 - Historical Population Farmington and San Juan County 1910-2000	3-2
Table 3.2 - Racial Composition Farmington 2000	3-4
Table 3.3 - Population by Age Farmington 1990 And 2000	3-5
Table 3.4 - Household Composition 2000.....	3-6
Table 3.5 - Education Statistics 1999-2000.....	3-7
Table 3.6 - Educational Attainment 2000.....	3-7
Table 4.1 - Generalized Existing Land Use, 1997/2001.....	4-3
Table 4.2 - Development Standards	4-6
Table 4.3 - Projected Land Use Requirements for 2020	4-10
Table 6.1 - Thoroughfare Classification System.....	6-6
Table 6.2 - Typical Service Volumes for Urban Streets.....	6-9
Table 6.3 - Typical Characteristics of Roadway Types.....	6-9
Table 6.4 - Standard Cross-Sections for Major Thoroughfares.....	6-17
Table 6.5 - Proposed New Standard Cross-Sections	6-18
Table 7.1 - Available Housing by Price Range	7-5
Table 7.2 - Housing in Farmington 1990 and 2000.....	7-6
Table 7.3 - Residential Building Permits 1997-2001	7-7
Table 7.4 - Average Cost of Housing Per Month – 2000	7-7
Table 7.5 - Income Limits and Maximum Rents, San Juan County 2001	7-8
Table 7.6 - Monthly Owner Cost as a Percentage of Household Income, 1999.....	7-9
Table 7.7 - Gross Rent as a Percentage of Household Income in 1999.....	7-10
Table 8.1 - Civilian Labor Force Employment.....	8-2
Table 8.2 - County Business Patterns San Juan County – 1999.....	8-3
Table 8.3 - Establishments by Industry, Farmington, 1998.....	8-4
Table 8.4 - Major Area Employers/Industries	8-5
Table 9.1 - Suggested Park Facilities Space Guidelines.....	9-13
Table 9.2 - Park Classification System and Development Standards.....	9-18
Table 11.1 - City Water Customers, 1997 – 2001	11-4
Table 11.2 - Electric Customers 1997-2000.....	11-8
Table 12.1 - Common Sound/Noise Level Relative Scale	12-3

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CHAPTER 1

INTRODUCTION

Farmington, New Mexico is the regional residential, commercial, medical, educational, recreational, and industrial center of the Four Corners area of New Mexico, Colorado, Arizona, and Utah. Its history includes the ancient ones, farmers, Native Americans, and the oil industry, all of which made indelible impressions on the landscape and created what is today an outstanding city with a population of over 38,000.

Aware of its past and faced with current development needs and issues, the City Council authorized the development of a new Comprehensive Plan in April 2000. The *Farmington Comprehensive Plan—Framing the Future* is the adopted document that will guide all future development in a city. Developed in a multi-stage process, it provides the vision, goals, objectives, and actions necessary to direct the city's progress over the next twenty years. It is an official public document that should serve as the guide for policy decisions relating to the physical, social, and economic growth of the community. In addition to providing goals and objectives, the Plan assesses the opportunities and challenges facing the city and sets priorities for an implementation program that outlines specific actions and practical results. It is highly important that the needs and aspirations identified in the Plan be balanced with the primary roles and duties of the City in providing mandatory and essential city services.

The new Comprehensive Plan is a principal part of the overall, ongoing planning process. Approval of the Comprehensive Plan by the City Council establishes the vision and direction of the community and represents an important first step toward achieving the city's stated goals. This plan should not be considered a static document. It is the result of a continuous process to gather and evaluate information and make informed decisions based upon constantly changing conditions. The Plan should be regularly reviewed, revised and updated as needed to maintain its applicability to current conditions and established priorities. At a minimum, the entire plan should be revisited every five years to ensure that it continues to reflect the true values and direction of the community. While Farmington's Comprehensive Plan should be flexible enough to respond to changing needs, the community should remain steadfast in its vision and support for the core goals and objectives contained in the Plan.

Farmington's Comprehensive Plan is a guide with a foundation in state law. The New Mexico Legislature, through Chapter 3 of New Mexico statutes, provides that "the planning commission shall prepare and adopt a comprehensive plan for the physical development of the municipality and the area within the planning and platting jurisdiction." Since Farmington is a municipality with a population of more than 25,000 residents, it is permitted a planning and platting jurisdiction extending five miles beyond its borders. In these areas, the City has the right to establish development standards, review and approve subdivisions, and prepare plans for areas that have direct relationships to municipal planning.

Farmington Comprehensive Plan



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ELEMENTS OF THE COMPREHENSIVE PLAN

Farmington's Comprehensive Plan is divided up into 14 chapters. The first three chapters, Introduction, Vision and Goals, and Community Profile, provide an overview of the community as well as a compilation of the goals and objectives found in the following chapters. Each of the next ten chapters identifies issues and ways to address them through goals, objectives and actions. The Implementation chapter outlines the processes for using and updating the Plan, compiles the 200+ actions, and presents the top priority actions. The chapters are as follows.

Chapter 1 - Introduction

Chapter 2 - Vision and Goals

Chapter 3 - Community Profile

Chapter 4 - Land Use and Development

Chapter 5 - Growth and Annexation

Chapter 6 - Transportation

Chapter 7 - Housing

Chapter 8 - Economic Development

Chapter 9 - Parks and Recreation

Chapter 10 - Urban Design

Chapter 11 - Public Utilities, Facilities, and Services

Chapter 12 - Environmental Quality

Chapter 13 - Downtown Neighborhoods

Chapter 14 - Plan Implementation

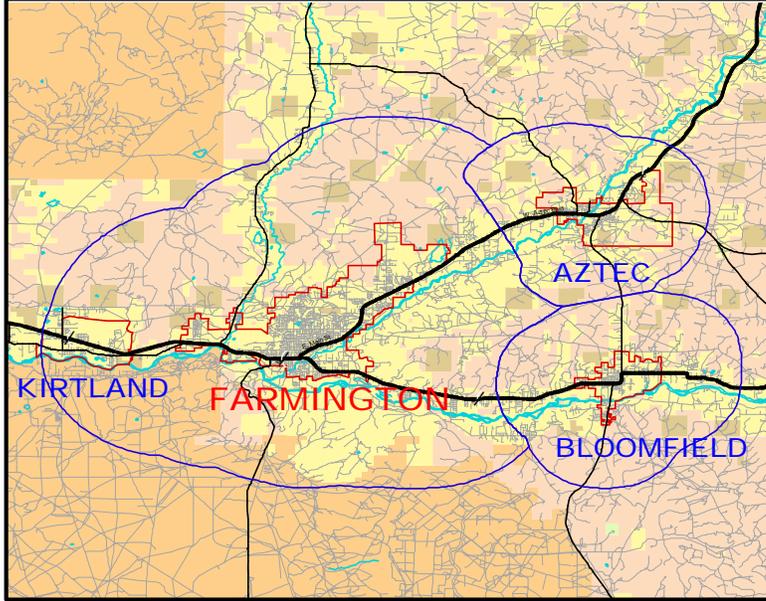
Each chapter of the Plan was developed to specifically address the current and anticipated needs of the community. Although they are separate chapters, they are interrelated—for land use influences transportation, which impacts economic development, which in turn demands housing units, which require parks and open space. Coordination is therefore required between the goals, objectives, and actions of each chapter within the overall Comprehensive Plan.

The Downtown Neighborhoods chapter of the Plan is more specific than the other chapters in that it contains discussions, illustrations, and recommendations for the revitalization of Main Street and its adjacent neighborhoods.

GEOGRAPHICAL AREA FOR THE COMPREHENSIVE PLAN

The geographical planning area for this Plan is shown in **Figure 1.1 - Comprehensive Planning Area** and includes both the incorporated city and the larger five-mile Planning and Platting Jurisdiction. In these areas, the City has the right to protect surrounding areas and effectively manage growth patterns. Although legal limits are defined as within the Planning and Platting Jurisdiction, Farmington's identity as a regional center requires the chapters of the Comprehensive Plan be responsive to factors and needs beyond the established five-mile boundary. With the adjacent jurisdictions of Aztec and Bloomfield, as well as the unincorporated areas of Kirtland, San Juan County, and the Navajo Indian and Ute Reservations, consideration to interlocal cooperation is needed to ensure the continued and improving quality of life in all of the Four Corners area.

**FIGURE 1.1
COMPREHENSIVE PLANNING AREA**



DEVELOPMENT OF THE COMPREHENSIVE PLAN

The Farmington Comprehensive Plan is the result of many hours of consideration and input from community residents and leaders. It is an effort to answer five questions that are the basis for development of the Comprehensive Plan:

- ❑ Where has Farmington been in the past?
- ❑ Where is the city now?
- ❑ Where are we heading in the future?
- ❑ Where do we want to be in the year 2020?
- ❑ How do we achieve our desired future?

Understanding the community’s past and present conditions is necessary to determine the city’s identity and its ability to successfully plan for the future.

Citizen involvement is the cornerstone of the Comprehensive Plan. In order to be a workable plan, it must be identified not just with the City’s elected officials who adopt it, but also with the entire city and its residents who helped draft it. The Plan should be capable of being followed and maintained even as elected officials change. Through community involvement, the Comprehensive Plan process sought to incorporate the community’s values in terms of quality of life; character and scale of development; enhanced aesthetic appeal; and how new development should be integrated into the existing and future city framework.

These key participants and activities in the planning process included:

- ❑ The citizens of Farmington through the Community Forum held at the beginning and the Open House toward the end of the planning process;
- ❑ The Steering Committee, a group of thirty citizens appointed by the Mayor, met regularly for over a year to discuss the issues and elements of the Plan and to identify key issues, provide input, and overall review and monitoring of the planning process;

What is Planning?

Planning is the process of identifying issues and needs, establishing goals, and objectives, and determining the most effective means by which these ends may be achieved.

Five Key Questions to Consider:

Where has Farmington been in the past?

Where is the City now?

Where are we heading in the future?

Where do we want to be in the year 2020?

How do we achieve our desired future?

- ❑ “Key” persons, representatives of the larger population of Farmington, through an interview process in the early stages of plan development;
- ❑ A citywide survey to gather input on the general satisfaction with city conditions; (Details of the survey are in the Appendix)
- ❑ Focus groups, those with special interests including the Downtown businesses, neighborhoods, and the Native American community;
- ❑ Informal breakfast and lunch network meetings at area gathering spots;
- ❑ Participants in a three-day design workshop that focused on Downtown and adjacent neighborhoods to the immediate north and south;
- ❑ City staff, the liaison between the Steering Committee, Planning and Zoning Commission, City Council, and the Consultant team;
- ❑ Planning and Zoning Commission, the appointed group of citizens responsible for developing and administering the Comprehensive Plan; and,
- ❑ The Mayor and City Council, the City’s ultimate decision-making officials, were involved at key stages so the resulting plan would fulfill their expectations and requirements.

Meetings between members of these groups and the planning consultants were held to discuss and develop the various aspects and directions of the Plan. The Steering Committee participated in a thorough process of identifying issues, discussing alternatives and solutions, and determining needs and priorities. The Planning and Zoning Commission performed a key role in validating the draft plan as the guide for its decisions. Two public hearings were held to receive input. Also, the Steering Committee and Planning and Zoning Commission participated in two joint workshops to better understand the elements of the proposed new plan. The Planning and Zoning Commission met with the City Council in two workshops to further refine the issues and prioritize actions.

The Plan was recommended to the City Council for adoption. As the City’s governing body, the City Council voted to adopt the new Comprehensive Plan on October 8, 2002 as a guide for its decision-making processes. The implementation of the Comprehensive Plan should assure the citizens of Farmington a future that meets their desires and aspirations for their community.

A PLAN FOR THE FUTURE

When Farmington initiated this new effort in long-range planning, the City decided to manage its destiny rather than reacting to change. The results of previous planning efforts are reflected in very tangible accomplishments across the community achieved through dedication and commitment to a shared vision. The Animas Riverwalk is an outstanding example of a vision and subsequent implementation through cooperative efforts.

Framing Farmington’s future is the continuous process of identifying issues and needs, building consensus, establishing goals and objectives, and determining the most effective means by which these ends may be achieved. With its emphasis on meaningful results, this Comprehensive Plan sets the stage for intelligent and coordinated actions instead of complacency and inaction. In light of the challenges and opportunities facing Farmington, the following chapters of the Comprehensive Plan are intended to provide guidelines for the next 20 years to ensure Farmington’s desired future.

CHAPTER 2

VISION AND GOALS

Preparation for the future begins with a plan to guide the decision-making processes of the city leadership, the business community, and the residents. A comprehensive plan is a vital tool to continue the progress that Farmington has made over the years as a city. While this Plan conveys the hopes, dreams, and aspirations of the community and what citizens want their community to be now and in the future, it must be realistic in terms of what can be accomplished within the City’s physical and budgetary constraints.

Planning for the future begins with a **vision**, a broad statement of how the community views what it will be in the 21st Century, particularly in the next 20 years. This vision is an ideal, the result of imagining the future based on perceptions and values. The following is the vision created for the new Comprehensive Plan.

Farmington’s Vision 2020

Farmington is the progressive, vibrant, scenic, and safe center of the Four Corners that builds bridges among the people it serves, and values the environment it occupies, the history it has, and the hope it offers.

The vision is the heart of the planning process for the future. The next step is to identify ways to secure it through **goals, objectives** and **actions**.

Goals are broad statements of policy. They express the needs and priorities of the citizens, and are the general ends toward which community leaders should direct their efforts. Goals may stretch and challenge cities, but should be realistic. An important reason for establishing goals is to encourage citizen participation and understanding that results in a unified approach toward accomplishments. Goals promote a commitment to plan implementation even as the community changes over time.

Objectives are the second step to achieve the long-range vision and goals. Objectives should be “SMART”—specific, measurable, achievable, realistic, and time-oriented. Objectives and their related actions are the guides for the implementation process.

Actions are even more specific methods to achieve the objectives. Actions must reflect budgetary constraints and resources. Actions should be reviewed frequently and included in management and work plans.

DEVELOPMENT OF FARMINGTON’S VISION AND GOALS

In order to create a shared vision of the future, the plan development process involved city leaders, and citizens in identifying issues and preparing goals, objectives, and actions to define that future.

“Planning without a vision is an hallucination.”

--Andres Duany

In June 2000, the Comprehensive Plan Steering Committee was appointed by the Mayor and City Council and began work on new goals and objectives to guide the future of the community. The thirty -member committee provided input based on its knowledge of the community, past, present, and future. In the committee meetings held in the following months, they identified a number of issues facing Farmington. These key issues, as well as the goals and objectives from the *2010 Plan*, were used to formulate draft goals and objectives. Each month the Steering Committee discussed the individual plan chapters, further refining the contents of the new Comprehensive Plan.



On September 19, 2000, a Community Forum was held at the Civic Center where the key issues and draft goals and objectives were presented to interested citizens. Based on the comments at the forum and further committee discussions, the following goals were finalized. Key issues, detailed objectives, and recommended actions are found in the individual plan chapters.

CORE GOALS FOR FARMINGTON

The Comprehensive Plan Steering Committee defined the following core goals for use in developing the new Comprehensive Plan. These core goals are further articulated in the individual Plan chapters, which also include the recommended objectives and actions.

Land Use and Development: Plan and facilitate land use and development that is consistent and compatible with the natural and man-made environment to promote a progressive, vibrant, scenic, and safe community.

Growth and Annexation: Plan, guide, and facilitate new development, revitalization, and growth within the city limits and its planning and platting jurisdiction to ensure implementation of sound standards and orderly development.

Transportation: Facilitate, provide, and maintain an integrated, safe, convenient, and efficient multi-modal transportation system to accommodate the movement of people and goods.

Housing: Promote housing and neighborhoods that meet the needs of the community by implementing standards that promote orderly development and growth.

Economic Development: Facilitate well-organized and high quality economic growth and development, which meet the needs of our dynamic and progressive community.

Parks, Recreation, and Open Space: Provide high quality facilities, programs, and personnel dedicated to meeting the recreational and cultural enrichment needs and desires of the community.

Urban Design and Beautification: Improve the image of the community through the development of design standards and beautification.

Public Facilities, Utilities, and Services: Provide and maintain efficient public facilities, utilities, programs, and services that support the needs of a growing community.

Environmental Quality: Manage the natural and man-made environment to assure its continued availability for the use, enjoyment, and education of present and future generations.

Downtown Neighborhoods

Downtown: Revitalize Downtown Farmington by creating a visual and functional identity as the heart of the Four Corners area, with streetscape improvements, adaptive reuse of older buildings in a shopping park environment, with residential uses, encouraged by incentives for redevelopment.

Civic Center Neighborhood: Preserve the neighborhood character by protecting existing structures, improving infrastructure and minimizing the impact of the civic center expansion.

Animas Neighborhood: Redevelop the Animas Neighborhood as a mixed-use development with new types of affordable housing, expanded medical and cultural facilities linking Downtown to the Riverwalk.

Implementation: Establish guidelines, priorities, responsibilities, and a timeline to implement this Comprehensive Plan.

The following goals were stated as community wide goals. They are included within other elements of the Plan or where the City will function as a partner.

Education: Participate in cooperative efforts of local, state, and federal educational programs to ensure that our community's educational needs are met.

Public Safety: Provide and promote a safe environment for home, work, and recreation.

Inter-government Cooperation: Promote coordination and cooperation among all local, regional, and tribal governments to achieve common goals.

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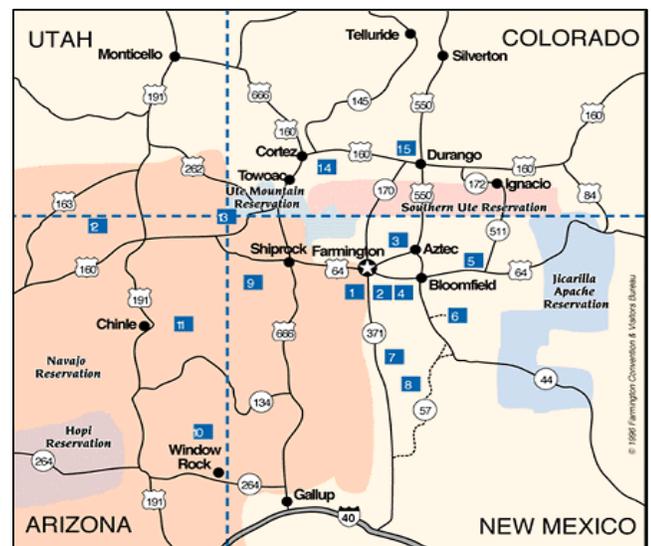
CHAPTER 3

COMMUNITY PROFILE

Surrounded by ancient Indian ruins and magnificent scenery, the City of Farmington, New Mexico is a community rich in culture and history. In planning for its future, the City faces the challenge of preserving and enhancing its existing character and environment while addressing the increasing demands of future growth and development. Before looking at Farmington's future, consideration must be given to its past and where it is today. The Community Profile chapter of the Comprehensive Plan serves as an introduction to the City and documents its existing conditions and characteristics, regional setting, local features, historical and current population; demographic characteristics, and educational attributes. An important component of this chapter is the population projections for the City to the year 2020. An understanding of existing population characteristics and future population demands is essential in determining the anticipated growth and the resulting demands on community services in terms of future land use, transportation, and park and recreation needs.

REGIONAL SETTING

Located in the northwest corner of New Mexico, Farmington lies in the heart of the Four Corners region, and is the largest city in San Juan County. The Four Corners area is homeland to several Native American tribes, including the Navajo, Jicarilla Apache, Ute, Mountain Ute, Southern Ute, and Hopi Nations. The Navajo Reservation borders the city on the west and southwest. Farmington is located at the confluence of three rivers, the La Plata River to the north, and the Animas and San Juan Rivers to the south. Neighboring towns include Aztec and Bloomfield to the east and Shiprock to the west.



HISTORY

Farmington's history can be traced to over 1000 years ago when the ancient ones, the Anasazi (basket makers) lived in the area. After the Anasazi disappearance in the 13th century, the nomadic tribes, Navajo, Jicarilla Apache, and Ute began to settle in the Four Corners area. Although the first Spanish exploration was as early as 1540, it was not until the late 1800s that San Juan County began to be developed. In 1876, William Hendrickson and other pioneers from Animas City, Colorado settled at the confluence of the La Plata, Animas, and San Juan Rivers. The area began to grow and was originally called "Junction City" because of the convergence of the three rivers. The name was then changed to "Farmingtown" due to its farm and ranch economy. In later years the "w" was dropped. Farmington incorporated in 1901 and was proclaimed a city in 1965. Until the 1950s, the city's economy consisted mainly of fruit crops, cattle ranching, and sheep herding. The city experienced rapid growth with increased oil and gas exploration and production. Today, the city has a population of approximately 38,000 and is the regional center for retail, medical, education, as well as oil, gas, and coal. The city is governed by a Mayor/Council/Manager form of

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government, with one council member elected from each of four districts and the Mayor elected at large.

POPULATION

Past and current population characteristics are important in understanding a community and in planning for its future. The following section examines population characteristics including historical population, age and gender distribution, income, and racial composition.

Historical Population

Table 3.1 – Historical Population Farmington & San Juan County displays the historical population from 1910 to 2000. The city and county both experienced periods of population growth, decline, and stagnation throughout twentieth century. Due to oil and gas field development, tremendous growth occurred in Farmington during the 1950s followed by stagnation in the 1960s. This same pattern was repeated at a much smaller scale in the 1970s and 1980s. City and County growth have closely paralleled each other. However, the County has grown at a much faster rate than the City and, as a result, the City’s share of the County’s population has decreased over the years. In 1990, Farmington accounted for 37.1 percent of San Juan County’s population, and only 33.3 percent in 2000.

Population Characteristics at a Glance Farmington

- ❑ The 1990 U.S. Census population was 33,997.
- ❑ The 2000 U.S. Census population was 37,844, an 11 percent increase.
- ❑ 2020 projections range from 43,841 to 55,620.
- ❑ In 2000, 62.8 percent of the population was white and 17 percent was American Indian or Native Alaskan. Hispanics comprised 17.7 percent

San Juan County

- ❑ The 1990 U.S. Census population was 91,605.
- ❑ The 2000 U.S. Census population is 113,801, a 24 percent increase.
- ❑ The projected year 2020 forecast equals 152,274.

**TABLE 3.1
HISTORICAL POPULATION
FARMINGTON AND SAN JUAN COUNTY
1910 – 2000**

Year	Farmington	Percent change	Annual Growth Rate	San Juan County	Percent change	Farmington’s Percent of County
1910	785			8,504		9.2%
1920	728	-7.3%		8,333	-2.0%	8.7%
1930	1,350	85.4%	6.4%	14,701	76.4%	9.2%
1940	2,161	60.1%	4.8%	17,115	16.4%	12.6%
1950	3,637	68.3%	5.3%	18,292	6.9%	19.9%
1960	23,786	554.0%	20.7%	53,306	191.4%	44.6%
1970	21,979	-7.6%		52,517	-1.5%	41.9%
1980	32,677	48.7%	4.0%	81,433	55.1%	40.1%
1990	33,997	4.0%	0.4%	91,605	12.5%	37.1%
2000	37,844	11.3%	1.1%	113,801	24.2%	33.3%

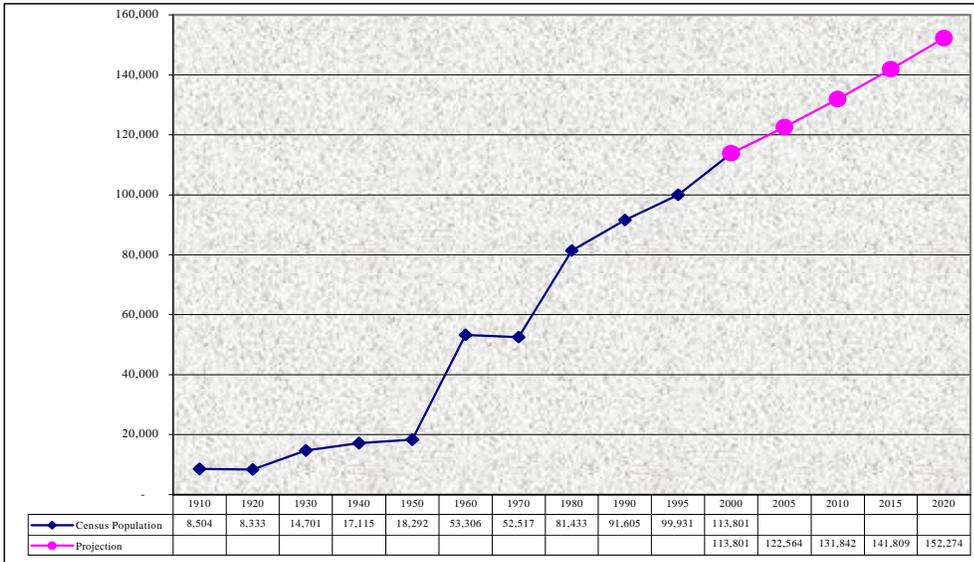
Source U.S. Census Bureau, Census 2000 Redistricting Data

Population Projections

The Bureau of Business and Economic Research (BBER) at the University of New Mexico is one of many public and private entities that prepare population projections for counties using statistical models. **Figure 3.1 - Historical and Projected Population San Juan County** displays data through 2020. The BBER has projected San Juan’s 2020 population at 145,072, however this was based on a 2000 population of 108,432. The 2000 Census shows San Juan’s

population at 113,801. The BBER’s population projection values have been adjusted accordingly using the correct 2000 Census population counts.

**FIGURE 3.1
HISTORICAL AND PROJECTED POPULATION SAN JUAN COUNTY
1910-2020**



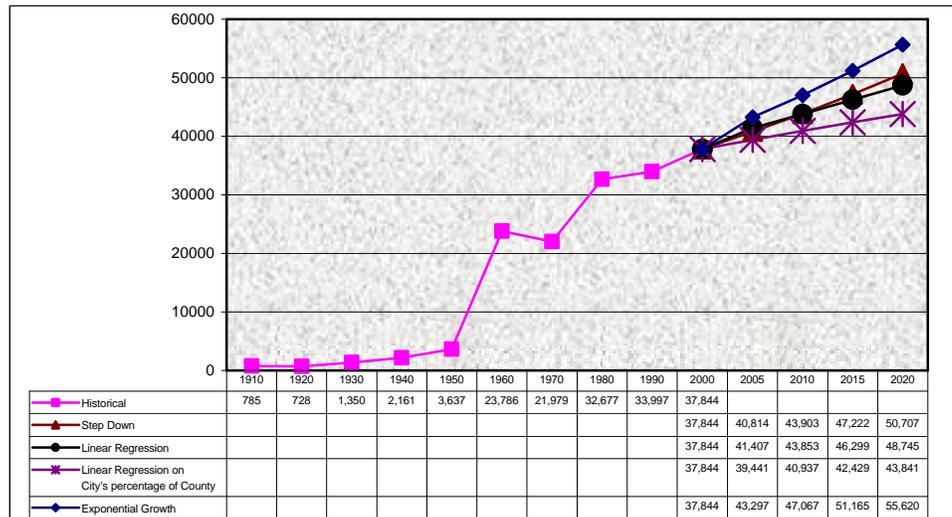
Source: U.S. Census Bureau; Bureau of Business and Economic Research, University of New Mexico

Population projections are not available below the county level, however population forecasts can be developed for the City through a variety of methods and techniques. **Figure 3.2 – Population Projections Farmington**, displays alternative projections for the city based on differing methods and techniques. The alternative projections are as follows:

1. **Step down method** is a ratio-share technique, where a ratio is established between the county’s population and the city’s. Through maintaining the city’s proportional relationship to the county from the 2000 Census (33%) the population of Farmington would equal 50,707 in 2020.
2. **Linear regression** is a trend extrapolation technique that aggregates data from the past to project future values. This technique produced a projection of 48,745 in 2020, and suggests that the city’s share of the county’s population will gradually decline.
3. **Linear regression on the city’s proportional relationship to the county** is also a trend extrapolation technique. This method showed the city’s share of county population decreasing over time and produced the most conservative projection of 43,841 in the year 2020.
4. **Exponential Growth** is a trend extrapolation technique that produced the highest projection, 55,620 in the year 2020.

As to which projection is the most appropriate and reasonable forecast for the future, consideration must be given to factors that will influence future population trends in the Farmington area including economic forecasts, employment, build out capacities, and possible annexations of developed areas. Based on the historic and current trends, the most likely scenario is one derived using the “step down” method.

**FIGURE 3.2
POPULATION PROJECTIONS FARMINGTON**



Source: U.S. Census Bureau; Wilbur Smith Associates Consultant Team

Racial and Ethnic Composition

Farmington’s racial and ethnic characteristics are displayed in **Table 3.2 - Racial Composition Farmington 2000**. As displayed in the table, 62 percent of the 2000 population was white, while 17 percent was American Indian as well as Hispanic. A very small percentage of the population was Asian, Pacific Islander, Black, or of mixed race.

**TABLE 3.2
RACIAL COMPOSITION FARMINGTON
2000**

Category	Population	% of Total
Non-Hispanic White	23,780	62.8%
Black	316	0.8%
American Indian	6,419	17.0%
Asian, Pacific Islander & Non-Hispanic Other	264	0.7%
Non-Hispanic Bi- and Multi-Racial	631	1.7%
Hispanic	6,434	17.0%
Total	37,844	100.0%

Source: U.S. Census Bureau, Census 2000 Redistricting Data, City of Farmington

In 2000, the Census Bureau classified Hispanic persons as an origin rather than a race since people of Hispanic origin fall into several racial categories. It is interesting to note that in San Juan County, the Non-Hispanic White population accounts for only 47 percent of the total population, and that the second most predominant racial category is people of American Indian origin (37 percent of the population). Neighboring towns of Aztec and Bloomfield have Non-Hispanic populations of 70 percent and 53 percent, respectively, while their second most predominant racial category is people of Hispanic origin, which accounts for 19 percent and 27 percent of their populations respectively.

Age Distribution

Table 3.3 – Population by Age displays Farmington’s 1990 and 2000 population by age. In 2000 the percent of the population in the 25-34-age cohort declined while the percent of the population in the 45-54-age cohort increased, reflecting a slightly older population in Farmington in 2000 than in 1990. In 2000, the median age in Farmington was 33.6.

**TABLE 3.3
POPULATION BY AGE FARMINGTON 1990 AND 2000**

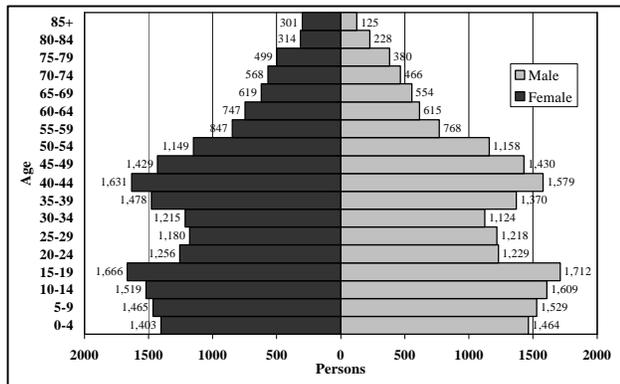
Age	1990		2000	
0-4	3,108	9.1%	2867	7.6%
5-9	3,425	10.1%	2,994	7.9%
10-14	3,251	9.6%	3,128	8.3%
15-19	2,315	6.8%	3,378	8.9%
20-24	1,720	5.1%	2,485	6.6%
25-34	6,153	18.1%	4,737	12.5%
35-44	5,572	16.4%	6,058	16.0%
45-54	2,953	8.7%	5,166	13.7%
55-59	1,241	3.7%	1,615	4.3%
60-64	1,367	4.0%	1,362	3.6%
65-74	1,949	5.7%	2,207	5.8%
75-84	714	2.1%	1,421	3.8%
85+	229	0.7%	426	1.1%
Total	33,997	100.0%	37,844	100.0%

Source: U.S. Census Bureau 1990 and 2000

Age and Gender Distribution

The distribution by age and gender is displayed in **Figure 3.3 - Age and Gender Population Pyramid 2000**. Farmington’s population in 2000 was largely split between the 5-19 and the 35-45 age cohorts. There was a noticeable decline in the 20-34 age cohort as well. It is interesting to note that, when comparing the 2000 data with that of 1990, the 2000 age-gender pyramid appears to have shifted upward two levels. This shows the aging of the age cohorts surveyed in 1990, and that there has been no significant change in any one cohort.

**FIGURE 3.3
AGE AND GENDER POPULATION PYRAMID
FARMINGTON - 2000**



Source: U.S. Census Bureau, 2000

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Household Composition

According to the 2000 Census, approximately 72 percent of households consisted of family households either with a married couple or a single head of household with or without children, and almost 28 percent consisted of non-family households. Over 54 percent of the total number of households consisted of married couple families. Almost 38 percent were families with children under the age of 18. Over 22 percent consisted of householders living alone, and just over 7 percent consisted of householders aged 65 and older.

**TABLE 3.4
HOUSEHOLD COMPOSITION 2000**

HOUSEHOLD TYPE				% of Total
Family Households	10,099	72.2%		
With own children under 18			5,299	37.9%
Married-couple family			7,599	54.3%
Female householder, no husband			1,730	12.4%
Non Family Households	3,883	27.8%		
Householder living alone			3,165	22.6%
Householder 65 years and over			1,013	7.2%
Total Households	13,982	100%		

Source: U.S. Census Bureau, 2000

INCOME

According to the 2000 Census, New Mexico’s median household income ranked 44th among the 50 states and the District of Columbia. The median household income for Farmington was higher than for New Mexico and San Juan County. The median household income for Farmington was \$37,663; San Juan County was \$33,762; New Mexico was \$34,133. The United States median household income was \$41,994.

Farmington’s per capita personal income was also above both that of New Mexico and San Juan County. In 1999, Farmington’s per capita personal income was \$18,167; New Mexico’s was \$17,261; and San Juan County’s was \$14,282.

EDUCATION

San Juan College

San Juan College is a fully accredited two-year community college offering over seventy degree and certificate programs. Business and industry training programs and community learning classes are offered in addition to higher education programs. Community facilities provided by the College include an 800-seat performance hall, community meeting rooms, and Henderson Fine Arts Center Art Gallery. The college sponsors the annual Silhouette Performing Arts Series and Showcase Concert Series.



Public Schools

The Farmington Platting and Planning Jurisdiction (PPJ) is served by three school districts: Farmington, Central Consolidated and Aztec. Also close by is the Bloomfield District. It is estimated that upwards of 80% of the population in the PPJ is in the Farmington District. **Table 3.5 – Education Statistics**, displays

information on the four school districts obtained from the 2000 New Mexico District Accountability Report.

**TABLE 3.5
EDUCATION STATISTICS
1999-2000**

Farmington Comprehensive Plan

Statistic	Aztec	Bloomfield	Farmington	Central Consolidated
Enrollment	3,354	3,376	10,381	7,440
Attendance Rate	93.9	93.9	94.0	93.6
Student/Teacher Ratio (2000-2001 data)	15.7	16.2	15.9	14.2
Number of Graduating Seniors	273	177	630	456
ACT Composite Scores	20.4	19.7	21.1	17.2
% Passing all tests of High School Competency Exam	91.0	78.9	87.8	71.1

Source: New Mexico 2000 Accountability Report

Table 3.6 - Educational Attainment, displays the educational achievements of persons 18 years and older for Farmington, San Juan County and New Mexico in 1990. In 2000, 28 percent of persons 18 years and older graduated from high school in Farmington. This is comparable to both county and state averages. The percentage of the population eighteen years and older graduating with an associate, bachelor's or graduate degree in New Mexico and Farmington equaled 29.3 percent and 26.9 percent respectively, which was higher than the county average of 20.1 percent.

**TABLE 3.6
EDUCATIONAL ATTAINMENT
2000**

Educational Attainment (18 Years and Older)	Farmington		San Juan County		New Mexico	
	Count	Percentage	Count	Percentage	Count	Percentage
Less than 9th grade	1,202	5.2%	6,063	9.3%	104,985	9.3%
9th to 12th grade, no diploma	2,556	11.2%	9,083	13.9%	134,996	11.9%
High School graduate (includes equivalency)	6,420	28.0%	19,874	30.5%	301,746	26.6%
Some college, no degree	6,583	28.7%	17,053	26.1%	259,924	22.9%
Associate degree	1,644	7.2%	4,362	6.7%	67,001	5.9%
Bachelor's degree	2,837	12.4%	5,711	8.8%	154,372	13.6%
Graduate or professional degree	1,669	7.3%	3,116	4.6%	111,777	9.8%
Total	22,911	100.0%	65,262	100.0%	1,134,801	100.0%

Source: U.S. Census Bureau, 1990

As Farmington and its PPJ continue to grow, this Community Profile will be updated. Subsequent state and local studies will also be useful in understanding the changes that will occur in the population.

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CHAPTER 4

LAND USE AND DEVELOPMENT

Land Use and Development is a key component of the Farmington Comprehensive Plan. This chapter addresses the current and future use of land in the city and the majority of its five-mile Planning and Platting Jurisdiction (PPJ). Through effective land use planning, the City can guide new development and redevelopment to ensure a vital and attractive community with a strong tax base, quality neighborhoods, and efficient street and utility systems. The City's ability to implement the goal and objectives established in this chapter is through its development regulations, infrastructure improvements, and utility extension policies, as well as annexation of additional territory.

This chapter documents Farmington's current development; identifies land use issues facing the city; states the goal, objectives and actions needed to address the issues; and establishes a **2020 Future Land Use Plan** to guide ongoing land development and redevelopment in the City and its Planning and Platting Jurisdiction over the next 20 years.

The goal, with its accompanying objectives and proposed actions for future land use, will point the community toward a more orderly and efficient growth scenario. The desired future arrangement of land use is developed based on physical characteristics in terms of the type, density, and location of residential, commercial, industrial, and other public and private land use types.

It is also important to recognize the linkages between land use, transportation, utilities, housing, parks, and community facilities. Residences require access to these facilities, but protection from incompatible uses is also required. Different types of residential uses require different types of city services. Commercial and industrial uses should be located in areas that are convenient both for inter-city and intra-city traffic. Topographical constraints and land ownership status must also be considered as impacts that limit development opportunities.

KEY ISSUES

During the development of the Comprehensive Plan, land use issues were identified based on comments and concerns expressed by Steering Committee members, community leaders, agency representatives, citizens at the Community Forum, the Community Survey, focus groups, and other involvement activities.

- ❑ Most of the residences in Farmington today are single-family homes. As the city continues to grow, what types of **new residential development** should be considered? Starter homes on smaller lots, senior citizen complexes, and cluster homes should be considered as alternatives to larger single-family homes. Revitalization of Downtown and the redevelopment of the Animas neighborhood could provide areas for residences where infrastructure already exists. Mixing residential and commercial uses should be considered in Downtown and adjacent neighborhoods.
- ❑ There is **increasing growth in areas without adequate infrastructure** in the city such as on the fringe and in the PPJ. Annexation and zoning in the PPJ are possible means to extend municipal regulations and reduce sprawl development patterns.

- ❑ There should be a **balance** between ongoing **growth to the east** of Farmington with the **desire for more development and services to the west and south**.
- ❑ Since Farmington’s “regional center” status in the Four Corners for commerce, health care, transportation, and services must be maintained and expanded, there needs to be **appropriately zoned locations for commercial and industrial uses**. There also needs to be more neighborhood commercial services located close to residential areas.
- ❑ **Manufactured homes** are increasing in popularity due to their more immediate availability and financing options. Appropriate locations, with infrastructure utilities and services are needed.
- ❑ The future use of lands controlled by the Bureau of Land Management centers on two opposing issues: The need **to preserve valuable public open space** on the city's fringe, and the **BLM's desire to dispose of some lands**, thereby making them available for private development. There should be coordination between the City's 2020 Future Land Use Plan and the needs of the BLM to ensure compatible and appropriate land uses.
- ❑ Farmington is heavily invested in parks and open space. As the city and region grow, continued **acquisition and development of both regional and neighborhood parks** and recreation facilities will be needed.
- ❑ There should be consideration given to the **protection and preservation of scenic areas, byways, and vistas**. This could require some limitations on ridgeline and bluff development.
- ❑ Consideration must be given to the potential **effects of development on long-term water supply and wastewater collection** and treatment capacity to support population and development projections over the next 20 years. In the approval of new residential development there is the need to provide watershed protection upstream of Farmington Lake, the City’s water reservoir. The current and long-term effects of the use of septic systems need to be considered in the approval of new subdivisions.
- ❑ The current **zoning ordinance, zoning district map, and subdivision regulations are outdated** and do not provide all the tools needed to direct and manage new development and redevelopment. There is also the need for consistent enforcement of zoning regulations and other applicable City codes.

There are many more individual land use issues facing Farmington. The above issues are compilations of ones that were most often mentioned—ones that can be reasonably addressed within the context of the Comprehensive Plan.

ROLE OF CITY GOVERNMENT

The role of the City in land use planning is a combination of policy development and implementation. The City is responsible for adopting a comprehensive plan that guides both growth and redevelopment. The Planning and Zoning Commission will use the Comprehensive Plan in conjunction with the implementation tools, the unified development code (subdivision regulations, zoning ordinance, and capital improvements program), construction standards and code enforcement to evaluate and recommend new developments, redevelopment, and use changes that will continue to ensure the health, safety, welfare and orderly growth of the community.

EXISTING DEVELOPMENT PATTERNS

The City of Farmington Planning and Community Development Department's inventory of generalized land uses in 1997 (updated in 2001) is shown in **Figure 4.1 - Generalized Existing Land Use, 1997/2001**. The distribution of existing land uses by acreage and percent of land area is shown in **Table 4.1 - Generalized Existing Land Use, 1997/2001**. The boundary of this map is arbitrary in that it addresses only the city limit areas and the immediate surrounding areas that form a rectangle around the city.

This land use inventory identifies the predominant types, locations, and patterns of existing land use. As a generalized land use inventory, it is intended for planning purposes only. The inventory is not parcel specific and does not represent the detailed pattern of existing land uses. In 2001, the area inside the current city limits was approximately 60.9 percent developed with 11,556 acres of various land uses. Developed areas outside the city were approximately 5,902 acres, for a total developed area of 17,458 acres or 39.7 percent of the total area.

Residential uses are the most prevalent type of land use, 6,232 acres or 14.3 percent of the inventoried area. Private and public vacant or undeveloped areas amounted to an additional 7,421 acres including both lands, almost 40 percent of the land within the city limits. Although the City annexed the Bluffview and Wildflower developments after this map was first prepared, the generalized land uses are relatively the same today as then.

**TABLE 4.1
GENERALIZED EXISTING LAND USE
1997/2001**

Land Use Classification	Acreage Within City Limits		Acreage Outside City Limits		TOTAL ACREAGE	
	Acreage	Percent	Acreage	Percent	Acreage	Percent
Single-Family Residential > ¾ acre	3,661	19.3%	365	1.5%	4,026	9.2%
Single-Family Residential < ¾ acre	1,416	7.5%	589	2.4%	2,005	4.6%
Multi-Family Residential	199	1.0%	2	0.0%	201	0.5%
Commercial	1,576	8.3%	138	0.6%	1,714	3.9%
Office/Professional	168	0.9%	5	0.0%	173	0.4%
Industrial	979	5.2%	668	2.7%	1,647	3.8%
Public/Semi-Public/Institutional	1,645	8.7%	89	0.4%	1,734	3.9%
Parks/Open Space	1,912	10.1%	4,046	16.2%	5,958	13.6%
Vacant - Private	6,635	35.0%	9,111	36.5%	15,746	35.8%
Vacant - BLM/State	786	4.1%	9,935	39.8%	10,721	24.4%
TOTAL Acreage	18,977	100.0%	24,948	100.0%	43,925	100.0%

Source: City of Farmington.

Notes: Area inventoried inside city limits did not include all of Bluffview and Wildflower areas annexed in 2000. Area outside city limits does not include the full extent of the City's 5-mile Planning and Platting Jurisdiction. Percentages may not total 100 percent due to rounding.

2020 FUTURE LAND USE PLAN

The 2020 Future Land Use Plan is a very general plan for land use and development. It bridges the gap between existing uses and future needs and desires. By using established land use principles and policies, it is a guide for new projects so that they may better blend into the community.

The areas shown on **Figure 4.2 - 2020 Future Land Use Plan** are what are considered to be the best future use of the property at the time the map was developed. A second map, **Figure 4.3 – Planning and Platting Jurisdiction with Future Land Use** shows the future land uses for the entire area with respect to the other jurisdictions.

The **Zoning Ordinance** and the zoning map should not to be confused with land use nor are the maps for zoning and land use interchangeable. While the 2020 Future Land Use Plan expresses a desirable land use, the zoning map indicates the permitted use of the property in accordance with the Zoning Ordinance.

Land Use Policy Guidelines and Considerations

One of the purposes of the 2020 Future Land Use Plan is to capture and build into City policies and regulations the community's values regarding how, when, and where Farmington will continue to grow and develop in the future. This is significant since the findings and recommendations contained in this Comprehensive Plan provide the legal basis for development ordinances. These ordinances are the major tools available for implementing the City's Plan to achieve an efficient and desirable land use pattern. The Plan also includes considerations related to the City's future annexation policy and planning.

When the Planning and Zoning Commission and City Council are presented with land use decisions for residential and commercial development, subdivision of land, or zoning changes the following guidelines and considerations should be discussed and applied.

General Land Use

- ❑ Adjacent land uses should not detract from the enjoyment or value of properties.
- ❑ Potential land use impacts should be considered (noise, odor, pollution, excessive light, traffic, etc.) when changes in land use are proposed.
- ❑ There should be a balance between the rights of surface and subsurface owners in land and mineral development processes.
- ❑ Floodplain areas should not be encroached upon unless there is compliance with stringent floodplain management practices.
- ❑ Airport land use compatibility requires that noise sensitive uses and height obstructions be avoided in the airport environs.
- ❑ Transportation access and circulation should be provided for uses that generate large numbers of trips.
- ❑ Environmentally sensitive areas should be protected, including wildlife habitat areas, and topographically constrained areas within the floodplain.

Residential Land Use - *Single-family residences, duplexes, and apartments.*

- ❑ Residences should have good access to streets.
- ❑ Neighborhoods should be buffered from highways and arterial streets.

- ❑ Schools, parks, and community facilities should be close by.
- ❑ Homes should not front directly on thoroughfares.
- ❑ Residential areas should not be located next to industrial areas.
- ❑ Residential and commercial areas may be adjacent if separated by a buffer.
- ❑ Residential areas should have appropriate infrastructure.

Commercial Land Use - *Office, retail, and service activities.*

- ❑ Businesses should be clustered throughout the City and be accessible from residential areas.
- ❑ Commercial uses should be concentrated in nodes along major thoroughfares and intersections.
- ❑ Large commercial centers should be located along major thoroughfares that are designed and constructed to accommodate heavy traffic.
- ❑ There should be a mixture of shopping malls, commercial strip centers, freestanding commercial sites, and neighborhood stores.
- ❑ Parcels should be large enough to accommodate commercial use.
- ❑ Buffers should separate commercial and residential areas.
- ❑ Downtown should be the location of office, specialty retail, cultural and service activities.

Industrial Land Use - *Manufacturing, assembly and warehousing.*

- ❑ There should be good access to primary streets and major thoroughfares.
- ❑ Industrial uses should not be directly adjacent to residential areas.
- ❑ Separation from other uses by buffers should be provided.
- ❑ Industrial development areas should be accessible to truck routes, hazardous material routes, and railroads.
- ❑ Appropriately designed industrial uses may be developed in the floodplain.

Parks and Open Space

- ❑ Parks should be evenly dispersed throughout the City and include larger community parks and smaller neighborhood parks.
- ❑ Parks are a desirable use for floodplain areas.
- ❑ Parks and open space may be used to buffer incompatible land uses.
- ❑ There should be linkages between parks, schools, employment centers, and residential areas.
- ❑ Natural features should be used as buffers or open space.

Major Community Facilities - *Civic and governmental buildings.*

- ❑ Facilities should be centrally located in easily accessible areas within the community.
- ❑ Downtown and park settings are appropriate locations for civic and cultural entertainment/tourism activities.
- ❑ They should complement, but not infringe on nearby residential areas.
- ❑ They should be accessible and adjacent to major streets to accommodate traffic.

Development Standards for Infrastructure

On the 2020 Future Land Use Plan map, lines designate three levels or tiers for infrastructure requirements for streets, water, electric service, and sewer/septic systems within the city and PPJ. The first tier is within the city limits and will change with future annexations. Tiers 2 and 3, areas in the PPJ, contain most of the future development and annexations expected over the next twenty years. The following table recommends development standards for the three tiers.

**TABLE 4.2
DEVELOPMENT STANDARDS**

Infrastructure Requirements	Tier 1 Within City Limits	Tier 2	Tier 3¹ Balance of PPJ
Paved Streets	Yes	Yes ²	Yes
Water Line Size	8"	8"	Match existing system
Underground Electric	Yes	Yes	No
Septic Sewer	Septic permitted on lots 1 acre or larger, subject to NM Environmental Dept. approval	Septic permitted on lots 1 acre or larger, subject to NM Environmental Dept. approval	Septic permitted on 1 acre or larger, subject to NM Environmental Dept. approval
	Sewer required if smallest lot is less than 1 acre, if within 2,000 feet of existing sewer line	Sewer required if smallest lot is less than 1 acre, if within 1,000 feet of existing sewer line Annexation petition required for developments connecting to City sewer	Septic permitted when smallest lot less than 1 acre, subject to NM Environmental Dept. approval
	Sewer required if smallest lot is less than 32,670 square feet	Lots less than 32,670 square feet, requires sewer or community liquid waste package plant, if within 1,000 feet of existing sewer line Annexation petition required for developments connecting to City sewer	Smallest lot less than 32,670 square feet requires any liquid waste disposal method to be approved by NM Environmental Dept. approval

Note: The City or water supply districts provide water service.

¹ Different street/road improvement standards may be considered for minor subdivisions, those divisions of land that satisfy one or the exemptions of the San Juan County Subdivision Regulations.

² Double Penetration Chip Seal or current County paving standards are acceptable.

The New Mexico State Statutes grant cities with populations greater than 25,000, a Planning and Platting Jurisdiction (PPJ) that extends five (5) miles beyond the city limits. Currently, Farmington has slightly more than 30 square miles within its city limits, but the PPJ encompasses an additional 150 square miles. Although there are no land use controls or zoning in this extraterritorial area, subdivision of land requires approval of both the City of Farmington and San Juan County. The City has the ability to require more stringent subdivision standards than the County.

Historically, the City has granted many improvement waivers to extraterritorial subdivisions. The smaller the subdivision and the farther from the city limits, the greater the likelihood of waivers being granted. In that waivers have been considered on a more subjective, case-by-case basis, the need for a more objective standard has been recognized. Formally acknowledging that uniform standards are not justified throughout the extensive PPJ may be one solution. By using three geographical tiers, different development standards for infrastructure could be enforced, depending on the location of the subdivision. The highest development standards are for areas within the city limits (Tier 1). In Tier 2, an irregular band surrounding the city limits, standards would be less restrictive. Finally, in the third tier, most distant from the city limits, the development standards would be general only what County regulations require.

The use of the three-tier system should reduce the need for standard waivers, but it will not eliminate waivers completely as it is impossible to foresee every subdivision circumstance. The tiered system will still require thorough analysis of each proposed subdivision and assessments of what are appropriate and reasonable infrastructure requirements.

Tiered development standards provide the ability to distinguish between subdivisions based upon size. For example, a higher development standard may be justified for a 100-lot subdivision than for a five-lot subdivision. In setting tiered standards, a minor subdivision may be one that meets one of the 13 exemptions listed in the San Juan County regulations. This would be a change in that exemptions in the PPJ are not currently recognized.

As with the other policies of the Comprehensive Plan, the tier boundaries will be subject to periodic review and amendment, following procedures adopted for amendment of this Comprehensive Plan. The development standards for infrastructure will need to be incorporated in the Unified Development Code.

2020 FUTURE LAND USE PLAN—THE MAP

As a graphic representation, the 2020 Land Use Plan is intended to help the City's elected and appointed officials, staff, and residents visualize the desired future land development pattern in the community. It is not a rigid, parcel-specific mandate for how land shall be developed. When proposed development differs from the generalized land use pattern depicted for an area, it is the responsibility of the Planning and Zoning Commission, supported by City staff, to determine whether the development will be in keeping with the goals and objectives of the City's Comprehensive Plan. The map is best used when considering new development, redevelopment, and proposed land uses that are significantly different from the current use and surrounding uses.

The 2020 Future Land Use Plan map covers the current city limits and the areas of the Platting and Planning Jurisdiction that are in the areas of the Water Service Area Boundary. The map does not attempt to predetermine the use of each individual tract, but seeks to establish a logical framework for future land use and development decisions.

Existing residential areas do not change. The 2020 Future Land Use Plan indicates continued low-density residential development areas on what are now the fringe areas of the city. New development will require infrastructure improvements and extensions to not perpetuate substandard neighborhoods.

In the areas north and west of the Civic Center and south of Broadway, the map shows mixed/transitional uses on currently vacant or industrial tracts. In conjunction with the Downtown Plan, the 2020 Future Land Use Plan allows mixed uses in the areas from Apache to the Animas District south of Broadway. With the continued expansion of the medical facilities, there is a need for higher density housing in that part of the City.

The areas currently under BLM control are indicated to continue to be, or to become, parks and open space for the time period covered in this 2020 Future Land Use Plan. In order for the City to direct growth and development, these lands should remain as open space for at least the next five to ten years. Disposal and patenting of the land should be coordinated and appropriate and compatible land uses implemented.

Commercial development is expected to continue along the major transportation corridors. Neighborhood services and businesses will be encouraged in areas adjacent to the neighborhoods.

Industrial uses are being encouraged to locate in industrial parks and areas where they are more accessible to transportation routes.

As shown on the 2020 Future Land Use Plan, parks and open space will continue to be an important feature of Farmington land uses.

In the 20-year timeframe of the Comprehensive Plan, the majority of the areas surrounding the City are anticipated to continue to be rural in nature, developing slowly at lower densities with limited neighborhood commercial uses.

Future Land Use Classifications

The following are the land uses categories of the 2020 Future Land Use Plan. Each classification category may encompass several zoning districts. This map is intended to be conceptual, not a designation of individual parcels or zoning districts.

Rural greater than 5 acres: Single-family dwellings, farms and agricultural uses, open space in generally undeveloped parcels in private ownership. (light green)
The Navajo Indian Reservation is shown as “Rural”, the classification that best represents the agricultural and ranch-type development of the area.

Residential Single-Family Low Density greater than 1 acre: Conventional detached dwellings on parcels of one acre or more, including mobile and manufactured homes. (beige)

Residential Single-Family Suburban less than 1 acre but >20,000 square feet: Conventional detached dwellings on parcels of less than one acre. (light yellow)

The designation of less than one acre does not preclude larger lots. It does assume that the development will be built to City standards for utilities, paving and sidewalks.

Residential Single-Family Urban less than 20,000 square feet: Conventional detached dwellings on parcels of less than 20,000 square feet. (gold)

Residential High Density: Residential dwellings with more than one unit per lot or parcel, including duplexes, tri-plexes, four-plexes, apartment buildings, and townhouses. (orange)

Mixed Use: Combinations of business and residential uses in areas of older structures or vacant land that may include new types of housing residential/commercial conversions, infill development, starter homes, cluster homes, and senior living developments. (brown)

Neighborhood Commercial: Small retail and service establishments located around intersections near neighborhoods, landscaped and buffered to blend with the local surroundings. (pink)

Commercial: Retail shopping, wholesale and service activities (red).

Office/Professional: Office/professional service activities in large buildings or smaller, stand-alone structures. (lavender)

Industrial: Heavy and light manufacturing, assembly, processing, and warehousing/distribution, sometimes accompanied by outdoor activity areas or storage. (gray)

Institutional: Government buildings, offices, and facilities; libraries, museums, cultural centers, auditoriums, theaters, public and private schools; institutional uses including colleges, churches, and hospitals; and, non-government facilities where people gather, such as meeting halls (blue).

Parks: Public parks (current and future), outdoor recreation areas, golf courses. (dark green)

Open Space/Public Lands: Areas of open space held by the Bureau of Land Management, State of New Mexico or other public entities to remain open space or developed for recreational purposes. (medium green)

PROJECTED FUTURE LAND USE ALLOCATION

With the 2000 population of the city at 37,884 and the most likely projected 2020 population of the city to be 50,707, the following land use requirements were developed. They are based upon the acres per capita for each land use category existing in 1997. The estimated spatial requirements necessary to accommodate Farmington's projected growth to the year 2020 are identified in the following table.

**TABLE 4.3
PROJECTED LAND USE REQUIREMENTS FOR 2020**

Land Use Category	1997/2001 Acres	1997/2001 Percent	2020 Acres	2020 Percent
Rural greater than 5 acres			27,280	17.4%
Single-Family Residential Low Density greater than 1 acre	4,026	10.1%	16,549	10.5%
Single-Family Residential Suburban less than 1 acre but greater than 20,000 square feet	2,005	5.0%	8,210	5.2%
Single Family Residential Urban less than 20,000 square feet			8,493	5.4%
Multi-Family Residential	201	0.5%	421	0.3%
Mixed Use			250	0.2%
Neighborhood Commercial			155	0.1%
Commercial	1,714	4.3%	2,768	1.7%
Office/Professional	173	0.4%	408	0.3%
Industrial	1,647	4.1%	2,920	1.9%
Public/ Semi Public/Institutional	1,734	4.3%	2,216	1.4%
Parks/Open Space	1,912	4.8%	6,056	3.9%
BLM/State/Other Open Space	10,721	26.9%	55,636	35.6%
Navajo Indian Reservation and Trust lands			25,214	16.1%
TOTAL	39,879	100.0%	156,616	100.0%

Use of the 2020 Future Land Use Plan

The interpretation of, and potential changes or amendments to, the 2020 Future Land Use Plan, should consider the appropriate use for the proposed site. Compatibility with surrounding land uses; utility availability and system impacts; potential drainage and storm water management needs, as well as traffic and parking impacts, also warrant consideration.

For example, the specific location of a cluster town home or apartment development is difficult to show on the 2020 Future Land Use Plan map. A proposed residential development with higher densities could receive a favorable review even if the potential site is not depicted on the 2020 Land Use Plan. This is because the Comprehensive Plan also documents the need and desire for higher density and infill development in Farmington and highlights the buffering and neighborhood protection measures that should ensure land use compatibility.

GOAL, OBJECTIVES, AND ACTIONS

Through the plan development process and the involvement and input of Farmington’s residents and civic leaders, the following goal, objectives, and actions were formulated for land use and development for the Comprehensive Plan. These are guides for future land use decisions in the development review processes in Farmington. The goal, objectives, and actions establish the framework for land development and redevelopment practices that should result in an economically vital, environmentally aware, more livable community. They assume that the community desires continued growth but in a well-managed and orderly way so that limited public funds will be invested wisely and residents’ quality of life will be enhanced.

Goal: Plan and facilitate land use and development that is consistent, orderly, functional, in harmony with the natural environment, and promotes a progressive, vibrant, scenic, and safe community.

Objective 4.1: Assure the provision of a variety of different land use types in suitable locations, densities, and patterns while avoiding mixing of incompatible uses in close proximity to each other.

Action 4.1.1: Use the 2020 Future Land Use Plan to review proposed changes to existing land uses.

Action 4.1.2: Continue to recommend appropriate locations for single-family and multi-family residential areas as shown on the 2020 Future Land Use Plan, taking into consideration accessibility, site suitability, utility availability, and environmental factors.

Action 4.1.3: Create new or amend existing zoning districts to allow smaller lots for starter homes, senior living, and cluster homes.

Action 4.1.4: Amend commercial districts to allow for residential uses to be interspersed with commercial uses in areas of mixed use.

Action 4.1.5: Encourage transitional buffering of land use intensities, particularly between residential and commercial uses.

Objective 4.2: Promote infill development in areas of existing infrastructure.

Action 4.2.1: Develop strategies for infill development and redevelopment activities, such as flexibility in development regulations, exemption of development fees, and grants, particularly for affordable housing.

Action 4.2.2: Create an incentive program that targets infill development to vacant lots with existing infrastructure and services, and redevelopment of parcels that currently have inappropriate or undesirable uses.

Objective 4.3: Discourage the creation of new subdivisions that do not provide adequate infrastructure.

Action 4.3.1: Establish appropriate guidelines for streets, water lines, and sewage facilities for developments in Tiers 1 and 2.

Action 4.3.2: Study whether there is a need for larger lots with septic systems and determine what size lot is appropriate.

Objective 4.4: Consider manufactured homes in the same manner as conventionally constructed homes.

Action 4.4.1: Develop criteria for manufactured home subdivisions with smaller lots and required infrastructure.

Objective 4.5: Support the development of vibrant and viable commercial areas with a variety of uses.

Action 4.5.1: Concentrate new commercial development in clusters at major intersections and other appropriate locations as opposed to scattered and/or “strip” development.

- Action 4.5.2: Locate new commercial developments near existing commercial areas and buffer from residential uses.
- Action 4.5.3: Ensure appropriate zoning to support the viability of old as well as new commercial development.
- Action 4.5.4: Allow downtown commercial redevelopment to include a residential, mixed-use aspect, such as second-floor residential units above office or retail uses.
- Action 4.5.5: Revise existing zoning districts and designations in the Unified Development Code to support and encourage viable commercial areas as well as affordable, conveniently located infill and new higher density housing.
- Action 4.5.6: Identify and amend regulatory constraints that inhibit redevelopment. Consider incentives or public/private solutions to attract specific desired uses.

Objective 4.6: Assure adequate provision of industrial land.

- Action 4.6.1: Designate areas for industrial development that are accessible to transportation routes and adequate utilities while protecting existing and future neighborhoods from incompatible land uses.
- Action 4.6.2: Encourage relocation of industrial uses from Downtown and Animas neighborhoods into industrial areas by facilitating land “swaps”.
- Action 4.6.3: Consider development of an additional industrial park in an area designated for industrial land use on the 2020 Future Land Use Plan.

Objective 4.7: Manage development along highways and major thoroughfares, improving aesthetics as well as transportation efficiency.

- Action 4.7.1: Create and use corridor plans that contain additional regulations and standards pertaining to building setbacks, architectural design, signage, open space, landscaping, parking, building orientation, and design features.
- Action 4.7.2: Encourage neighborhood and general commercial development along roadway corridors to provide buffers when adjacent to residential neighborhoods.

Objective 4.8: Recognize physical constraints to development within the City and PPJ. Conserve and protect valued natural and cultural resources, including river corridors, mesas and bluffs, sensitive land habitats, and historic structures.

- Action 4.8.1: Encourage the use of flood plains as natural areas and preserves for wildlife, vegetation, parks, and as open space buffers between incompatible land uses.
- Action 4.8.2: Preserve areas of geologic and scenic interest—mesas, bluffs, sandstone outcroppings, and views—by

acquisition, conservation or creating scenic view easements.

Action 4.8.3: Support redevelopment and preservation of buildings that are architecturally and/or historically significant through appropriate application of building codes.

Objective 4.9: Protect the City’s water supply from encroaching development.

Action 4.9.1: Study the need to expand non-development areas around the City’s surface water supply at Farmington Lake and other water supply sources.

Objective 4.10: Promote environmentally sound access to and use of Farmington’s parks, open space, and river corridors.

Action 4.10.1: Continue to develop regional and neighborhood parks with recreational facilities in areas shown on the 2020 Future Land Use Plan and other appropriate locations.

Action 4.10.2: Continue to pursue open space preservation and/or parkland acquisition in undeveloped areas, BLM land, and along the river corridors.

Action 4.10.3: Minimize development impacts immediately adjacent to the rivers by using “land banking” by which owners of properties in the floodplain could either deed or create conservation easements to ensure long-term conservation.

Action 4.10.4: Encourage new development or redevelopment near the river to be sited to take advantage of the river views and amenities, but not encroach on the natural aspects of the river corridors.

Action 4.10.5: Continue to provide public access to the rivers through the expansion of existing trail networks, public overlooks, and canoe access points.

Action 4.10.6: Retain and expand the Recreation and Public Purpose (RR&P) lease in Sections 24 and 25.

The future of Farmington is full of opportunities to encourage appropriate land use and development and still maintain the high quality of life expected by its citizens.

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CHAPTER 5

GROWTH AND ANNEXATION

As the southwestern United States continues to attract new residents and businesses, Farmington will experience the effects of this growth on development in the City and in the Planning and Platting Jurisdiction (PPJ). From the City's perspective, there is the desire to properly and responsibly guide expansion, but not at the expense of existing neighborhoods or quality of life.

Growth will take several forms. With the population of Farmington projected to increase to between 44,000 and 55,000 in the next twenty years, there will be an influx of new residents through business relocations and retirement as well as additions to Farmington families. Expansion of the city limits through annexation of areas in the Planning and Platting Jurisdiction will add new residents, as well as require additional infrastructure.

KEY ISSUES

The following key issues facing the City of Farmington were identified by the Steering Committee and through the public participation activities:

- ❑ **The quality of growth and development beyond the current city limits in the Planning and Platting jurisdiction needs to be addressed** in terms of what is desirable new development. Outside its city limits, the City currently has the Subdivision Regulations and sewer extension policy to guide new development. These limited regulations do not include the ability to control land use or enforce zoning outside the city. Great concern has been expressed about existing subdivisions and new subdivisions that will develop without appropriate infrastructure requirements, particularly in the provision of paved streets and sewer systems.
- ❑ Growth should be directed toward **infill development** on vacant lots and tracts already served by City streets and utilities as well as in currently underdeveloped areas. Some of these areas may appropriate locations for the **affordable housing** that is needed to serve several segments of the population. Young families, service sector workforce and senior citizens require housing types that are close to workplaces, shopping, and parks. These developments may be higher in density and should be constructed in a manner that is attractive and yet within financial reach.
- ❑ An important consideration of growth is the **timing of annexation of areas into the City**. While it is important to have land use controls and provide desired City services, the annexation of new areas into the city should not be at the expense of existing City services. The costs of extending utilities and services should be considered and absorbed in the cost of development. Criteria to determine the readiness of an area to be included in the city should be developed and applied to each area.
- ❑ Is there a way to implement **increased standards for future development that would ensure higher quality, safer new developments?** The City has zoning and subdivision controls in the city, but only subdivision controls in the five-mile PPJ. Consideration should be given to the development of increased cooperative controls with San Juan County in the PPJ rather than

“Growth is inevitable, growth is necessary, but how growth is accommodated can be good or bad. In setting the framework for land development and redevelopment, we must focus on practices that are environmentally sound, economically vital and that encourage livable communities – in other words, smart growth.”
Jim Chaffin,
Chairman,
Urban Land Institute
(ULI)

annexation. Annexation is a costly substitute for higher development controls and does not always assure quality development.

- A major challenge facing Farmington is **keeping in-city living as cost-competitive as possible with living options outside the city**. The benefits and advantages of in-city living that justify the higher costs need to be identified and advertised. The City should consider adopting the approach and mentality of a building or physical plant manager who must constantly “take care of the basics” to preserve his investment. This includes reliable municipal services and sound infrastructure maintenance practices.
- **Protection of the area’s environmental and scenic resources** was identified as an important concern. Controlling the location of new developments so that they do not damage or deplete area water supplies will be required. This will require identification and protection of the sensitive areas. Views of the mesas, mountains, and other geologic features should be preserved, and not blocked by insensitive construction.

ROLE OF CITY GOVERNMENT

The role of the City is to responsibly manage the extension of City services and to annex and guide growth in an appropriate manner.

MANAGING GROWTH

Farmington, like many communities, is attempting to achieve what is now called “Smart Growth.” Although the term is fairly new, the concepts are really nothing more than the fundamentals of sound urban planning. Cities can grow sensibly by balancing economic development and environmental protection; guiding new development where public services and utilities are already available; actively supporting redevelopment of older areas, vacant land and buildings; revitalizing its traditional downtowns; encouraging pedestrian-friendly convenient neighborhood commercial districts; rethinking mixed-use areas; maintaining efficient roads and infrastructure; and providing attractive parks with walking connections between neighborhoods, parks, and schools. Through effective land use planning and urban design, a city fulfills its primary responsibility to promote the public health, safety, and welfare while also providing predictability in the development process. Smart growth and development practices help local government to use public resources efficiently, make capital investments in a fiscally responsible manner and encourage profitable private development that is beneficial to the whole community.

The term “Smart Growth” does not refer to no-growth or slow-growth initiatives, but rather describes sensible development that enhances existing communities, community values, and quality of life. Sound planning principles establish a framework in which land development and redevelopment practices are more likely to result in an economically vital, environmentally aware, and more livable community. Smart Growth also assumes that the community desires continued growth, but in a well-managed and orderly way so that public funds will be invested wisely and residents’ quality of life enhanced.

Key Indicators for Growth

There are a variety of key indicators to identify communities that are “growing smart.” Smart Growth will occur when:

- ❑ Development is economically viable and preserves open space, natural resources and sustainable habitats.
- ❑ There is certainty and predictability in the development process, and development projects that enhance the economy, the community, and the environment get expedited approval.
- ❑ Existing infrastructure is maintained and enhanced, but expanded when appropriate to serve existing and new residents.
- ❑ Existing infrastructure is used efficiently by encouraging in-fill development rather than allowing peripheral development that requires utility extension.
- ❑ There is a mutually beneficial collaboration among the community, the non-profit sector, and the public and private sectors.
- ❑ Redevelopment is actively pursued, including in-fill residential development, reuse of vacant industrial land and recycling of obsolete buildings.
- ❑ Land planning and urban design create a sense of community and ensure the ease of movement and safety of residents.
- ❑ Traditional downtowns and urban neighborhoods are important.
- ❑ Land development patterns are concentrated within or immediately adjacent to urban areas where public facilities and services are convenient and can be efficiently utilized.
- ❑ Environmentally sensitive areas are protected from premature encroaching urban development.

ANNEXATION PLANNING

Future annexations for the City of Farmington should target growth areas before anticipated development occurs. This type of consideration is necessary to anticipate the City's ability to effectively guide and manage land development, to provide for orderly and cost-effective improvement and extension of public infrastructure and services, and to expand the City's tax base in coordination with the increasing demands for municipal facilities and services. The need to add additional areas to the City must be balanced with the need for improvements and development within the existing city limits.

The primary strategies for planning future annexations generally include two recommended approaches to define potential annexation areas. One strategy is to annex areas adjacent to the City that are either already developed or are anticipated to become so in the near future. When expanding the City's jurisdiction, the service area, and tax base should be consistent with continuing growth and development. The other is to annex relatively undeveloped areas in order to guide development through the City's codes and ordinances.

A “three tiered” approach to development standards for infrastructure is defined in Chapter 4, Land Use and Development, Development Standards. Areas within the city limits (Tier 1) would be required to meet City development standards. In the second tier, the lot size and proximity to existing sewer lines would determine the requirements, whether or not to meet City standards, as they would be the more likely candidates for annexation. In the third tier, rural standards would be applied and enforced. See **Table 4.2 – Development Standards**.

Annexation studies should be conducted on an annual basis to evaluate and consider potential annexations on a year-to-year time frame. These specific areas

should be identified and assessed in accordance with the objectives, actions, and annexation policies that are contained in this Comprehensive Plan, as well as complying with State and Federal statutes. The studies should include a detailed description of the areas, demographic analysis to ensure voting rights and address redistricting, fiscal analysis and a prioritization of the areas.

Annexation Policy Considerations

Clear policies for guiding future growth and annexations will help Farmington minimize the future costs of providing municipal facilities and services in newly annexed areas and reduce the complexity of annexation procedures. Annexation policies that may be considered:

- ❑ A long-range annexation plan for expansion of the corporate limits and extension of municipal facilities and services serves to guide the sequential development of annexation programs on an annual/periodic basis as needed.
- ❑ The future growth and development of the Farmington area needs to occur in an orderly and coordinated manner. Private land development, construction of public facilities (streets, water, sewer, drainage, etc.), and expansion of the city limits should occur in a phased, coordinated manner, in accord with federal and state laws.
- ❑ As the Farmington area continues to grow and expand, and as development densities increase along the fringe of the Platting and Planning Jurisdiction and in the water service area, the City needs to incorporate newly developed and developing areas and provide services to the expanding urban area.
- ❑ The City may use annexation to extend its jurisdiction to encompass certain critical public facilities and important growth areas that require protection and management. Zoning and other regulatory powers can then be applied by the municipality within its incorporated area.
- ❑ Annexation should ideally occur prior to or concurrent with development to coordinate the extension of public facilities and services in developing areas.
- ❑ When development occurs outside the corporate limits and immediate annexation is not feasible, the City should consider annexation agreements or other appropriate means to ensure that the future ability of the City to expand its limits is not unduly impeded.
- ❑ In situations where health, safety, environmental, general welfare, or other factors may override fiscal considerations, areas may be considered for annexation despite a less than satisfactory assessment of the fiscal impact.

Another Approach to Controlling Development Outside the City

Traditionally, Subdivision Regulations provide the primary controls for developing land, both inside and outside the city limits. In some cases development and infrastructure requirements have been waived and resulted in subdivisions that do not represent the best interests of the residents or the City. Currently, zoning is applied only to land uses within the city to determine the size of the lots, building setbacks and other development standards.

Since there is great interest in controlling new development, particularly land within the Platting and Planning Jurisdiction, consideration should be given to a provision in the *New Mexico Statutes Annotated 1978* (NMSA 1978) that provides for extraterritorial zoning. In Chapter 3, Article 21, Zoning Regulations, Section 3-21-2 through 3-21-3.2 provisions are available “in which

a municipal zoning authority may adopt a zoning ordinance within the municipal boundaries and shall have concurrent authority with the county to zone all or any portion of the territory within its extraterritorial zoning jurisdiction which is within (2) two miles of the boundary of any municipality having a population of twenty thousand or more, but less than two hundred thousand persons, provided such territory is not within the boundary of another municipality.”

Additional territory may be added if the governing bodies of a county and a municipality agree to place within the extraterritorial zoning jurisdiction of the municipality by agreement entered into pursuant to the provisions of the Joint Power Agreement Act [11-1-1 to 11-1-7 NMSA 1978], provided such additional territory is not within the boundary of another municipality and is contiguous to the exterior boundaries of the territory within the extraterritorial zoning jurisdiction of the municipality.” The extraterritorial zoning commission in a class A county would be called the “extraterritorial land use commission.”

GOAL, OBJECTIVES AND ACTIONS

In the development of the Comprehensive Plan, the Steering Committee developed a series of core goals for the community. The following are the goal, objectives and actions for Growth and Annexation.

Goal: Plan, guide, and facilitate new development, revitalization, and growth within the city limits and its planning and platting jurisdiction to ensure implementation of sound standards and orderly development.

Objective 5.1: Consistently apply the Subdivision Regulations within the Planning and Platting Jurisdiction.

Action 5.1.1: Reduce the number of waivers to the platting requirements for onsite facilities for sanitary sewer system, water system, streets, alleys, sidewalks, drainage, street signs, fire hydrants, and street lights.

Action 5.1.2: Develop standards appropriate for large lot development of greater than one acre, specifically in the Platting and Planning Jurisdiction where City standards may not be appropriate and city services will not be required or available in the foreseeable future.

Action 5.1.3: Develop more stringent requirements for the development of subdivisions particularly with respect to the provision of infrastructure.

Action 5.1.4: Consider a larger minimum lot size for septic systems.

Objective 5.2: Encourage infill development and downtown redevelopment.

Action 5.2.1: Rezone areas of suitable undeveloped land with existing infrastructure to provide opportunities for infill development.

Action 5.2.2: Allow appropriate residential uses in the downtown zoning districts.

Action 5.2.3: Apply building codes in an appropriate and sensitive manner to encourage redevelopment of existing older buildings that do not in any way circumvent safety.

Action 5.2.4: Consider incentives, lower permit and connection fees where City utilities and services are readily available.

Action 5.2.5: Develop a streamlined process for development on lots with existing adequate city services inside the city limits.

Objective 5.3: Provide for orderly annexation of new areas into the City.

Action 5.3.1: Use the three-tier (as defined on the 2020 Land Use Map) approach to annexation and development criteria with those tiers in the established standards.

Action 5.3.2: Develop annexation guidelines that include requirements for substandard subdivisions including mobile home parks and subdivisions to be brought up to code within specific periods of time.

Action 5.3.3: Apply annexation guidelines and policies when considering areas for annexation.

Objective 5.4: Consider establishing development standards and land use authority with San Juan County so that zoning may be applied to the areas within the Urban Service Boundary.

Action 5.4.1: Initiate new discussions with the County to consider and implement city/county zoning standards.

AREAS THAT MAY BE CONSIDERED FOR ANNEXATION

There are several areas that are contiguous to the City that may be candidates for annexation between now and 2010. These areas are further identified and shown on a **Figure 5.1 - Proposed Annexation Areas**. These areas may be considered by either petition annexations or using the Municipal Boundary Commission:

1. The "South Farmington" area south of Piñon Street including all areas north of the San Juan River, a large part of the Bisti Highway and area south of the San Juan River where there is both water and sewer.
2. Approximately one-quarter mile on Murray Drive east of Stewart and Stevenson.
3. Areas around the Sports Complex north of the airport in Sections 5 (and smaller parts of Sections 4 and 6), especially the parts of 30th Street and Piñon Hills Boulevard.
4. Parts of Sections 33 and 5 generally west of the Piñon Hills Boulevard and Dustin intersection, including the road right-of-way and adjoining land.
5. Unincorporated enclaves located north of Piñon Hills Boulevard that were previously excluded from the Hood Mesa Annexation. Most of these remain under BLM control, but one 40-acre enclave is in private ownership.
6. Commercial area on US Highway 64 southwest of Bluffview Valley Subdivision and a one-acre BLM enclave (possible future park site) adjacent to Wildflower Subdivision

As Farmington grows there will be a continuing need to balance new development with infrastructure demands. By establishing policies for growth and annexation and adhering to them, the City can control its future.

CHAPTER 6

TRANSPORTATION

A safe and efficient transportation system is essential to a city's economic growth as well as its quality of life. It consists not only of an integrated system of roadways, but includes alternative modes of transportation including bicycle ways, sidewalks and public transportation. The City's airport, provides for air transportation, but is considered more as a public facility.

The purpose of this transportation chapter is to identify local travel and mobility needs and address orderly development of the City's thoroughfare system. It includes an overview of existing transportation and travel characteristics, transportation planning criteria and facility design standards. Within this element is the new Farmington **Major Thoroughfare Plan** (MTP), a graphic representation that addresses transportation improvement needs over a 20-year planning period. By identifying the proposed street classifications and needs, the MTP will serve as the guide for current and future roadway requirements, rights-of-way, upgrades, improvements and extensions to the existing network of streets, roads and highways within the City and its Planning and Platting Jurisdiction. The Transportation element is closely coordinated with the Land Use and Downtown Neighborhoods chapters.

KEY ISSUES

In the development of the Comprehensive Plan, the Steering Committee, focus groups and City staff identified the following key issues.

- ❑ The City's regional trade center status requires that **the street system accommodate a large volume of non-local traffic**. There are concerns that **non-local traffic will intrude into local streets** and neighborhoods.
- ❑ There is an excessive amount of **traffic congestion** on Main Street and in the Mall/WalMart Area, especially from Hutton to Piñon Hills.
- ❑ Current requirements for **street widths** do not seem to provide for appropriate levels of service. Collector and minor arterial streets are undersized, whereas local streets are wide (40 feet from back-to-back of curb in a 50-foot wide right-of-way). Should the standards for width be reduced? The wider street width requires additional construction and maintenance funds and may encourage speeding.
- ❑ There is the potential for **adverse impacts from truck traffic** with completion of the four-lane widening of US 550 between Bloomfield and I-25 at Bernalillo, but the magnitude is unknown at this time.
- ❑ Truck traffic traveling north-south through the Wall/Main/Miller offset intersection is seen as a traffic and safety problem.
- ❑ There is **inadequate existing street connection** to the Crouch Mesa area. Southside River Road is a narrow road to Aztec paralleling the Animas River and East Main Street. It is currently inadequate for the higher volumes of traffic that continued area developments might bring.
- ❑ As the City grows, its small **transit system** is likely to increase in size and coverage. Greater subsidies will be required to support the system as the farebox revenue recovers much less than system costs.

- ❑ There is increasing interest in on and off road **bike and pedestrian facilities**.
- ❑ Ways are needed to **discourage speeding** and make the streets **more user-friendly**.

ROLE OF CITY GOVERNMENT

The City is responsible for the safe operation and maintenance of streets, traffic control and speed limits through the administration of Chapter 24, Streets and Sidewalks and Chapter 25, Traffic and Vehicles of the *Farmington Municipal Code*. Design and construction of new streets are controlled through the requirements of the Subdivision Regulations/Unified Development Code. The City works with State and Federal entities such as the Rural Planning Organization (RPO) on regional transportation issues

REGIONAL SETTING AND MAJOR THOROUGHFARES

In order to understand the relationship of the highways and streets to the mobility needs of the residents, the Thoroughfare Plan must begin by looking at the regional setting and the existing system, as shown in **Figure 6.1 – Regional Highway Network**. Located in the northwest corner of New Mexico, Farmington serves as a regional cultural, medical, educational, financial and

entertainment center for the Four Corner region. Two major highways in the National Highway System affect the City: US 64 that transects the City and US 550 to the east. The closest Interstate Highway is I-40, approximately 100 miles south of Farmington. Neighboring towns include Aztec, 10 miles to the northeast, Bloomfield, 12 miles to the east and Shiprock, 22 miles to the west. Nearby, US 160 runs east-west across the northern portion of Arizona and the southern portion of Colorado and through Durango, 50 miles north of Farmington. To the west is US 666, the north-south route from I-40 at Gallup,

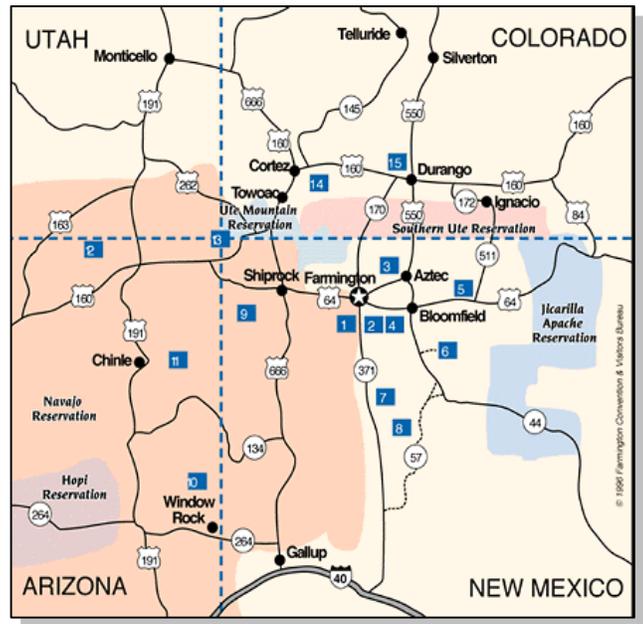


FIGURE 6.1 - REGIONAL HIGHWAY NETWORK

through Shiprock, and across the western portion of New Mexico and Colorado. Farmington and nearby Durango and Cortez have the only commercial air service airports within a 100-mile radius of Farmington.

The following are the regional highways in the Farmington region.

US Highway 64 (Bloomfield Highway) is the east/west highway through Farmington toward Bloomfield on the east and Shiprock on the west. US 64 extends from Nags Head, North Carolina, to Teec Nos Pos, Arizona, a total distance of 2,326 miles. As the major primary east-west trade and tourist route for northern New Mexico and the Four Corners area, it is a key trade route for economic development in northwest New Mexico, linking Farmington to Taos on the east, and to US 160 and the Grand Canyon on the west. The highway passes through downtown Farmington as **Broadway**, one block parallel to Main Street.

Murray Drive was designed as the bypass for US 64 to encourage trucks and through-traffic not to pass through Downtown.

US Highway 550 runs north/south between Aztec and Bloomfield, extending north from Aztec to Durango, Colorado and southeast from west of Bloomfield to I-25 north of Bernalillo. US Highway 550 is the primary trade and tourist route linking the northwest quadrant of New Mexico and the Albuquerque area. Formerly New Mexico **State Highway 44**, the 120-mile stretch of the two-lane highway was designated as part of US Highway 550, as of January 2000. Expansion to four lanes was completed in November 2001.

State Highway 516 (Main Street) extends 13 miles in the northeast/southwest direction from US 64 at Browning Parkway to US 550 at Aztec.

State Highway 170 (La Plata Highway) runs north/south from US 64 in Farmington to the New Mexico State Line, connecting via Colorado State Highway 140 to Durango and other points within Colorado.

State Highway 371 (Bisti Highway), also designated as the Vietnam Veterans Memorial Highway, runs north/south from US 64 in Farmington and provides access to Interstate Highway 40 at Thoreau, approximately 100 miles south of Farmington. This two-lane roadway traverses lengthy expanses of open area north of Gallup before winding its way down the mesa into Farmington from the south. It has a direct signalized connection to US 64 (Murray Drive).

Major Arterial and Collector Streets

Farmington's existing system of regional highways are supported in the City by a major street system that brings local traffic to and from the highway and provides interconnection between the highways. The following are some of the more significant local thoroughfares:

Browning Parkway (SH 516) is a four-lane highway that connects US 64 and Main Street (continuation of SH 516) on the east side of Farmington. It provides a bypass of downtown for traffic traversing between Bloomfield Highway (US 64) on the east and the commercial and residential destinations in the northeastern quadrant of the city.

Piñon Hills Boulevard traverses north Farmington in an east/west direction and intersects with State Highway 170 on the west side of the City and with State Highway 516 on the east side, and serves as a northern bypass of downtown for traffic traversing between SH 516 in the northeast and US 64 to the west. It passes through some of the more rapidly growing residential areas of Farmington. It is currently a two-lane roadway with sections of four-lane roadway near the major intersections that will become more heavily used as the area continues to develop. A direct connection from Piñon Hills to the Mall is made along English Road. An extension of Piñon Hills Boulevard from SH 516 across the Animas River has been under consideration for many years, which would connect the Crouch Mesa area east of Farmington to the commercial areas along SH 516.

30th Street also traverses north Farmington in an east/west direction and intersects with State Highway 170 on the west side of the City (via Piñon Hills Boulevard) and with State Highway 516 on the east side.

Murray Drive (US 64) is a four-lane relief truck route parallel to Main/Broadway approximately one mile south of downtown and serves as a bypass route around downtown for US 64. There are relatively few signalized intersections to interrupt the flow of traffic along Murray.

Southside River Road/Wildflower Parkway/Morningstar Drive connect traffic from the developments in the Crouch Mesa area to the eastern edge of town, at which point they can access the Browning Parkway to connect to US 64 or SH 516 or traffic can continue inward on Southside River Road to merge with Broadway. Some concerns have been expressed regarding high traffic volumes on Southside River Road.

20th Street /Municipal Drive/Airport Drive collect and distribute traffic around the north and west sides of the town center, connecting to both US 64 on the west and SH 516 on the northeast and serving as an inner northern bypass of downtown for SH 516. Access to the airport and the municipal (City, County, and State) service facilities is off Municipal Drive.

Dustin and Butler Avenues collect and distribute traffic in a north-south direction between the newly developing residential areas near Piñon Hills Boulevard and the downtown area, ending at Piñon Street, the southern end of Downtown. Butler is a three-lane roadway (one lane in each direction with a center turn lane) that operates at near capacity during peak periods.

Sullivan and Hutton Avenues collect and distribute traffic in a north-south direction between the residential areas near Piñon Hills Boulevard and Main Street/San Juan Boulevard on the east side of downtown.

Major Traffic Generators

The location and character of land uses that generate large numbers of trips influence traffic volumes and flow patterns. The following major traffic generators were identified and considered in reviewing the transportation system and developing the Transportation chapter.

The **Downtown Farmington/Civic Center/Animas Neighborhoods** and adjacent neighborhoods are from Main Street north to Apache and Broadway south to Animas between Airport Drive on the west and Butler Avenue on the east. The Downtown neighborhood contains regional banks, specialty shops, galleries, restaurants, County and State functions, cultural and civic facilities such as the Civic Center, the Gateway Museum, and the Library.

The **Animas Valley Mall**, a regional shopping center with over 60 shops, is located on Main Street (SH 516) at English Road in northeast Farmington. The area around the shopping center is also a very active commercial corridor with large retail and wholesale establishments (WalMart, Sam's Club, Target, OfficeMax) and a variety of restaurants and local businesses.

One of the premier community colleges in the nation, **San Juan College** is located on College Boulevard., south of Piñon Hills Boulevard and offers advanced technical training for a variety of technology related fields as well as academic and non-credit courses. Current enrollment exceeds 7,800.

The **Farmington Civic Center**, a principal site for community activities, meetings, cultural events, and conventions, is located north of Main Street at Arrington and Behrend.

The **City of Farmington Municipal Complex** on Municipal Drive is the location of most of the administrative offices of the city.

The **San Juan Regional Medical Center**, located on Maple Street, south of Broadway, is a major medical complex that is the regional provider of in-patient, out-patient, and trauma care.

The students and faculty of **Farmington High School** on Sunset at 20th Street and **Piedra Vista High School** on Piñon Hills Boulevard create daily and seasonal impacts on area traffic.

Four Corners Regional Airport provides commercial and general aviation service to Farmington and the Four Corners region. Located on top of a mesa are the airport terminal, fixed-based operations, and flight schools.

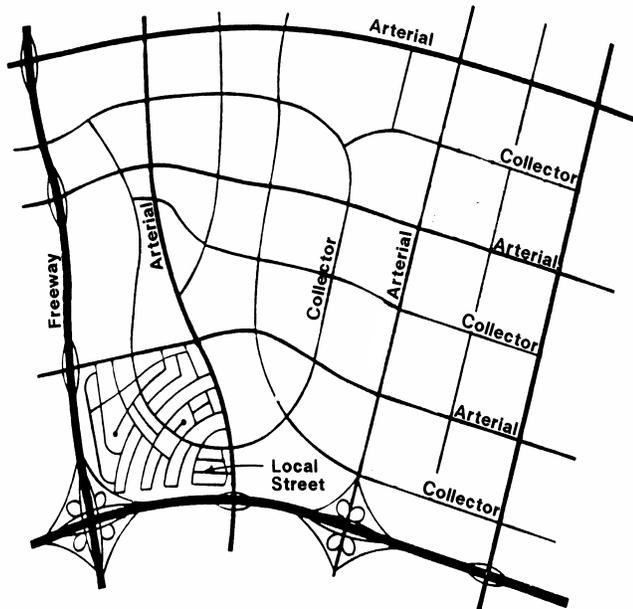
Thoroughfare Network

Functional Classification

The emphasis of the Major Thoroughfare Plan (MTP) is on the major streets within and surrounding the City that carry the majority of the City's traffic. The classification terms used to describe the three categories of street emphasized in the MTP are consistent with the New Mexico Highway and Transportation Department's "Functional Classification Map."

Roads and streets are grouped into functional classes according to the type of service they are intended to provide in terms of traffic movement and access. A schematic illustration of a functionally classified roadway network is shown in **Figure 6.2 – Example of a Functionally Classified Thoroughfare Network**.

**FIGURE 6.2
EXAMPLE OF A FUNCTIONALLY CLASSIFIED
THOROUGHFARE NETWORK**



Farmington’s Thoroughfare Plan includes the following functional classes:

- ❑ Principal Arterial
- ❑ Minor Arterial
- ❑ Collector
- ❑ Local/Residential streets

Criteria used in determining the functional classifications of roadways are shown in **Table 6.1– Thoroughfare Classification System**. Classification is based on each roadway's functional role in the overall network, the existing and future travel patterns and areas served.

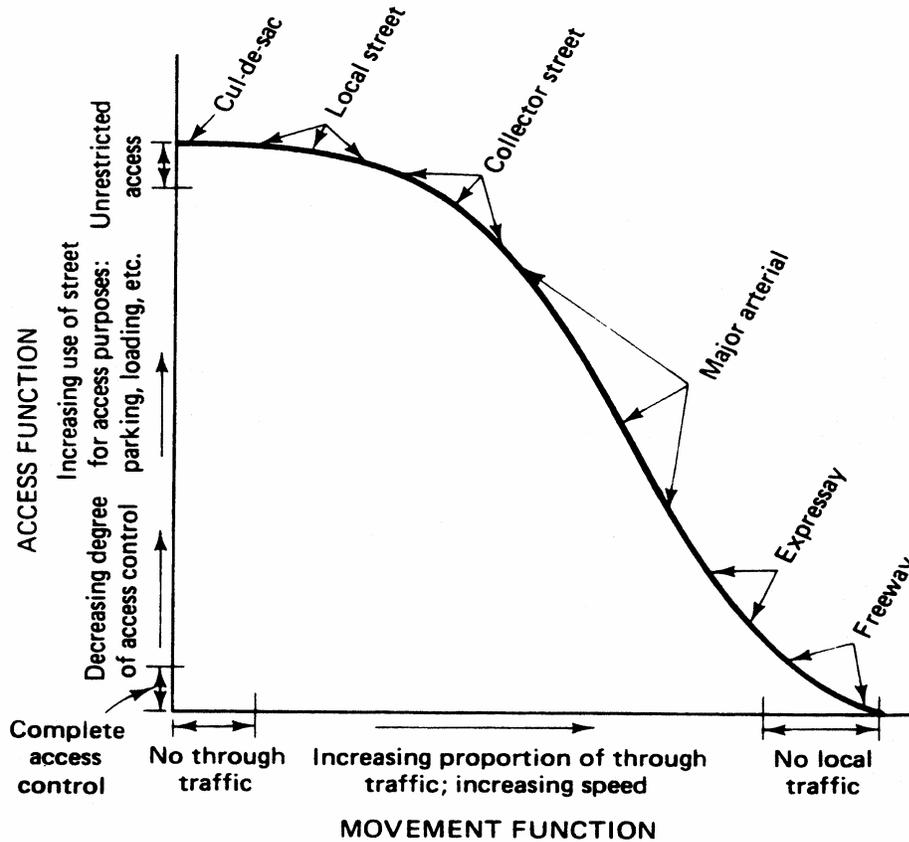
**TABLE 6.1
THOROUGHFARE CLASSIFICATION SYSTEM**

Criterion	Principal Arterial	Minor Arterial	Major/Minor Collector	Local Street
Functional Role	Mobility is primary, Access is secondary; Connects highways and other Arterials	Connect Principal Arterials and lower classes Access is secondary	Collects traffic; Connect Arterials to Local Streets; also land access	Access is primary; Little through movement
Roadway Continuity	Connect Highways, Arterials and lower classes; Connect major activity centers	Connect Principal Arterials to lower classes	Continuous in spaces between Arterials. Connect Arterials to local streets; extend across Arterials	Discontinuous Connect to Collectors
Purpose	Serve trips entering and leaving the urban area as well as trips within	Serve shorter distance trips than principal arterials.	Provide direct access to residential, commercial and other land uses.	Provide direct access to residential and commercial properties.
Roadway Length	Usually more than 5 miles long	Usually more than 3 miles long	Varies from about 1/2 mile to 2 miles	Generally less than 1 mile long
Traffic Volumes	12,000 to 50,000 VPD	3,500 to 18,000 VPD	1,500 to 8,000 VPD	100 to 1,500 VPD
Desirable Spacing	2 miles or more between Principal Arterials	Generally 1/2 to 2 miles between Minor Arterials	Generally 1/4 to 1/2 miles between Collectors	Varies with block length, min. >125 ft.
Posted Speed	40 to 55 mph	30 to 45 mph	30 mph or less	20 to 30 mph
Peak Period Speeds	30 to 35 mph	20 to 35 mph	-	-
Access	Intersect with Arterials, Collectors and Local Streets; Restricted driveway access	Intersect with Arterials, Collectors, and Local Streets, Limited driveway access	Intersect with Arterials and Local Streets; Driveways permitted	Intersect with Collectors and Arterials; Driveways permitted
On-Street Parking	Restricted	Restricted	Generally permitted	Permitted
Intersections	Intersections should be designed to limit speed differentials between turning vehicles and other traffic to no more than 10 to 15 mph		Higher speed differential and closer intersection/access spacing can be used than on Arterials	
Percent of Roadway Network	5 to 10 percent	15 to 25 percent	5 to 10 percent	65 to 80 percent
Percent of Total Motor Vehicle Travel	30 to 40 percent	40 to 60 percent	-	-
Community Relationship	Define neighborhood boundaries	Define and traverse neighborhood boundaries	Internal and traverses boundaries	Internal
Through Truck Routes	Yes	Permitted	No	No
Bikeways	No	Limited	Yes	Yes
Sidewalks	Yes	Yes	Yes	Yes

Traffic Movement Versus Land Access

One important principal of thoroughfare planning is the "traffic movement function versus land access" function. Each class of street shares a portion of each function, as illustrated by the graph in **Figure 6.3, Traffic Movement Versus Land Access**.

**FIGURE 6.3
TRAFFIC MOVEMENT VERSUS LAND ACCESS**



For Principal Arterials, emphasis is placed upon the movement function--moving vehicles across town with a controlled number of intersecting streets and driveways that conflict with the movement of traffic. Piñon Hills Boulevard is the best example of a street where the traffic movement is of primary importance. Land access is allowed, but it is carefully regulated to avoid the traffic-slowng congestion that turning movements onto and off of the street create.

On the opposite side of the scale, the function of local streets is to provide access to adjoining land. A residential cul-de-sac is one example--the traffic service function is non-existent. In theory, only trips having an origin or destination at a lot on the cul-de-sac would be made on such a street.

On many other streets, the two functions are shared more evenly. Main Street downtown is an example of a Principal Arterial street where both access *and* movement are emphasized. The mix results in a relatively high level of traffic congestion, particularly during peak shopping periods. In other words, traffic movement is sacrificed for the benefit of land access.

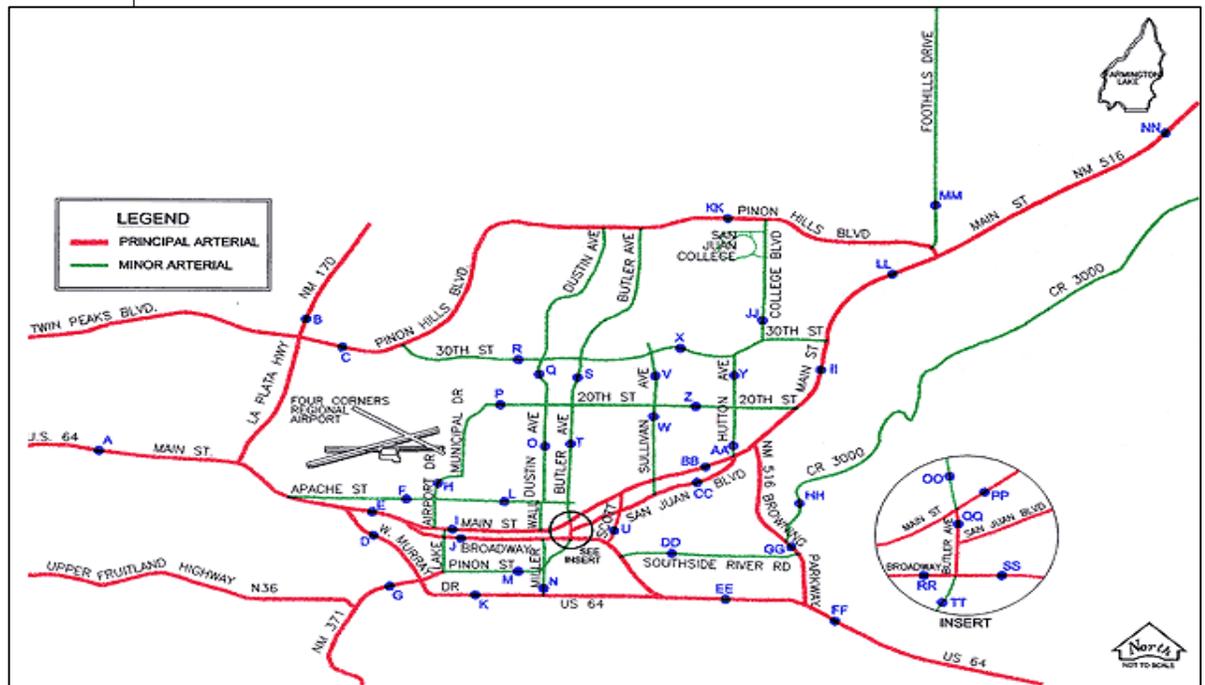
Wilbur Smith Associates
Four Corners Planning, Inc
McGinty
Southwest Planning & Marketing
Duncan Associates
William Freimuth Architecture

Both functions are important. Without the land access function being served, motorists would be trapped in their cars with no ability to arrive at a destination. As a regional retail hub, it is vital to the local economy that motorists in Farmington have access to stores and businesses. It is equally important that the street network allow traffic to flow smoothly and safely within and through the city for all other trips.

Traffic Operations

The accommodations of traffic volumes are an important determinant in the transportation system’s ability to serve area travel demands. The average daily traffic volume counts for area roadways in 1999 are shown in **Figure 6.4 – Daily Traffic Volumes**. The measured traffic volumes identify existing travel patterns and desire lines. Areas of congestion indicate corridors that need enhanced capacity considerations.

FIGURE 6.4 - AVERAGE DAILY TRAFFIC VOLUMES 2001



A	20,464*	K	14,912	U	17,674*	EE	24,361*	OO	13,592
B	5,918	L	9,513	V	6,375	FF	32,492*	PP	25,187
C	11,768	M	7,844	W	8,091	GG	20,846	QQ	11,959
D	13,566	N	5,798*	X	12,113*	HH	4,117*	RR	20,497
E	23,094	O	5,273	Y	7,114	II	47,350	SS	17,135
F	7,700	P	13,324	Z	22,431	JJ	12,292	TT	7,969
G	12,065	Q	5,885	AA	7,399	KK	11,553		
H	8,077	R	10,374	BB	25,499	LL	31,384		
I	13,099*	S	12,811	CC	18,443	MM	7,222*		
J	13,704	T	11,972*	DD	7,174	NN	23,935		

Source: City of Farmington
 * Denotes 1999 Count Data

For evaluation purposes, general guidelines developed by the National Academy of Sciences Transportation Research Board from its publication, *The Highway Capacity Manual* (HCM) were used. The HCM identifies a comparative quality of operation on roadways based upon the number of cars per travel lane during a one-hour period, for various types of roadway, as shown in **Table 6.2 – Typical Service Volumes for Urban Streets**. Level of Service (LOS) is used as a measure to represent different gradations of flow conditions, with LOS A being essentially free flow, LOS B through D becoming gradually more congested, LOS E being very congested, and LOS F extremely congested. LOS D represents moderate congestion, a condition that should be a tolerable quality of service for peak traffic period conditions in Farmington.

**TABLE 6.2
TYPICAL SERVICE VOLUMES FOR URBAN STREETS**

Lanes	Service Volumes (vehicles/hour)				
	A	B	C	D	E
Class I					
1	n/a	860	930	1020	1140
2	n/a	1720	1860	2030	2280
3	n/a	2580	2780	3050	3430
4	n/a	3450	3710	4060	4570
Class II					
1	n/a	n/a	670	850	890
2	n/a	n/a	1470	1700	1780
3	n/a	n/a	2280	2550	2670
4	n/a	n/a	3090	3400	3560
Class III					
1	n/a	n/a	480	780	850
2	n/a	n/a	1030	1600	1690
3	n/a	n/a	1560	2410	2540
4	n/a	n/a	2140	3220	3390
Class IV					
1	n/a	n/a	540	780	800
2	n/a	n/a	1200	1570	1620
3	n/a	n/a	1900	2370	2430
4	n/a	n/a	2610	3160	3250

Source: Transportation Research Board, *Highway Capacity Manual 2000*, Exhibit 10-7.

**TABLE 6.3
TYPICAL CHARACTERISTICS OF ROADWAY TYPES**

	Roadway Class			
	I	II	III	IV
Signal Density (signals/mile)	0.8	3	5	10
Free-flow speed (MPH)	50	40	35	30
Effective green ratio out of entire cycle	0.45	0.45	0.45	0.45
Free flow rate (veh/lane/hr of green)	1850	1800	1750	1700
% left turns, % right turns	10	10	10	10
Left turn bay at intersections	yes	yes	yes	yes

Source: Transportation Research Board, *Highway Capacity Manual 2000*, Exhibit 10-7.

Roadway classification characteristics for traffic analysis are described in **Table 6.3 - Typical Characteristics of Roadway Types**. Actual roadway characteristics differing from these values may produce different Level of Service break points from those shown in Table 6.2. Application of these Level

of Service (LOS) criteria to selected roadway segments is illustrated in the following assessments of key Farmington thoroughfares.

Butler Avenue, from Apache to 20th, has three lanes, one travel lane in each direction plus a center turn lane, and has a 30 MPH posted speed limit. There are two signals in this 1.0-mile segment, and Butler receives about 70% of the signal green time. From Table 6.3, it is determined that Butler is designed to function as a Class IV roadway. The daily traffic volume in 1999 was 11,972. Assuming that the peak hour of traffic accounts for 10 percent of the daily traffic (typical values are normally between 9 and 12 percent), Butler is servicing approximately 1,200 vehicles per hour total in both directions. Assuming a 60% to 40% (60/40) inbound/outbound split of traffic, the one outbound lane services approximately 720 vehicles per hour. From Table 6.2, it is read that for Class IV and one travel lane, a volume of 540 vehicles per hour or less would operate at LOS C, and volumes ranging from 541 to 780 vehicles per hour indicate a LOS D operation. Though the table indicates that Butler operates at LOS D during the peak hour in the peak direction, Butler gets more green time (70/30 split) than the typical values shown in Table 6.3 (about a 50/50 split) that are assumed in creating the values in Table 6.2. To adjust for the greater signal green time, the service volumes in Table 6.2 are multiplied by the ratio of the actual versus assumed green time ratios, in this case approximately $0.7/0.5=1.4$. Thus, the break point between LOS C and LOS D increases from 540 to 750, and the traffic volumes of 720 vehicles per hour are estimated to operate at LOS C.

20th Street, from Butler to Main, has five lanes, two travel lanes in each direction plus a center turn lane and has a 35 MPH posted speed limit. 20th receives about 60% of the signal green time. From Table 6.3, it is determined that Butler is designed to function as a Class III roadway. The daily traffic volume in 2001 was 22,431. Assuming that the peak hour of traffic accounts for 10 percent of the daily traffic, 20th is servicing approximately 2,250 vehicles per hour total in both directions. Assuming a 60/40 inbound/outbound split of traffic, the two outbound lanes service approximately 1,350 vehicles per hour. From Table 6.2, it is determined that 20th Street operates at Level-of-Service D during the peak hour in the peak direction. A minor modification for green time distribution favoring 20th Street moves the LOS C break point to 1,236, leaving the estimated LOS D unchanged.

Main Street, from 20th to 30th, has seven lanes, three travel lanes in each direction plus a center turn lane, and a 35 MPH posted speed limit. Main receives about 60% of the signal green time. From Table 6.3, it is determined that Main is designed to function as a Class III roadway. The daily traffic volume in 2001 was 47,350. Assuming that the peak hour of traffic accounts for 10 percent of the daily traffic, Main is servicing approximately 4,750 vehicles per hour total in both directions. Assuming a 70/30 inbound/outbound split of traffic, the three outbound lanes service approximately 3,325 vehicles per hour. From Table 6.2, it is determined that this section of Main operates at LOS E during the peak hour in the peak direction. However, Main gets more green time (80/20 split) than the typical values shown in Table 6.3 (about a 50/50 split). A modification for green time distribution favoring Main Street moves the LOS C break point to 2,500 and the LOS D break point to 3,850, changing the estimated operations to LOS D.

Piñon Hills Boulevard, from College to Main, has two lanes with left turn bays and acceleration and deceleration lanes. There are two signals in the 1-1/2 mile segment and a 50 MPH posted speed limit. Piñon Hills receives about 70% of the signal green time. From Table 6.3, it is determined that Piñon Hills is designed to function as a Class I roadway. The daily traffic volume in 2001 was 11,553. Assuming that the peak hour of traffic accounts for 10 percent of the daily traffic, Piñon Hills is servicing approximately 1,150 vehicles per hour total in both directions. Assuming a 60/40 inbound/outbound split of traffic, the three outbound lanes service approximately 690 vehicles per hour. From Table 6.2, it is determined that Piñon Hills operates at LOS B during the peak hour in the peak direction.

Murray Drive (US 64), from Broadway to Bisti, has five lanes, two travel lanes in each direction plus a center turn lane, and a 40 MPH posted speed limit. Murray receives about 70% of the signal green time. From Table 6.3, it is determined that Murray is designed to function as a Class II roadway. The daily traffic volume in 2001 was 14,912. Assuming that the peak hour of traffic accounts for 10 percent of the daily traffic, Main is servicing approximately 1,500 vehicles per hour total in both directions. Assuming a 60/40 inbound/outbound split of traffic, the three outbound lanes service approximately 900 vehicles per hour. From Table 6.2, it is estimated that Murray can service up to 1,470 vehicles at LOS C during the peak hour in the peak direction, and up to 1,700 at LOS D. The impact of heavy vehicles in the traffic flow is significant, with trucks equal to some 2 to 5 equivalent passenger cars depending on the gradient of the roadway.

Browning Parkway (SH 516), from Main to US 64, has five lanes, two travel lanes in each direction plus a center turn lane and a 45 MPH posted speed limit. There are two signals in this 1.7-mile segment, and Browning Parkway receives about 70% of the signal green time. From Table 6.3, it is determined that Main is designed to function as a Class I roadway. The daily traffic volume in 2001 was 20,846. Assuming that the peak hour of traffic accounts for 10 percent of the daily traffic, Browning Parkway is servicing approximately 2,100 vehicles per hour total in both directions. Assuming a 60/40 inbound/outbound split of traffic, the two outbound lanes service approximately 1,260 vehicles per hour. From Table 6.2, it is estimated that Browning Parkway operates at LOS B during the peak hour in the peak direction.

Traffic Impact Assessments

Many communities in the United States have established permitting criteria that require the conduct of a Traffic Impact Assessment (TIA) for developments exceeding certain size thresholds. The TIA provides information on the volumes of traffic that is anticipated to be generated by the development, and the traffic level of service that would result by adding site traffic onto background traffic for the specified planning horizon year. The findings of the TIA can assist in identifying needed roadway infrastructure improvements to accommodate planned improvements and traffic growth in the vicinity of the development. Some communities utilize this information to assess traffic impact fees or to develop cost sharing strategies for advancement of public infrastructure improvement projects to meet development schedules. This would require establishment of supporting policies within city zoning and permitting requirements.

GOAL, OBJECTIVES, AND ACTIONS

Goals, objectives, and actions form the basis of the Comprehensive Plan and will serve in guiding future thoroughfare development decisions in Farmington. The following goal was created based upon input from citizens and Steering Committee members, as presented in Chapter 2 -Vision and Goals.

Goal: Facilitate, provide, and maintain an integrated, multi-modal transportation system to accommodate the movement of all people and goods while maintaining a realistic balance of safety, convenience and efficiency.

Objective 6.1: Monitor and program needed improvements to the thoroughfare system to provide a safe and well-maintained network of freeways, arterials, collectors, and local streets.

- Action 6.1.1: Identify needed street improvement projects and include them in the five-year Capital Improvements Plan.
- Action 6.1.2: Improve coordination between the City department heads and public and private utilities to prevent untimely and unnecessary pavement cuts within City streets.
- Action 6.1.3: Continue to require quality inspections and development standards to ensure quality street construction.
- Action 6.1.4: Consider developing a roadway impact fee for new development to pay for off-site improvements (street widening and traffic signals) required by the new development.
- Action 6.1.5: Continue to link the Pavement Management System with the Capital Improvements Plan.
- Action 6.1.6: Complete the Wall Avenue/Miller Avenue alignment study (Apache street to Broadway) including an assessment of the potential impact on Dustin Avenue north of Apache Street.
- Action 6.1.7: Update the Butler Avenue Corridor Plan including re-examination of land use, right-of-way, and traffic capacity issues.

Objective 6.2: Maintain and extend the unified thoroughfare system providing a balanced network of highways, arterials, collectors, and local streets.

- Action 6.2.1: Use the Capital Improvements Plan to program appropriate street extensions into newly developed or undeveloped areas to ensure that they are carefully planned and timed.
- Action 6.2.2: Use the Subdivision Regulations/Unified Development Code to restrict direct access from thoroughfares to neighborhoods.
- Action 6.2.3: Develop and adopt hierarchical functional classifications with street design standards for arterial and collector streets.

- Action 6.2.4: Evaluate new street width standards (particularly for local streets), giving consideration to safety issues, sidewalk needs, construction/maintenance costs, and neighborhood compatibility.
- Action 6.2.5: Revise the Zoning Ordinance/Subdivision Regulations in the Unified Development Code to include specific buffering and setback requirements to mitigate impacts of lots contiguous to thoroughfares.
- Action 6.2.6: Revise the Zoning Ordinance/Subdivision Regulations in the Unified Development Code and other codes to ensure land uses along thoroughfares do not impede traffic through inappropriate placement of driveway entrances and exits, school zones, and intersecting streets.
- Action 6.2.7: Continue to seek state and federal funding directed at improving traffic conditions.

Objective 6.3: Maintain Truck Route and Bypass.

- Action 6.3.1: Maintain and enhance the attraction and accommodation of truck and bypass traffic on Murray Drive to relieve traffic activity on Broadway.
- Action 6.3.2: Install more directional signage to the bypass route for trucks and through traffic on Main Street, Browning Parkway to Murray Drive.
- Action 6.3.3: Monitor truck traffic volumes coming into Farmington on the major highways, most notably US 64 and SH 516, to document impacts of upgraded US 550 and general growth in commerce.

Objective 6.4: Provide safe and convenient public transit to benefit the mobility challenged citizens of the city as an alternative mode of transport, and encourage its utilization.

- Action 6.4.1: Evaluate current system ridership and potential demand for existing and improved or modified service.
- Action 6.4.2: Plan for future expansion of the Red Apple Transit System to serve additional territory when demand is determined.
- Action 6.4.3: Seek to obtain appropriate state and federal transportation funds to support the expansion and maintenance of Red Apple Transit System.
- Action 6.4.4: Continue to encourage the utilization of federal funds aimed at subsidizing trips for the young, elderly, low-income, and persons with disabilities on paratransit alternatives (dial-a-ride service, subsidized taxi, travel vouchers).
- Action 6.4.5: Assess the potential and need to participate with Aztec, Bloomfield and the unincorporated areas in a subregional transit system.

Objective 6.5: Implement the Bikeway Plan to serve both recreation and alternative transportation needs of residents.

- Action 6.5.1: Encourage new subdivisions to dedicate rights-of-way for bikeways, separate from streets where appropriate, or otherwise include within street rights-of-way.
- Action 6.5.2: Revise the Subdivision Regulations/Unified Development Code to require the incorporation of bikeways in the design of new streets.
- Action 6.5.3: Establish a bikeway task force of users to further develop and monitor the Bikeway Plan that includes a review of alternative funds for construction and maintenance.
- Action 6.5.4: Work with appropriate entities to consider the potential to use pipeline rights-of-way and irrigation ditches for bikeways.

Objective 6.6: Provide a safe and continuous system of sidewalks and pedestrian walkways.

- Action 6.6.1: Continue to include in the Capital Improvements Plan the construction, repair, reconstruction, and improvement of sidewalks to better meet the needs of persons with disabilities, elderly and children.
- Action 6.6.2: Revise the Major Thoroughfare Plan, Zoning Ordinance, and Subdivision Regulations in the Unified Development Code to ensure better pedestrian access near schools and in commercial, residential, and industrial areas.
- Action 6.6.3: Develop a sidewalk needs assessment for Safe Walk to School and significant neighborhood and commercial connections that identifies needed sidewalk construction and repair.
- Action 6.6.4: Develop special assessment districts to generate revenues for the construction of new sidewalks identified through the sidewalk needs assessment.
- Action 6.6.5: Enforce and amend, as necessary, the Final Plat Requirements of the Land Subdivision Regulations/Unified Development Code to ensure construction of sidewalks.
- Action 6.6.6: Provide pedestrian crosswalks, crossing signs, warning lights and/or overpasses on major thoroughfares, and streets with high traffic volumes.

Objective 6.7: Ensure transportation linkages to areas beyond the San Juan Basin in order to support future growth of the economy.

- Action 6.7.1: Continue to require sufficient easements for natural gas pipelines and electric transmission lines.
- Action 6.7.2: Review the oil and gas well ordinances pertaining to the proximity of pipelines to buildings to ensure adequate safety measures.

- Action 6.7.3: Plan for the long-term development and expansion of regional air transportation.
- Action 6.7.4: Nominate SH 170 between Farmington and the New Mexico state line for designation as a Scenic Byway, under the Scenic and Historic Byways Program of the New Mexico State Highway and Transportation Department.
- Action 6.7.5: Work with the New Mexico State Highway and Transportation Department, state legislators, and economic development agencies to continue improving regional highway access, including SR 371 and US 666.

MAJOR THOROUGHFARE PLAN

Thoroughfare planning results in an orderly, efficient transportation system and ensures the preservation of adequate rights of way and appropriate alignments for existing and future major thoroughfares. Such planning influences the pattern of land development in the city and therefore is interrelated with other components of comprehensive planning and urban development. There has been planning for existing and proposed thoroughfares in Farmington since the mid 1950s. The Major Thoroughfare Plan (MTP) was last amended in 1997.

The recommended new Major Thoroughfare Plan (MTP) is displayed in **Figures 6.5 and 6.5A - Major Thoroughfare Plan**. The MTP is a map that identifies the existing and proposed thoroughfare system of arterials, collectors and local streets. The MTP serves as the City's general plan for guiding thoroughfare system development, including planned widening and extension of its roads, streets, and public highways. The plan indicates the needed rights-of-way, general alignments and typical sections for planned new roadways. Proposed alignments and actual alignments may vary depending on future development. The MTP should be considered in platting of subdivisions, right-of-way dedication and construction of major roadways. The MTP does not show future alignments for new local streets, because these streets function principally to provide access to adjacent land and future alignments may vary depending upon specific development plans.

The MTP represents a functional, feasible plan and classification scheme for Farmington's existing and future major streets. Existing major streets are color-coded and classified according to their relative function within an overall street circulation system. Where existing streets tend to carry more than ideal traffic volumes, extensions, and new street developments are anticipated to increase capacity or divert the traffic load.

Many of the new streets proposed by the MTP will function to: serve newly developing areas of town, provide better access to existing trip-generating land uses and more evenly distribute existing and projected traffic loads. One of the principal characteristics of the MTP is the projection of additional major street river crossings. These new river crossings, in conjunction with other major street development, will provide Farmington with an effective street system for both existing and future residents.

Except where specific alignments have been adopted by the City Council, proposed alignments shown on the accompanying map are not intended to reflect specific routes, but instead reflect schematic connections, the specific location of

which will be determined in connection with private development initiatives or City-sponsored right-of-way surveys. In some instances, proposed routes are shown following existing oil and gas roads. Exact alignments may vary, depending upon development plans for adjoining lands. Upon actual construction, future thoroughfare alignments may vary by several hundred feet from those shown on the MTP map.

In the interest of keeping the MTP as current as possible, prioritization of street projects is not to be listed as part of the Plan. As noted above, most near and mid-term major street projects are addressed annually through the budget process. Additionally, anticipated major street projects are listed in the City's five-year Capital Improvements Plan (CIP) and Infrastructure Capital Improvements Plan (ICIP).

Advance planning for major street construction is critical as many projects require significant participation from the New Mexico Highway and Transportation Department, and thus must be placed on the State's five-year plan.

Thoroughfare Planning Principles

Population growth and expansion of the city and its Planning and Platting Jurisdiction make it necessary to review and update the MTP and expand the geographic scope of the MTP map. Not all areas of the Plan map contain existing or proposed major streets. Much of the area covered by the map, particularly the northern one-third and several square miles in the far southeast portion of the map, is BLM land having uncertain development potential. Additionally, the southwest corner of the map includes portions of the Navajo Indian Reservation, where the City has no authority for major street planning.

The process of amending and updating the MTP reaffirms the importance of establishing an efficient and coordinated transportation network to serve the city's growing population and expanding area of development. As in the past, for the foreseeable future, the automobile will continue to be the most significant transportation mode, necessitating the development of new streets and the improvement of existing streets. Through adoption of this MTP amendment and careful monitoring of building activity in the City and its Planning and Platting Jurisdiction, major street rights-of-way can be protected for future use and segments of the proposed streets can be developed in conjunction with subdivisions and other developments.

Assignment of streets (both existing and proposed) to one of the three thoroughfare classifications is determined largely by "future intended function"--not solely by the street's current function. That criterion helps to explain why some street segments are assigned thoroughfare status even though existing traffic volume or right-of-way width falls short of the standard for a particular category of thoroughfare.

City staff must continue to study existing major and minor streets to determine rights-of-way and traffic control needs and other problems related to existing street improvements. This information will be used to determine priorities for a systematic street development and improvement program. Implementation of program improvements will be driven by new private developments, subdivisions, improvement districts and, in some cases, through the City's annual Capital Improvements Budget. The City will continue to seek State and Federal funding, particularly through the "Municipal Arterial" and "Co-op" programs.

Implementation of the MTP, a long-range planning tool, is also linked to the City's CIP and the companion ICIP. These two mid-range planning tools guide the timing of future thoroughfare development and other street network and traffic control improvements where the City takes the lead. Timing of some major street segments will be dictated by private development initiatives. This, coupled with ever-present funding and land development uncertainties, makes it impossible to precisely schedule future thoroughfare development more than a few years into the future.

Standard Street Cross-Sections

Cross-sections of a roadway are related to anticipated traffic volumes and design capacity to provide a desired level of service, but also to the desired pedestrian accommodations and streetscape. The Standard Cross-Sections, outlined in **Table 6.4 – Standard Cross-sections For Major Thoroughfares, Secondary Thoroughfares, And Collectors**, were previously adopted by the City of Farmington. The table identifies criteria for rights-of-way and pavement width. Standard roadway cross-sections should be used in all newly developing areas and when possible when making improvements in existing developed areas. However, special and unique cases may arise where existing physical conditions and development constraints will conflict with the need for providing a roadway to the required right-of-way width and cross-section. These circumstances require a degree of flexibility in the implementation of the MTP, and minimum design criteria and cross-sections may have to be applied.

**TABLE 6.4
STANDARD CROSS-SECTIONS FOR MAJOR THOROUGHFARES,
SECONDARY THOROUGHFARES, AND COLLECTORS**

Classification	Right-of-Way Width (Feet)	Paving Width (Feet)
Major thoroughfare	100	64 (with median)
Secondary thoroughfare	80	64
Collector street	60	48
Minor industrial or commercial street	60	48
Minor residential street	50	40
Marginal access street	40	36
Dead-end street	50	40
Alley	20	-

Source: City of Farmington

A revised set of Standard Street Cross-sections to accompany the new Thoroughfare Plan is presented in **Table 6.5 – Proposed New Standard Cross-sections**. These new sections simplify the definition of roadway designations, while reducing pavement requirements for local and collector streets.

**TABLE 6.5
PROPOSED NEW STANDARD CROSS-SECTIONS**

Street Classification	Right-of-Way Width (Feet)	Paving Width, to Back of Curb (Feet)
Highway	120	80
Principal Arterial	80	65
Minor Arterial	60	40
Collector	60	40
Local	50	30

Source: Wilbur Smith Associates

The new 40-foot pavement design standard for a collector street is a reduction from the previous requirement of 48 feet, but still allows for (8-foot) curbside parking while maintaining two (12-foot) travel lanes. Traffic calming of residential streets can be more readily accomplished by the provision of 30 feet of pavement width or less. Consideration should be given to changing the paving width for Local Streets, (including Marginal Access Streets and Dead-End Streets) to 30 feet, rather than the current 40 feet, with allowances for even narrower streets under special conditions.

Note: Illustrations of cross-sections may be found in *Design and Construction Standards with Technical Specification, City of Farmington, New Mexico, Community Development*.

Thoroughfare Requirements and Standards

Outlined in the following text are typical criteria for certain characteristics of street and land development, incorporated as a part of a City’s thoroughfare development standards, Zoning Ordinance and Subdivision Regulations/Unified Development Code in the city and in the Platting and Planning Jurisdiction.

The general **location and alignment of thoroughfares** must be in conformance with the Thoroughfare Plan. Subdivision plats should provide for dedication of needed rights-of-way for thoroughfares within or bordering the subdivision. Any major changes in thoroughfare alignment that are inconsistent with the plan require the approval of the Planning and Zoning Commission and City Council through a public hearing process. A major change would include any proposal that involves the addition or deletion of established thoroughfare designations, or changes in the planned general alignment of thoroughfares that would affect parcels of land beyond the specific tract in question.

The **pavement width and rights-of-way width** for thoroughfares and other public streets should conform to minimum City standards unless the Planning Commission grants a waiver. Properties proposed for subdivision that include or are bordered by an existing thoroughfare with insufficient right-of-way width should be required to dedicate land to compensate for any rights-of-way deficiency of that thoroughfare. When a new thoroughfare extension is proposed to connect with an existing thoroughfare that has narrower rights-of-way, a transitional area should be provided.

Existing streets in adjacent areas should be continued and, when an adjacent area is undeveloped, the street layout should provide for future **projection and continuation of streets** into the undeveloped area. In particular, the arrangement

of streets in a new subdivision must make provision for continuation of rights-of-way for the principal existing streets in adjoining areas – or where new streets will be necessary for future public requirements on adjacent properties, which have not yet been subdivided. Where adjacent land is undeveloped, stub streets should include a temporary turnaround to accommodate fire apparatus.

Locations of new intersections of subdivision streets with existing thoroughfares within or bordering the subdivision should be planned to align with existing intersections, where feasible, to avoid creation of off-set or "jogged" intersections and to provide for continuity of existing streets, especially Collectors and higher classes of thoroughfares.

The **angle of intersection** for street intersections should be as nearly at a right angle as possible. Corner cutbacks or radii should be required at the acute corner of the right-of-way line, to provide adequate sight distance at intersections.

Offset or "jogged" street intersections should have a minimum separation of 125 feet between the centerlines of the intersecting streets.

Cul-de-sac streets should have a maximum length of no more than 500-600 feet measured from the connecting street centerline to centerline of radius point, with a paved turnaround pad of at least 60 feet and a right-of-way at least 50 foot radius in residential areas. As an alternative, the street length may be longer if there is a density of no more than 24 lots. Cul-de-sacs should generally be discouraged in commercial and industrial developments, however when used there should be at least 180 feet radius of paving with a 100 foot right-of-way radius in commercial and industrial areas.

Subdivision layout should generally avoid the creation of **residential lots fronting on Arterials**, with direct driveway access to the Arterial street. Lots should be accessed from Collector or Local/Residential streets within or bordering the subdivision or an auxiliary street designed to accommodate driveway traffic.

Subdivision layout should minimize the arrangement of **residential lots fronting on Collectors**, particularly within 180 feet of an intersection. To the extent possible, lots should be accessed from local residential streets.

Requirements and guidelines for the **geometric design of thoroughfares and public streets** should be provided in the City's Subdivision Ordinance (or Unified Development Code) and standard specifications. This includes special provisions for lot width and building setbacks on corner lots to preserve sight distances at adjacent intersections.

The Planning and Zoning Commission should not approve a plat containing **private streets** unless the proposal to use private streets has been previously approved by the City Council and adequate assurances are provided for long-term maintenance and eventual replacement as well as public safety and utility access.

Within the boundaries of a subdivision, **sidewalks** should be installed on both sides of Arterials, Collectors and Local/Residential Streets.

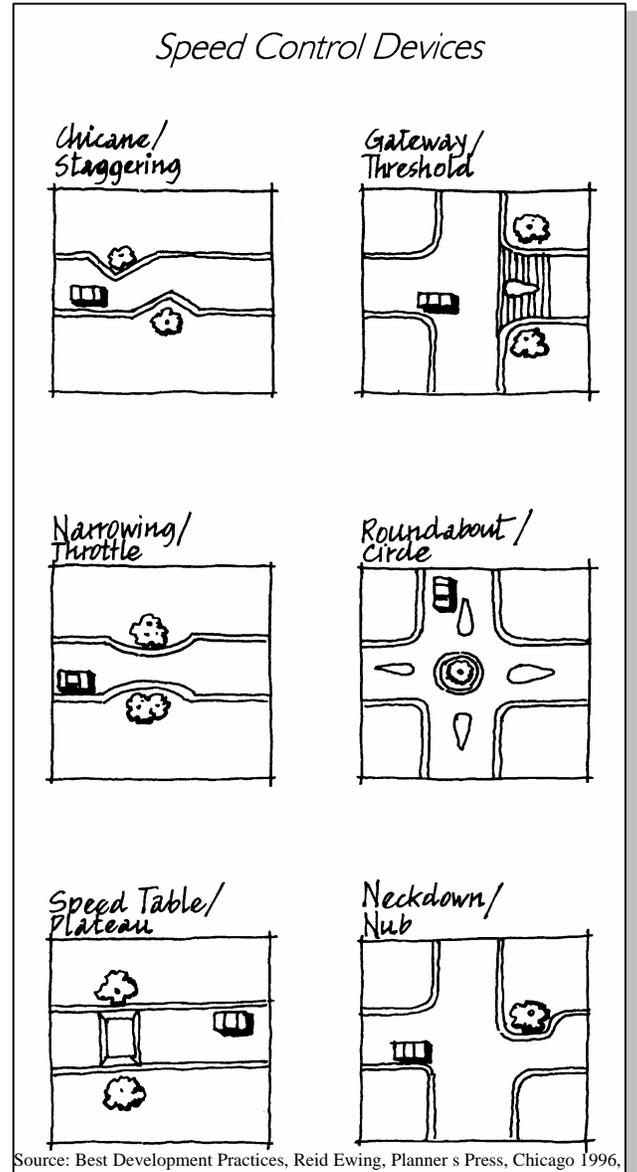
“Traffic Calming” Measures

As in many communities across the nation there is a growing concern in Farmington about the increase of non-local traffic in residential areas. Many cities are joining a nationwide trend among local governments by adopting traffic calming programs, which are aimed at controlling cut-through traffic and speeding on neighborhood streets and generally aggressive driving that threatens the safety of other drivers and pedestrians.

Traffic calming measures are instrumental in providing livable neighborhoods where residents feel safe walking, biking, and playing. In addition to reducing speeds in residential neighborhoods traffic calming measures are also useful in pedestrian-oriented commercial areas. The Institute of Transportation Engineers (ITE) defines “traffic calming” as “the combination of mainly physical features that reduce the negative effects of motor vehicle use, alter driver behavior, and improve conditions for non-motorized street users.” In addition to addressing motor vehicle issues, traffic calming can also involve disparate objectives such as improving aesthetics, promoting urban renewal, reducing crime, and increasing water filtration into the ground.

The Institute of Transportation Engineers identifies broad goals for traffic calming, which include increasing quality of life, incorporating the preferences and requirements of nearby residents and others who use the area adjacent to streets and intersections, creating safe and attractive streets, helping to reduce the negative effects of motor vehicles on the environment (pollution, urban sprawl, etc.), and promoting walking and bicycle and transit use. More specific objectives, as applied to local streets, include:

- ❑ achieving slower speeds for motor vehicles;
- ❑ reducing collision frequency and severity;



- ❑ increasing safety and the perception of safety for non-motorized users of the street;
- ❑ reducing the need for police enforcement;
- ❑ enhancing the street environment (streetscape, etc.);
- ❑ increasing access for all modes of transportation; and,
- ❑ reducing cut-through motor vehicle traffic through neighborhoods.

Traffic calming is accomplished through a combination of measures that control both traffic speeds and volume. Volume controlled measures include street closures, restrictive one-way streets and turn restrictions should only be implemented on local streets. These measures are effective in reducing traffic on streets; however, such measures do not reduce speed and often result in the diversion of unwanted traffic onto other residential streets. Speed controlled measures are important in reducing injury accident rates and in increasing walking and bicycling on streets. These measures include speed humps, speed tables, traffic circles, sharp bends, chicanes, and narrowing at mid block. Speed control measures should be designed into the community through urban design and land use features such as smaller setbacks, street trees, short streets, sharp curves, center islands, traffic circles, textured pavements, speed humps and flat topped speed tables. Speed control measures are typically implemented on local streets but can be installed on collector streets with proper traffic operations considerations, such as emergency vehicle access and conveyance.

Lessons from communities that have experimented with traffic calming initiatives point to the following characteristics of a successful program:

- ❑ ensuring early involvement of and communication between neighborhood residents, City staff, and City Council;
- ❑ establishing specific procedures for defining and studying potential traffic problems;
- ❑ creating a clear process for requesting potential calming measures, securing project approval and funding, and then designing and implementing the measures;
- ❑ outlining an array of preferred calming techniques or combinations of methods based upon industry standards as documented in publications of the Institute of Transportation Engineers and similar professional associations;
- ❑ confirming neighborhood consensus and support before proceeding with implementation; and,
- ❑ monitoring and evaluating the effectiveness of calming measures on a case-by-case basis, with the ability to reconsider and alter or remove if necessary, any traffic calming device or technique which inadvertently creates and/or shifts a traffic problem from one street or neighborhood to another.

The Institute of Transportation Engineers, state transportation departments and others entities have published manuals and other materials documenting numerous traffic calming options and techniques, including some that are subtle and intended to influence drivers' perceptions of their surroundings and thereby their driving behavior. These can include road and intersection narrowing methods, better definition of crosswalks and pedestrian-oriented settings, and manipulation of road surfaces. Illustrations and specifications are provided and the advantages and disadvantages of each calming method are presented.

Major Thoroughfare Plan Amendment Process

It will be necessary for the City to periodically consider and adopt amendments to the Major Thoroughfare Plan to reflect changing conditions and new needs for thoroughfare system improvements and development. A systematic procedure should be followed for making Plan amendments, including a set schedule for annually inviting and considering proposed changes.

Thoroughfare Plan Implementation

Implementation of thoroughfare system improvements occurs in stages over time as the City grows and, over many years, builds toward the ultimate thoroughfare system shown in the Thoroughfare Plan. The fact that a future thoroughfare is shown on the Plan does not represent a commitment to a specific time frame for construction, nor that the City will build the roadway improvement. Individual thoroughfare improvements may be constructed by a variety of implementing agencies, including the City of Farmington, San Juan County, and the New Mexico Department of Transportation as well as private developers and land owners for sections of roadways located within or adjacent to their property.

The City, County, and New Mexico Department of Transportation, as well as residents, land owners and developers, can utilize the Thoroughfare Plan in making decisions relating to planning, coordination and programming of future development and transportation improvements. Review by the City of preliminary and final plats for proposed subdivisions in accordance with the City's Subdivision Regulations/Unified Development Code should include consideration of compliance with the Thoroughfare Plan in order to ensure consistency and availability of sufficient rights-of-way for the general roadway alignments shown in the plan. By identifying thoroughfare locations where rights-of-way are needed, land owners and developers can consider the roadways in their subdivision planning, dedication of public rights-of-way, and provision of setbacks for new buildings, utility lines, and other improvements located along the rights-of-way for existing or planned thoroughfares.

BICYCLIST AND PEDESTRIAN ROUTES

Bicyclist and pedestrian facilities are essential in serving the recreational needs of the community and in providing alternative modes of transportation. Eliminating barriers to bicycle and pedestrian mobility is one of the most important features in bicycle/pedestrian planning. Freeways, major arterials, water features, and topography all impose significant barriers to access and mobility. Designated bicycle routes, on-street bikeways, and off-street bike/hike/jog trails should be developed to link major attractions and destinations throughout the City, including neighborhoods and apartments, parks, schools, churches, the public library, museums, major employers, medical clinics, social service agencies, and the Central Business District and other shopping areas. Pedestrian and bicycle facilities should be designed and constructed in compliance with the requirements of the Americans with Disabilities Act (ADA); guidance on such design is available from many resources including *Accessible Rights-of-Way: A Design Guide*, published by the U.S. Architectural and Transportation Barriers Compliance Board. Hike and bike trails and other bicycle facilities should be designed in accordance with the *Guide for the Development of Bicycle Facilities* published by the American Association of State Highway and Transportation Officials (AASHTO).

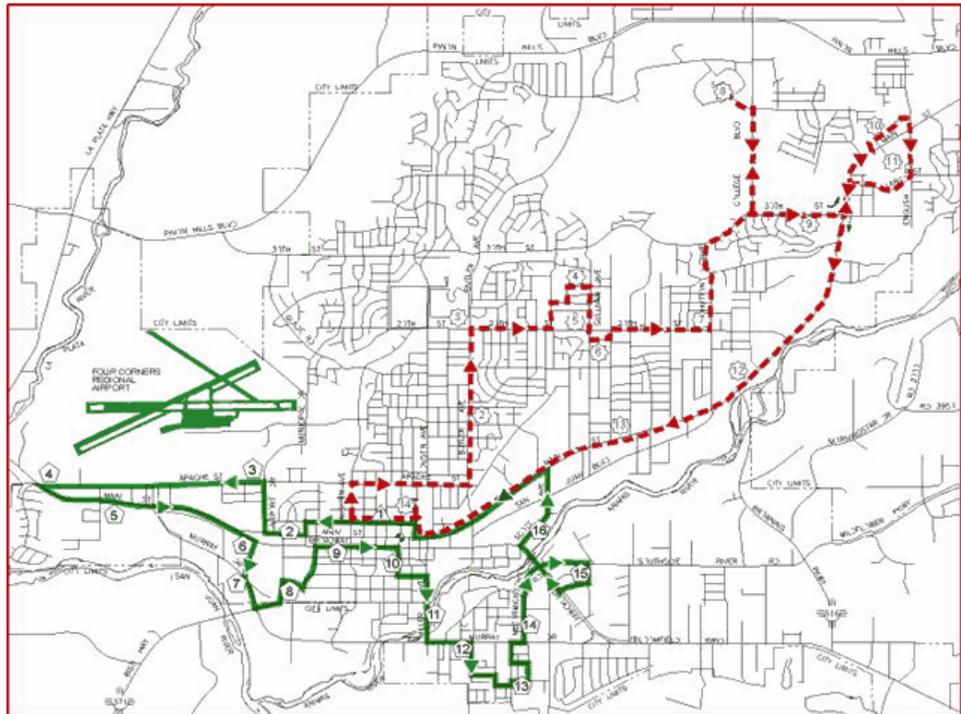
Pedestrian walkways, sidewalks, and crosswalks are part of the City's existing transportation system that serves the needs for pedestrian movement in residential neighborhoods, commercial business areas, and around schools, parks and other community facilities. Safe and well-maintained pedestrian facilities are particularly needed in the older established areas of communities and in areas that did not have sidewalks installed before they were required by the City's development ordinances. In general, a five-foot wide sidewalk should be provided on both sides of streets containing residential and/or commercial development. When situated along an arterial street, the sidewalk should be buffered from the roadway travel lanes by a distance of at least five feet. When in central commercial areas, wider sidewalks complementing the storefront browsing nature of development should be provided. When a path is intended to accommodate bicyclists as well as pedestrians, the pavement should be a minimum of eight feet in width, and preferably ten feet or more as volumes warrant. Sidewalks should not be required along remote segments of roadway where residential development is less than one dwelling per acre. Pipeline easements and irrigation ditches may also provide additional areas for bikeways.

Certain types of roadways are more attractive to bicycle riders than others as a result of traffic volumes and speeds and street design. Skilled bicyclists usually prefer to travel along the street system and should be accommodated through striped bike lanes or extra wide curb lanes on arterials and collectors. The majority of bicyclists, however, are less skilled and need to be separated from high speeds and high volume traffic through the use of bike lanes and off-street bike paths. Local and collector streets are suitable for use by most adult bicycle riders while minor arterial streets are suitable for limited use by bicyclists due to higher traffic volumes and speeds. Rural arterials, especially those with shoulders wider than four feet, attract sport cyclists interested in longer-distance travel with fewer interruptions. In **Figure 6.6 - Bikeway Plan**, the existing bikeways are illustrated as well as potential extensions, new on-street bikeways and bike trails. A further resource for the planning and design of bike lanes, bike routes, shoulder lanes and wide curb lanes is *Selecting Roadway Treatments to Accommodate Bicyclists* published by the Federal Highway Administration.

PUBLIC TRANSPORTATION

Public transit is an important option for reducing traffic congestion and decreasing the number of single occupant vehicles that travel our roads and highways. It is important to the economic vitality and quality of life of the community. Public transit facilitates the affordable and reliable movement of people to and from work, to vital services, to businesses, and to recreation. Red Apple Transit provides public transportation in Farmington as shown in **Figure 6.7 – Red Apple Transit Routes**.

**FIGURE 6.7
RED APPLE TRANSIT ROUTES**



Source: City of Farmington

Operated by the City, Red Apple Transit provides scheduled fixed route transit service for areas within the City. Two routes run through the City: one route runs northeast along Main Street and covers northern portions of the City and the second route runs south of Main Street. Transit service is provided Monday through Saturday from 7am to 6pm on a one-hour headway (time between one bus arrival and the next on the same route), which is considered very minimal transit service. Currently there are areas where transit is not provided, in particular to the north of 20th Street and east of Butler Avenue. The City and Red Apple Transit should examine the feasibility of increasing transit coverage to these areas. As the City grows, it will also be necessary to expand transit routes to accommodate the needs of future residents. The City and Red Apple Transit should pursue opportunities to acquire subsidies and other funding to support transit service improvements, including shorter headways and greater coverage.

FUNDING SOURCES FOR TRANSPORTATION IMPROVEMENTS

New Mexico state highway construction programs are financed by Federal funds, State Road Funds, bonding, and appropriations made by the State Legislature. The State Road Fund derives income primarily from state gasoline and special fuels taxes, augmented by interest, miscellaneous revenues and the sale of highways bonds.

Federal highway funds are generated primarily from gasoline and special fuels taxes. Federal funds are distributed on the basis of formulas established by Congress as well as special appropriations and high priority funds. Currently, the

Transportation Equity Act governs distribution formulas and overall spending for the 21st Century (TEA-21). Additionally, a Federal appropriations bill sets the actual funding for each fiscal year.

Airport Improvements - Funding for aviation improvements is provided through the Federal Aviation Administration and the Aviation Division of the New Mexico State Highways and Transportation Department (NMSHTD). In order to receive Federal and State funding, airport improvement projects must be included in the New Mexico Airport System Plan (NMAASP) and the Five-Year Capital Improvement Program, which are developed by the NMSHTD Aviation Division. These programs reflect the state's current aviation needs, while providing a framework for future airport development. The NMAASP identifies needed airport improvement projects to receive Federal entitlement and discretionary funds, as they become available. State and local funds are needed to match the available Federal funds. The New Mexico Aviation Fund provides some of the State's match for the Federal funds. The Aviation Fund receives revenue from aircraft license fees as well as allocation of 0.26% of the state's gasoline tax revenue, and 3.59% of the gross receipts tax on jet fuel.

Bicycle/Pedestrian/Equestrian Facilities - Transportation improvement projects for bicycle and pedestrian facilities may be eligible for funding with Federal enhancement monies and with Congestion Mitigation/Air Quality funds. The NMSHTD is pursuing a shared facility approach for bicycles infrastructure, meaning that motor vehicle facilities will be designed to accommodate bicyclists where reasonable.

Transit - The Federal Transit Administration (FTA) allocates Federal funds to support ongoing transit services as well as specific projects under a discretionary grant program. In addition, some projects may be eligible for funding transferred from the Federal Highway Administration (FHWA). The Public Transportation Programs Bureau (PTPB) in the New Mexico State Highway and Transportation Department oversees publicly funded transit programs. There are four general types of transit programs funded by the FTA grants: 1) fixed route and demand response service for the general public, 2) specialized transportation for the elderly and disabled, 3) transportation for moving people from welfare to work, and 4) transportation planning programs.

Red Apple Transit is eligible for grants for rural transit programs under Section 5311, Rural Public Transportation Assistance and under Section 5309, Discretionary Capital Grants to aid seniors and disabled citizens who have special transportation needs. These grant programs are administered directly by the NMSHTD Public Transportation Programs Bureau. Beginning in 2003, The City's Section 5311 grant will be replaced by a larger Section 5307 allocation. Welfare-to-Work Transportation grants under Section 3037 are jointly funded by federal dollars from the FTA Job Access and Reverse Commute (JARC) program, the U.S. Department of Health and Human Services Temporary Assistance to Needy Families grants and the U.S. Department of Labor Welfare to Work grants.

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CHAPTER 7

HOUSING

Shelter has always been one of mankind’s primary needs. Whether it is for a single-family “stick-built” residence, an apartment, a manufactured home or a hogan, the decisions made about where to live and whether to own or rent a home are among the most important financial decisions that a person makes. Housing is also a very important consideration for city government as residential uses are generally the community’s largest land use. Since the infrastructure and city services required by residential uses are major city expenditures, housing is important on both a personal and a municipal level.

For Farmington, an important priority is the availability and affordability of housing to meet the diverse needs of the population over the next twenty years. In the past, the single-family detached house has been the “American Dream,” but demographic shifts have changed the housing needs for much of the population. This is true in Farmington. It is desirable that well-built, safe and accessible housing in a variety of styles be available in the City for all types of households—including traditional families, senior citizens, young professionals, students, residents with fixed or lower incomes, persons with disabilities and first-time buyers. Although there are a number of homes for sale or rent in the City and in the Planning and Platting Jurisdiction, many housing needs are still not being met.

The purpose of this chapter is to look at housing issues, the current housing market, and what the City needs to do to encourage the provision of a wider range of housing.



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KEY ISSUES

In the development of the Comprehensive Plan, the Steering Committee, participants in focus groups, and citizens at the Community Forum identified the following housing issues:

- ❑ There is a **need for a mixture of housing types**. Farmington has a variety of single-family residential housing units, ranging from one-bedroom adobe cottages to the large mesa top homes. Most of the homes lie between the two extremes. They are generally on relatively large lots. There are only a few medium and high-density units in the City and relatively few available smaller, less expensive homes. There is a need for more of the smaller lot developments, cluster homes, townhomes, and low-density apartment units to really provide diverse housing opportunities.
- ❑ There is a **lack of a variety of available housing units**. A wide variety of available housing will help attract businesses and industries to the area as housing stock is a major consideration of a company's location search. When local or new businesses and industries, or even the City are hiring employees, there is a perceived lack of suitable housing, not just in the lower price range, but in the middle price range as well. There is very little in the way of multi-family rental housing and many of the existing structures are more than twenty years old.
- ❑ There is a need for more **quality housing**. Architectural design or construction materials do not completely define quality housing. Criteria include accessibility to community facilities, public and private services, shopping, transportation, police, fire, employment and schools. The quality and condition of existing and future housing are important factors in creating and maintaining safe and livable neighborhoods.
- ❑ **Housing for senior citizens** should be more carefully considered as the population ages. There are more senior citizens and their housing needs and desires have changed over time. They often want to retain their independence and yet have smaller housing units on less land, convenient to shopping and social activities. Some senior citizens require more specialized care and housing. Farmington, with its good climate and cultural amenities is being discovered as an ideal place to retire, but there are relatively few housing units that meet the requirements for smaller housing options.
- ❑ The **manufactured home** has become a popular choice for a new home due to the lower cost, availability, ease of purchase and financing and it is usually ready to move into with furniture and appliances. On the other hand, manufactured homes tend to depreciate rather than gain in value. Increasingly, they are being located on large lots without complete infrastructure or neighborhood amenities.
- ❑ It is generally accepted that to have a thriving **Downtown** there must be the presence of full time residents. Housing units over businesses is certainly not a new concept. And now, all over the world, commercial and industrial buildings are being converted into "lofts" for those who would like to live near their work in a more urban environment. Artists as well as young professionals tend to gravitate to the downtown-style housing units. Currently, there are only a few downtown dwellers in Farmington. A combination of building code and zoning restrictions and absentee ownership has discouraged residential development downtown.



- ❑ New construction of **infill housing** on currently vacant land could take advantage of existing streets, utilities and services. Zoning districts could be created or modified to allow higher housing unit densities. Townhomes, patio homes, four-plexes and lower density apartments and condominiums, and smaller units, could meet the needs of first-time homebuyers as well as provide senior accommodations.
- ❑ What is **affordable housing**? Although there are different perceptions of what it means, the general definition is one that says a homeowner's monthly payment takes up to 30 percent of one's income and renting takes 25 percent. It has generally come to mean **low-income housing**. Housing is not affordable by those who earn barely above the minimum wage even with two incomes. Affordable housing therefore, often becomes apartments and other higher density multi-family units.
- ❑ The recent increase in residential development northeast of the City and in the Planning and Platting jurisdiction known as **Crouch Mesa** has become a sensitive issue because the developments are generally composed of manufactured homes on $\frac{3}{4}$ acre or greater lots with septic systems and without paved streets. A portion of the Crouch Mesa area has been annexed into the city limits, but it does not have the same level of infrastructure as an in-city neighborhood. This lack of infrastructure and typical neighborhood amenities, as well as the housing unit type, are perceived as contributing to the lack of general upkeep and appearance as well as health/safety concerns.
- ❑ There is a perceived shortage of **rental housing** in and around Farmington. The 2000 Census indicated a rental vacancy rate of 9.5 percent. What is available is often more that twenty years old and is sometimes in need of repair.
- ❑ Although San Juan College (SJC) may be the logical provider of **college housing** for college students, there is a need for off campus student quarters. Few apartment complexes suitable for student occupancy are currently available. There may be an investment opportunity to develop this type of housing in conjunction with SJC.
- ❑ There is a need for **alternative housing** for those citizens in transition. Halfway houses, secure housing for battered families, the disabled, and the homeless require appropriate locations and development criteria.

ROLE OF CITY GOVERNMENT

In the provision of a variety of safe affordable housing, the City's main role is to provide adequate and appropriate zoning for development and to assure health and safety through the provision of streets and utilities and enforcement of building codes. The City can encourage and facilitate private investment and partnerships and joint ventures between the housing industry, private businesses, lending institutions, home builders, developers, community based organizations, federal and state agencies, and citizens to develop different types of affordable housing. The City cannot make a developer or builder construct a specific type of housing, nor can it fund private development. However, consideration might be given to how the City could participate in these potential developments as part of economic development, and not be in conflict with New Mexico's anti-donation restrictions.

The Future Land Use Plan anticipates future housing needs by showing areas for low-, medium-, and high-density residential development. Areas are also shown for mixed-use development south of Broadway and in the downtown and adjacent neighborhoods. A new approach to mixed-use residential areas is needed to serve the housing needs of seniors, students and others wishing to be in close proximity to public and medical facilities and retail/commercial centers. To address the future land use needs, zoning regulations that address medium and higher density residential land uses should be considered and adopted. Also in the provisions for higher density residential development (and even in the lower densities), there should be allowances for narrower streets and smaller lots.

The City can also help keep housing prices more affordable by streamlining the development process and lowering permit and connection costs when there is existing infrastructure, particularly for the construction of housing that is classified as affordable. Fees are included in the costs to bring new housing units onto the local market. The costs are then passed onto the homebuyer. There could be considerable savings if new development is directed to areas with existing infrastructure or extending existing main infrastructure lines and major streets where appropriate (particularly when the extensions upgrade services to existing development).

There is a lot of concern regarding the proliferation of manufactured homes in the City and in the Planning and Platting Jurisdiction. Many are worried about the depreciation and long-term maintenance of manufactured homes. The reality in Farmington is that most new homes consist of either single-family residential units on large lots, or of manufactured homes, again on large lots. Manufactured homes seem to be the preferred choice because both the financing and the already constructed completely furnished home is readily available. The average cost of a new “stick built” home, including the lot, is around \$85.00 a square foot and usually requires a mortgage loan. A manufactured home, including the lot, is around \$65.00 to \$70.00 per square foot. For many, the choice becomes obvious.

Currently, subdivision regulations are the primary means to control development outside the city limits. Extending land use restrictions into the five-mile area surrounding the City, by working with San Juan County, can begin to upgrade existing conditions and direct new growth. The creation of mobile home subdivision criteria, with small lots and complete infrastructure, may provide a new way of providing spaces for manufactured homes that will function in a more conventional residential manner.

While Farmington can take a proactive and responsible approach to annexing lands as a means to manage peripheral growth and have regulatory control over the type, scale, and density of future development; it cannot always determine the type of structure.

The City can maintain and improve existing neighborhoods by enforcing ordinances and code restrictions; however neighborhood associations are often the best mechanism to encourage good maintenance practices.

Older homes are not being restored or rehabilitated due to zoning and building code provisions or restrictions that either do not allow a mixed use or are cost prohibitive to bring them into compliance with current standards. Incentives for maintenance and improvements, identifying funds/grants for neighborhood improvement programs, and housing rehabilitation and restoration are the first

steps toward the reuse of older buildings. Partnerships between the City, private sector, community organizations, and residents should be developed to revitalize the older areas of the community.

CURRENT HOUSING MARKET

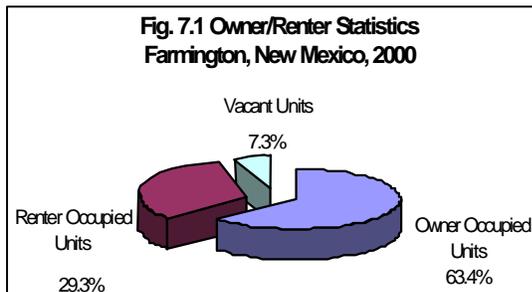
Housing in Farmington consists primarily of single-family residential units. Single-family dwellings on less than one-acre lots comprise 65 percent of the residential development, while large lot rural development (average lot size greater than 1 acre) comprises 32.2 percent of the housing units. Multi-family units are dispersed throughout the City and represent 3.2 percent of all residential land uses. Housing in the Planning and Platting Jurisdiction is characterized by large lot development, including a high proportion of manufactured homes. Results of the Community Survey show that citizens are concerned that there is not enough available housing in the \$50,000 to \$70,000 price range.

In September 2001, the Farmington Multiple Listing Service (MLS) had a total of 480 listings in the City including single-family homes, condominium/townhomes, manufactured homes, multiple family homes, and land available for building a home. Of the 480, 199 listings were for single-family homes, three listings for condominium/townhomes, 31 listings for manufactured homes, 13 for multi-family buildings, and 234 for available land. A summary of available single family and manufactured homes by price range is provided in **Table 7.1 - Available Housing by Price Range, Farmington, September 2001**. The table indicates that the majority of the single-family homes available in Farmington are priced above \$125,000. MLS listings also show a large percentage of manufactured homes in Farmington in the \$75,000 to \$100,000 price range. Although income data from the 2000 Census for Farmington is not yet available, it is still evident that there is a shortage of houses under \$75,000.

**TABLE 7.1
AVAILABLE HOUSING BY PRICE RANGE, FARMINGTON
SEPTEMBER 2001**

	0-\$50,000	\$50,000-\$75,000	\$75,000-\$100,000	\$100,000-\$125,000	\$125,000+
Single Family Units	3	8	30	35	125
Manufactured Homes	8	7	10	2	4

Source: National Association of Realtors, 2001



The 1990 and 2000 U.S. Census Bureau of Housing figures for Farmington and San Juan County are displayed in **Table 7.2 - Housing in Farmington 1990 and 2000**. In 1990, there were 13,119 housing units in the City of Farmington. The housing stock consisted predominantly of

single-family residential units, which comprised 63 percent of all housing in Farmington. The number of manufactured housing units in the community was

Wilbur Smith Associates
Four Corners Planning, Inc
McGinty
Southwest Planning & Marketing
Duncan Associates
William Freimuth Architecture

significant, as they comprised 17 percent of total units. The remaining 18 percent of the housing stock consisted of multi-family units, which includes all structures with two or more units.

The average housing occupancy rate in 1990 equaled 91 percent, with 65 percent of those units being owner-occupied. In 2000, the number of housing units increased by 15 percent to 15,077 housing units. The housing occupancy rate increased slightly to 93, with 68 percent of those units being owner-occupied. Homeowner and rental vacancy rate declined to 1.5 percent and 9.5 percent, respectively. Although the rental housing market is in equilibrium, the availability is believed to be less than the 9.5 percent rental vacancy rate in the 2000 Census. City Staff estimates that the rental vacancy rate is more in the range of four to six percent.

Farmington’s housing units, as a percentage of the County total, have continued to decline. This is attributable to the numerous subdivisions outside the City that cater to manufactured housing.

**TABLE 7.2
HOUSING IN FARMINGTON 1990 AND 2000**

Housing Variables	1990		2000	
	Farmington	San Juan County	Farmington	San Juan County
Total Housing Units	13,119	34,248	15,077	43,221
Total Occupied Units	11,979	28,740	13,982	37,711
Owner-Occupied Units	7,793	20,691	9,563	28,419
Renter-Occupied Units	4,186	8,049	4,419	9,292
Total Vacant Units	1,140	5,508	1,095	5,510
Boarded Up Vacant Units	27	425		
Vacant Units for Sale	131	386		
Vacant Units for Rent	532	955		
Vacant Units Sold/Rented	92	777		
Other Vacant Units	385	3,390		
Homeowner Vacancy Rate	1.7%	1.8%	1.5%	1.2%
Rental Vacancy Rate	11.3%	10.6%	9.5%	9.3%
Single-Family Units	8,326	20,823		
Duplex, Triplex and 4-Plex Units	1,253	1,967	1,361	2,138
Multi-family Units	1,089	1,420		
Mobile Homes	2,219	9,091	2,781	14,402
Other Units	232	947		

Source: U.S Census Bureau, 1990 and 2000

BUILDING PERMIT ACTIVITY

Over the past five years, a total of 540 building permits were issued, primarily for single-family homes. **Table 7.3 – Residential Building Permits, 1997-2001** displays building permit activity for Farmington between 1997 and 2001. Previously, residential construction permits had peaked in 1995, declined in 1996 and 1997 then increased again in 1998. From 1994-2000, a total of 994 permits were issued with a value over \$90,000,000. Permit trends in 1999 and 2000 reflect slower building and construction activity in Farmington, with 104 new residential building units or permits issued.

**TABLE 7.3
RESIDENTIAL BUILDING PERMITS
1997-2001**

	2001	2000	1999	1998	1997
Housing Type	Buildings/ Units	Buildings/ Units	Buildings/ Units	Buildings/ Units	Buildings/ Units
Single Family	105	103	104	104	115
Two Family	1/2	1/2	0	0	0
Three and Four Family	0	0	0	0	0
Five or More Family	0	0	0	8/60	0
Total	106/107	104/105	104	112/164	115
Values	\$13,566,60 0	\$14,208,07 5	\$13,951,00 0	\$15,358,429	\$11,813,93 7

Sources: US Census Bureau, Bureau of Business and Economic Research and City of Farmington

AFFORDABILITY AND AVAILABILITY

Available affordable housing units are essential in order to support future population and economic growth in Farmington. Rental housing, including multi family units will be needed to meet housing needs of residents with lower incomes.

In **Table 7.4 – Average Cost of Housing per month – 2000**, the average housing costs in Farmington and the State of New Mexico are displayed. As shown, average costs for smaller residential units, both rental and owner-occupied, are lower in Farmington than the state average. However, average housing costs for larger units are higher in Farmington than New Mexico.

**TABLE 7.4
AVERAGE COST OF HOUSING
PER MONTH - 2000**

	Farmington	New Mexico
For Rent		
1 bedroom	\$400	\$406
2 bedroom	\$454	\$501
3 bedroom	\$700	\$671
For Sale		
2 bedroom	\$535	\$554
3 bedroom	\$736	\$769
4 bedroom	\$1057	\$1036
> 4 bedroom	\$3072	\$2232

Source: Consolidated Plan for Housing and Community Development for the Plan Years 2001-2005

AFFORDABLE HOUSING INFORMATION

The U.S. Department of Housing and Urban Development (HUD) defines affordable housing for renters as 25 percent or less of total income and for owners as 30 percent of total income. Based on this standard and HUD's 2000 estimate of median household income for San Juan County of \$34,000, homeowners with the median income should not be spending more than \$10,200 per year on housing costs, or \$850 per month. Renters should not be spending

more than \$8,500 per year, or \$708 per month. When a substantial number of households are spending more than 30 percent of their income on housing (25 percent for renters), this is an indication that the supply of affordable housing in the City is low.

According to information from the New Mexico Mortgage Finance Authority, the 2001 Area Median Income (AMI) for a household of four in San Juan County is \$34,100 as seen in **Table 7.5 – Income Limits and Maximum Rents, San Juan County 2001**. (Data not available for Farmington.¹) This median income data means that 50 percent of the households in San Juan County earn less than that amount annually. Assuming that a household should not expend more than 30 percent of its gross annual income on housing, a maximum, gross monthly housing cost of \$853 per month is derived. After subtracting an estimated average monthly utility cost of \$125 (electricity, gas, water, sewer, and sanitation), and estimated hazard insurance and property taxes of \$90 per month, the funds available for mortgage principal and interest drop to \$638. Further, assuming a 30-year mortgage at seven percent, with a five percent down payment, the highest price house that the household would qualify for is about \$81,000. Currently, fewer than five percent of housing listed for sale in Farmington through the MLS is listed for less than \$85,000.

**TABLE 7.5
INCOME LIMITS AND MAXIMUM RENTS, SAN JUAN COUNTY 2001**

Median Income \$34,100	Households	1	2	3	4	5	6	7	8	
	30% AMI	7,150	8,200	9,200	10,250	11,050	11,850	12,700	13,500	
	40% AMI	9,560	10,920	12,280	13,640	14,720	15,840	16,920	18,000	
	50% AMI	11,950	13,650	15,350	17,050	18,400	19,800	21,150	22,500	
	60% AMI	14,340	16,380	18,420	20,460	22,080	23,760	25,380	27,000	
	80% AMI	19,100	21,800	24,550	27,300	29,450	31,650	33,850	36,000	
	140% AMI	33,460	38,220	42,980	47,740	51,520	55,440	59,220	63,000	
	MAXIMUM GROSS RENTS BY HOUSEHOLD SIZE (PRE 1990)									
		1	2	3	4	5	6	7	8	
	30% AMI	178	205	230	256	276	296	317	337	
	40% AMI	239	273	307	341	368	396	423	450	
	50% AMI	298	341	383	426	460	495	528	562	
	60% AMI	358	409	460	511	552	594	634	675	
	MAXIMUM GROSS RENTS BY BEDROOM SIZE (POST 1989)									
		0	1	2	3	4	5	6		
	30% AMI	178	191	230	266	296	327	358		
	40% AMI	239	256	307	354	396	436	477		
	50% AMI	298	320	383	443	495	545	596		
	60% AMI	358	384	460	531	594	654	716		

Source: New Mexico Mortgage Finance Authority, 2001

¹ Farmington incomes are estimated to be approximately 10 percent higher than those of the county as a whole. This is due in part to higher cost of owned housing in Farmington.

This illustrates part of the problem with affordable, owned housing, and partially explains the popularity of lower-cost manufactured housing in the unincorporated area. Clearly, households earning less than 60 percent of AMI (\$20,460), or even 80 percent (\$27,360), must often consider rental housing, or in some cases lower-cost, pre-owned, manufactured housing, when making housing choices.

Although current data is unavailable, the 1990 Census data does make the following point: In 1989, over 16 percent of home owners spent over 30 percent of their monthly income on owner costs, and over 44 percent of renters spent over 25 percent of their monthly income on rent. This data indicates that there is a shortage of affordable housing in Farmington. This in conjunction with the data in **Table 7.3 - Residential Building Permits, 1997-2001**, shows that there has not been an effort to remedy the situation, especially in the rental market. Over the years there has been a decrease in the number of building permits issued for construction of multiple family units, and the value of building permits for single-family housing implies that these homes would not be considered affordable housing units. **Table 7.6 - Monthly Owner Cost as a Percentage of Household Income, 1999** displays household income in 1999 by selected monthly owner costs as a percentage of household income. Of those households surveyed, 18.43 percent spent 30 percent or more of their household income on monthly costs. Median monthly owner costs as a percentage of household income for those owners with a mortgage and without a mortgage was 19.4 percent and 10.0 percent respectively.

TABLE 7.6
MONTHLY OWNER COST
AS A PERCENTAGE OF HOUSEHOLD INCOME, 1999

Income	<20%	20 to 24%	25 to 29%	30 to 34%	>35%	Not computed	Total
< \$10,000	8	15	28	23	193	28	295
\$10,000 - \$19,000	212	66	42	16	337	0	673
\$20,000 - \$34,999	574	60	173	141	329	0	1277
\$35,000 - \$49,000	755	262	133	115	122	0	1,387
\$50,000 - \$74,999	1,331	246	124	45	30	0	1,776
\$75,000 - \$99,999	889	145	45	0	0	0	1,079
\$100,000 - \$149,999	589	30	10	5	0	0	634
> \$150,000	236	0	0	0	0	0	236
Total	4,594	824	555	345	1,011	28	7,357

Source: US Census Bureau, 2000

Household income in 1999 by gross rent, as a percentage of household income in 1999, is displayed in **Table 7.7 -Gross Rent as a Percentage of Household Income in 1999**. Of those households surveyed, 50.7 percent were spending more than 25 percent of their income on rent. Median gross rent equaled \$494 and median gross rent, as a percentage of household income was 24.3 percent.

**TABLE 7.7
GROSS RENT AS A PERCENTAGE OF HOUSEHOLD INCOME IN 1999**

	<20%	20 to 24%	25 to 29%	30 to 34%	>35%	Not computed	Total
< \$10,000	7	17	28	27	722	75	876
\$10,000 - \$19,000	78	64	77	84	531	75	909
\$20,000 - \$34,999	409	336	224	108	111	43	1,231
\$35,000 - \$49,000	484	152	32	15	0	23	706
\$50,000 - \$74,999	286	10	0	0	14	13	323
\$75,000 - \$99,999	133	6	0	0	0	10	149
> \$100,000	164	0	0	0	0	0	164
Total	1,561	585	361	234	1,378	239	4,358

Source: US Census Bureau, 2000

HOUSING ASSISTANCE OPTIONS

The following housing assistance options and programs may be available to help residents purchase or rent an affordable housing unit.

Section 8 Certificates and Vouchers

The San Juan County Housing Authority does not own or operate public housing in the City; however the Authority does administer Section 8 vouchers and certificates. Funding for Section 8 rental certificate and voucher programs is administered through the US Department of Housing and Urban Development. The programs are designed to assist very low-income families, the elderly, and the disabled in renting safe and sanitary housing in the private market. Participants in the program are able to lease privately owned single-family homes, townhouses, and apartments. Rental units must meet the requirements of the program including minimum health and safety standards. The Housing Authority will pay a rental subsidy to the landlord and the family must pay the difference between the rent and the amount subsidized by the program. In determining eligibility for the program, the Housing Authority collects information on family income, assets, and composition. Total annual gross income and family size will determine whether a family is eligible. To become a participant family, income must not exceed 50 percent of the median income for San Juan County. Once the Housing Authority determines that a family is eligible for a Section 8 Certificate or Voucher, the family is put on a waiting list.

The difference between a rental voucher and a rental certificate is as follows:

Rental Certificate Program - In the rental certificate program, rent, including utilities, must not exceed a maximum rent determined by the Housing Authority (maximum rent is based on HUD standards and is established for each county). A family with a rental certificate usually pays 30 percent of its income toward rent and utilities.

Rental Voucher Program – In this program, the Housing Authority determines a payment standard that is used to calculate the amount of rental assistance a family will receive. The family may choose to rent a unit which is above or below this standard, therefore, the family would pay more than 30 percent of its adjusted gross income on rent and utilities if rent is greater than the payment standard and less than 30 percent if rent is less than the payment standard.

Privately Owned Subsidized Housing

In addition to Section 8 vouchers and certificates, privately owned subsidized housing is also available in Farmington. Through this program the U.S. Department of Housing and Urban Development (HUD) grants subsidies to owners who then provide the subsidies to low-income tenants. To qualify for subsidized housing in a privately owned unit, a family must meet certain income limitations. Currently in Farmington the following properties provide privately owned subsidized housing:

- ❑ Apple Ridge Apartments;
- ❑ Cedar Ridge;
- ❑ Conquistador Apartments;
- ❑ Northgate Village Apartments;
- ❑ San Juan Apartments; and,
- ❑ The Village Apartments.

GOAL, OBJECTIVES, AND ACTIONS

To address the housing issues in Farmington, the following goal, objectives, actions form the basis of the Comprehensive Plan and will serve in guiding future housing needs in Farmington. The goal, objectives, and actions were based on input from citizens and Steering Committee members.

Goal: Promote quality, affordable, and safe housing that meets the needs of the community and assure implementation of sound standards for orderly development and growth.

Objective 7.1: Provide for a variety of housing options, including traditional subdivisions and mixed use developments, to accommodate housing needs of all residents in Farmington including the elderly, disabled, students, and low-income residents.

Action 7.1.1: Revise existing zoning districts to allow for smaller lots, yards, and setback requirements to encourage new and diverse housing options.

Action 7.1.2: Encourage mixed use developments in appropriate locations throughout the City, including downtown and south of Broadway, through reviewing and updating the Zoning Ordinance and maps.

Action 7.1.3: Allow, through zoning, appropriate housing for senior citizens in close proximity to social and health services, public facilities, and parks.

Objective 7.2: Promote home ownership and quality affordable housing to accommodate the needs of low- to moderate-income households.

Action 7.2.1: Provide information on state and federal housing support aimed at providing subsidies for qualified elderly, disabled, and low-income families.

Action 7.2.2: Provide educational materials on funding and programs available through the New Mexico Mortgage Finance Authority for first time buyers, persons with disabilities and Native Americans.

Action 7.2.3: Request area banks to develop low interest loans for first time and senior citizen homebuyers.

Action 7.2.4: Sponsor and/or support programs such as Tres Rios Habitat for Humanity to assist in construction of affordable homes. Pursue partnerships with nonprofit organizations and the private sector to increase housing opportunities for low-income households.

Action 7.2.5: Assist in the development of infill housing as affordable housing, by providing economic incentives to the private sector including lower building permit and connection fees when City services and infrastructure are already in place, and when the proposed development meets the standards for affordable housing under Section 8.

Objective 7.3: Ensure that there are quality residential areas in and around the community.

Action 7.3.1: Actively pursue compliance with City codes and ordinances related to property maintenance.

Action 7.3.2: Support the establishment of neighborhood associations that would be involved in maintenance of neighborhood facilities.

Objective 7.4: Support the rehabilitation and restoration of residential areas in the City.

Action 7.4.1: Develop a new redevelopment and rehabilitation program that addresses deteriorated, but salvageable buildings.

Action 7.4.2: Assist in establishing neighborhood associations to stimulate interest in improving residential areas.

Action 7.4.3: Identify and investigate available funds for neighborhood improvement programs, including the use of Community Development Block Grant funds.

Action 7.4.4: Identify and demolish dilapidated residential structures for safety purposes.

Action 7.4.5: Promote development of educational programs to encourage home maintenance and improvements.

Objective 7.5: Ensure well developed and maintained manufactured home parks and subdivisions.

Action 7.5.1: Revise the development and subdivision standards for manufactured home parks and subdivisions to include requirements for foundation specifications, sidewalks, utilities, and infrastructure consistent with City standards for conventional single-family housing.

Action 7.5.2: Establish criteria for rehabilitation of substandard mobile home parks and subdivisions, particularly replacement requirements for dilapidated or deteriorated units.

CHAPTER 8

ECONOMIC DEVELOPMENT

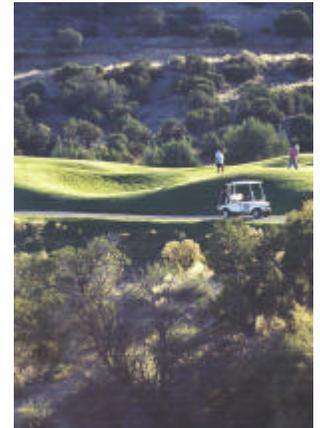
Economic development is generally defined as the creation of jobs and wealth and improvement to the quality of life. The variety of activities and efforts of economic development generally focus on job creation, job retention, and tax base enhancements, all of which affect the quality of life. While the City of Farmington does not specifically create new jobs (except through government spending), it can create a favorable business climate and stimulate the regional economy. This chapter provides the opportunity to assess existing conditions, identify organizations involved in economic development, reaffirm the City's role, and present new goals, objectives and actions for furthering economic development.

In the past 100 years, Farmington has emerged from a small agricultural community to a regional center of commerce, education and medical services. There are, however, several perceived obstacles to economic development. Although Farmington is located on or near several national highways, it is not on an interstate highway; therefore its geographic location is distanced from larger regional and national markets. At this time, the city has neither full telecommunications infrastructure nor complete coverage. Air service is considered expensive. Land ownership (large amounts of state, federal, and reservation holdings) appears to have a limiting effect on industrial and manufacturing locations.

KEY ISSUES

Based on citizen input, an Economic Development subcommittee of the Comprehensive Plan Steering Committee identified the following economic development issues in Farmington and the Four Corners region:

- ❑ How can Farmington **take advantage of business opportunities** that are not limited geographically (e-commerce firms) without negatively impacting local firms? What types of businesses can Farmington attract to diversify its economy? What types of business will help retain local graduates?
- ❑ What are the **facility and work force needs of e-commerce**? What employees are needed? What types of training do they need?
- ❑ The City must address the increased **demand for municipal and other services** from new businesses, residents, and visitors.
- ❑ There should be **appropriately zoned areas** where business and industries can locate.
- ❑ There is a **need for programs that provide appropriate, realistic incentives** to businesses.
- ❑ The **current and future availability of water** presents constraints on economic development.
- ❑ Farmington will continue to grow and there is the **desire to attract growth** that enhances the quality of life.
- ❑ The community must realize that **entry level and lower paying jobs are important as well as those requiring greater technological skills or training**. The wages and salaries should provide the median wage or above.



BACKGROUND DATA

San Juan County and Regional Data

Because Farmington is the regional center for business, education and medical services in San Juan County and the Four Corners area, the following economic data, as presented for San Juan County, is applicable.

To begin to understand the need for more economic development, one needs only to look at employment statistics for the county and state as displayed in **Table 8.1 - Civilian Labor Force Employment, San Juan County and New Mexico, 1990-2000**. These statistics provide information only on persons who have jobs or are currently looking for jobs and do not indicate the level of unemployment.

According to a 2000 estimate prepared by the New Mexico Department of Labor, the civilian labor force in San Juan County has increased by 10,000 people since 1990. Over the years San Juan County’s unemployment rates have been slightly higher than state averages. In 1995 unemployment increased to 10.10 percent in the county, but has since declined to an estimated 7.2 percent in 2000. New Mexico’s statewide unemployment rates have gradually declined over the years, from 6.5 percent in 1990 to 4.9 percent in 2000.

**TABLE 8.1
CIVILIAN LABOR FORCE EMPLOYMENT
SAN JUAN COUNTY AND NEW MEXICO,
1990-2000**

	1990		1995		2000	
	San Juan County	New Mexico	San Juan County	New Mexico	San Juan County	New Mexico
Civilian Labor Force	38,643	707,555	47,224	791,034	49,009	832,835
Employment	35,346	661,540	42,475	741,426	45,487	792,435
Unemployment	3,297	46,013	4,749	49,608	3,522	40,400
Rate	8.50%	6.50%	10.10%	6.30%	7.20%	4.90%

Source: New Mexico Department of Labor, Economic Research and Analysis 1990 – 2000

A recent *County Business Patterns*, a publication of the U.S. Census Bureau, released data on the number of employees, annual payroll, and the number of establishments by industry for counties, as shown in **Table 8.2 - County Business Patterns, San Juan County - 1999**. In 1999, there were a total of 34,410 employees in the County and 2,493 establishments. Construction was the most outstanding category with 17 percent of total employees in almost 11 percent of total establishments and with the largest annual payroll. The retail trade category was a very close second with 16.69 percent of the employees in almost 19 percent of the establishments. Other dominant industries in the county included health care, social services industries, and accommodation and food services. In **Table 8.2 - County Business Patterns, San Juan County - 1999**, the industries are grouped under the standard codes of the North American Industry Classification System (NAICS), which replaced the United States Standard Industry Codes (SIC).

**TABLE 8.2
COUNTY BUSINESS PATTERNS
SAN JUAN COUNTY - 1999**

NAICS	Industry	Number of Employees	% Total	Annual Payroll (\$1,000)	Number of Establishments	% Total
11	Forestry, fishing, hunting, and agriculture support *	20-99		0	4	0.16%
21	Mining **	2,972	8.64%	130,177	133	5.33%
22	Utilities	1,293	3.76%	80,787	15	0.60%
23	Construction	5,848	17.00%	138,626	273	10.95%
31	Manufacturing	1,260	3.66%	36,951	71	2.85%
42	Wholesale trade	1,333	3.87%	44,381	161	6.46%
44	Retail trade	5,743	16.69%	106,944	470	18.85%
48	Transportation and Warehousing	1,182	3.44%	38,177	83	3.33%
51	Information	508	1.48%	12,202	36	1.44%
52	Finance and Insurance	876	2.55%	21,676	136	5.46%
53	Real estate and rental and leasing	591	1.72%	18,121	91	3.65%
54	Professional, scientific and technical services	851	2.47%	21,707	179	7.18%
55	Management of companies and enterprises	601	1.75%	35,853	16	0.64%
56	Administrative, support, waste management, remediation services	1,222	3.55%	22,762	92	3.69%
61	Educational services	306	0.89%	6,195	22	0.88%
62	Health care and social assistance	4,132	12.01%	127,299	192	7.70%
71	Arts, entertainment and recreation	258	0.75%	5,165	29	1.16%
72	Accommodation and food services	3,529	10.26%	32,159	171	6.86%
81	Other services (except public administration)	1,783	5.18%	33,101	280	11.23%
95	Auxiliaries (except corporate, subsidiary and regional mgt)	20-99	N/A	N/A	3	0.12%
99	Unclassified establishments	20-99	N/A	N/A	36	1.44%
	Total	34,410	100%	917,077	2,493	100%

Source: County Business Patterns, 1999

* The range indicates seasonal employment.

** Mining includes oil and gas production and related services

Establishments in Farmington

Like San Juan County, Farmington's economy continues to be based on natural resource extraction industries such as mining operations and power plants, as well as on an expanding and booming retail trade industry. Since 1992 gross receipts from retail trade have increased by 60 percent to \$934,447,000 in 1999.

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Between 1990 and 1998 average annual wages in the county increased by 18 percent to \$25,408.

According to the latest US Census Bureau’s Zip Code Patterns there were a total of 1,776 establishments with 23,973 employees in Farmington in 1998, as shown in **Table 8.3 – Establishments by Industry, Farmington, 1998**. Farmington serves as the retail service center for the Four Corners region, and in 1998 the service industry accounted for the largest percentage of establishments, followed by retail trade. The retail trade and service industries together accounted for just over 60 percent of all establishments within the City. Annual payroll for all industries totaled \$552,160,000.

**TABLE 8.3
ESTABLISHMENTS BY INDUSTRY, FARMINGTON, 1998**

Industry	Number of Establishments	Percent of Total
Forestry, Fishing, Hunting and Agricultural Support	2	0.11%
Mining*	95	5.35%
Utilities	5	0.28%
Construction	170	9.57%
Manufacturing	53	2.98%
Wholesale Trade	125	7.04%
Retail Trade	342	19.26%
Transportation and Warehousing	55	3.10%
Information	28	1.58%
Finance and Insurance	95	5.35%
Real Estate, Rental and Leasing	73	4.11%
Professional, Scientific and Technical Services	147	8.27%
Management of Companies and Enterprises	16	0.90%
Administration, Support, Waste Management, Remediation Services	62	3.49%
Educational Services	15	0.84%
Health Care and Social Assistance	155	8.73%
Arts, Entertainment and Recreation	19	1.07%
Accommodation and Food Services	123	6.93%
Other Services (except Public Administration)	181	10.19%
Auxiliaries (except Corporate, Subsidiary and Regional Management.)	4	0.23%
Unclassified Establishments	11	0.62%
Total	1,776	100.0%

Sources: US Census Bureau Zip Code Patterns, 1998; Zip Codes 87401, 87402, 87499

* Mining includes oil and gas and related services

Significant employers in the Farmington area are displayed in **Table 8.4 – Major Area Employers/Industries**. In terms of employment, education—particularly the school districts— is the largest employer in Farmington. Another significant employer in the area is the San Juan Regional Medical Center, with 1,000 employees.

Types of Industries

It is important to understand the types of industries that support Economic Development. There are two categories: basic and non-basic. Basic industries are those that produce goods and services ultimately sold to consumers outside the region. These are considered “exports.” They “import” new money, resulting in a net increase in the local economy. Non-basic industries produce goods and services that are consumed locally. There is generally no net addition to the local economy, as these industries recirculate dollars resulting only in a redistribution of local income.

In San Juan County, basic industries are mainly those that rely on natural resources and extractive processes, along with assembly-type manufacturing and a limited amount of tourism. Classifying the medical service providers is more difficult due to both the local and regional nature of the services. City government and the school districts are non-basic industries as are restaurants and most retail establishments. **Table 8.4 – Major Area Employers/Industries** Major Area is an indication of the types of employers and number of employees in the area in and around Farmington.

**TABLE 8.4
MAJOR AREA EMPLOYERS/INDUSTRIES**

Company Name	Product/Service	Employees
San Juan Regional Medical Center	Medical	1,200
Farmington Schools	Education	1,186
Central Consolidated Schools	Education	1,149
BHP Minerals	Mining and Coal	889
City of Farmington	Government	635
San Juan College	Education	650
Arizona Public Service Company.	Power Plant	565
Bloomfield Schools	Education	500
Public Service Company of New Mexico	Power Plant	428
Aztec Schools	Education	415
Burlington Resources	Oil and Gas	310
Presbyterian Medical Services	Health Services	300
Independent Mobility Systems	Manufacturing	283
El Paso Natural Gas Co.	Natural Gas	220
Basin Home Health/Basin Coordinated	Home Health	190
Citizen’s Bank	Finance	144
Navajo Agricultural Products Industries	Agriculture	135
Wal-Mart	Retail	125
Wells Fargo Bank	Finance	120
Daily Times	Newspaper	107
Giant Refining	Gas Refining	92
Raytheon	Electronics	79
BP	Oil and Gas	79
Sam’s Club	Retail	60

Source: Farmington Chamber of Commerce, 2002



Tourism

Tourism is a very important, yet underdeveloped, sector of Farmington's economy. Although it has grown in recent years with the addition of new hotels, such as the 125-room Courtyard by Marriott Hotel, there is still great opportunity to attract new visitors to the Four Corners Area. To entice larger business groups, as well as state and national sporting events, conferences, and conventions, additional lodging opportunities are needed. Hotel rooms, recreation vehicle parks, resorts, and camping areas are needed to provide the required number of accommodations.

In 2001, lodgers tax revenues in the City reached \$15,343,949, up from \$14,091,300 in 2000 and \$13,036,760 in 1999. Hotel occupancy in 2001 averaged 67.7%, down slightly from 67.9% in 2000. Occupancy varied considerably by season, with a high of 71.7% in June and a low of 42.0% in December. Average room rate for 2001 was \$57.18, up from \$54.89 in 2000.

ECONOMIC DEVELOPMENT ORGANIZATIONS

San Juan Economic Development Services (SJEDS) is a nonprofit organization whose mission is "...to lead the way to assist in the expansion, retention, creation and recruitment of economic base companies in San Juan County for the purpose of job creation." The City of Farmington, along with other public entities and private organizations, provides funding for SJEDS. These services include:

- Site selection assistance
- Financing assistance
- Training assistance
- Business research support
- Community development
- Improving the business climate
- Marketing efforts
- Maintaining economic data
- Business expansion and retention
- Telecommunications and fiber optic implementation and connectivity
- Commercial land and building inventory in San Juan County
- Workforce development
- Area planning for local communities

SJEDS is located at the Quality Center for Business (QCB) with the Enterprise Center (business incubator), the Small Business Development Center, and the Training Center. The mission of the QCB is *"As a unique entity of San Juan College and in association with our strategic partners, the Quality Center for Business provides business support, training and education to meet the needs of individuals and businesses in the SJC service area, in order to enhance our healthy and diverse economy."*

Since 1953, the **Farmington Chamber of Commerce**, a volunteer association of businesses, has provided a coordinated effort to improve and support the overall business climate in Farmington. Its activities include:

- Promotion of commercial and industrial activities
- Improvement to the civic vitality of the community
- Sponsorship of programs that promote community development
- Provision of creative business leadership to solve community problems
- Encouragement of beautification of Farmington and San Juan County

The **Farmington Convention & Visitors Bureau's (FCVB)** main purpose is to attract visitors to the Four Corners area. The FCVB provides informational and promotional brochures to showcase historical sites and recreational opportunities around Farmington. The trained staff promotes the city and Four Corners area at travel and hospitality industry trade shows and through its web page, as well as through its offices at the Gateway Museum.

The **Farmington Downtown Association** is a group of merchants, business and property owners, and interested parties who work to improve the business climate and appearance of the downtown area.

The **Northwest New Mexico Council of Governments (NWNMCOG)** provides economic development assistance to the Farmington area through its **Community Development Corporation (CDC)**, a public/private mechanism “for implementing new community and economic development initiatives and for stabilizing and revitalizing the local economy.” The CDC’s focus is on expanding funding available for business financing, housing, infrastructure and other community development needs. It also supports an Enterprise Loan Fund, Individual Development Accounts as well as a number of research activities. The continued and growing importance of Farmington is recognized by the NWNMCOG in that it now has a staff representative in the city.

San Juan College (SJC), a community college, offers a wide variety of academic transfer courses as well as technical-occupation programs in traditional career areas. In addition to the traditional academic courses, SJC offers programs often not found in other accredited institution of higher education such as pilot training, semiconductor manufacturing technology, industrial water treatment, media technologies and communication, as well as outdoor leadership and degree programs in Internet technology and computer network certification. Health-related programs include nursing and physical therapist assistant. Students at SJC may obtain a full four-year degree through reciprocal state and area universities’ education programs.

The current and future partnerships that SJC can provide in improving the skills of the workforce are an invaluable asset to the development of Farmington’s economic future. Interest has been expressed in SJC becoming a university, but this may be detrimental to the success of SJC as a top ranked community college.

ROLE OF CITY GOVERNMENT

As in all the chapters of the Comprehensive Plan, there are specific roles that the City can play. The City should primarily provide leadership, foster cooperation with other entities, and supply development related information. The City should also provide the appropriate zoning and infrastructure (water, wastewater and streets) requirements, rather than specific financial incentives to the private sector. It is important to note that the City has already taken measures to carefully consider which incentives may be used to encourage economic growth.

City Economic Development Plan

The New Mexico Local Economic Development Act provides for the creation of local economic development plans. Communities and counties with such plans may circumvent the Anti-Donation Clause of the New Mexico Constitution and provide financial assistance to business enterprises that will benefit the local economy and that are compatible with the Plan.

In 1996, the City of Farmington adopted Article 2 of Chapter 22 of the City Code to create an Economic Development Plan as a means of providing public support to private businesses that meet very specific criteria.

The goals, strategies and priorities of the Economic Development Plan were developed from public input in numerous economic development planning processes. The Economic Development Plan is based on the Overall Economic Development Program for New Mexico State Planning and Development District 1, the Northwest New Mexico Enterprise Community Initiative, and the Northwest New Mexico Economic Adjustment Strategy.

The following is an excerpt of the text from the Economic Development Plan that is applicable to the Comprehensive Plan (the full text is found in Chapter 22, Article 22 of Farmington’s Municipal Code).

“Goals. *The goals of the economic development plan are as follows:*

- 1. Reduction of unemployment and an increase in the labor force participation rate.*
- 2. Increase in income through creation of higher quality jobs and support of local entrepreneurship.*
- 3. Affirmative support of local business creation, retention and expansion.*
- 4. Improved economic diversification.*
- 5. Development of adequate infrastructure to support economic development.*

Strategies. *The strategies of the economic development plan are as follows:*

- 1. Support the county economic development service and other collaborative efforts to attract qualified industry, and to assist in the expansion of existing local industry.*
- 2. Develop a business incubation center to make space available, together with office support services and technical assistance to new and growing small businesses.*
- 3. Create an economic development revolving loan fund to assist in financing businesses that create or retain jobs in the region.*
- 4. Encourage and assist in the delivery of entrepreneurial education.*
- 5. Collaborate in the improvement of basic infrastructure, including without limitation: highways, streets, rail and air service, water, wastewater, power, fuel, and communications.*

Priorities. *The priorities of the economic development plan are as follows:*

- 1. Infrastructure needed to support the development and growth of a healthy and diverse economy.*
- 2. Businesses and industries that provide semiskilled and skilled jobs.*
- 3. Businesses and industries that produce goods or services locally, for distribution outside the region.*
- 4. Businesses and industries that produce goods or services locally, for distribution within the region to displace imported goods and services.*
- 5. Businesses and industries that fill a gap in the local economic base.*

Targeted businesses and industry - *The economy of the city and the county is supported by natural resource development, power generation, agriculture, retail trade, wholesale trade and services. Economic development efforts are focused on new or expanding industries which add value to these sectors or which add*

diversity to the economic base and which upgrade the skills and income levels of employees.

Criteria to determine eligibility for aid - Pursuant to the New Mexico Economic Development Act, eligible businesses must be a corporation, limited liability company, partnership, joint venture, syndicate, association or other person that is one or a combination of two or more of the following:

1. An industry for the manufacturing, processing, or assembling of any agricultural or manufactured products.
2. A commercial enterprise for storing, warehousing, distributing or selling products of agriculture, mining or industry, but, other than as provided in subsection (5) of this section, not including any enterprise for sale of goods or commodities at retail or for distribution to the public of electricity, gas, water, telephone, or other services commonly classified as public utilities.
3. A business in which all or part of the activities of the business involves the supplying of services to the general public or governmental agencies or to a specific industry or customer, but, other than as provided in subsection (5) of this section, not including businesses primarily engaged in the sale of goods or commodities at retail.
4. An Indian tribe or pueblo or a federally chartered tribal corporation.
5. A telecommunications sales enterprise that makes the majority of its sales to persons outside the state.

Available resources - The city may offer businesses qualifying under this article the following:

1. Land the city is willing to lease, sell, or grant.
2. Buildings the city is willing to lease, sell, or grant.
3. Infrastructure the city is willing to build, extend, or expand.
4. Financial resources available:
 - a. Industrial revenue bonds;
 - b. Funds allowed to be expended under this article and the local economic development act; and
 - c. Tax incentives provided pursuant to the development incentive act.

Minimum benefit - The city may require any one or a combination of two or more of the following criteria as a minimum benefit from a qualifying entity in order to provide economic development assistance under this article:

1. Number and type of jobs created;
2. Proposed payroll;
3. Repayment of loans, if any;
4. Purchase by the qualifying entity of city-provided land, buildings, or infrastructure;
5. Public-to-private investment ratio. The amount of private dollars invested in a project must be at least twice the amount of public dollars invested in the economic development project; and
6. Direct local tax base expansion.

Project revenues - City revenues dedicated or pledged for funding or financing of economic development projects shall be deposited in a separate account. Separate accounts shall be established for each separate project. Money in the special account shall be expended only for economic development project

purposes, which may include the payment of necessary professional services contracts. In no event shall the total of all the city's revenues dedicated, pledged or used pursuant to this article, excluding the value of any land or buildings contributed, exceed five percent of the city's general fund expenditures for any current fiscal year."

GOAL, OBJECTIVES, AND ACTIONS

The Comprehensive Plan Steering Committee established the following core goal for Farmington. The objectives and actions were then developed based on input from the Steering Committee, local economic development agencies, and specialists, as well as the City’s existing Economic Development Plan.

Goal: Facilitate well-organized and high quality economic growth and development that meets the needs of our dynamic and progressive community.

Objective 8.1: Support economic development by providing adequate infrastructure.

Action 8.1.1: Provide and/or extend infrastructure for water, sewer, and streets to support new and existing industries.

Action 8.1.2: Support installation of fiber optics and other technological advances that provide access to e-commerce (businesses that use telecom and Internet methods to provide products and services).

Objective 8.2: Assure that there are adequate and appropriate sites for industrial and commercial business locations.

Action 8.2.1: Support the development of industrial parks at appropriate locations while considering transportation routes and being sensitive to surrounding land uses.

Action 8.2.2: Ensure appropriate zoning for industrial and manufacturing companies. Encourage and allow rezoning where appropriate.

Action 8.2.3: Encourage industries to consider and acknowledge water availability and water use constraints facing the city.

Action 8.2.4: Work with SJEDS to identify and acquire land for an additional industrial park.

Objective 8.3: Target economic development initiatives on basic industries that improve economic diversification through unified and cooperative efforts.

Action 8.3.1: Work closely with local economic development organizations of SJEDS, NWNMCOG, CDC, the Chamber, FCVB, and San Juan College to promote and support ongoing economic research for Farmington, San Juan County, and the Four Corners Region.

Action 8.3.2: Diversify local economies by attracting businesses that use strategies developed by SJEDS, Enterprise Center, and San Juan College, particularly as they relate to the very successful workforce training programs.

Action 8.3.3: Target jobs and companies that pay median wage or better for San Juan County.

Objective 8.4: Use economic development incentives in accordance with the Economic Development Plan in the City Code Chapter 22, Article 2.

Action 8.4.1: Work with SJEDS to identify businesses that would qualify for incentives.

Action 8.4.2: Consider appropriate incentives for qualified businesses.

Objective 8.5: Support retention and expansion of existing businesses.

Action 8.5.1: Continue to support the efforts of the Chamber of Commerce and San Juan Economic Development Services in encouraging the growth and development of local and national businesses in the Four Corners region.

Action 8.5.2: Support local businesses. Encourage local shopping.

Action 8.5.3: Provide permissible tax incentives to reflect the City's adopted Economic Development Plan.

Objective 8.6: Develop a diversified well-trained work force.

Action 8.6.1: Continue to support San Juan College's workforce training opportunities and programs (academic and noncredit) and target training to specific industries.

Action 8.6.2: Work with economic development organizations and local and regional companies to develop job opportunities that can assist in retaining local high school and college graduates.

Objective 8.7: Promote tourism and events in Farmington.

Action 8.7.1: Continue to support targeted public relations efforts coordinated by the Convention and Visitors Bureau.

Action 8.7.2: Research and develop new tourist venues, such as an attractive RV park or a resort hotel.

Action 8.7.3: Promote regional awareness of the new US 550 four-lane highway.

Objective 8.8: Provide information that will assist potential businesses in their industrial location decision-making process.

Action 8.8.1: Provide an online "fact book" of economic and business statistics, including overall gross receipts and business license permits, to assist in establishing economic development benchmarks and measuring economic diversity and success.

Cooperation, education and a realistic approach are the keys to a secure economic future in Farmington. It is important to have a diversified industrial base that can weather the changes in national and local economic conditions. Farmington is well positioned to take advantage of its location in attracting emerging industries that can utilize the exceptionally well-trained regional workforce.

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CHAPTER 9

PARKS AND RECREATION

Farmington is located in an area of scenic beauty and historic significance. The City's parks and recreation facilities and programs are sources of community pride and important factors in the quality of life in the community. The 62 parks and park properties and 13 community facilities, which range from one acre to over 500 acres, comprise an outstanding park system of more than 1,770 acres. The Parks and Recreation Department co-hosts and/or participates in a number of special events including the Connie Mack World Series, Riverfest, the Invitational Balloon Festival, Freedom Days, the outdoor summer theater, the Totah Festival, Roundball Ruckus Basketball Tournament, Road Apple Rally, and Riverglo. For a city with 37,844 residents, a park system of this magnitude is a massive accomplishment as well as a tremendous responsibility. It should also be recognized that Farmington's parks and recreation system provides facilities and activities far beyond the city boundaries.

The purpose of the Parks and Recreation chapter of Farmington's Comprehensive Plan is to provide the basis for long range planning and allocation of resources. It is a guide for public policy and decision-making related to the availability, quality, type, and location of leisure and recreation opportunities for Farmington's residents and visitors. Priorities for improvements are based on input from the staff, the Parks, Recreation and Cultural Affairs Commission, the Comprehensive Plan Steering Committee, and citizens.

Parks and recreation facilities and programs are increasingly recognized as an important part of a quality environment. They should be a part of everyday life however they are used, whether for walking, biking, picnicking, playing organized sports, or just being outside. Parks should be considered an important part of the infrastructure of a city, as are roads, water or sewer lines and drainage. Population growth and the possible future expansion of the city limits require balance among the desire for new and improved recreational systems, the current needs of the residents of Farmington, and the ability to build, operate and maintain the facilities. A well planned, funded, and operated parks and recreation system will continue to attract quality growth, enhance the quality of life of all citizens, and improve the overall environment.

The Parks, Recreation and Cultural Affairs Commission serves as an advisory group for the Department. It is an 11-member board made up of interested residents who meet monthly to address and advise on parks and recreation issues in Farmington. The mission of the Parks and Recreation and Cultural Affairs Commission is:

...to serve as an appointed, volunteer citizens' advisory board to the Mayor and City Council of the City dealing with and in support of the facilities, parks, personnel of the Parks and Recreation Department and Office of Cultural Affairs.

Funding of Parks and Recreation Department

The activities of the Parks and Recreation Department are annually funded through the General Fund, Golf Enterprise Fund and two dedicated 1/8th percent

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increments of the City’s gross receipts, one of which is shared with the Police Department and the other is shared with the Community Development Department. Contributions from private and public foundations provide some additional funding for different aspects of the Department’s activities. User fees also help offset the cost of operating various facilities.

KEY ISSUES

This Parks and Recreation element is the result of comments and concerns heard at the Community Forum, included in the Community Survey, identified by the Comprehensive Plan Steering Committee, and discussed by the Parks, Recreation and Cultural Affairs Commission as well as City staff. During the various meetings it was often recognized that Farmington has an outstanding parks and recreation system.

To ensure that Farmington's parks, recreation and open space programs continue to be a source of community pride, the following **Key Issues** were identified:

- ❑ **Continuation of the process of developing various types and levels of parks** was of great importance to those involved in the comprehensive planning process. Although the City provides a variety of facilities for both passive and active recreation, there is now an interest in new sports such as Frisbee golf, beach and grass volleyball, doggie parks, and more activities for seniors.
- ❑ **Diversified all-season recreational programming for all age groups** was considered to be very important due to Farmington’s location within the Four Corners area and the city’s ever-increasing role in the region. Programs that provide places for teenagers to participate in wholesome activities are a very important need. The increasing older population will require expanded programs and new facilities as well.
- ❑ **Continuation of expansion of natural resources through connected nature walking trails with educational programs** in the riverine corridor will provide public access while protecting the unique environment. Continued expansion of the Animas Riverwalk was probably the most frequently mentioned key issue, with focus on the desire to continue to extend the Riverwalk and connect it to other areas, particularly downtown.
- ❑ **Acquisition of parks and open space in the development processes** will be necessary to meet the future park needs of residential areas. Criteria for acceptance of required and donated park land should be developed. Adequate fees in lieu of land need to be considered and required.



- ❑ **Protection, maintenance and enhancement of existing parks and city maintained areas** through improved operations and maintenance standards and additional budgetary resources are always primary considerations for a parks and recreation department. In Farmington, there are the routine basic improvements that are desired and necessary. These include more picnic tables, more ballfields, and an additional senior center. The annual department budget addresses the needed improvements and expansion for the next five years. The annual report monitors the participation levels in the various programs. The Department regularly reviews the cost of services and fee structures.
- ❑ **The relationship of parks and City maintained areas with improvements in urban design criteria** is already established, in that the department maintains all of the public landscaping in the city. Over the years there has been great interest in improving the appearance of the city, particularly at the entrances. The median landscape project is a great success, with donations from businesses and individuals. The Parks and Recreation Department has assumed long-term maintenance of these medians and other civic features. Future improvements to the streetscape, through landscaping, trees, and lighting, should have adequate long term maintenance funding.
- ❑ **Identification of ways the City can address the needs and desires of the citizens** may be achieved through surveys, community meetings, and newsletters, for continued identification of changing needs.
- ❑ **Prioritization of the desired improvements and developments** is a feature of this element of the Comprehensive Plan. However, it should be noted that the Parks and Recreation Department has a long history of assessing park needs and the order in which they should be funded. This is handled in the departmental budget of the annual City budget.
- ❑ **Establishment of park and recreation facilities standards** is another feature of this plan. Descriptions and criteria for different types of parks and facilities are outlined in the following section. A table of Suggested Park Facilities Space Guidelines, based on national standards, is also presented. Review of these guidelines indicates that, in many areas Farmington far exceeds the national standards, but would benefit from the establishment of specific improvement standards for each type of park.
- ❑ **Seeking innovative ways to fund new facilities and improve existing recreational sites** is an issue that has been successfully addressed in Farmington. The Farmington Civic Center Foundation is an excellent example of a support group illustrating the desire to provide **the framework for public/private and public/public efforts to share in the development and maintenance of facilities**. The River Reach Foundation was instrumental in the creation of the Animas Riverwalk. Another civic group involved with the appearance of the community parks is Farmington Clean and Beautiful. These organizations should continue to be encouraged.

The City also pursues state, federal and foundation grants that are park-oriented. Other methods of funding improvements include naming rights for a large contribution, sale of paving bricks around park features and sidewalks, tree dedications, and establishment of nonprofit support organizations.

PARKS AND RECREATION PLANNING PRINCIPLES

In the preparation of a long-range parks and recreation plan, there are common principles, which serve to ensure a balanced emphasis on the public and private sectors, indoor and outdoor opportunities, and the integration of space, services, and facilities. These general principles for parks and recreation planning are:

- ❑ All people should have equal access to recreational areas, activities, services, and facilities, regardless of age, gender, income, cultural background, housing environment, or disability;
- ❑ Public recreation should be coordinated among public institutions and private entities to avoid duplication and encourage cooperation;
- ❑ Public recreation should include opportunities for education, health and fitness, transportation, and leisure;
- ❑ Facilities should be well planned and coordinated to ensure adequate adaptability to future needs and requirements;
- ❑ Available funds should be considered in all phases of planning, acquisition, development, operation, and maintenance of parks and facilities;
- ❑ Public participation is critical to the success of the parks and recreation system; therefore community/city workshops may be conducted to obtain citizen input from the intended park and facility users. The City Council, the Parks, Recreation and Cultural Affairs Commission, the Parks and Recreation Department, or the public may initiate a request for these workshops;
- ❑ Existing and proposed plans should be coordinated with the recommendations for implementation;
- ❑ There should be established procedures for acquiring land for future parks and recreation areas and facilities; and,
- ❑ The design of parks and facilities should encourage the most efficient utilization of land and consider the needs, desires, and opinions of the intended users.

It is important to recognize that the City of Farmington’s Parks and Recreation Department has already implemented many of these principles.

GOAL, OBJECTIVES, AND ACTIONS

The following goal, objectives and actions are the results of input from the citizens to the Parks, Recreation and Cultural Affairs Commission and the Comprehensive Plan Steering Committee. The following goal is also the mission statement for the Parks and Recreation Department.

Goal: Provide high quality facilities, programs and personnel dedicated to meeting the recreational and cultural enrichment needs and desires for the greater Farmington area.

Objectives specifically identify the desires envisioned in the goal. Actions are means of accomplishing the goals and objective. The following objectives and actions should be achievable in the time frame of the Plan:

Objective 9.1: Provide new and diverse recreation facilities as needs are demonstrated.

Action 9.1.1: Add more fields for soccer, baseball and softball.

Action 9.1.2: Develop Frisbee golf facility. (completed September 2002)

- Action 9.1.2: Provide space for a “doggie park.”
- Action 9.1.3: Add indoor and outdoor volleyball and handball facilities.

Objective 9.2: Provide opportunities and facilities for outdoor and active recreation.

- Action 9.2.1: Continue improvements to the Animas Riverwalk for walking, jogging and biking.
- Action 9.2.2: Improve and expand facilities for white water canoeing and kayaking.
- Action 9.2.3: Retain and expand the Recreation and Public Purpose (RR&P) lease in Sections 24 and 25.

Objective 9.3: Identify and further expand the bikeway network.

- Action 9.3.1: Develop bicycle network to link existing and proposed off-road trails and bike lanes in a loop system throughout the city.
- Action 9.3.2: Designate the trails with appropriate signage.
- Action 9.3.3: Develop a map of the trail system to give to users.

Objective 9.4: Provide new indoor facilities for recreation programs and activities.

- Action 9.4.1: Expand and/or build additional Senior Center.
- Action 9.4.2: Build a multi-purpose facility with court facilities and places for meetings and activities.

Objective 9.5: Expand the Civic Center as recommended by the Civic Center Improvement Task Force.

- Action 9.5.1: Construct additional meeting rooms, office space, and storage space.
- Action 9.5.2: Increase the performance capacity of the Civic Center theater by constructing “fly space”.
- Action 9.5.3: Replace theater seating and carpet (completed August 2002).

Objective 9.6: Expand golf course services and programs.

- Action 9.6.1: Offer more lessons and services at Piñon Hills.
- Action 9.6.2: Add new pro shop at Civitan Golf Course.

Objective 9.7: Provide neighborhood parks in underserved areas.

- Action 9.7.1: Work with neighborhood groups to identify area needs, possible locations, and funding.
- Action 9.7.2: Use monies in lieu of land funds to improve areas that are in the general vicinity of the development.
- Action 9.7.3: Do not accept land unsuitable for park development.
- Action 9.7.4: Increase impact fees in compliance with state statutes.

Objective 9.8: Develop regional facilities at lakes.

- Action 9.8.1: When feasible, develop Dinsmore Lake south of Sycamore Street as a regional park.
- Action 9.8.2: Develop a plan to expand appropriately located regional park features at Farmington Lake consistent with watershed protection practices.

Objective 9.9: Continue to provide the high level of maintenance at the parks and in medians.

- Action 9.9.1: Keep parks litter free.
- Action 9.9.2: Add appropriate signage.
- Action 9.9.3: Continue to work with Farmington Clean and Beautiful.
- Action 9.9.4: Work with businesses to improve appearance of commercial frontage to complement the medians.

Objective 9.10: Create a nonprofit support group, for example: a Friends of Farmington Parks.

- Action 9.10.1: Follow procedure for incorporation of nonprofit 501(c)(3) corporation with city attorney.
- Action 9.10.2: Develop donation and spending criteria.

Objective 9.11: Initiate building upgrades for ADA compliance.

- Action 9.11.1: Construct new rest room at Civitan golf course to be ADA compliant.
- Action 9.11.2: Remodel Lions Pool showers and changing rooms to be ADA compliant.

IMPLEMENTATION

An implementation program should be a proactive and realistic framework for putting policies and recommendations into action, thereby continuing to provide outstanding parks and recreation areas, facilities, and improvements.

Perhaps the most important aspect of an implementation program is the commitment required from elected and appointed officials, City staff, and most of all, the citizens. The Parks and Recreation element of the Comprehensive Plan must reflect the needs and desires of the community in order for it to be considered a useful tool in directing future decision-making pertaining to the acquisition, development, management and maintenance of the parks and recreation system.

In order to ensure appropriate implementation of the recommended actions in the Parks and Recreation element of the Comprehensive Plan, the Director should continue to provide an annual report, a “state of the parks”, to the City Manager and the City Council. This report should detail the current activities and accomplishments of the department, as well as planned projects that address priorities and objectives. Monitoring the implementation of the recommended actions and the impact of the improvements will serve to reinforce the importance of the activities of the parks and recreation system.

PARK, RECREATION AREA AND OPEN SPACE STANDARDS

Standards are a measure for determining the amount of parks, recreation areas and open space needed to meet the demands and desires of the city's citizens and visitors. Park and recreation standards are typically expressed in terms of acres of land dedicated for parks and recreation use per unit of population, such as five (5) acres for every 1,000 residents. While general standards are useful, it is important to establish standards that are based upon unique local considerations, such as participation trends and projections, user characteristics, demographics, climate, natural environment, and other considerations. What is important for

leisure and recreation is unique to each city; therefore, the standards should represent the interests and desires of the local park and facility users.

The National Recreation and Park Association (NRPA) published the Recreation, Park and Open Space Standards and Guidelines to establish nationally applicable criteria for the provision of parks and recreation facilities and open space. These standards are a guide for parks and recreation planning, but do not replace reasonable judgment or specific local needs. The parks and recreation system of the City of Farmington justifies continued development of parks, recreation and open space to meet its specific needs and requirements. The recommended standards should reflect the values and interests of the city's parks and recreation facility users.

Local Park Classification System and Development Standards

A variety of sizes and types of parks and recreation facilities and activities is recommended to satisfy diverse individual interests, ensure adequate and equal opportunity, and ultimately encourage use by all population groups.

Standards for parks, recreation areas, and open space are helpful to identify the community's parks and recreation needs based upon its population. The population ratio method is commonly used to determine a level of standard for parks and recreation space. Using a standard that is based upon a unit of population allows simple quantification of park area needs. The use of current population determines the level of adequacy of the existing parks and recreation areas and facilities. The development of standards for parks and recreation areas is largely dependent upon local population characteristics. For example, a community with a substantial portion of its population in younger age groups will require standards much different from a community with a more mature population. Young adults and youth typically require facilities for active recreation while mature adults may be more interested in leisure and recreation activities that are more passive in nature. A well designed parks and recreation system will account for the needs of all users, including children and mature adults. The standards adopted should reflect the uniqueness of the population and represent the interests and desires of the park and facility users.

Farmington's 1,770 acres of parks and recreational facilities in 62 park properties is far above the national standards for a city of its size. Planning for the future of the community park system should be based upon the current and projected population. Other considerations are long-term maintenance and replacement of facilities and equipment.

Park Classification System and Development Standards

As parks and recreation sites are evaluated for acquisition and development, it is important for the city to have a standardized list of facilities and equipment desired for each type of park in order to assess the development feasibility of each site. There are important considerations in developing parks including the size, shape and orientation of the site; access; adjoining land use; development constraints; environmental impacts; and, the anticipated use of the park. To assess the feasibility of each site, each of these considerations is important. **Table 9.1 - Suggested Park Facilities Space Guidelines** specifies the recommended space requirements, size and dimensions, orientation, units per population, services area, and location notes for each type of recreation facility.



A variety of sizes and types of parks and recreation facilities and activities is recommended to satisfy diverse individual interests, ensure adequate and equal opportunity, and ultimately encourage use by all population groups. An adequate blend of facilities includes the following types; however, the development and programming of each park must be site specific.

Urban Plazas – Urban plazas are public areas for sitting, socializing and hosting community events. They should provide ample seating and sufficient open space for exhibits and groups of people. When urban plazas are on City properties they are under the jurisdiction of the Parks and Recreation Department. Recommended facilities and improvements may include:

- Benches or seatwalls
- Security lighting
- Trash receptacles
- Paved surfaces
- On street and off street parking
- Plaza sign
- Landscaping
- Irrigation system
- Curb cuts and pedestrian crossings

Pocket Parks – A pocket park is the smallest park classification and should be used to address specific recreation needs, such as in a multiple family complex or adjacent to a shopping center. There are no specific criteria to guide the development of pocket parks, although recreation facilities and park improvements should be provided to meet the needs of adjacent development.

It is not the current practice of the City to develop parks on less than five acres. There may be exceptions based on the need for a park at a given location or limitations on available or suitable land. Should the City develop a pocket park, the recommended improvements may include:

- Picnic tables
- Sidewalks
- Landscaping
- Drinking fountains
- Security lighting
- Playground equipment
- Park sign(s)
- Park benches
- On-street parking
- Trash receptacles
- Irrigation system and,
- Curb cuts and pedestrian crossings



Neighborhood Parks - Neighborhood parks should have facilities and improvements to accommodate use by more than one neighborhood or specific recreation needs on a smaller scale. Easy pedestrian access from surrounding neighborhoods and a central location are key concerns when developing a neighborhood park. One of the main reasons people visit parks is to share in a pleasant outdoor environment, so a neighborhood park should have visual appeal with appropriate landscaping and equipment. Since neighborhood parks should accommodate the needs of all ages it is important to have a blend of facilities

available including both passive and active activities. Recommended facilities and improvements may include:

- Park signs
- Street signs for Park
- Park benches
- Open picnic tables with grills
- Sidewalks
- Landscaping
- Irrigation
- Open turf area for passive recreation
- Drinking fountains
- Security lighting
- Playground equipment
- Basketball (half court)
- On-street parking
- Trash receptacles and,
- Curb cuts and pedestrian crossings

Municipal Parks - The facilities and improvements installed in community parks must be planned and designed for heavy use by persons of all ages and from all areas of the community. Municipal parks should exhibit physical characteristics appropriate for both active and passive recreational use. They should have suitable soils and a variety of vegetation. Where feasible, a municipal park should be located adjacent to a greenway, which can provide an off-street linear linkage from other areas of the community. Facilities and improvements may include:

- Park signs
- Street signs for “Children at play”
- Park benches
- Volleyball facilities
- Basketball court (half and/or full court)
- Open turf areas for informal games of soccer, softball, baseball and volleyball
- Sidewalks and walking/jogging paths
- Picnic area(s) with tables and grills
- Shelter(s) with picnic tables and grills
- Landscaping and nature areas
- Irrigation
- Rest rooms
- Drinking fountains
- Security lighting
- Playground equipment
- Concrete surface for general play area
- Trash receptacles
- Off-street parking
- Curb cuts and pedestrian crossings
- Other unique features (as applicable)

Regional Parks – A regional park is typically an area for nature-oriented outdoor recreation, such as viewing and studying nature, wildlife habitat, conservation, swimming, picnicking, hiking, fishing, boating, camping, and trail uses. Lions Wilderness Park should be considered in this category. Facilities and improvements may include:



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- Park signs
- Internal road network
- Street signs for parks
- Park benches
- Open space
- Nature trails and bicycle trails
- Picnic area(s) with tables, shelters, and grills
- Covered pavilion (50' x 90')
- Landscaping and nature areas
- Irrigation
- Rest rooms
- Drinking fountains
- Security lighting at strategic locations only
- Playground equipment
- Trash receptacles
- Off-street parking
- Curb cuts and pedestrian crossings
- Other unique features (as applicable)

Linear Trails or Greenways - Farmington has one of the best linear trails in the nation in the Animas Riverwalk. The development of greenways to link park and park components to form an overall system should continue to address provisions for uninterrupted and safe pedestrian movement between parks and throughout the community. Greenways provide outdoor recreational opportunities and experiences that reflect the requests of the citizens of the city.

Park Trails - These trails are located in greenways, natural areas and parks. They could also be located in drainage ways, along irrigation canals, on levees, abandoned railroads, utility easements and scenic routes. Their purpose is to accommodate walkers, joggers and bicyclists and to protect them from traffic. They allow movement within and between parks, activity centers, and natural resource areas with a minimum of interruptions while emphasizing a strong connection with the natural environment. Park trails should be a part of an overall park system. Design should be in compliance with the American Association of State Highway and Traffic Officials (AASHTO) and the Americans with Disabilities Act (ADA). These trails may also be used for bicycle commuting.

Connector Trails - These trails are developed to provide connections between parks, cities and major activity centers. They can be within or adjacent to the street right-of-way. They can provide separate paths for pedestrians, bicyclists and skaters. Connector trails can be used for bicycle commuting purposes. Like the park trails, connector trails must be designed to meet the necessary design standards.

Bikeways - Bikeways are paved segments of roadways that can be used to separate bicyclists safely from traffic. There are generally two types of bikeways: bike routes that are paved segments separate from the traffic and bike lanes that are a part of the roadways designated for the use of bikes. These can be used for commuting as well as links to recreational activities and facilities. All terrain and mountain bike trails are included in this classification.

Sports Complex - This type of park provides for athletic fields and associated facilities at one or more larger sites in the city. The facilities should meet the needs of the user groups and sports associations. Complexes can be developed for a variety of sports including baseball, softball, soccer, volleyball, tennis, basketball, football, handball, and racquetball. Additional facilities should include group picnic areas and shelters. Support facilities should include rest rooms, water fountains, concessions building, announcers' booths, and open space. Parking areas should have adequate spaces for tournament activities.

The location should be away from developed residential areas and direct access through these areas should be avoided. Trails may be included in the complex and link it to other recreational facilities. Passive facilities may also be included to provide other activities in the park.

The space for a sports complex should be a minimum of 40 acres with 150-300 acres being optimal. Consideration should be given to acquiring enough land and setting aside additional acreage for future expansion.

Sports complexes are more regional in nature. The ability to host tournaments provides additional tax revenues from visitors and participants.

Park Facility Requirements

Displayed in **Table 9.2 - Park Classification System and Development Standards**, are the recommended minimum facility and equipment improvements for pocket parks, neighborhood, and municipal parks, based upon the population within the park service areas. The facility ratios reflect typical demands for each of the identified park facilities and equipment. Since users vary by season, the ratios may need to be adjusted to better meet the needs of the users at each particular park.

The identification of park facility requirements allows the City to closely estimate the cost of acquiring and developing each type of park facility. These facility requirements will be used to determine the type and number of facilities to be included in each of the proposed new parks. Any future acquisition or development of parks in the city should abide by these facility requirements to ensure comparable development standards. However, since each park is unique in terms of its site characteristics and users, it may be necessary to make adjustments to the type of facilities on an as needed basis.



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**TABLE 9.1
SUGGESTED PARK FACILITIES SPACE GUIDELINES ***

ACTIVITY/ FACILITY	RECOMMENDED SPACE REQUIREMENTS	RECOMMENDED SIZE AND DIMENSIONS	RECOMMENDED ORIENTATION	NO. OF UNITS PER POPULATION	SERVICE RADIUS	LOCATION NOTES
Baseball 1. Official 2. Little League	3.0-3.85 Ac. minimum 1.2 Ac. minimum	Baselines–90’ Pitching distance– 60 1/2’ Foul lines–min. 320’ Center field–400’+ Baselines–60’ Pitching distance– 46’ Foul lines–200’ Center field–200’- 250’	Locate home plate so pitcher throwing across sun and batter not facing it. Line from home plate through Pitcher’s mound run east northeast.	Field and accessories— 1 per 5,000 Lighted field–1 per 30, 000	1/4-1/2 mile	Part of neighborhood complex. Lighted fields part of community complex.
Soccer	1.7-2.1 Ac.	195 to 225’ x 330’ to 360’ with a minimum clearance of 10’ on all sides	Same as Field Hockey	Number of fields depends on popularity. currently should be same as baseball	Practice : 1-2 miles Tournament: 15-45 min.	Youth soccer on smaller fields adjacent to fields or neighborhood parks
Ice Skating and Ice Hockey	22,000 sq. ft. Including support area	Rink 85’ x 200’ (minimum 85’ x 185’) Additional 5000 sq. ft. support area	Long axis north- south if outdoors	Indoor-1 per 1000,000 Outdoor depends on climate	1/2-1 hour travel time	Climate important consideration affecting no. Of units. Best as part of multi-purpose facility.

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ACTIVITY/ FACILITY	RECOMMENDED SPACE REQUIREMENTS	RECOMMENDED SIZE AND DIMENSIONS	RECOMMENDED ORIENTATION	NO. OF UNITS PER POPULATION	SERVICE RADIUS	LOCATION NOTES
Gymnasium (with multi-purpose courts)	9,840 sq. ft.	120' x 80'	Long axis of courts with <i>primary</i> use is north-south	1 per 10,000	1-2 Miles	In neighborhood or community parks or site specific location.
Basketball 1. Youth 2. High School 3. Collegiate	2400-3036 sq. ft. 5040-7280 sq. ft. 5600-7980 sq. ft.	46'-50' x 84' 50' x 84' 50' x 84'	Long axis north- south	1 per 5000	1/4-1/2 mile	Outdoor courts in neighborhood and community parks, plus active recreation areas in other park settings.
Football	Minimum 1.5 Ac.	160' x 360' with a minimum of 6' clearance on all sides	Fall season—long axis northwest to southeast. For longer periods, north to south.	1 per 20,000	15-30 minutes travel time.	Usually part of baseball, football, soccer complex in community park or adjacent to high school
Softball	1.5-2.0 Ac.	Baselines—60' Pitching distance— 46' min. 40'—women Fast pitch field radius from plate— 225' between foul lines Slow pitch—275' (men) 250' (women)	Same as baseball	1 per 5,000 (if also used for youth baseball)	1/4-1/2 mile	Slight difference in dimensions for 16" slow pitch. May also be used for youth baseball

* Although these are standards established by the National Parks and Recreation Association (NRPA), the City of Farmington provides facilities based on the demand from the public. As a result the City exceeds these national standards for several facilities including baseball, softball and soccer.

ACTIVITY/ FACILITY	RECOMMENDED SPACE REQUIREMENTS	RECOMMENDED SIZE AND DIMENSIONS	RECOMMENDED ORIENTATION	NO. OF UNITS PER POPULATION	SERVICE RADIUS	LOCATION NOTES
Volleyball	Minimum 4,000 sq. ft	30' x 60'. Minimum 6' clearance on all sides.	Long axis north-south	1 court per 5000	1/4-1/2 mile	Same as other court activities (e.g. badminton, basketball, etc.)
Handball (3-4 wall)	800 sq. ft. for 4-wall, 1000 sq. ft. for 3-wall	20' x 40' – Minimum of 10' to rear of 3-wall court. Minimum 20' overhead clearance.	Long axis north-south Front wall at north end.	1 per 20,000	15-30 minute travel time	4-wall usually indoors as part of multi-purpose facility. 3-wall usually outdoors in park or school setting.
Tennis	Minimum of 7,200 sq. ft. single court. (2 acres for complex)	36' x 78'. 12' clearance on both sides; 21' clearance on both ends	Long axis north-south	1 court per 2000	1/4-1/2 mile	Best in batteries of 2-4. Located in neighborhood/community park or adjacent to school site.
1/4 Mile Running Track	4.3 Ac.	Overall width–276' Length–600.02'. Track width for 8 - 4 lanes is 32'	Long axis in sector from north to south to northwest to southeast with finish line at northerly end	1 per 20,000	15-30 minutes travel time	Usually part of high school or in community park complex in combination with baseball, soccer, etc.

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ACTIVITY/ FACILITY	RECOMMENDED SPACE REQUIREMENTS	RECOMMENDED SIZE AND DIMENSIONS	RECOMMENDED ORIENTATION	NO. OF UNITS PER POPULATION	SERVICE RADIUS	LOCATION NOTES
Trails	Per local requirements	Well delineated head maximum of 10' width, maximum average grade 5% not to exceed 15%. Capacity rural trails–40 hikers/day/mile Urban trails–90 hikers /day/mile	N/A	1 system per region	N/A	
Open Space	Minimum of 5 acres undeveloped per park			5 acres per 1,000	30-minute travel time	Areas could include wetlands and other unimproved land
Field Hockey	Minimum 1.5 Ac.	180' x 300' with a minimum of 10' clearance on all sides	Fall season–long axis northwest to southeast. For longer periods, north to south.	1 per 20,000	15-30 minutes travel time.	Usually part of baseball, football, soccer complex in community park or adjacent to high school
Badminton	1620 sq. ft.	Singles–17' X 44' Doubles - 20' X 44' with 5' unobstructed area on all sides	Long axis north-south	1 per 5000	1/4-1/2 mile	Usually in school, recreation center, or church facility. Safe walking or bike access

ACTIVITY/ FACILITY	RECOMMENDED SPACE REQUIREMENTS	RECOMMENDED SIZE AND DIMENSIONS	RECOMMENDED ORIENTATION	NO. OF UNITS PER POPULATION	SERVICE RADIUS	LOCATION NOTES
Golf Course 18-hole (standard)	Minimum 150 Ac.	Average length– 6500 yards	site specific	1 public course per 50,000	1/2 to 1 hour travel time	Course may be located in comm.- unity, district park, should not be over 20 miles from population center
Archery Range	Minimum 0.65 Ac.	300' length x minimum 10' between targets. Roped, clear areas on side of range minimum 30', clear space behind targets minimum of 90' x 45' with bunker	Archer facing north (± 45°)	1 per 50,000	30 minutes travel time	Part of a regional/ metro park complex
Golf– Driving Range	13.5 Ac. for minimum of 25 tees	900' x 690' wide. Add 12' width for each additional tee	Long axis southwest -northeast with golfer driving toward northeast	1 per 50,000	30 minutes travel time	part of golf course complex, As separate unit, may be privately operated,
Combination Skeet and Trap Field	Minimum 36 Ac.	Walks and structures occur within and area - 130' wide by 115' deep. Cleared area is contained within two super- imposed segments with 100-yard radii	Centerline of length runs northeast to southwest with shooter facing northeast.	1 per 50,000	30 minute travel time	Part of a regional/ metro park complex

Source: Recreation, Park and Open Space Standards and Guidelines (1990) and Park, Recreation, Open Space and Greenway Guidelines (1996) as adapted for the City of Farmington, New Mexico.

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Area Standards

Table 9.2 - Park Classification System and Development Standards indicates the area standards for each type of park and trail. These standards may be used to determine the locations and needs for existing and future parks. The potential park site will determine the actual size of the park and the location. Facilities in each classification may vary based on public demand, size of site, and/or suitability for park development.

**TABLE 9. 2
PARK CLASSIFICATION SYSTEM
AND DEVELOPMENT STANDARDS**

Pocket Park	Use: Serves a limited population within an immediate proximity. Examples are a tot lot in or near an apartment complex or a vacant lot developed as a passive park with sidewalks and benches.
	Service area: Immediate neighborhood.
	Desirable size: .25 to 1 acre.
	Acres/1,000 population: 0.25 to 0.50 acre.
	Site characteristics: Close proximity to high density developments.
Neighborhood Park	Use: For residents in neighborhoods within walking distance. Facilities are for active recreation and playground use, i.e. athletic courts, fields, playground equipment, as well as passive use such as walking trails, etc.
	Service area: ¼ to 1 mile radius to serve up to 5,000 persons.
	Desirable size: Minimum 5 acres, evenly distributed.
	Acres/1,000 population: 1.0 to 2.0 acre(s).
	Site characteristics: Evenly distributed across city with easy, safe access for nearby residents. Joint school/park facilities and suitable.
School-Park	Use: Combining parks with school sites can fulfill the space requirements for neighborhood and community parks.
	Service area: Same as neighborhood, but depends on uses.
	Desirable size: Variable depends on function.
	Acres/1,000 population: Variable depends on function.
Municipal Park	Use: facilities for active and passive recreation and leisure, including athletic courts, picnic areas, walking/jogging paths, open play areas, and playgrounds.
	Service area: Primarily for residents within a 2 mile radius, but available to persons throughout the city.
	Desirable size: Minimum 10 to 50 acres. Optimum 25 acres.
	Acres/1,000 population: 5.0 to 8.0 acres.
	Site characteristics: Location provides full coverage of city.
Regional Park (Wilderness)	Use: Serves regional parks and recreation needs with a broad range of facilities and activities. Predominately areas of natural resources.
	Service area: 50-mile radius.
	Desirable size: Minimum 150 acres.
	Acres/1,000 population: 5.0 to 10.0 acres.
Site characteristics: Undisturbed native vegetation with on trail vehicular and bicycle access and routes. Limited introduced landscape and irrigation. Picnic facilities in designated areas.	

Linear Park	Use: Bicycling, hiking, walking, and jogging and commonly used as a linkage between two or more park and recreation areas.
	Service area: Citywide.
	Desirable size: Sufficient size to accommodate expected use and provide adequate travel distance, typically a minimum of ½ mile.
	Acres/1,000 population: No minimum standard.
	Site characteristics: Follows a linear natural features: river, stream, existing rights-of-way, easements or abandoned rail line.
Connector Trails	Use: Multiple purpose trail that emphasizes safe travel for pedestrians to and from parks and around the community.
	Service area: Citywide. Designed to connect major attractions.
	Desirable size: Sufficient to provide adequate travel between parks, neighborhoods and community facilities.
	Acres/1,000 population: No minimum standard.
	Characteristics: Type I: Separate/single purpose hard surfaced trails for pedestrians, bicyclists and in-line skaters located in exclusive right-of-way. Type II: Same as Type I located within existing road right-of-way.
On-Street Bikeways	Use: Paved segments of roadways that serve as a means to safely separate bicyclists from vehicular traffic.
	Service area: Citywide.
	Desirable size: Sufficient to provide adequate travel between parks, neighborhoods and community facilities.
	Acres/1,000 population: No minimum standard.
	Characteristics: Bike Route: Designated portions of the roadway for the preferential or exclusive use of bicyclists. Bike Lane: Shared portions of the roadway that provide separation between motor vehicles and bicyclists, such as paved shoulders.
All-Terrain Bike Trail	Use: Off-road trail for all-terrain (mountain) bikes.
	Service area: Single-purpose loop trails located in larger parks and natural areas.
	Desirable size: Variable.
	Acres/1,000 population: No minimum standard.
	Site characteristics: Designed to accommodate all-terrain bicyclists.
Equestrian Trail	Use: Trails developed for horseback riding.
	Service area: Loop trails usually located in larger parks and natural areas such as along rivers and streams.
	Desirable size: Variable.
	Acres/1,000 population: No minimum standard.
	Site characteristics: Designed to accommodate equestrian riders. Conflicting motor vehicles and other recreation uses can be avoided.
Sports Complex	Use: Consolidates heavily programmed athletic fields and associated facilities in larger sites strategically located in the community.
	Service area: Strategically located community-wide facilities.
	Desirable size: Determined by demand. Usually a minimum of 25 acres, with 40 to 80 acres being optimal.
	Acres/1,000 population: No minimum standard.
	Site characteristics: Typically developed and designed for programmed athletics.

Special Use	Use: For specialized or single purpose recreation activities, such as golf courses, zoos, and conservatories.
	Service area: Citywide.
	Desirable size: No minimum standard.
	Acres/1,000 population: No minimum standard.
	Site characteristics: Typically developed around a significant local historic physical feature and often operated by private enterprise.

Recreation Development Fees and Recreation Space Dedication

Recreation Development Fees are impact fees established by the City as a funding mechanism for the purchase of neighborhood park land. These fees are to be applied toward the purchase of a park site within one mile of the new development. If park land exists within one mile, then the fees may be used for development in that park. Currently, the recreation development fee is \$192.82 per residential lot.

The State Legislature adopted the Development Fee Act in 1995. The City is not currently in compliance with this act. In assessing the risk of compliance, the City determined that the current fee is so low, that if it were challenged, the fee could be doubled. Work on a new ordinance that complies with the Development Fee Act as well as increases to the recreation fee is under consideration. The proposed new fee would reflect the current property value and provide the funds required to purchase neighborhood park land.

Recreation Space Dedication is the method by which a developer may dedicate land for a neighborhood park in lieu of the Recreation Development Fee. The value of the dedicated land is based on the current appraisals and would be equal to the required fee. The City would pay the balance of the land costs, as it is understood that land costs typically exceed the assessed fee. The dedicated land should be adjacent to the residential development or within one mile. The land shall be suitable for park development as specified in the **Site Selection Criteria**.

Site Selection Criteria

There are several factors that influence the suitable location of parks and recreation areas. Among them are the surrounding land use characteristics, potential physical development constraints and barriers, and the size and anticipated use of the proposed area. Since the area surrounding each of the park sites is developed, it is much easier to design and develop the parks. Input from the community should be a primary determinant in the design of park facilities.

An important factor in developing an adequate parks and recreation system is the existence of physical barriers. Barriers such as arterial roadways and other streets may impede the safety and convenience of walking to a nearby park. Physical obstructions must be carefully considered in locating park facilities.

The general site selection criteria and principal considerations include the following factors:

Size:

- ❑ There should be a minimum of five (5) acres with the potential for park development including turf, paving and playground.

Topography:

- ❑ Minimum 50 percent of site should have a maximum gradient of 4 percent;
- ❑ Runoff should drain properly from developed areas;

- ❑ Desirable views should be preserved and protected; and,
- ❑ Impervious sandstone areas are not considered suitable for landscaping.

Soils:

- ❑ Natural existing or amended soil should be suitable for turf, native vegetation, and trees that are appropriate to the site; and,
- ❑ Area should be protected from soil erosion during all phases of development.

Vegetation:

- ❑ Natural or landscaped vegetation should include grass areas and trees, with hardy, low maintenance species or native plants preferred for planted vegetation;
- ❑ Significant individual specimens or unique wildlife habitats are desirable; and,
- ❑ Irrigation systems should be provided for intensively utilized areas such as playing fields and landscaped areas.

Access and Location:

- ❑ Should be readily accessible to the service area population of pedestrians, bicyclists, and vehicles;
- ❑ Should have street frontage or appropriate dedicated access;
- ❑ Access to linear parks and linkages is desirable;
- ❑ Neighborhood parks should be conveniently located within one mile of a residence;
- ❑ May serve as a buffer between different land uses or types of residential development; and,
- ❑ Neighborhood park/school sites are highly desirable if there are mutual benefits for the community and the school.

PARK AND FACILITIES INVENTORY

Farmington has an outstanding park system. A brief description of the many parks and recreation areas follows: The locations of the parks and facilities are shown in **Figure 9.1 – Parks and Facilities**.

Animas River Park is a 62-acre linear river park located along the Animas River beginning at Browning Parkway. Those taking advantage of the one-mile trail, the Nature Center and Harvest Grove Barn will find 74 convenient parking spaces.

In **Bartens Park**, a 1.7-acre neighborhood park at the corner of Caribbean and Bartens Streets on the northeast side of the city, there is a playground with open turf play area.

Beckland Hills Park is a neighborhood park on 1.7-acres on Windsor Drive at Kingsway Drive in the Beckland Hills subdivision. There is a playground with an open turf play area that has disabled access.

A linear river park directly west of Animas River Park, **Berg Park** is located on 20.25-acres along the north bank of the Animas River at Sullivan Street. Located in the park are approximately 175 parking spaces with 12 designated handicapped spaces. There is a playground with six open picnic tables, six barbeques and two rest rooms that are disabled accessible. There is a four-mile

trail that not only provides a great place to walk but access to an outstanding white water park for canoeing and kayaking enthusiasts. It is the site for several community wide events including Riverfest and the Renaissance Fair.

Bluff Shadow Lake is a 32.8-acre community park that is currently undeveloped on the site of a quarried lake. Located south of Sycamore, between Butler and Miller, it has a magnificent southern view of the bluffs.

Boyd Park is a neighborhood and river park on 3.5-acres on the Animas River at the Miller Street Bridge. Completely renovated in 1994, it has 43 parking spaces, with three designated for persons with disabilities. The playground and rest rooms are also disabled accessible. There are seven open picnic tables and barbeques and an open turf play area. Partial funding for the renovations came from a Land and Water Conservation grant and gross receipts recreation tax.

Brook Haven Park East is a neighborhood park of 7.1-acres located on the south side of Apache Street, west of Childhaven. It has two playgrounds that are disabled accessible, three open picnic areas with barbeques, a half court basketball court, and 16 parking spaces (one disabled accessible).

The **Brook Haven Park West** is located south of Glade Lane and West of Airport Drive. It is a neighborhood park on 3.1 acres with a playground (disabled accessible), four open picnic tables with two barbeques, one of which is disabled accessible. It has both a full and half circle basketball courts and an open turf play area.

Centrally located at the intersection of Dustin and 20th Streets, **Brookside Park** is a highly used community park of 14-acres with many recreational facilities. There are two playgrounds, a tot lot, and 11 open picnic tables with two barbeques, two sheltered picnic areas. On the north side of the park there are eight picnic tables and three barbeques. On the south side of the park there are six picnic tables and two barbeques. Among the many facilities are rest rooms (disabled accessible), a swimming pool with locker room and rest rooms, three lighted tennis courts, two full court basketball courts, a very popular skateboard park, two shuffleboard pads, an amphitheater, and open turf play area. There are 255 parking spaces including disabled accessible spaces. This park was partially funded through a Land and Water Conservation Fund grant.

Chula Vista Park is the neighborhood park located on the east side of Hutton Road and the south side of South Side River Road. Within the 4.6-acre park there is a playground (disabled accessible), a sheltered picnic area with six picnic tables and two barbeques, a full court basketball court, sand volleyball, an open turf play area and 32 parking spaces with two spaces designated for persons with disabilities.

Another popular community park in Farmington is the **Civitan Park and Par 3 Golf Course**. The 38-acre site includes the Par 3 Golf Course with its Pro Shop and rest rooms, a playground, a rest room, two sheltered picnic areas, six picnic tables with three barbeques on the north side, and nine picnic tables and three barbeques on the south side. In addition to Worley Field, a lighted baseball field with a concession stand and rest rooms, there are 12 horseshoe pits. The main parking area includes 207 spaces and the golf course has an additional 49 parking spaces with spaces for persons with disabilities.

Colinas Del Norte Park is a neighborhood Park on 4.9-acres west of Dustin, south of Los Cerrillos. It has two playgrounds that are disabled accessible, a sheltered picnic area (disabled accessible), three picnic tables and two barbeques. There is a basketball court with circular back-to-back goals, an open turf play area, and 700 liner feet of trail.

Doc Jones Field is a one-acre athletic field with an unlighted football field and open turf play area that is shared with Youth Services. It is located at the southwest corner of Sullivan Avenue and 19th Street.

Fairgrounds Park, the 32.7-acres sports complex located on Fairgrounds Road north of Main Street, is the location of Ricketts Field, home of the Connie Mack World Series. In addition to two lighted baseball fields, there are three lighted softball fields, two concession and rest room facilities (one is disabled accessible), two playgrounds (one with disabled access), a reduced court basketball court, three open picnic tables, a sheltered picnic area with six picnic tables, and an open turf play area. There are more than 385 parking spaces, 12 of which are disabled accessible. At the Recreation Center there is a basketball court with volleyball court overlay, five racquetball courts, and the offices of the Parks and Recreation Department.

Located on Farmington Avenue at 15th Street is **Fairview Park**, a neighborhood park. On the three-acre site there is a playground, open picnic table, and open turf play area.

The **Farmington Family Sports Complex** is located on 156-acres south of Piñon Hills Boulevard adjacent to the La Plata River. This recently completed sports complex has two concession and rest room facilities with disabled access, four lighted baseball fields, four lighted softball fields, eight lighted tennis courts and a tennis pro shop with rest rooms. There are 305 parking spaces, including eight that are designated for persons with disabilities.

Farmington Intertribal Indian Organization is located on Elm Street. On the 1.6-acre site are the offices of the Farmington Intertribal Indian Organization (FIIO), a café and rest rooms. There is also a playground, open picnic table and barbeque, and 35 parking spaces, with two for persons with disabilities.

Farmington Lake, 469-acres of designated open area and the City's water supply, is a regional park that includes 139 acres of land and 330 acres of surface water for boating (no gas powered motor boats) and fishing, from boats and the fishing pier. It is located north of Highway 516 on the far northeast side of the city.

Foothills Park is a two-acre site with a playground (for persons with disabilities), a sheltered picnic area, two picnic tables, and barbeques. There is a basketball (circular with two goals) and an open turf play area. It is located west of Redwood Avenue at Cypress Street.

On 1.7-acres on East Main Street is the **Gateway Museum Visitors Center and Plaza**. In addition to the museum that provides insight into the history of the Four Corners region, art exhibits, and local cultural activities, there is a civic plaza and a portion of the river park. There are rest rooms, an open turf play area and 117 parking spaces, including eight disabled accessible spaces.

Glade Park is a currently little used undeveloped 4.5-acre neighborhood park on the east and west side of Municipal Drive at the Glade Arroyo.

Highland View Park, a neighborhood park of four-acres, is located at the northeast corner of Largo Street and English Road. It has two playgrounds (disabled accessible), a sheltered picnic area with a picnic table, two unlighted soccer fields, a 720 linear foot trail, a reduced court basketball court, an open turf play area, and 33 parking spaces.

Jaycee Park at the southwest corner of Cooper Street and Mesa Verde Avenue is another four-acre neighborhood park with a playground, two unlighted soccer fields a full court basketball court and an open turf area.

Justis Park is a sports complex on 9.1-acres located on Fairgrounds Road. It has four baseball fields, a concession stand with rest rooms, four tennis courts, a practice ball wall and 122 parking spaces, with three spaces for persons with disabilities.

Another community park is **Kiwanis Park**, a 12-acre facility located on the north side of East 30th Street near East Main Street. It has two playgrounds, one of which is disabled accessible, a sheltered picnic area with six picnic tables and three barbeques and a sand volleyball court. An important feature of this park is the 0.33-mile trail with its exercise course and rest rooms. There are 54 parking spaces, including two for persons with disabilities.

Koufax Field is a four-acre site that is shared with Farmington High School. It has a lighted baseball field and concession stand and rest room.

At the southwest corner of Apache at Wall Street is **Lions Park**, a three-acre neighborhood park. It has four lighted tennis courts, an indoor pool (with locker rooms and rest rooms), an exercise cluster, an open turf play area and 40 parking spaces (six for persons with disabilities).

Mesa View is the 3.6-acre unlighted ball field at Mesa View Middle School on Wildflower Drive. Parking is shared with the school.

At **McKinley Elementary School** there are two softball fields and a soccer field on an approximately four-acre site.

Mossman Gladden Park is a neighborhood park on 3-acres at the corner on Camina Largo and Camina Placer, south of the Bloomfield Highway (US 64). It has a playground, sheltered picnic area with six picnic tables and 2 barbeques, an unlighted soccer field, three lighted tennis courts, two basketball (half court) and two open turf play areas.

The **Northeast Recreation Area-Lions Wilderness Park** in Section 25 is a regional park on 560-acres north of Piñon Hills Boulevard and south of Hood Mesa Trail. The site of one of Farmington's outdoor attractions, the 632-seat amphitheater is the venue for annual summer outdoor drama productions. The park also has a pavilion with a kitchen, rest rooms and 15 picnic tables, two group sheltered picnic areas with four picnic tables and two barbeques at Overlook. There are eight picnic tables and two barbeques at Rocky Point and three other individual sheltered picnic areas with picnic tables, three open picnic tables, a nine-hole disk golf course and rest rooms. Another feature of this park is approximately three miles of very popular trails.

The **Northridge Park** is a 2.5-acre neighborhood park with a playground, three open picnic tables, and an open turf play area. It is located at the corner of Carlton and 35th Street.

Oscar Thomas Park is a neighborhood park on two-acres located on the north side of West Piñon Street near Maple Street. It has a playground, basketball court (reduced), an open turf play area, and a soccer field

At **Piedra Vista High School** there is one baseball field and two regulation soccer fields.

Located in the heart of downtown Farmington is **Plaza Park**, a combination Pocket and Urban Park at the northwest corner of Main Street and Orchard Avenue. Although it is only 0.5-acres in size, it is a popular spot with benches and an open turf play area.

Puesta del Sol Park is a 4.5-acre neighborhood park on the north side of 24th Street, west of Municipal Drive. It has a playground that is disabled accessible, a circular basketball court with back-to-back goals and an open turf area.

One of Farmington's special use parks is **Radio Control Park**, a 26-acre site with a radio control airstrip, a U-control airstrip, a canopy, and work tables. There is also a radio control car track. Parking is provided for 100 vehicles, including disabled spaces. It is located west of the San Juan River, north of the Bisti Highway at the site of the old airstrip.

Another neighborhood park is **Rio Vista Park**, on the north side of Cliffside Drive at Fairview Avenue. On the five-acre site there are two playgrounds, one that is disabled accessible, two sheltered picnic areas with three picnic tables and 2 barbeques on the upper level, and three picnic tables on the lower level. There is a sand volleyball court and an open turf play area

At the **San Juan College Recreation Area**, there is a lighted baseball field and four unlighted tennis courts on the four-acre site. Parking is shared with the college. Due to new construction, configuration of this area will change in the near future.

North of Main Street, between Fairgrounds and Navajo, is the **Soccer Complex**. This sports complex of 10.2-acres includes three lighted soccer fields, a concession facility with rest rooms and 158 parking spaces, six designated for persons with disabilities.

Sun Valley Park is a one-acre neighborhood park with a playground, basketball (reduced court), and open turf play area on the corner of Silver and Pine, south of Hubbard Road.

Sycamore Park, a community park, is located on the south side of Sycamore, between Graham and Griffin Streets. On the 16.6-acre site there are two playgrounds (disabled accessible), two picnic tables with barbeques, a sheltered picnic area (disabled accessible) with six picnic tables and two barbeques, a full court basketball court, and an open turf play area.

South of Apache, between Behrend and Allen Streets, is the **U.S. West Park**, a 1.5-acre neighborhood park. It has a playground (disabled accessible), sheltered picnic area with four picnic tables and two barbeques, and an open turf play area.

The **Vietnam Veterans Park** is a 9.1-acre neighborhood park that honors Four Corners veterans who served and/or gave their lives during the Vietnam War with a memorial plaza. The sheltered picnic area has four picnic tables and two barbeques. The playground is disabled accessible and there is an open turf play area. Parking is provided in 29 parking spaces, with two for persons with disabilities.

Westland Park is a combination neighborhood, river, and wilderness park at the end of Westland Park Drive, on the southwest side of the city. On its 32-acres there is a playground, sheltered picnic area, four picnic tables and two barbeques. The park trails are not specifically designated, but provide access to the San Juan River and wilderness areas.

On the far west side of Farmington is the **Westside Estates Park** a 2.5-acre neighborhood park. It has a playground (disabled accessible), a sheltered picnic area with four picnic tables and two barbeques, and a circular basketball court with back-to-back goals.

The **Youth Services/Boys and Girls Club** is located on 6.35-acres east of Sullivan and south of 19th Street. It is a neighborhood and services park that is the site of the Youth Services Building. It has one youth full court basketball court, an entry plaza, two indoor basketball courts, locker rooms, a multi-purpose room, game rooms, a library/computer rooms, a craft room, a café and staff offices. There are more than 100 parking spaces, eight of which are for persons with disabilities.

Other Park Land

There is an unnamed, undeveloped park that is currently identified as the English Land Company. It is south of Piñon Hills Boulevard along the Porter Arroyo. It is a neighborhood/linear park on 8.1-acres of land. Another undeveloped neighborhood/wilderness park tract is a 10-acre area identified as Foothills/BLM R&PP. An undeveloped tract of 14.5-acres is planned as a future community/gateway park, and is currently identified as Modern Enterprise. Two other park tracts that are unnamed are 8.7-acres west of Boyd that has 0.33 miles of trail, and five-acres near the San Juan Regional Medical Center.

Facilities

An especially notable recreation facility in Farmington is the **Piñon Hills Golf Course**, one of the top-ranked golf courses in the United States. It is an 18-hole golf course with a driving range, pro shop, restaurant and rest rooms located on 235 acres adjacent to San Juan College. Parking is provided in 235 parking spaces, including spaces for persons with disabilities.

The **Bonnie Dallas Senior Center** is located at the corner of Wall Avenue and La Plata Street on a 1.6-acre tract. It has a kitchen with dining area, pool tables, a library/computer room, a crafts room and staff offices. Outside is a sheltered picnic area (disabled accessible) with a picnic table and barbeque, a horseshoe pit, a shuffleboard pad and 44 parking spaces (two for persons with disabilities).

At the **Farmington Aquatic Center** there is an Olympic/lap pool, a recreation pool with play structure, locker rooms with rest rooms and staff offices. It is located on 8.1 acres on Sullivan Street at Navajo. There are 121 parking spaces and 5 disabled accessible spaces.

The **Civic Center** is centrally located on Arrington Street on the north side of Downtown. Encompassing four acres, the Civic Center has an auditorium with 1,200 seats that provide the location for shows, events and cultural activities. There are dressing rooms with rest rooms, an expandable exhibit hall, fully equipped kitchen, six adaptable meeting rooms and rest rooms. An outdoor amphitheater and open turf area provide the setting for outdoor events. In the adjacent parking lots, there are 158 parking spaces with eight spaces for persons with disabilities.

River Property

Along the three rivers in Farmington, the City has extensive holdings that provide access to the rivers as well as areas for trails. At the River Reach Terrace, a project of the River Reach Foundation, there are 0.33 miles of trail on 1.1 acres. A second part of the River Park, near Highland View, has 71.30 acres that are currently undeveloped. The third designated River Park is 2.5 undeveloped acres at Scott and San Juan Boulevard. Near the San Juan River there is another 40 acres to be developed as a fourth phase of the River Park. Another 32 acres, located at Westland Park, is the fifth tract of the River Park. Additional undeveloped properties are 9.1-acres (Hicks), 20 acres (Tenski), 31 acres (McColm), 6.5-acres (Brown) and one acre (Permco).

The City of Farmington provides an outstanding parks and recreation system not only for the community, but for the surrounding region as well. The continued support of the City Council and the citizens will assure that the parks of Farmington will always be one of the city's greatest assets.

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CHAPTER 10

URBAN DESIGN

A variety of influences have formed the appearance of Farmington: the topographical and geographical setting, the western expansion of the United States, the early farmers and their orchards, the discovery and production of oil and gas and its emergence as a regional financial, medical, and educational center. Over the past 100 years the combination of these natural and man-made influences has established the image - sense of place - that is uniquely Farmington.

When there is an interest in improving the quality of life in a community, it is often accompanied by an interest in improving its appearance. Urban design is expressed as the combination of appearance and function in how a city looks and feels to its residents and visitors. The purpose of this chapter is to identify issues, how to address them, and establish general guidelines for visual improvements that will enhance the already special identity of Farmington.

In numerous community meetings, concerns centered on the city's appearance and were generally directed at commercial areas. The following issues were developed after a review of previous plans, major input from the citizens and the Steering Committee's ideas, discussions, considerations, and recommendations.

KEY ISSUES

Residents and visitors alike appreciate the community's unique natural setting, historic character, and aesthetic qualities. Looking at new ways to improve Farmington's appearance is the outcome of the desire to take more pride in the community. The following were identified as key issues:

- What is Farmington? What is its **City Identity**? Is it the marketplace for the Four Corners, a regional medical and service center, a tourist and outdoor recreation area, an oilfield town, a cultural center, a retirement area, a shopping destination, or a residential community? Given its location in the Four Corners region, Farmington is all of these. Farmington is a "gateway" to the cultural and historic resources of this region, but equally important is its role as a great location for homes and businesses. Its community assets and quality of life should be more fully recognized and promoted.

While visual appeal is not always a primary concern for a city, the first, and often only, impression a visitor or potential resident has of the community is how it looks as they drive into town or arrive at the airport. Farmington's identity as an attractive, safe, friendly, and progressive city often seems hidden from residents and visitors. To make the city more attractive, there must be additional improvements to the appearance of its roadways, businesses, and residential areas.

To further define the identity of the city as it moves forward in the new century would be the creation of a new **logo** that expresses the regional location as well as the quality of life. This logo should be professionally designed. It should be displayed in prominent view on signs, entry markers, and public buildings.

- In discussions that took place during the development of the Comprehensive Plan, many comments were made about the “lack of place” when arriving in Farmington. There is little in the way of signage or **entrance markers** to tell someone that they are actually in Farmington. While the success of the median landscaping program is outstanding, even more improvements should be undertaken to welcome visitors and residents into the city.

The major **gateways** that are the primary entry points into Farmington should be enhanced as focal points with landscaping, public art, distinctive signage, and other design features that will strongly delineate the major approach routes and entrances into the city. These gateways should be on the major highways entering the city, as well as the airport access road.

- **Commercial and directional signage** should be attractive and coordinated to provide an overall impression of the city. Smaller advertising signs such as monument signs in neighborhood commercial areas will provide a better visible impression. Directional information signage needs to stand out so that residents and visitors alike can find downtown parking areas, public facilities, and parks.
- The **appearance of commercial corridors**, the highways, and major streets would benefit from more attention to landscaping, street trees, signage, clutter, litter, and building façade improvements. The lack of screening and landscaping of outdoor manufacturing facilities and storage in industrial areas, particularly along major routes, produces a less than positive impression on those entering and driving through the city.
- **City beautification** requires improvements to the appearance and condition of the areas along the roadways and in the neighborhoods. The magnificent views of the mesas and river corridor should be seen from points all over town. Protection of views and geologic features should be encouraged rather than allowing them to be hidden behind structures. New and infill developments should blend with other buildings and landscaping along the streets, while not obscuring the surrounding scenery.

There is increasing interest in additional landscaping in rights-of-way and commercial frontages that would mirror the current median improvement program. Cooperative efforts of neighborhoods, civic groups, and businesses currently provide the additional maintenance required for the upkeep of these improvements.

- **Improvements to the appearance, infrastructure, and structures in the older neighborhoods**, particularly with regard to overall safety and appearance of commercial and residential areas, would be beneficial. While there are many examples of improvements, there are still opportunities for even more improvements that must come through a combination of public and private efforts. These include relocation of utilities, street pavement, sidewalk installation and restoration, curb replacement, streetlights, additional landscaping, and traffic calming measures. Private property owners can play an important part in this initiative by adding landscaping along highway frontage, screening parking and outdoor storage, using appropriate building materials, and painting exterior surfaces that are visible from gateways and commercial corridors.

- ❑ Interest was expressed in using masonry or equivalent **building materials** when new buildings are designed and constructed. This practice would be in keeping with the desire to improve the appearance of the city, yet be compatible with existing buildings. The use of metal buildings should be confined to industrial areas away from residential neighborhoods.
- ❑ The **revitalization and utilization of Downtown Farmington** was a key issue, as there is considerable concern about how to make the downtown a more attractive, viable commercial area in order to attract not only visitors, but residents as well. This issue is addressed more fully in Chapter B, Downtown Neighborhoods.

ROLE OF CITY GOVERNMENT

The role of the City of Farmington will be multifaceted and financial. City government is responsible for funding the majority of improvements to, and maintenance of, public spaces and facilities. The City has the ability to institute new signage criteria and control, including the incorporation of a new logo into street, directional, and identification signage. Supporting quality residential neighborhood appearance through landscaping, fencing, and entrance marker requirements, as well as enforcement of applicable codes and ordinances are other roles the City can play. Coordination with the private sector will be needed to fund the gateways and plazas that will provide the desired identity and sense of place. The City must be prepared to require, and even assist with funding the relocation of utility lines.

GOAL, OBJECTIVES, AND ACTIONS

Goals, objectives, and actions form the basis of the Comprehensive Plan, and will serve in guiding future civic improvements in Farmington. In order to begin to address the key issues about the appearance of Farmington, the Steering Committee developed the goal for urban design based on its work and citizen input. This goal is followed by objectives and actions for implementation that express the desires of the community.

Goal: Improve the image of the community through the development of design standards and beautification initiatives.

Objective 10.1: Reinforce community identity.

- Action 10.1.1: Commission a new city logo that would be used on entry markers, directional signage, and public buildings, as well as in City publications and publicity.
- Action 10.1.2: Continue to work with the Chamber of Commerce, Downtown Association, and San Juan College to promote the city as a great place to live and do business.

Objective 10.2: Enhance entrances to the city.

- Action 10.2.1: Construct larger gateway and portal entry identification signs on major highway corridors and arterial streets that welcome citizens and visitors into the city. The signs may be either of similar design at each entry or reflect the character of the surrounding development.
- Action 10.2.2: Maintain and enhance existing entry markers with appropriate landscaping.

Action 10.2.3: Incorporate public artwork and major sculptures in gateway design and construction as part of overall landscaping and beautification of public right-of-way.

Objective 10.3: Improve the appearance of the commercial corridors.

Action 10.3.1: Adopt more effective landscaping and screening standards for commercial and industrial development.

Action 10.3.2: Develop signage standards to promote appropriate size and number of signs for businesses.

Action 10.3.3: Extend the median landscaping program to include rights-of-way and commercial frontages.

Action 10.3.4: Require commercial trash receptacles to be screened or located out of sight of the street frontage where feasible.

Action 10.3.5: Work with private property owners to establish a program of private initiatives for beautification and clean up of the frontage properties along major corridors, including landscaping of highway frontage, screening of parking and outdoor storage, and painting of exteriors and rooftops for prominent structures visible from gateways and corridors.

Objective 10.4: Increase city beautification efforts.

Action 10.4.1: Support the expansion of *Farmington Clean and Beautiful* into a community pride program by actively participating in meetings and advertising campaigns, both online and in city newsletters.

Action 10.4.2: Work more closely with public and private organizations to develop and implement an overall city beautification program.

Action 10.4.3: Create scenic districts and/or site designations to protect areas with views of mesas, mountains, bluffs, or geologic features.

Action 10.4.4: Improve the appearance of city parking lots by adding landscaping, informational signage, decorative lighting, and benches.

Action 10.4.5: Develop and adopt standards that determine the time frame and use of portable signs.

Action 10.4.6: Require additional screening for industrial outdoor storage facilities, especially on major streets and adjacent to neighborhoods.

Action 10.4.7: Adopt standards that limit metal buildings to appropriate places.

Objective 10.5: Protect and enhance appearance of older neighborhoods.

Action 10.5.1: When replacing existing above ground utilities, consider relocation to underground or rear property lines.

Action 10.5.2: Add neighborhood or area identification markers to street signs, including an area logo or designation.

Action 10.5.3: Monitor older neighborhoods for replacement of deteriorating pavement, sidewalks, and curbs to be included in the Capital Improvements Program.

Action 10.5.4: Encourage civic pride by recognizing neighborhoods and property owners who work together to improve the city's appearance.

URBAN DESIGN GUIDELINES

In Farmington there is a diverse composition of commercial, recreational, historical, and residential features. They are independent, yet intermingled. Together these features form the overall visual appearance of the community. Improvements to the appearance of one element will foster improvements in other areas. The use of urban design guidelines and requirements will improve the appearance of the city.

General Improvements Guidelines

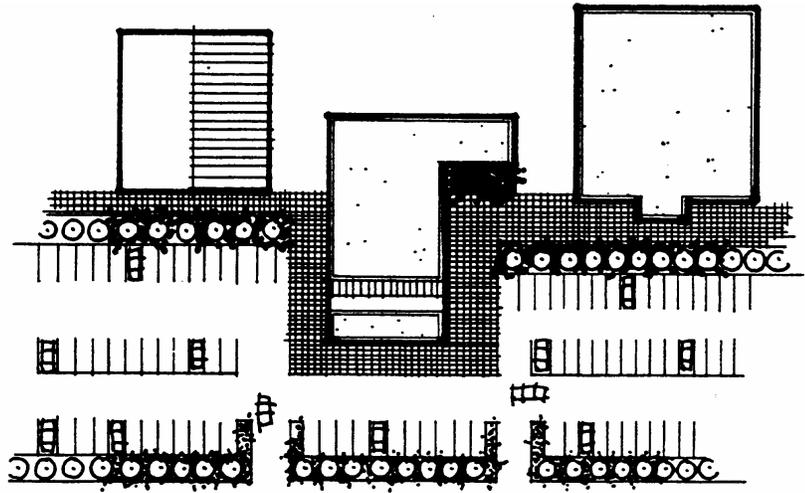
Concerns about community pride and visitor reception are the underlying reasons to improve the appearance of a community. Welcoming signs and entrance markers with landscaping identify the approaches into the city and promote its attractiveness. The city logo should be prominently displayed at the entrances, thereby serving as notice that one has arrived in Farmington. The median landscaping is a successful program that should be continued through sponsorships and maintenance by area businesses. This beautification program should be widely promoted and increased. Other appearance enhancements include securing rights-of-way of adequate width, building and maintaining sidewalks and curbs, planting more street trees and native and seasonal plantings, and installing decorative lighting. Improvements in signage for public facilities should be continued. Directional signage and street improvements should assist in providing recognizable access to Downtown Farmington, the Animas and Peninsula Districts, and particularly the Animas Riverwalk. Directed improvements should include the following:

The **overall visual appearance** includes the building façades, streets, utilities, trees, plants, and signs—what meets the eye and forms the overall impression of the city. Improvements to the appearance may include the removal of “slipcover” façades to reveal the original buildings, relocation of overhead utility lines, and reduction/redesign of signs.

Area identification includes distinctive signage, lighting, landscaping, sidewalk design, and items that distinguish an area from the rest of the city. Several areas would benefit from displaying distinctive logos on the street signs, denoting a special area such as the Downtown, or other districts, or distinctive neighborhoods.

Streets, water and sewer lines, overhead utilities, sidewalks, and even parks are part of the **infrastructure** aspect of urban design. Sidewalks can be much more than concrete strips, more than just necessities for pedestrians. They should provide pleasant places to walk and linger to observe adjacent features. Brick, stone pavers or scored concrete are ways to improve the appearance of sidewalks. When increased in width and landscaped, sidewalks become amenities for residents and visitors. As shown in **Figure 10.1 – Sidewalks Linking Activity Centers**, sidewalks can link one activity center to another and relieve traffic congestion, by encouraging people to walk rather than drive - particularly if the areas are landscaped and have benches. This will require additional City maintenance that must be at as high a standard as can be agreed upon and sustained by the City's budget.

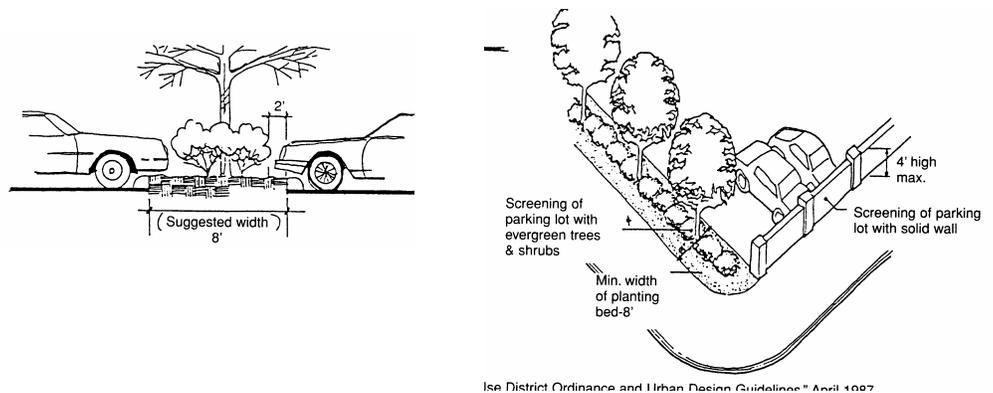
**FIGURE 10.1
SIDEWALKS LINKING ACTIVITY CENTERS**



As in any city, **parking** is a necessity. On-street parking is convenient for shoppers and merchants, but is often unattractive and problematic when cars are required to back into the flow of traffic. In commercial areas, angle and parallel street parking, parking islands, additional landscaping and trees, and decorative paving may be utilized when appropriately designed for safety and mobility.

Off-street parking lots provide a better place to park, but are not perceived as convenient, safe, or attractive. Parking lots should include trees and landscaping and should be encouraged to become “car parks,” places not only to leave the car, but also to rest and enjoy the outdoors in an attractive setting. Suggested guidelines for parking lot landscaping and screening are shown in **Figure 10.2 – Parking Lot Landscaping and Screening Concepts**.

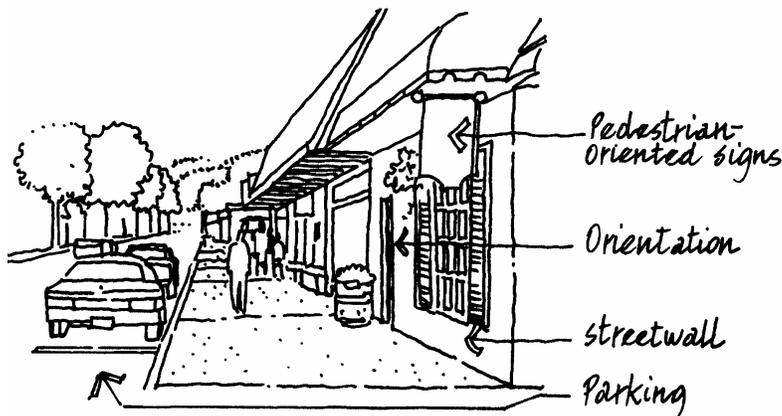
**FIGURE 10.2
PARKING LOT LANDSCAPING AND SCREENING CONCEPTS**



The major **corridors** - Main Street, Broadway, Murray Drive, Piñon Hills Boulevard, Butler, 20th and 30th Streets, US 64, US 550, and La Plata Highway - will all benefit from improved sidewalks, landscaping, screening and signage. Many of the businesses along the corridors do not require outside displays to sell their products or services. Screening of storage and parking areas, with frontage landscaping, would greatly improve the appearance of the roadways entering the city.

Businesses require **identification and advertising signs**; however, these signs can be designed and located to form a better visual impression, without detracting from their purpose. The City's sign ordinance provisions should include regulations for maximum allowable signage for wall, ground, window signs, spacing, and even recommend styles in keeping with the desired overall visual appearance, formed through a consensus of citizens and elected officials. Portable sign use should be minimized and should be temporary only. Commercial areas may benefit from an overlay district, with specialized signage enhancement requirements. Similar requirements should be encouraged in other areas of the city, especially along the routes in and out of the city. **Figure 10.3 – Pedestrian Friendly Streetscape**, gives an idea of how commercial frontages/streetscape could benefit from a more pedestrian friendly approach to advertising.

**FIGURE 10.3
PEDESTRIAN FRIENDLY STREETSCAPE**



Directional, location and identity signage, which inform and establish a sense of place, should be appropriately designed and located to direct and inform without adding visual clutter. The use of street signs with area logos helps identify those areas. Colored banners are often used on light standards or buildings. Signs should be placed in locations where they are easy to read from the street. In areas of the city that are distinctive in appearance or use, entrance and internal signage should be used for additional identification.

Improvements to **landscaping and screening** will benefit the overall visual appearance, contributing to a more attractive, healthier, and cleaner environment. Trees and plantings along streets make living in and visiting the city a more pleasant experience. The City should assure that landscaping and tree protection ordinances are encouraged and enforced. These should include the types, as well as the locations, of appropriate trees and plants. For example, trees placed in and around parking lots improve the appearance while providing shade. Requiring the replacement of trees removed for new construction, and planting street trees in old and new commercial and residential development, will further enhance the community's appearance. It is important to note that all plantings require maintenance, either by the City or by property owners, community organizations, and neighborhood groups.

Perimeter screening of parking and storage facilities will reduce the negative appearance of such areas. Low shrubbery that shields the vehicle lights and

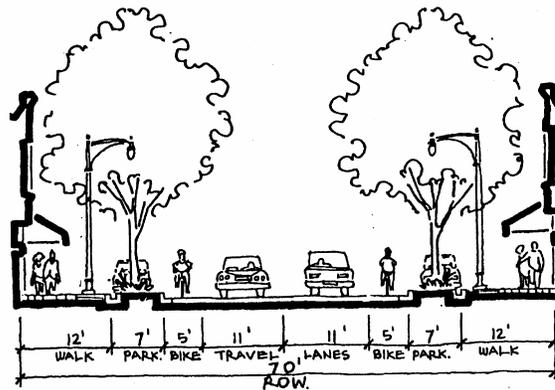
bumpers will add to the visual appearance while reducing the impact of the lights on the surrounding areas. Consideration should be given to design and maintenance, ensuring adequate visibility from the street for safety purposes.

Whenever possible, and particularly in commercial developments, **building materials** should be of durable materials - including brick, stucco, stone, and glass - that will be attractive and retain their appearance initially and over time. Appropriate use of materials on façades should be considered, particularly where such materials might cause negative visual impact on adjacent properties.

Buffers are areas of landscaping and open space between different land uses, and should be required to insulate the residential uses from the negative impacts of businesses, particularly when the adjacent uses are commercial or industrial in nature.

"**Streetscape**" is a term that is often used to draw all of the preceding elements together. Both visitors and residents react positively to an attractive streetscape, and consequently have a better impression of a city. A desirable cross-section for commercial streets is illustrated in **Figure 10.4 - Commercial Street Cross-Section Concept**, and includes traffic lanes, parking (parallel or angle), bikeway, street trees, sidewalks, lighting, and other amenities.

**FIGURE 10.4
COMMERCIAL STREET CROSS-SECTION CONCEPT**



Farmington is already an attractive city, having already instituted many of the aforementioned urban design features. By incorporating requirements for urban design features, identified above, into the Unified Development Code, the city's appearance and function will continue to improve as these guidelines are consciously applied to address the key issues. It is important to note that these types of improvements can be accomplished gradually, as funding and/or grant programs are available.

CHAPTER 11

PUBLIC UTILITIES, FACILITIES, AND SERVICES

Public utilities, facilities, and services provided by the City of Farmington range from police and fire protection to water and wastewater utilities to the library and museum to parks and civic buildings. As these are important factors in the well being and quality of life of a community, this chapter addresses the requirements to ensure that there will be efficient coordination in the provision of quality utilities, services, and facilities.

KEY ISSUES FOR UTILITIES, FACILITIES, AND SERVICES

A number of important issues were identified and discussed by the Comprehensive Plan Steering Committee and the results of the Community Survey. The Survey showed that residents are generally satisfied with the levels and quality of service in Farmington. It should be noted, however, that the Survey results only represent that segment of the population who responded. Survey results are found in the Appendix. The issues identified are divided into *three* areas: Utility Issues, Municipal Service Issues, and Community Facilities Issues and Cultural Affairs.

KEY UTILITIES ISSUES

- ❑ Are Farmington and the Four Corners region growing too quickly, outpacing the City's ability to expand infrastructure? Is there a need for structured growth to allow infrastructure improvements to keep pace?
- ❑ There needs to be more attention given to maintenance and rehabilitation of existing public infrastructure, particularly streets and sidewalks.
- ❑ There is concern about water rights for the City's existing and future water supply in that the City is dependent on surface water for its potable water supply. There are a number of water service providers and there is a need to have coordination between them.
- ❑ The recent annexation of Wildflower on Crouch Mesa raised issues pertaining to requirements for water and wastewater service. Should the City impose its development standards or allow rural development patterns to expand outside the City? The extension of sewer service is a key issue influencing development patterns. Future sewer service extensions will present the choice of expanding the lift station network or constructing satellite treatment plants.
- ❑ Should the City consider the use of impact fees to pay for the cost of extensions to serve new development?
- ❑ The impending impact of electric deregulation may minimize future electric rate increases and affect future generating capacity requirements.

KEY MUNICIPAL SERVICES ISSUES

- ❑ Better coordination between City departments and officials should improve consistency and procedures in regulatory enforcement.
- ❑ How does the use of private waste disposal systems affect the expansion/extension of the City's wastewater system?

- ❑ Adequate police and fire protection are currently provided, however, as the City grows, more personnel and equipment will be needed.
- ❑ Solid waste collection and disposal service should be appropriate and efficient. More consideration should be given to recycling.

KEY COMMUNITY FACILITIES AND CULTURAL AFFAIRS ISSUES

- ❑ Continued support and expansion of the Museum will benefit the City and the region.
- ❑ Future expansion of Gateway Center, Senior Citizens Center, and City Hall will need to be addressed as the City continues to grow.
- ❑ There is an interest in the future development of a City zoo, expansion of museums and cultural facilities, and neighborhood community centers. Where should they be located?
- ❑ There is a need for a stronger connection with the Indian communities including an Indian cultural and tourism center.

ROLE OF CITY GOVERNMENT

The City is responsible for the health, safety, and welfare of its residents. Basic services include the provision of water and wastewater services, police and fire protection, and maintenance of streets. A variety of cultural and community services and facilities are provided in the interest of improving the quality of life for residents and visitors. Many non-mandated services are addressed in the Parks and Recreation chapter; others are discussed in this chapter.

MUNICIPAL UTILITIES

Water Supply, Treatment, and Distribution System

The City of Farmington currently diverts approximately 14,700 acre feet of water per year and directly returns 5,472 acre feet per year through the discharge from its wastewater treatment plant. Based on these figures, an average of 9,290 acre feet of water is depleted or consumed by the City each year.

Year	Diversion	Return	Depletion/Consumption	Lake Level
2000	15,805 ac.ft.	5,590 ac.ft.	10,215 ac.ft.	5,632.0 ft.
2001	13,722 ac.ft.	5,355 ac.ft.	8,367 ac.ft.	5,631.5ft.
AVG	14,700 ac.ft.	5,472 ac.ft.	9,290 ac. ft.	

The City currently claims ownership to approximately 42,000 acre feet of water rights (diversion rights) with 26,000 acre feet of consumption/depletion rights. The source of these rights is detailed in a table in the Appendix. Of this total number of water rights, 56.3% have a priority date of 1897 or earlier, however, 44% of those water rights were granted to the City in the 1938 Echo Ditch Decree to be held in trust for the residents of the Trust Area. Those water rights, commonly referred to as the “Trust Rights”, have yet to be clarified with the State Engineer’s Office with respect to ownership, quantity, and purpose of use. In addition, 6% of the City’s purchased water rights also have some type of cloud on their title which may result in these water rights not being recognized as legitimate rights by the State Engineer’s Office or the District Court of San Juan County where a water rights adjudication suit has been pending since 1974.

The most recent projection of water demand for the City of Farmington was done in 1995 in a report prepared by the Cielo Corporation for the San Juan Water Commission, entitled “Engineering Report - A Study on River Flows in the San

Juan Basin Prepared in Defense of Applications to Divert Animas-La Plata Contract Water.” That report contained both low and high water demand projections. The low water demand projection from the Bureau of Reclamation projected a future water demand for Farmington of 35,000 acre-feet of diversion rights. The high water demand projection, made by the Cielo Corporation, projected a future high water demand for Farmington of 99,300 acre feet of diversion rights. The report compared the low and high water demand projections against the water rights currently held by the City of Farmington of approximately 30,000 acre feet (not counting the 10,000 acre feet of Animas-La Plata contract water). Based on these estimates, without the contract water from the Animas-La Plata project, the City of Farmington may not have sufficient water rights even to support the low demand projection of 35,000 acre feet per year. With the contract water from the Animas-La Plata project, the City of Farmington may have sufficient water rights to support the low demand projection of 35,000 acre feet per year, but would fall far short of the 99,300 acre feet needed under the high water demand projection.

It should also be noted that some of the water rights currently held by the City may be lost through determinations by the State Engineer’s Office or the water rights adjudication suit pending in District Court and could be further jeopardized by the assertion of Indian water rights claims, reduced flows to address endangered species issues, and by increased competition from other users both within and outside New Mexico.

The City’s Community Development Department prepares documentation in support of all of these water rights and acquiring additional water rights when available. The Department is currently working on updating the City’s 40-year water plan that will include new water demand projections and water conservation strategies.

The City of Farmington derives its raw water source from the Animas and San Juan Rivers. The principal source is the Animas River while the San Juan River is utilized as standby. Farmington Lake is the City’s raw water storage reservoir.

The City currently has two water treatment plants (WTP). WTP #1 is located at Ute and Orchard and has a capacity of 20 million gallons per day (MGD). WTP #2 is located on English Road and has a capacity of 10 MGD. For the year 2000, average daily use was 10.6 MGD and peak use was 19.0 MGD.

The City’s Water System Master Plan, prepared in 1982, projected year 2000 water demand of 40 million gallons per day (MGD), based upon a 2000 population forecast of 78,000 people for the City of Farmington. Based upon current conditions and the year 2000 Census population of 37,844 people in the City of Farmington, it is evident that the City has adequate treatment capacity and treated water storage to meet the projected needs over the next 20 years. Some questions remain as to which water rights might prove ephemeral in the event of a future adjudication. Another issue, that of supplemental raw water storage, will be addressed in part with the construction of the Ridges Basin reservoir, a component of the Animas-La Plata Project.

Extension of water service beyond the service area boundary would require additional booster pumps and elevated storage facilities to increase the water pressure to an acceptable level. The City Council may approve amendment of the service area boundary. In order to recapture the capital costs for such

expansions of the service area, the City established an impact fee, collected from customers at the time water service is connected. The State of New Mexico’s Development Fees Act governs procedures for setting the impact fees and establishing the service area.

The current City water rate is \$1.62 per 1,000 gallons for residential customers inside the City and \$1.42 per 1,000 gallons for bulk rate customers. Water customers located in Zones 6C, 6E and 6EP areas pay a one-time water user impact fee ranging from \$900.54 to \$3,810.96 per dwelling unit.

Major water consumers include City parks and the San Juan Regional Medical Center. The Piñon Hills Golf Course irrigation system utilizes raw, untreated water. The total number of City water customers in December for 1996-2000 is shown in the following table.

**TABLE 11.1
CITY WATER CUSTOMERS, 1997 - 2001**

YEAR	1997	1998	1999	2000	2001
Total Customers	13,265	13,474	13,684	13,886	14,288
Net Added Customers	212	209	210	202	402
Percent Change	+1.6%	+1.6%	+1.6%	+1.5%	+2.9
Average MGD Treated	4.8	4.9	4.9	5.0	4.7
Gallons/Capita/Day (Residential)	159.9	171.3	163.2	167.5	175.5
Peak MGD	17.8	17.5	17.8	18.6	18.3

Source: City of Farmington.

The City contracts with a private firm, OMI, for operation of the water and wastewater plants and collection/distribution systems. The current contract term is eight years and the City retains ownership of the facilities.

Extension of Water Service Outside City Limits

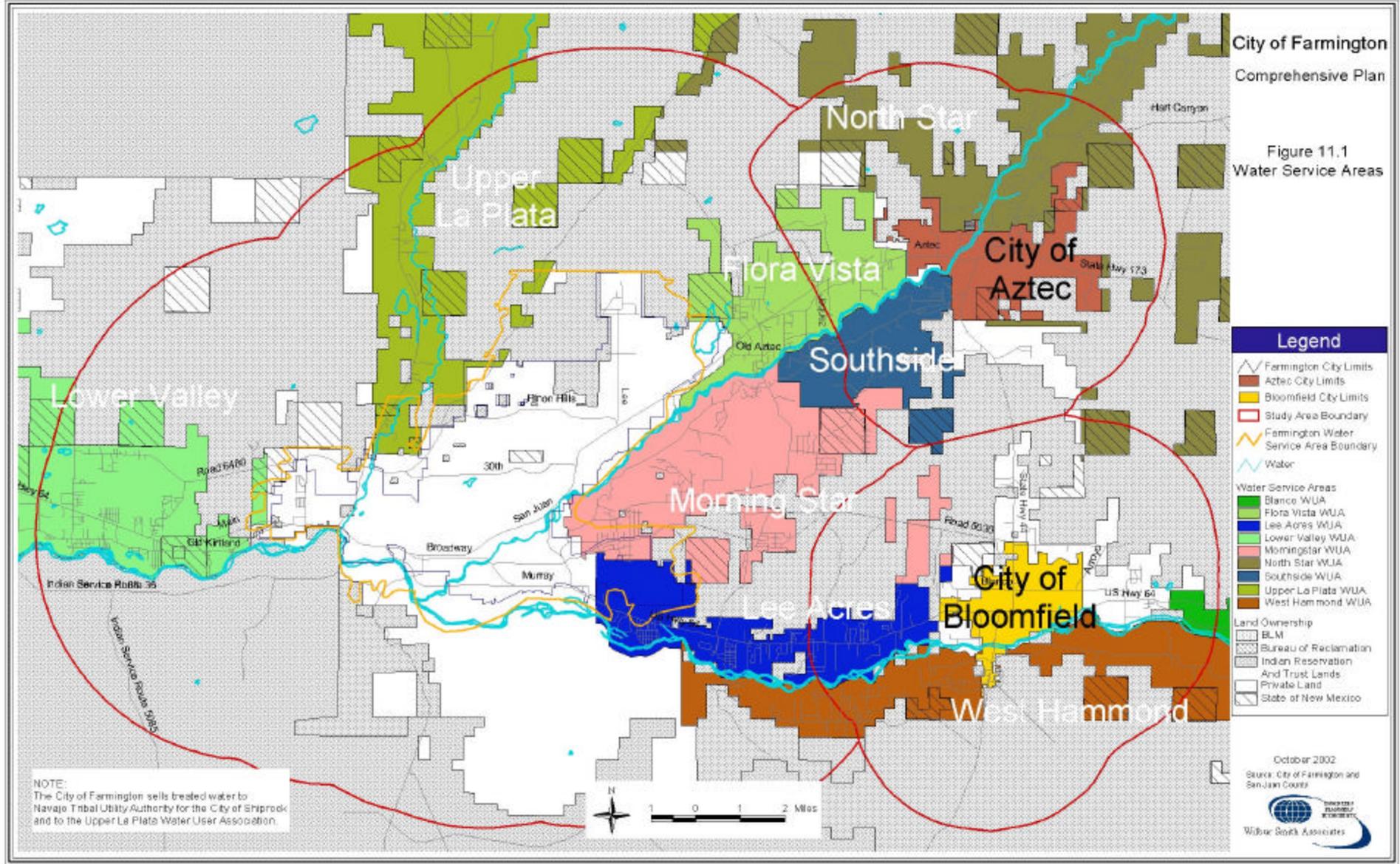
The City may provide water service to single-family residential dwellings outside the City limits, provided the dwellings are located on legally platted parcels. The water rates are 1-1/2 times the rates paid by in-City customers. The property owner must pay the cost of any water line extension required to serve the property in advance, and sign a petition requesting annexation. The City provides some fire protection to properties located outside the City limits in accordance with long-standing mutual aid agreements.

The Board of Public Utility Commissioners may grant variances to serve single-family residences outside the Water System Master Plan. The property must be lower than the elevation of the City water tank that serves the area and the premises are no more than 600 feet from a City water distribution line.

Other Water Service Providers Outside the City

The water service providers and their respective territories for areas outside the City are shown in **Figure 11.1- -Water Service Areas**. They are:

- Morning Star Water Users Association;
- Lee Acres Water Users Association;
- Flora Vista Water Users Association;
- Upper La Plata Water Users Association;
- Lower Valley Water Users Association; and,
- Navajo Tribal Utilities Agency.



The City of Farmington supplies bulk treated water to providers in areas outside the City under contracts for bulk water purchase. Four water sales contracts are currently active. The Navajo Tribal Utilities Agency (NTUA) contracts with the City for purchase of up to 3 MGD of treated City water, serving the community of Shiprock. The Upper La Plata Water User Association also purchases treated City water for use in the San Juan River Valley area. The Lower Valley and Flora Vista Water User Associations each contract for 100,000 GPD.

The 1982 Water System Master Plan (WSMP) established a boundary for the planned water service area that the City is committed to serve as its future growth area. The WSMP boundary is based upon pressure zones delineating areas capable of receiving water service using the existing and planned water supply and distribution facilities. The elevation of the WSMP boundary varies for each of the pressure zones, ranging up to 5,760 feet along the northern boundary.

The water service extension policy does not preclude the City from entering into contractual agreements for the purpose of supplying water in bulk quantity to water user associations or other large water users. When the City annexes areas that are served by other water providers, the City typically acquires the existing water facilities and services by purchase at the appraised market value.

Wastewater Collection, Treatment and Disposal

The Farmington Waste Water Treatment Plant (WWTP) is located at 1395 South Lake Street. The existing facilities include an influent metering station, influent pump station, preliminary treatment, secondary treatment comprised of two trains each consisting of a trickling filter, followed by rotating biological contactors, final clarifier, and disinfection.

Farmington’s Wastewater Collection, Treatment and Disposal System

- ❑ Existing WWTP capacity (average annual flow) = 5.8 MGD
- ❑ Maximum monthly flow = 5.4 MGD
- ❑ Maximum hydraulic capacity = 12.0 MGD
- ❑ Peak instantaneous influent flow = 13.18 MGD
- ❑ Average annual flow per capita = 120.6 GPCD
- ❑ Maximum monthly flow per capita = 158.6 GPCD

Source: 1996 Wastewater Treatment Facilities Master Plan for City of Farmington.

Peak instantaneous flow entering the plant has exceeded the plant’s maximum hydraulic capacity, reportedly almost overflowing the influent pump station and other processes within the plant.

The plant was originally constructed in 1949, with improvements constructed in 1954, 1959, and 1981. The capacity of the WWTP is 5.8 MGD for secondary treatment processes and 12.0 MGD for peak hydraulic capacity. Further modifications were installed in 1987, 1989, 1990, 1992, 1993, and 1994. The present sewage flow treated by the WWTP is 5.5 MGD.

The Farmington WWTP discharges into Segment 2401 of the San Juan River. The City’s National Pollutant Discharge Elimination System (NPDES)

permit must be renewed every five years. The City’s current NPDES permit requires essentially a secondary treated effluent (30 mg/l TSS and 30 mg/l BOD) with typical monitoring and reporting requirements. The City is currently generally in compliance with its discharge permit requirements. Treatment discharge standards have been fairly constant for the permit over recent years. New requirements for ammonium phosphate standards may be added in the future, which the WWTP will be capable of meeting.

The treated effluent is discharged to the San Juan River. Solids are treated through a two-stage anaerobic digestion process, followed by dewatering using a

belt press and placing on drying beds for additional processing. Dried solids are then land-filled or land-applied pursuant with to permit standards.

The City's wastewater service area generally conforms to the water service area established by the 1982 Water System Master Plan. A network of 17 sewage lift stations is operated and maintained for wastewater collection and transmission.

Maximum monthly flow entering the WWTP is approaching the treatment capacity of the plant. The City has performed facilities planning to renovate and expand the treatment plant. By the year 2015, the maximum monthly flow is projected to increase to 8.0 MGD, and the average annual flow will be 6.5 MGD. This projection is based upon a 2015 population projection of 53,710 persons, which is higher than the "mostly likely" projected population of 47,222, however, it may include population from beyond the area of the population projection.

A master plan for wastewater treatment was prepared in 1996 for the City and includes a three-phase expansion program for wastewater service through and beyond the year 2015. Capacity through 2015 and beyond will be provided by expansion and renovation of the existing wastewater treatment plant. The City acquired 11 acres north of the existing wastewater treatment plant for expansion to 6.5 MGD capacity. Bids were let in February 2002 for construction of a new activated sludge treatment process train.

The WWTP expansion is funded by a \$13.3 million loan with a three percent annual interest rate and repayment beginning in 2004, which will coincide with the step-down in debt service payments for water system bonds.

Extension of Wastewater Service

Extension of sewer mains into areas not previously served is governed by the City's annual Capital Improvement Program and the extension policy for water and sewer lines. The extension policy adopted by the City Council and on file in the City Clerk's office provides that the City will recapture part, if not all, of the costs incurred for installing water or sewer lines and making service available to adjacent properties in areas not previously served. The City collects a main line extension fee from all customers connected to the extended water or sewer line.

Sewage Disposal in Rural Areas

Installation or modification of liquid waste disposal systems including septic tanks or domestic sewage of less than 2,000 gallons a day are regulated by the State of New Mexico Liquid Waste Disposal System Registration System. A joint permit is required prior to installation. The Liquid Waste Unit, Environmental Improvement Division, issues permits. In light of extensive development of the city's fringe area, particularly Crouch Mesa, additional studies will be made to evaluate the feasibility and desirability of extending sewer trunk lines to reduce the dependence on septic tanks for liquid waste disposal. This issue is also addressed in Chapter 5 - Growth and Annexation.

ELECTRIC UTILITY

The Farmington Electric Utility System (FEUS) is owned and operated by the City of Farmington. In addition to serving the Farmington incorporated territory, the utility system also furnishes electricity to a large portion of the San Juan County (excluding Aztec and the Navajo Indian Reservation). FEUS generating facilities include the Animas Power Plant in Farmington (natural gas), the Navajo

Hydroelectric Plant at Navajo Dam (hydropower), and a portion of Unit 4 of the San Juan Generating Station (coal-fired), located west of Farmington. This mix of power results in an owned-capacity of approximately 123 Megawatts (MW).

The peak demand in 2001 was approximately 160 MW, necessitating the purchase of power from other suppliers to satisfy both base and peak loads. FEUS has forecast that by 2015, peak demand will approach 260 MW. The City and FEUS are currently exploring the range of options available to address this sizable, projected resource deficit. Options include the expansion of FEUS owned and operated generation at the Animas Power Plant (or elsewhere), purchase of power from another supplier, and purchasing the output from a proposed generating facility to be constructed in nearby Bloomfield.

To satisfy future electrical demand, the City may wish to explore the feasibility of developing alternative, renewable energy resources.

Farmington’s Electric Utility System, 2001

- ❑ Residential electric service cost = \$0.080 per KWH.
- ❑ Commercial electric service cost = \$0.086 per KWH.
- ❑ Industrial electric service cost = \$0.073 per KWH.
- ❑ Bulk electric service cost = \$0.042 per KWH.
- ❑ Large industrial electric service cost = \$0.034 per KWH.

The total number of electric customers in December for 1997-2000 is shown in **Table 11.2 – Electric Customers, 1997-2001.**

**TABLE 11.2
ELECTRIC CUSTOMERS
1997-2001**

Class	1997	1998	1999	2000	2001
Residential	27,297	27,810	28,565	29,310	30,068
General	4,219	4,323	4,420	4,515	4,659
Cathodic	2,126	2,119	2,133	2,113	2,112
Street Lighting	33	34	37	39	38
Dusk to Dawn	825	868	900	918	937
Large General	532	546	560	587	607
Supplemental Service Secondary	1	1	1	0	0
Wholesale	1	1	1	1	1
Municipal-General	235	243	231	242	244
Municipal-Large General.	36	34	34	35	38
Bulk Power	2	1	1	1	1
Interruptible Bulk Power.	1	1	1	1	1
Large Industrial Service	1	2	2	2	2
Multiple. Large. Combination.	1	1	1	1	1
Market Development. Rate	0	1	1	1	1
Total Customers	35,310	35,985	36,888	37,766	38,710
Net Added Customers	862	715	863	877	945
Percent Change	2.5%	1.9%	2.5%	2.4%	2.5%

Source: Farmington Electric Utility System.

IMPACT FEES

State law enables municipalities to collect a broad range of “impact fees,” provided it is done in accordance with the Development Fees Act (New Mexico State Statutes 5-8-1 through 5-8-42). This legislation requires that local governments carefully compute allowable fees and apportion them fairly to new housing units. By design, the law makes it very difficult to pass along development costs to new developments that are disproportionate to the true cost impact of the new development.

The City has been hesitant to employ impact fees, except for a few instances. A fee has been collected from new residential development since 1977 for the purpose of providing neighborhood parks in the vicinity of new residential areas. In the mid 1990s, the City began exacting impact fees in three separate water service zones lying beyond the boundaries of the Water System Master Plan. The decision to serve these areas necessitated the acquisition of an existing private water system and the development of two booster-pumping stations to elevate in-home water pressures to an acceptable level. The collection of this one-time impact fee provides a means for the City to recover its upfront costs from beneficiaries as they tie into the water system.

No additional impact fees are being considered at this time. Furthermore, unless and until surrounding local governments opt to exact impact fees from new development, it will be difficult politically to assess more fees in Farmington lest new development be forced outside our boundaries.

PUBLIC WORKS FUNCTIONS

Streets

The Streets Division currently maintains and repairs 220 miles of paved streets and 30 miles of unimproved roads in Farmington. It also provides flood, snow, and ice control services. The four functional work crews in the Division include the Truck and Equipment Crew, the Concrete Construction Crew, the Street Maintenance Crew, and the Street Sweeper and Cleanup Crew. The Truck and Equipment Crew performs heavy construction for City departments; builds milled asphalt streets; maintains dirt streets and alleys; and constructs and maintains retention ponds. The Concrete Construction Crew installs, constructs and repairs existing and new concrete curb and gutters, sidewalks, headwalls, erosion control walls, curb inlets, collections boxes, manholes, storm drainage pipes, and guardrails. The Street Maintenance crew is responsible for the maintenance of all paved streets, alleys and parking lots. The Street Sweeper and Cleanup Crew sweeps the streets, alleys, and public parking lots; cleans the alleys, rights-of-way, medians, drainage channels, and storm drain inlets, and makes miscellaneous repairs. In addition, private contractors working under the City’s annual “Block-to-Block” contract do a considerable amount of street construction.

Solid Waste

The City contracts with Waste Management New Mexico for garbage (Solid Waste) collection, which goes to the county landfill. Billing is included on utility bills. The recycling program is conducted through the provisions of a Joint Powers agreement between Farmington, Aztec, Bloomfield, and San Juan County. The recycling center, also operated by Waste Management, is located at the intersection of Elm and South Orchard.

FIRE DEPARTMENT

According to the Comprehensive Plan community survey, the citizens of Farmington are extremely pleased with the outstanding fire services provided by the Farmington Fire Department. The Department is responsible for fire suppression, fire protection, fire prevention, basic emergency medical services, hazardous material mitigation, technical rescue, and airport fire rescue services. The Fire Chief oversees a department of 73 full time employees. Advance life support is provided by hospital paramedics.

The Fire Department is under the direction of the Fire Chief, who in turn reports to the city manager and city council. The department is organized into three divisions, as follows:

Fire Administration is responsible for personnel management, budget, payroll, purchasing, and planning. The Fire Chief and Office Manager oversee these activities. Administration is also subdivided to include the areas of Fire Operations and the Support Services Division.

Fire Operations is responsible for planning, coordinating, and directing all fire suppression and training activities for the department. This is a massive effort as it includes basic training for new hires, specialized training, such as the handling of radiological and hazardous materials emergencies, and emergency medical training. Additionally, periodic evaluations of all fire companies are conducted at the San Juan College Fire Training Tower to ensure that firefighting skills are maintained at a high level. The Deputy Fire Chief oversees these activities.

Fire Operations is the largest division of the department and is made up of uniformed firefighters, engineers (equipment operators), lieutenants, and captains under the direction of three Battalion Chiefs (one for each shift). Fire suppression personnel are the crews that make up the City's fire companies.

The **Support Services Division** is responsible for all activities relating to fire prevention, public fire education, and fire/arson investigation. These include plan reviews for compliance with the Uniform Fire Code, the issuance of permits when required, fire inspections, coordination of inspections performed by fire suppression companies, enforcement of the codes, and public fire safety education programs. The origin and cause of fires are investigated and a close relationship is maintained with the police department and district attorney's office to prosecute arson cases. The Support Services Chief oversees these efforts along with the Assistant Fire Marshall assigned to the division. Both the Support Services Chief and the Assistant Fire Marshall serve as public information officers.

In addition to the main fire station, there are four fire substations. An additional substation is being considered as development continues in Sections 35 and 26. The Department is currently developing a long term strategic operations plan to assure that the excellent fire services will continue to meet community needs.

The Farmington Fire Department has earned an Insurance Services Office (ISO) Class 4 fire insurance rating. The Department undergoes regular evaluations as to the quality of fire equipment and personnel, water availability and proper communications. This is a very good rating for a city the size of Farmington.

POLICE DEPARTMENT

The Police Building, located at 900 Municipal Drive, is a two-story structure that also houses the Municipal Court. The Farmington Police Department is a nationally accredited agency and has established itself as a leader in law enforcement in New Mexico. Presently, there are 165 department employees, of which 106 are sworn officers.

The Police Department has other facilities in various locations in the City, such as its training facility on the west side of town, which involves a firearms training range, a motor vehicle driving track, a training building housing classrooms, a small gymnasium, and a computerized Use of Force simulator. Other police facilities include a stand-alone crime/photo lab, a community office in the old fire station on McCormick School Road, an un-staffed substation at Orchard Park, and a staffed substation located on East Main Street in the Immediate Care Center building across from the Animas Valley Mall.

The Police Department coordinates special programs in Farmington, including the Volunteer Observation Patrol, the Citizens Police Academy, and the San Juan Crime Stoppers. The Volunteer Observation Patrol (V.O.P.) is a trained group of citizens that patrol their community by vehicle and on foot, and report suspicious activities or incidents that occur. The Citizens Police Academy is a twelve-week program that acquaints citizens with the role of the Police Department and law enforcement, thereby creating a better understanding and a forum for cooperation in problem solving. The San Juan Crime Stoppers is a program that allows citizens to anonymously report various crimes.

COMMUNITY FACILITIES

The community and municipal facilities are shown on **Figure 11.2 - Community Facilities**. In addition to City buildings, the map shows other government facilities and school sites.

Municipal Building

The Municipal Building, located at 800 Municipal Drive, is 23,464 square feet and houses many of the administrative functions of the City of Farmington. The offices include those of the Mayor and City Council, Council Chambers, City Manager, City Clerk, City Attorney, Human Resources, as well as the support services of the Print Shop/Mail Room, Purchasing, PC Services, Building Support, and Information Services. The City first occupied this building in 1961.

Municipal Annex

Across the street at 805 Municipal Drive is the Municipal Annex Building, a 27,720 square foot building that contains the Community Development divisions of Administration, Planning, Building Inspection, Construction Inspection, City Engineering, and Survey as well as the Finance/Accounting Department and Utility Customer Service.

Municipal Operations Center

The Municipal Operations Center (MOC) is a 51,837 square foot building located at 101 North Browning Parkway. This multi-purpose facility houses the Traffic Engineering division of the Community Development Department and the Electric Utility Department functions of Administration, Construction, Engineering, Meter Shop, and Relay Shop. Also housed at the MOC are the Building and Maintenance and Warehouse Divisions.



PARKS AND RECREATION DEPARTMENT

The Parks and Recreation Department has the responsibility for the operation and management of a park system that includes 1,859 acres in 62 active and passive parks and properties; three aquatic facilities; two golf courses; a civic center; lighted fields for baseball, softball, and soccer; an outdoor amphitheater; a recreation center; a senior center; and an animal shelter. The Department maintains all the public landscaping in the City, provides animal control services and park security. The annual report and information brochure describe the location of the parks and the numerous recreation and educational programs, activities, and responsibilities of the Department.

The Department staff includes the director; assistant director-recreation; a program specialist; a park planner; office staff; parks superintendent; aquatic director, golf professional and golf course superintendent; senior center administrator; animal control supervisor and park rangers; operations and maintenance crews; seasonal employees; and recreation, golf course, aquatic center, and civic center staffs. The Department must manage the built elements within the allocated budget. Many of the facilities are older and have been heavily used. Improvements, expansions, and new facilities to serve the expanding community are needed. Even with the excellent staff, more trained permanent staff is needed. Training for seasonal workers is necessary to instill responsive customer service.

Municipal buildings and facilities operated and maintained by the Department include the following:

The Civic Center is a 24,542 square foot multi-use facility, which serves as a convention, and conference facility as well as a 1,200 seat performing and visual arts theater. The facility also includes six meeting rooms, 7,434 square foot exhibit hall area, 4,096 square foot lobby, full-service kitchen and bar, outdoor amphitheater, and approximately 300 parking spaces.

Lions Wilderness Park Amphitheater is constructed of native sandstone and hosts the historical dramas.

The **Animas Riverwalk** is approximately five miles of multi-purpose trails and recreation areas along the banks of the Animas River, extending from Animas Park at Browning Parkway to Berg Park near Scott Avenue. Outdoor plazas and recreation facilities provide areas for community festivals and civic events.

The **Farmington Aquatic Center** at 1151 North Sullivan Avenue includes a 50-meter Olympic swimming pool, 150-foot water slide, and playground. The Aquatic Center is open year-round and two additional swimming pools, Brookside and Lions, are open on a seasonal basis.

The **Bonnie Dallas Senior Center** at 109 East La Plata Street. provides recreational, educational, and nutrition programs for citizens age 50 and older.

The **Recreation Center** at 1101 Fairgrounds Road provides indoor recreation facilities including racquetball, wally ball, basketball, and volleyball, as well as softball and tennis.

Located at 1395 South Lake Street, the **Animal Shelter** is a 6,800 square foot facility remodeled in 1998. It includes 24 kennel cages, puppy and cat rooms, petting rooms, offices, and separate rabies observation kennels. The shelter

provides humane care for more than 7,000 animals annually. Farmington is unique in having a combined Animal Control and Park Ranger program. The City's Animal Control/Park Ranger Department includes a staff of 11 full-time rangers. They perform animal control duties for the City and San Juan County. They are also responsible for enforcement of city ordinances concerning parks and Farmington Lake.

Detailed descriptions of parks and recreation facilities are in Chapter 9, Parks and Recreation.

CULTURAL AFFAIRS

The City has a number of facilities and services that provide a higher quality of life for local citizens as well as the Four Corners region. The Public Library, Gateway, and other museums, Civic Center, the outdoor dramas and City festivals are outstanding features that make Farmington a more interesting place to live and visit.

Public Library

The Farmington Public Library focuses its efforts on stimulating interest and appreciation of reading and learning by providing materials and services to community residents that enable them to obtain information to meet their personal, professional, and educational requirements. In particular, the library supports students at all academic levels.

Since more than half of the library patrons live outside the city limits, the programs and services provided by Farmington Public Library are more comparable to a regional library than a city library. Long range planning for the library includes increased outreach programs and efforts to regionalize public library services in San Juan County, and these plans are being implemented.

The main library has been located at 100 West Broadway since 1982. Due to increasing collections and activities, meeting rooms were converted to other uses, the children's story time space was reduced, and much of the public seating was eliminated. Parking became inadequate, and limited space forced library programs to be conducted elsewhere. In 2000 there were 321,520 patron visits, making the library the most heavily used public facility in Farmington.

The Mayor's Library Task Force began analyzing the prospect of building a new library, and in 2001 the City Council agreed to build a new library on the corner of 20th Street and Farmington Avenue, near the geographic center of Farmington. The opening of the new facility is slated for Spring 2003.

The design of the new library was developed using a number of public forums, which allowed citizens to interact with the architects. This open design process yielded features compatible with what library users said they wanted. Future trends in area population and library services were also incorporated in the planning and design. State-of-the-art technology and thoughtful, creative space planning ensure adaptability for the future. Meeting room facilities, collection spaces, seating areas, and parking areas will accommodate the library's present needs, and the library's unique design allows for ease of future expansion.

Farmington Museums

The Farmington Museum is dedicated to enriching the public's understanding of Farmington and the surrounding region's Natural and Cultural Heritage through collection, preservation, exhibition, and education. The Museum currently consists of four public facilities with integrated river trail interpretation exhibits and programs. The four facilities are:

Gateway Park: Museum and Visitor Center is a 23,000 square foot facility that opened in 1999 to house and exhibit the Farmington Museum's permanent collections and a variety of traveling exhibitions. The atrium overlooks the Animas River and serves numerous functions including tourist information, reception space, and demonstration area. The outside river terrace area is use for informal gatherings, education programs, concerts, and activities. The Farmington Convention and Visitor's Bureau operates its tourist and convention services through the visitor kiosk in the atrium and its offices at Gateway Park. The building has 5,000 square feet of gallery space, with collection storage and space for support and education.

Riverside Nature Center, a 3,500 square foot facility opened in 1999 in Animas Park provides support for environmental education in the River Corridor. There are three main areas: a classroom, exhibit space, and an observation room. A self-guided trail program is provided as well as scheduled bird watching activities and school programs. Limited River Corridor trail interpretation includes information on animals, plants, aquatic ecosystems, and history along the Animas River.

Harvest Grove Farm and Orchards includes a 3,500 square foot exhibit barn opened in 1999 in Animas Park to house antique farm equipment and interpret Farmington's early agricultural past. The Farmer's Market is located at this site from July through October.

E3: Children's Museum and Science Center is a 9,000 square foot facility built in the 1950's as a library. With the opening of the three new facilities in 1999, this building was rededicated as a children's museum and science center to provide a variety of educational interactive displays.

The Farmington Museum also has two historic structures not currently open to the public. They are to be restored and used to enhance and complement the museum's interpretive mission. The Sammon's House, built in the early 1900's, has been moved from its original downtown site to Animas Park adjacent to the Exhibit Barn. The Palmer House is the oldest residence in Farmington and is located on its original site near the Civic Center.

The Farmington Museum is in transition from a small local museum to a larger regional museum system. Specific projects and initiatives are planned for the next three to seven years and are detailed in the Museum plans.

FOUR CORNERS REGIONAL AIRPORT

The Four Corners Regional Airport, located one mile northwest of downtown, provides air service for the region. Mesa Airlines, Great Lakes Airlines, and America West Express provide scheduled commercial air service for passengers and cargo. Seven Bar Four Corners Aviation provides air charter service. General aviation services for private and business aircraft include flight training, rental, fuel, maintenance, hangars, and tie-downs. The airport includes precision and non-precision approaches and NAVAIDs for all-weather operations.

GOAL, OBJECTIVES AND ACTIONS

The following goal, objectives and actions were developed based upon the issues and concerns identified by the Comprehensive Plan Steering Committee. Opportunities and needs were also identified based on input by citizens in focus groups, community forum and key person interviews. They are included in this plan chapter as a starting point for the development of a new updated set of goals and objectives for the Farmington Comprehensive Plan.

Goal: Provide and maintain public utilities, municipal services, and community facilities that encourage orderly growth, enhance quality of life for Farmington's citizens, and promote Farmington as a desirable community.

Objective 11.1: Support maintenance and development of quality utilities and infrastructure.

Action 11.1.1: Provide adequate manpower and financial resources for proper maintenance of existing City-owned infrastructure including streets, sidewalks, drainage facilities, water and wastewater systems, and other public facilities.

Action 11.1.2A: Update and revise the City's 1982 Water System Master Plan.

Action 11.1.2B: Update the 1998 Wastewater Treatment Facilities Master Plan to reflect changing conditions and future growth projections. Consider the best means for serving the expanding growth areas of Farmington and assess the feasibility of extending sewer lines to serve areas currently using septic systems.

Action 11.1.2C: Prepare a 40-Year Water Plan consistent with the requirements of the State Engineer, including a thorough inventory of water rights and assessment of additional water rights from the San Juan River.

Action 11.1.3: Continue to develop the Capital Improvements Plan to identify needed and affordable infrastructure and utility improvements.

Action 11.1.4: Maintain and enforce inspection requirements and development standards for utilities and infrastructure.

Action 11.1.5: Key City departments should continue to use a Development Review Committee to coordinate development project review and interdepartmental planning functions for infrastructure and utilities.

Objective 11.2: Support strict and uniform enforcement of City codes to improve city infrastructure, facilities, and services.

Action 11.2.1: Develop in a Unified Development Code ways to streamline development processes and improve effective code compliance.

Action 11.2.2: Develop better interdepartmental communication to assure that duties, activities, and project management are coordinated in an efficient and cost- saving manner.

Objective 11.3: Ensure adequate utilities and infrastructure inside the City and areas within the 5-mile Planning and Platting Jurisdiction.

- Action 11.3.1: Coordinate with San Juan County to require and encourage the use of adequate development standards for new development in rural areas, including adequate paved streets, water supply, sewage disposal, and drainage facilities.
- Action 11.3.2: Develop a “tiered” system for liquid waste disposal in the City and PPJ. Areas adjacent to the City will be required to be in compliance with the city standards; less restrictive requirements may apply in the second and third tiers.
- Action 11.3.3: Continue to use the Development Standards Manual containing City design standards and requirements for development and redevelopment.
- Action 11.3.4: Use techniques such as line extension fees, exactions, impact fees, and special financing districts so that the new development bears the cost of the necessary infrastructure.
- Action 11.3.5: The type, capacities, location, and layout of liquid waste disposal systems shall comply with all requirements and recommendations of the New Mexico Environment Department.

Objective 11.4: Ensure adequate storm drainage facilities and flood protection.

- Action 11.4.1: Continue to strictly enforce the Flood Hazard Prevention Ordinance.
- Action 11.4.2: Prepare and adopt an update of the 1978 Master Drainage Plan to guide the development of needed storm drainage improvements.
- Action 11.4.3: Identify funding mechanisms for storm drainage improvements including utility fees, exactions, impact fees, and special financing districts.

Objective 11.5: Ensure safe and properly maintained irrigation ditches.

- Action 11.5.1: Enforce weed and litter control codes and regulations.
- Action 11.5.2: Identify and mitigate irrigation ditch hazards through fencing, piping, and education programs.

Objective 11.6: Promote the use of underground electric lines in urban development.

- Action 11.6.1: Continue to require placement of utilities underground in new urban development.
- Action 11.6.2: Develop a program aimed at underground placement of overhead utilities when feasible.

Objective 11.7: Ensure adequate solid waste disposal facilities.

- Action 11.7.1: Continue to offer waste recycling programs and consider establishing mandatory recycling requirements.
- Action 11.7.2: Develop a composting facility to reduce organic waste in the landfill.
- Action 11.7.3: Develop a long-range sanitation plan that investigates alternative means of waste disposal.
- Action 11.7.4: Investigate the feasibility of establishing a permanent, seasonal solid waste transfer station in Farmington to reduce illegal dumping and to promote clean-up activities.

Objective 11.8: Ensure that adequate municipal services will be available as development occurs.

- Action 11.8.1: Monitor development patterns and evaluate demographic information to anticipate needed increases in staff, equipment, services, and support facilities in developing areas.
- Action 11.8.2: Identify and acquire land in appropriate locations for future community facilities and services through acquisition from property owners and developers or patenting of federal land.
- Action 11.8.3: Investigate the feasibility of implementing appropriate impact fees.
- Action 11.8.4: Prepare a facilities master plan for the City Complex on Municipal Drive that addresses space requirements for administrative services, courts, and other appropriate City functions.
- Action 11.8.5: Assess the need to expand the City's holding facility (jail).
- Action 11.8.6: Supplement current efforts to expand gas-fired generating capacity with an assessment of the feasibility of developing alternative, renewable energy resources.

Objective 11.9: Ensure quality public services as permitted by fiscal constraints.

- Action 11.9.1: Continue to periodically assess the quality of all municipal services.

Objective 11.10: Preserve and protect historical and cultural aspects of local heritage.

- Action 11.10.1: Identify funding mechanisms to support site inventories.
- Action 11.10.2: Establish an archaeological, historical, and cultural site management program, which inventories significant sites before development occurs.
- Action 11.10.3: Promote public education and appreciation of the City's historical and cultural resources through cultural programs and signage.

Objective 11.11: Develop a better understanding and appreciation of the Indian community and include all ethnic groups that bring cultural diversity to the community.

Action 11.11.1 Consider creation of a task force to foster a greater awareness and appreciation of the different ethnic and cultural groups of the region.

Action 11.11.2 Consider establishing a multicultural plaza with art and sculpture that is representative of the variety of cultures present in the region.

CHAPTER 12

ENVIRONMENTAL QUALITY

Farmington's natural environment and resources contribute significantly to the quality of life of its residents and to the character of the community. The La Plata, the Animas, and the San Juan, clean air, and open space make Farmington unique and attractive to residents and visitors. Preservation and protection of air and water quality as well as open space and the reduction of noise levels are important to residents' health, safety and welfare. The natural environment is instrumental not only in enhancing the quality of life of its residents, but also in promoting tourism and economic development in the community.

ENVIRONMENTAL SETTING

Relatively broad valleys, gently sloping plateaus and mesas and moderate canyon dissections characterize the Four Corners region. Farmington is located in an area that consists mainly of alluvial fans and flood plains in the entrenched, narrow valleys of the San Juan, Animas, and La Plata Rivers. Several smaller stream systems and high, level terraces form a stepped sequence of river cut benches above the flood plains. Further north and east, there are areas of upland summits, narrow valleys, and steep canyon walls. To the south and west there are extensive areas of mesas and valleys with little vegetation and unusual geologic features.

At 5,395 feet above sea level, Farmington has a pleasant year round climate with an average of 273 sunny days. Average winter high temperatures are in the forties with lows in the upper teens. Summer temperatures can extend into the nineties, but nighttime temperatures cool into the fifties. The average rainfall is 7.5 inches and the annual snowfall is around 12 inches. Winds are from the east and west with an average wind speed of 10 miles per hour in the windiest season, spring.

Farmington's natural resources include soil, water, coal, natural gas, and oil. Farmington began as an agricultural center, but farming activities have moved further out with the increase in urban development. In early 1900, oil and gas wells were drilled, thus beginning a series of production cycles that continue today and form a large part of the local economy. The rivers and lakes are not only sources of potable water, but provide a wide variety of recreation opportunities including world-class fishing.

The purpose of the Environment Quality chapter is to identify and ensure long-term conservation and protection of the community's natural resources. It will also be used to identify the opportunities and limitations of the natural environment and constraints for growth ensuring appropriate development standards. The information was provided by federal, state, regional, and local agencies and sources.

KEY ISSUES

The Steering Committee members and citizens at the Community Forum identified the following issues.

- ❑ There is a need to continue **to protect the rivers, mesas, and parks**, particularly the native landscape.
- ❑ The **preservation of the riverine corridors** along the rivers is essential to the quality of life in Farmington.
- ❑ There are **concerns for air quality** generated by the emissions of area power plants, however, there are also concerns about the impact of environmental regulations on power plants and employment.
- ❑ **Protection of both current and long-term water supply** will require that more extensive water conservation be implemented and xeriscape landscaping be promoted more extensively.
- ❑ Although the state of New Mexico says that the **soils are acceptable for septic systems**, there is growing concern that the regulations and requirements are not stringent enough.
- ❑ There is a **continued desire to reduce noise** caused by air conditioners, mowers, entertainment equipment, on and off-road vehicles, and gas well compressors.

ROLE OF CITY GOVERNMENT

In environmental matters, the role of the City is to ensure that there is compliance with the federal and state regulations as well as adopting and enforcing additional and applicable municipal codes and ordinances that ensure safe and desirable development while protecting the natural environment. In the future the City may be required to take a more active role in partnership with the state and federal governments in enforcing environmental standards.

ENVIRONMENTAL CONCERNS

Air Quality

Farmington is currently in attainment with Environmental Protection Agency (EPA) air quality standards. Although air quality is not currently a problem in the city, measures should be taken to prevent any further decline in air quality. The City should continue to promote air quality through encouraging alternative modes of transportation (transit, bike, and pedestrian), alternative fuel use for City vehicles, reduction of traffic delays (and thereby pollution) through traffic signalization, encouraging clean industrial development and supporting the monitoring and mitigation of industrial impacts on air quality in the Four Corners area. Continued use of carbon fuels at the area power plants should be monitored to assure the air quality in the areas surrounding Farmington.

Water Quality

Water resources in Farmington include the Animas, La Plata and San Juan Rivers, Farmington Lake, and nearby Navajo, Jackson, and Morgan Lakes. The New Mexico Environment Department (NMED) regulates water quality and determines levels of support for designated uses. Designated uses for the San Juan River include municipal and industrial water supply, irrigation, livestock watering, wildlife habitat, secondary contact, marginal coldwater fishery, and warm water fishery. Most of the San Juan River and its associated tributaries (Animas and La Plata Rivers) have been classified as non-or partially supporting

of their designated uses. A “partially supporting” designation means one or more uses are adversely affected, but not prevented, by pollution and the remaining uses are fully supported. Non-supporting designations have one or more uses at least temporarily prevented by man-made or man-induced pollution. Uses that are partially supported in the San Juan River include high quality coldwater fishery, warm water fishery, and marginal coldwater fishery. Probable sources of pollution include agriculture, resource extraction, reduction of riparian vegetation, stream bank destabilization, urban runoff, temperature, habitat alteration, and flow alteration.

Noise Concerns

A principle generator of noise is the Four Corners Airport. Currently used as a general aviation airport, there are more than 370 landings and takeoffs during an average day, particularly those related to flight training. Given its location on the mesa, the surrounding areas are subject to increased noise levels and the City plans to upgrade the airport facility. Two Regional Airport Master Plan updates proposed alternatives to upgrade the airport that could have negative noise impacts on some of the surrounding properties. Potential noise abatement for these properties would be voluntary and include such actions as limitations on training hours and touch and go operations, as well as increased use of other regional airport facilities.

The City requires a special use permit enabling the City to set decibel level standards at pad sites during drilling as well as screening and landscaping requirements for producing wells. Increased usage of off road recreational vehicles also contributes to higher noise levels.

Noise is commonly measured in decibels and is expressed as “dB.” Sound occurs over a wide range of frequencies, however, not all frequencies are detectable to the human ear. Therefore, an adjustment is made to the high and low frequencies to approximate the way the average person hears traffic sounds. This adjustment is called “A-Weighting” and is expressed as “dBA.” The following scale indicates the decibel levels for typical city uses in a range from 40 to 100 dBAs.

**TABLE 12.1
COMMON SOUND/NOISE LEVEL RELATIVE SCALE**

OUTDOOR	dBA	INDOOR
Pneumatic hammer	100	Subway train
Gas lawn mower at 1 meter	90	Food blender at 1 meter
Downtown (large city)	80	Garbage disposal at 1 meter Shouting at 1 meter
Lawn mower at 30 meters	70	Vacuum cleaner at 3 meters
Commercial area	60	Normal speech at 1 meter
Air conditioning unit	60	Clothes dryer at 1 meter
Babbling brook	50	Large business office
Quiet urban (daytime)	50	Dishwasher (next room)
Quiet urban (nighttime)	40	Library

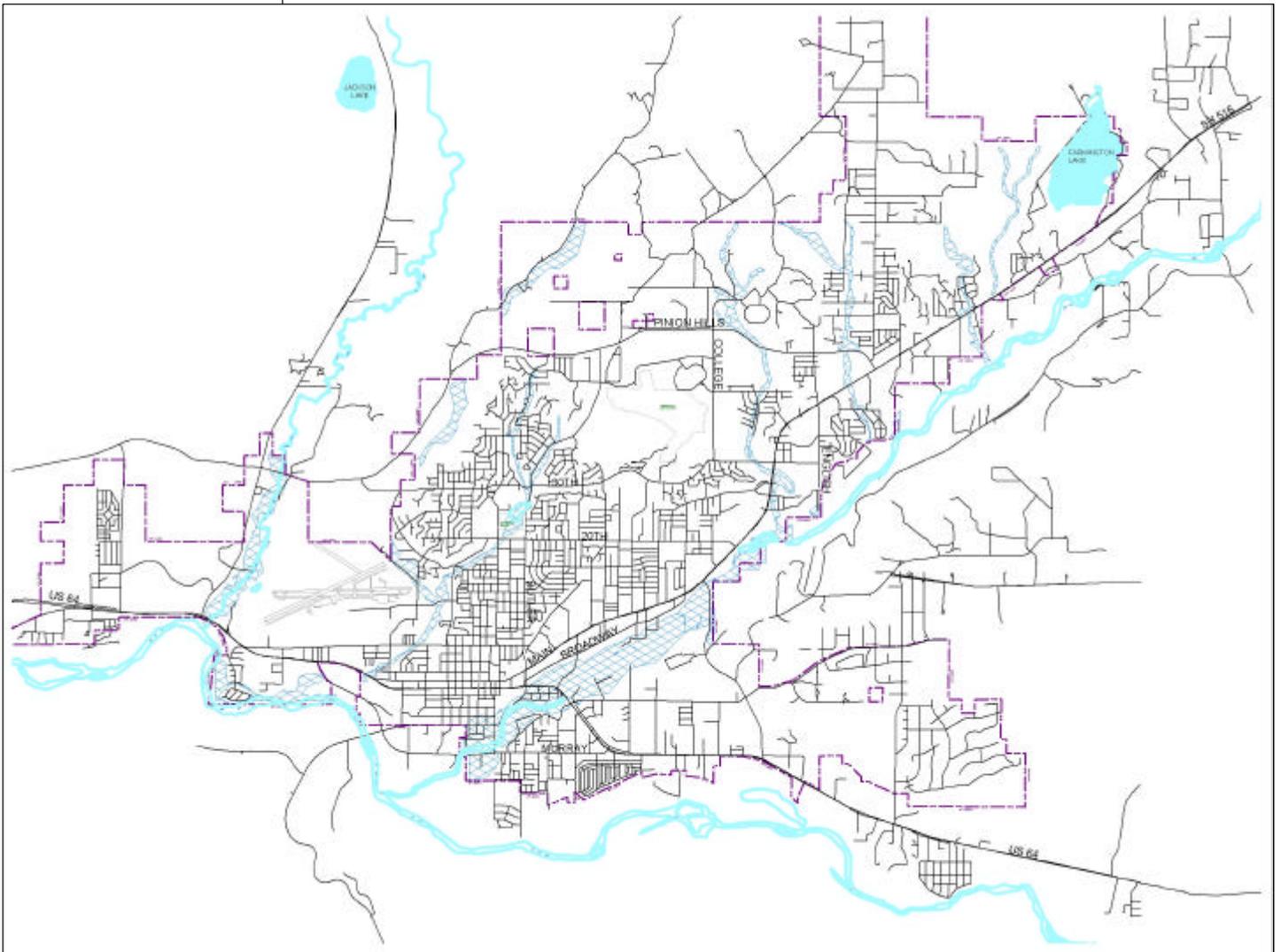
Source: Guidelines for Analysis and Abatement of Highway Traffic Noise, July 1997.

Wilbur Smith Associates
Four Corners Planning, Inc
McGinty
Southwest Planning & Marketing
Duncan Associates
William Freimuth Architecture

Flood Plains

The majority of the City of Farmington is classified as Zone C on the Flood Insurance Rate Map (FIRM) Community Panel Numbers 350670039-44, 61,63,85,101,105, and 110, which are areas of minimal flooding. New FIRM maps dated May 15, 2002 are available from the Flood Plain Administrator. **Figure 12.1 – Flood Plain Boundaries** shows the areas of the City that are in the 100-year flood plain, however for more specific information on flood zones, the FIRM maps should be referred to directly. Areas in the vicinity of the Animas and La Plata Rivers are primarily Zone A with a few spot locations of Zone B flood plains. It is generally considered that the flood plains are very appropriate areas for both active and natural park settings. While the City has flood plain restrictions, San Juan County does not.

**FIGURE 12.1
FLOOD PLAIN BOUNDARIES**



Source: Based on FIRM Community Panel Numbers 350670039-44, 61,63,85,101,105, and 110.

Hazardous Materials in the City of Farmington

The Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA), commonly known as Superfund, was enacted by Congress on December 11, 1980. There are no Superfund/CERCLA sites within the City of Farmington and there are no hazardous waste landfills within the study area. CERCLA, generally referred to as the Superfund Act, is a federal law that provides remedies for uncontrolled and abandoned hazardous waste sites. “HazMat” routes have been established to ensure that the transportation of hazardous cargos move quickly and efficiently through the City.

In 1987, the Farmington Fire Department formed its Hazardous Materials Response Team. The team consists of 18 members of the department who have been trained to the “technician” level. In 1993, the department acquired a large display van that includes a command post in the front half of the vehicle, as well as a working area for the team and their equipment in the back half. Most of the team members have received advanced training at the National Fire Academy.

In 1995, the New Mexico Department of Public Safety designated the department’s HazMat team as a Regional Response Team. Although it may be called to any part of the state, the team’s primary response area extends from the Colorado and Arizona borders to Chama, and south to Cuba and Gallup. The State equipped the team with a one ton pick up and trailer, which is used to transport equipment and materials needed to mitigate most chemical emergencies. In addition to the Hazardous Materials Response Team members, all fire operations personnel are trained to the “operations” level and are used in support of the team.

Soils

Soil types and their associated characteristics are important to building sites, sanitary facilities, erosion control, and water quality management. The *Soil Survey of San Juan County, New Mexico* issued in 1980 (by what was then the United States Department of Agriculture, Soil Conservation Service), now the Natural Resource Conservation Service provides extensive information on the suitability of soils and ability of the soil to handle proposed uses. Each of the soil types has specific characteristics that should be considered when new development or redevelopment is proposed. The soil properties are rated as *slight* (generally favorable), *moderate* (not favorable or requires special design, planning or maintenance), or *severe* (so unfavorable or difficult to overcome that there is increased cost in construction and requires additional maintenance) in terms of the suitability to the proposed use. The following paragraphs describe the most prevalent soil types and complexes in the Farmington area. In general:

Avalon soils (Av, Ay) are the deep, well-drained soil on mesas and plateaus formed in alluvial and eolian material mainly from sandstone and shale and generally have 2 to 5 percent slopes. They are generally suitable for urban development, but have limitations of potential frost action and low soil strengths as well as slope and seepage for sewage lagoon areas. For septic tank absorption fields, the restrictive soil features are classified as slight.

Fruitland soils (Fr and Fu) are deep, well drained soils on fans and in valleys formed in alluvium derived mainly from sandstone and shale with slopes of 1 to 3 percent. Although the limitations to urban development are few, there is seepage for sewage lagoon areas.

The **Haplargids-Blackston-Torriorthefts** complex (HA) is a group of soils found on terraces, mesas, and plateaus. The slope is 8 to 50 percent. Native vegetation is mainly grass and scattered piñon and juniper. If these soils are to be used for urban development, further investigation is needed. Building site suitability, septic tank absorption, sewage lagoon areas, and water management are all classified as severe due to seepage and slope.

Werlog loams (Wr) are deep, somewhat poorly drained soils on flood plains and terraces. The vegetation in areas not cultivated is mainly grass. Werlog soils are poorly suited for urban development due to wetness and moderately slow permeability. For building sites and sanitary facilities, these soils are classified as severe.

These and other less prevalent soils in Farmington range from being quite suitable for urban development to being totally unsuitable. The *Soils Survey* should be consulted for the exact locations and characteristics to determine suitability for development. These characteristics have direct impacts on development, particularly where septic systems are installed. There is also a concern that even when the soils are acceptable for septic system the underlying rock formations may not be. Seepage from inadequate or improperly maintained systems can create health problems and have the potential to pollute the water table. Soil tests should be required to assure that septic systems can be supported without endangering health and safety.

Geology

Farmington is located in the northern part of the San Juan Basin, the primary geomorphic feature of northwestern New Mexico. The Basin is approximately 20,000 square miles and is underlain by 14,000 feet of sedimentary rock. Within the Upper Cretaceous rocks of the basin there are large reserves of oil, gas, and coal. The bedrock geology is the Farmington Sandstone Member, which is a tan, fine-to medium grained sandstone. The varieties of substrates existing in the Farmington area range from early-Cenozoic formations toward the east to late Mesozoic toward the west along the San Juan River. The city overlies river terraces that were developed in the Pleistocene Epoch when the river was many times larger than its present size. During this time period, large volumes of fluvial sediments were deposited throughout the drainage of the San Juan River.

Agricultural Land

The Four Corners area has a long history of farming and raising cattle. Early crops included alfalfa and fruit such as apples, pears, and peaches. Located in what was once an area of extensive rangeland, the cattle industry declined due to harsh winters, droughts, and the results of overstocking as well as competition from sheep. Agricultural lands are not as prevalent, but there are areas around Farmington that are better suited for farming and ranching than for urban development due primarily to topography or soil types. The Navajo Agricultural Products Industry is a prime example of agricultural uses. Tracts of Bureau of Land Management land continue to be used for grazing purposes. There is an interest in the preservation of farmland and previously undisturbed land that should be supported in the Platting and Planning Jurisdiction. In many cases, federal regulations and guidelines govern farmland and its protection and conversion to urban uses. It is completely appropriate to zone agricultural land in order to preserve it.

Three Rivers

The confluence of three rivers, the San Juan, La Plata, and the Animas is a unique geographic feature and forms a cultural, recreational, and environmental heart of the community. From ancient times, the confluence has been “Totah” or the meeting place. The rivers have provided the primary source of water for farm irrigation, potable water, and hunting and fishing and now function as outstanding recreation sites. At this time, the La Plata, Animas, and San Juan Rivers are not considered navigable rivers. However, they do have commercial rafting and the status of the rivers could potentially be changed.

Mesa and Bluff Development

Development on bluffs and mesas is occurring throughout Farmington. If not carefully planned for and regulated, this type of development can result in negative impacts on the natural environment, including disturbance of unstable slopes, accelerated erosion, ecological deterioration of the slope environment and loss of natural areas and views. Adopting ordinances regulating hilltop development can ensure that development does not occur on unstable and hazardous terrain and will also preserve natural areas and views.

Threatened and Endangered Species

The U.S. Fish and Wildlife Service (FWS) is the primary agency responsible for protecting biological resources, particularly when a project is on federal land, is federally funded or subject to federal guidelines.

The Vegetation Management and Landscape Practices Executive Memorandum published April 26, 1994 directs that, where cost-effective and to the extent practical, all federally assisted projects will (1) use regionally native plants for landscaping; (2) design, use, or promote construction practices that minimize adverse effects on the natural habitat; (3) seek to prevent pollution by, among other things, reducing fertilizer and pesticide use; (4) implement water-efficient and runoff reduction practices; and (5) create demonstration projects employing these practices.

Over 50 threatened and endangered species have been identified in San Juan County by the FWS. These include five species of hawk, the American Peregrine Falcon, nine species of bat, the Navajo Mogollon Vole, butterflies, the Red Fox, and the Western Spotted Skunk. The following species have apparently disappeared from the Four Corners area: Colorado River Cutthroat Trout, Bonytail Chub, Banner-tailed Kangaroo Rat, Gray Wolf, Grizzly Bear, Black-footed Ferret, and Mink. While these and other wildlife species may not be obvious in the city, urban life and agricultural cultivation has threatened their existence. Opportunities for the reestablishment and protection of wildlife in appropriate areas should be encouraged.

Archeological Sites

Within a five-mile radius of Farmington there are 52 structural and nonstructural archaeological sites identified under the criteria of the National Historic Preservation Act of 1966. Documentation of these sites is found in three major studies dating back to 1919. Most of the sites are documented only by number without map point references in order to protect them from vandals and exploitation, therefore a map is not presented in this chapter.

The work of Earl Morris in 1919 and 1939 represents the first in-depth professional studies in the La Plata Valley. Two major archaeological studies have occurred in the last 15 years in response to the creation of the La Plata Mine and the realignment of the La Plata Highway (State Highway 170). Both of these projects have made significant contributions to documenting and understanding the prehistory and history of the La Plata region. In depth documentation of archaeological investigations of the area are found in works by Dykeman and Langenfeld (1987) and in Brown and Toll (1991).

The Paleo-Indian period is not well documented in the area. Isolated finds of projectile points from this period indicate at least limited use of the area. Curated projectile points have been associated with sites that, after investigation, postdate the time span of the projectile points. No Paleo-Indian sites have been identified within the immediate region. The lack of Paleo-Indian sites in general within the San Juan Basin may be a result of natural forces that have either eroded away or buried these sites.

The Archaic Period is well documented in the area. The Irwin-Williams study in 1973 suggests the following phases for the Archaic Oshara Tradition for northwest New Mexico: Jay Phase 5500-4800 B.C., Bajada Phase 4800-3200 B.C., San Jose Phase 3200-1800 B.C., Armijo Phase 1800-800 B.C., and En Medio Phase 800 B.C. to A.D. 400. Studies of Archaic sites appear to have been concentrated more on areas south of the San Juan River and include areas associated with the Navajo Mine and the Navajo Indian Irrigation Project. More evidence for an Archaic occupation of the La Plata Region has been reported in the last ten to fifteen years. Only one early Archaic (Jay or Bajada) site has been documented in the region, with the rest being middle to late Archaic. The majority of Archaic sites are limited base camps or temporary camps. The late Archaic period is better documented.

The Basketmaker II period is poorly understood in this area. In that there is difficulty separating the transitional time period of the late Archaic from the Basketmaker II there is a lack of documented Basketmaker II sites. The Basketmaker III through Pueblo III Anasazi tradition is well represented in the La Plata region. Basketmaker III sites are often masked by later occupations, and by deep sediment deposits in the valleys. Basketmaker III sites include individual pithouses, pithouse communities, and limited-activity artifact scatters. Pueblo I sites occur to a lesser extent than Basketmaker III-Pueblo I, Pueblo II or Pueblo III sites. Pueblo sites include several types of limited activity artifact scatters, field houses, single-family architectural structures, multiple-family architectural structures and related features, and large multi-story pueblo towns. Large pueblos dating to the Pueblo II-III period have evidence of road segments that may have connected it with other areas of the basin including the Aztec Ruin.

The presence of the Navajo Dinetah Phase is well documented, particularly in the middle portion of the La Plata Region. Euro-Americans soon followed with the coming of the railroad. After World War II, the extraction of oil, gas, uranium, and coal became crucial to the economy of the general area. Coal mining and gas production are still evident in the La Plata Region today.

GOAL, OBJECTIVES AND ACTIONS

Goals, objectives and actions form the basis of the Comprehensive Plan and serve to address future needs in Farmington. The following goal, objectives, and actions were based upon input from citizens and Steering Committee members.

Goal: Manage the natural and man-made environment to assure its continued availability for the use, enjoyment, and education of present and future generations.

Objective 12.1: Preserve, protect, and enhance Farmington's natural resources and encourage development that is compatible with the natural environment.

Action 12.1.1: Continue to use the FEMA/FIRM flood plain criteria and participate in the flood hazard prevention program.

Action 12.1.2: Use the *Soil Survey of San Juan County* to determine if further analysis/testing of soil suitability is required prior to development.

Action 12.1.3: Require soil tests for new developments that will use septic systems.

Action 12.1.4: Consider requiring a larger minimum lot size for lots with septic systems.

Action 12.1.5: Coordinate with the Bureau of Land Management to ensure compatible development and activities on federal lands within the PPJ.

Action 12.1.6: Discourage development in flood plains and arroyos by preserving such areas in open spaces and parks.

Action 12.1.7: Extend riverine park development east and west along the Animas and San Juan Rivers and through the major arroyos.

Action 12.1.8: Identify areas of significant natural resource value and determine the level of protection required.

Action 12.1.9: Mitigate, reduce, and prevent damage caused by off road vehicles by designating appropriate access and routes. Close all inappropriate access points.

Objective 12.2: Enhance the visual appearance of Farmington through protecting and maintaining natural areas.

Action 12.2.1: Reduce illegal dumping by educating the public about its responsibility for proper solid waste disposal and enforcing codes.

Action 12.2.2: Preserve and enhance the natural vegetation in Farmington by encouraging xeriscaping and use of native plants.

Action 12.2.3: Enforce regulations to control weeds and invasive species.

Action 12.2.4: Establish vista and bluff overlay districts to protect natural features to ensure that they are not obstructed by development.

Action 12.2.5: Adopt more stringent erosion control standards and grading limitations for development on steep slopes.

Action 12.2.6: Preserve wildlife habitats by limiting development in riverine areas and preserving the Glade recreation area as undeveloped open space.

Objective 12.3: Promote air quality in Farmington and the surrounding areas.

Action 12.3.1: Support voluntary control of fugitive dust and airborne materials associated with construction and other activities.

Action 12.3.2: Pave existing dirt roads and/or use appropriate surface treatments on unpaved roads to reduce dust and other pollutants.

Action 12.3.3: Support and participate in studies and monitoring to determine impacts from power plants and mine operations on local health and natural environment.

Action 12.3.4: Maintain efficient roadway and traffic signalization system to improve traffic flow and reduce vehicle idling time.

Action 12.3.5: Encourage the provision and use of alternative modes of transportation and fuels.

Action 12.3.6: Participate with state and local authorities to investigate local initiatives to mitigate worsening ozone problems.

Objective 12.4: Enhance and improve water quality in Farmington.

Action 12.4.1: Control illegal dumping of chemicals, wastes, and other hazardous materials through monitoring and enforcement of applicable codes and ordinances.

Action 12.4.2: Study the need for more stringent requirements for septic tank design, function, and enforcement, particularly in residential developments and near rivers, streams, and arroyos.

Action 12.4.3: Address non-point source pollution from streets and urban run-off through monitoring and fines for violations.

Action 12.4.4: Continue to coordinate with other governmental agencies in improving water quality.

Objective 12.5: Mitigate noise pollution, which adversely impacts the quality of life and health of Farmington's citizens.

Action 12.5.1: Evaluate the need for more stringent requirements to lower the decibel levels for noise-generating activities.

Action 12.5.2: Monitor noise-generating activities for compliance and continue to enforce the noise ordinance.

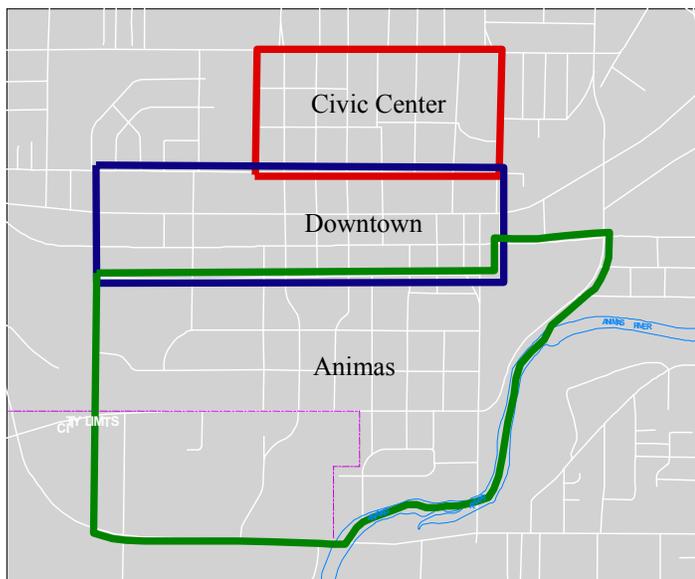
Action 12.5.3: Participate in efforts to mitigate noise pollution originating at the Four Corners Regional Airport.

CHAPTER 13

DOWNTOWN NEIGHBORHOODS

Downtowns all across the United States have traditionally been the heart of the city. These areas were the primary locations for all commercial, social, and governmental activities. Over time, these activities moved to new, larger, and more convenient sites away from older buildings with their perceived space limitations and redevelopment restrictions. Downtowns declined as people no longer came to shop or go to the movies. Empty and deteriorated buildings became the norm. Adjacent neighborhoods also suffered as homes were torn down or inappropriately converted to commercial uses. Zoning ordinances and building codes encouraged relocations by placing restrictions on uses and structures. Late in the twentieth century, many cities realized that this was not an acceptable turn of events and saw the need to establish new roles for older central business districts, roles that would have historical and commercial viability.

Downtown Farmington and the adjacent Civic Center and Animas neighborhoods are important features of the city's past and future. This chapter of the Comprehensive Plan identifies current issues facing these areas, suggests possible design solutions, defines goals and objectives, and proposes specific actions to revitalize the three neighborhoods. A primary purpose of this chapter is to find new ways to restore downtown as a cultural and commercial center of the City and the Four Corners region. Another purpose is to identify what is needed to preserve and redevelop the adjacent neighborhoods, linking them to the Downtown and the river both aesthetically and functionally. The three distinct, yet interrelated neighborhoods are described as follows.



Downtown Neighborhood (Farmington Downtown or Downtown) is along both sides of Main Street and Broadway north to Arrington and south to Animas, from Airport Drive on the west to Butler Avenue on the east. It is currently a mix of

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buildings that date from the 1880's through the 1950's, a few of which are historically and architecturally significant. Businesses, professional offices, and financial institutions that serve local needs, as well as shops and galleries that cater to the tourist trade, are the current occupants of Downtown. A number of buildings, including two vintage movie theaters, are unoccupied or used for storage.

The **Animas Neighborhood** is the area south of Animas Street and north of the Animas River and Murray Street, east of Lake Street. It includes the San Juan Regional Medical Center and related medical offices, commercial and industrial operations, the City-owned offices of the Farmington Intertribal Indian Organization, and a variety of smaller, older homes interspersed with oilfield services and general commercial. There are also numerous vacant tracts.

Civic Center Neighborhood extends from Arrington Street north to Apache Street between Lorena Avenue on the west and Court Avenue on the east. In the western portion there is a mix of homes, businesses, and offices around the Civic Center. An office/commercial corridor is along Auburn Avenue. Mixed uses also include auto repair and moving van storage. In the eastern portion there are several municipal facilities including the Children's Museum, Senior Citizens Center and the Lions Pool and Tennis Courts. There are a variety of older houses, some of which have been converted into offices. Other older buildings include Sacred Heart Catholic Church and Swinburn School (Farmington's oldest public school).

KEY ISSUES

During development of the Comprehensive Plan, whenever the downtown neighborhoods were mentioned, comments were directed at the lack of visual appeal and their limited functions as destination shopping areas or as places to live. A result of the identification of the issues by the Steering Committee, the Downtown and neighborhood focus groups, attendees at the Community Forum and the Downtown Design Workshop was a consensus that substantial improvements were needed in all three neighborhood areas. The following key issues were identified as the primary concerns that need to be addressed.

- ❑ There is a lack of identity without a cohesive theme or sense of place.
- ❑ **Downtown areas are not attractive.** Although some areas have been improved with landscaping and benches, it does not present a friendly environment for shopping or entertainment.
- ❑ **Older and historic buildings** are empty or not maintained.
- ❑ Downtown **lacks a mix of retail establishments** that could attract tourists and the local population. There are not enough **facilities, services and activities** to encourage downtown visits by either residents or visitors.
- ❑ Few **people live** Downtown.
- ❑ With few exceptions, Downtown has very little in the way of **any evening venues** for shopping or entertainment as most of the shops close early.
- ❑ **Parking** is perceived as a problem.
- ❑ A large portion of the **traffic** on Main and Broadway is pass through traffic.
- ❑ Downtown is not perceived as a **safe place** and there is a perceived lack of security and police presence.

- ❑ **Civic Center expansion** is needed but should not negatively impact the surrounding areas.
- ❑ There is no **pedestrian connection between Downtown and the Animas Riverwalk**, one of the outstanding features of the city.
- ❑ There are **vacant lots** that could be used for new types of residential and mixed-use developments.
- ❑ It is **difficult to renovate or restore** existing buildings.
- ❑ **Previous plans** to improve the appearance and function of Downtown and the adjacent neighborhoods **have not been implemented**.
- ❑ Many of the buildings are owned by **uninvolved owners who are generally** not interested in downtown or neighborhood improvements.
- ❑ There is a lack of **municipal presence** in Downtown.

PLAN DEVELOPMENT

Planning the revitalization of Downtown Farmington and the adjacent neighborhoods is not a new concept. Two previous efforts, the *Harland Bartholomew Plan, 1968* and the 1994 *Peninsula, Animas District and Downtown Plan* (often referred to as the Gruen Plan), were only partially implemented, primarily due to fiscal constraints and an admitted lack of coordinated direction and responsibility.

In December 2000, a three-day Downtown Design workshop or “charette” was held by the City and consultant team to focus on improvements to the core areas of the city. The design professionals of the consultant team worked with interested citizens to identify what would help improve the downtown and the surrounding areas and to respond to the key issues identified above. The workshop included a survey of appearance options, development of illustrations of possible improvements and a summary presentation to the City Council and Planning and Zoning Commission.

THE ROLE OF CITY GOVERNMENT

The City can take the lead in promoting a public/private effort to establish a clear identity and promote a unique and recognizable pedestrian-oriented image for historic Downtown Farmington. Improvements to Downtown will, however, require cooperative efforts among the Farmington Downtown Association, the Mayor’s Downtown Task Force, property owners, and financial institutions as well as the City. The City controls land use, zoning, building codes, streets, public services, and traffic operations. Changes to the Zoning Ordinance to allow more diverse residential uses and rezoning of vacant land to residential uses are ways the City can encourage redevelopment. Improvements to the streetscape through lighting and landscaping, directional signage, and traffic control are other City responsibilities. If desired by the citizens, the City can designate one-way streets and create plazas by closing streets. The City can also assure a safe environment by providing additional police protection.

In addition to what the City can do, it will take an intense commitment and private investment from the property owners, investors, and residents downtown to implement many of the identified improvements. The creation of a Business Improvement District (BID), Public Improvement District (PID), Tax Increment Financing District (TIF), or similar entity are options. In these special districts,

an additional tax would be used to finance the visual improvements and provide incentives to property owners to make renovations.

With the City acting as a catalyst by improving the physical environment and reducing regulatory impediments to change, there can be a renewed economic vitality of all three neighborhoods. The City cannot, however, be expected to underwrite the entire cost of improvements. It cannot make businesses locate downtown, nor can it force the private sector to redevelop buildings or construct housing units.

In the interest of involving the citizens with the staff in planning processes, the City created several task forces that are directly related to the development of the Comprehensive Plan. The **Mayor's Downtown Task Force** is a group of citizens and business leaders that were appointed in 1999 to provide community support and guidance for the creation of a downtown master plan. The **Civic Center Task Force** was created in 2001 to develop an acceptable plan for improvements and expansion of facilities at the Farmington Civic Center.

ROLE OF THE DOWNTOWN ASSOCIATION

In 1995, the Farmington Downtown Association, a non-profit corporation, was created to address the migration of businesses to the regional mall and to assist the remaining individually owned businesses that remained along Main Street. As a result of the combined efforts of the City and the Downtown Association, Farmington was inducted into the New Mexico Main Street program in 1997. As a New Mexico Main Street program, the Downtown Association focuses on its four-point approach of organization, promotion, design and economic restructuring. With over 50 local business members, they have been successful in acquiring a "showcase block" grant that would upgrade utilities and streetscape improvements. They also worked on the designation of the Downtown as an historic district by the State of New Mexico. Although the Downtown Association is limited in its ability to implement larger scale projects, they can participate in partnerships with the City, the Chamber, and San Juan Economic Development to support improvements that could attract specialty businesses, restaurants, and entertainment venues to the historic core.

REVITALIZATION, REDEVELOPMENT, AND PRESERVATION

As the city's historic commercial, and cultural center, Downtown is at the western end of a five-mile long regional commercial center that provides goods and services to the entire Four Corners area. Revitalization of the Downtown as an attractive local shopping area and a tourist destination would transform Downtown into a destination for events and entertainment, and a desirable place to live and work.

What is currently missing? One expects to see older buildings with shops, particularly arts and crafts, gifts, antiques, and a variety of food and entertainment places. Currently, there are not many of these types of businesses, given the size and regional location of the community. It is critically important that Downtown is attractive to the local/regional population and that it is not focused entirely on tourists. Roberta Brandes Gratz, author of *Cities Back from the Edge*, noted in a recent speech that a downtown must be built for the locals. If it is attractive to them, the tourists will come, but if it is built only for the tourists, it will not appeal to the locals and thereby not appeal to anyone.

An **identity or a sense of place** needs to be recreated in Downtown Farmington. It should be distinctive, making the most of the historic heritage. There should be a pedestrian-scale shopping core that focuses on specialty shopping for tourists and local shoppers. Pedestrian friendly improvements include interesting pavement textures, eye-catching colors, historic lighting, landscaping, attractive signs, street furniture, and the use of traffic slowing techniques will work together to make Downtown a more pleasant place to be, easier for pedestrians to cross the street, easier to park cars, and will create a unique sense of place. Possible changes or improvements to downtown and the adjacent neighborhoods are described in the following sections.



Entry Markers or “gateways” would define the entrances to Downtown. These gateways could include a regional art monument, such as a WW II “Code talker” statue, special lighting, signage, and other treatments to highlight Downtown.



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Proposed locations for the entry treatments are:

- ❑ Broadway at Main (near American Plaza);
- ❑ Murray at Miller (south of Miller Street bridge);
- ❑ Murray at Auburn; and,
- ❑ Main at Court (site of the east side cross-over).

Graphic Identity and Signs will help create a sense of place. A vivid Downtown logo and associated theme should be created. The logo would be used extensively throughout the area on banners, flags, street signs, and directional signage; at the gateways, the Civic Center, public facilities; and on advertising and promotional materials.

Unique street signs in each of the Downtown Neighborhoods along key north-south linkage corridors (Behrend, Miller, Orchard) should be of an identifiable color (other than the standard street sign) and have the Downtown Neighborhood logo.



There is the potential to **landscape the bluff** at Main and Court, which marks the east end of downtown with terracing, landscaping, and signage that would identify the beginning of the Downtown. Suggested improvements include a water feature and/or monument on top of the mesa.

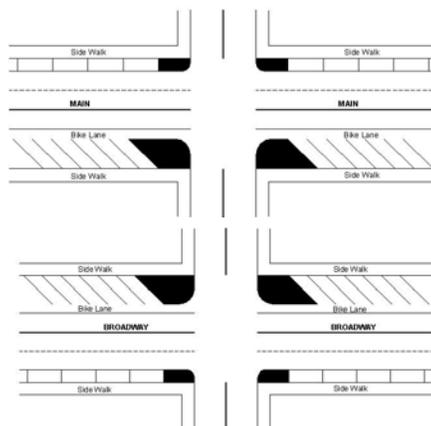
The City has already installed many **Streetscape Improvements**, but there needs to be continued efforts to improve the visual appeal along Main and Broadway (Court to Auburn) that includes decorative pavers in

crosswalks at major intersections, decorative historic lighting, street furniture with coordinated landscaping and street tree planting.

Pedestrian amenities such as sidewalk extensions, bulb outs at corners, pavement texture changes and landscaping could be used through transition areas to the proposed *Main Street Shopping Park* and along Broadway.

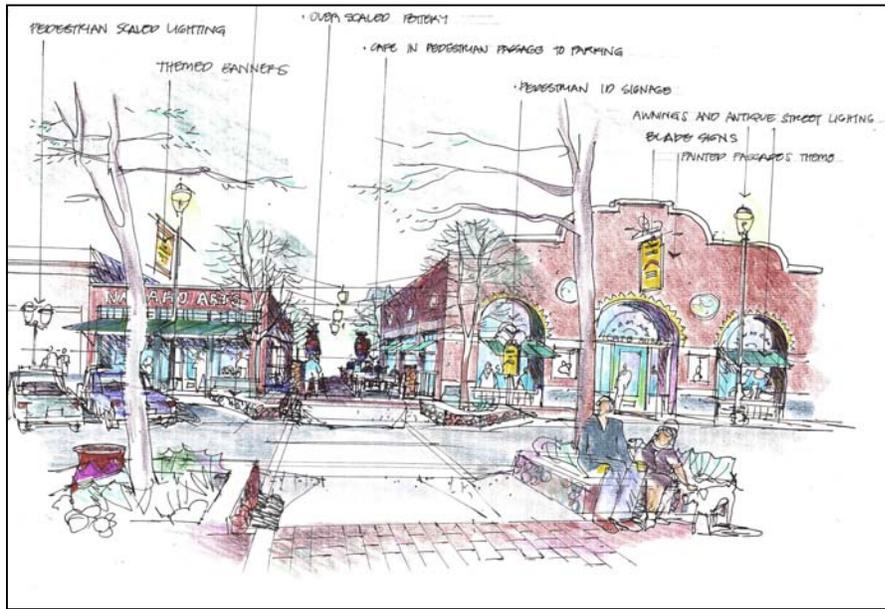
Roadway improvements could include the re-stripping of travel lanes on Main and Broadway and the designation of parallel and diagonal parking spaces that make the shops and businesses on both street more accessible and still provide

for the east and west pass through traffic. On Main Street from Butler to Lake there would be two westbound lanes and one eastbound. Parallel parking would continue on the north side of the street while diagonal parking would be provided on the south side. This would provide more on-street parking and still allow for optimum traffic flow. On Broadway there would be a similar configuration with two eastbound lanes and one west bound. Again, both parallel and diagonal parking would be provided.



This is a relatively simple and inexpensive measure that would make the Downtown user-friendly.

Parking Improvements could be as simple as the installation of directional signage that identifies where the parking lots are located. Reserved parking in accessible lots could be provided for building tenants and their employees so that the street parking spaces would be available for shoppers. Mid-block access through pedestrian-only passageways could be provided at the extension of Allen Street south of Main to Broadway and in other selected locations. In the residential areas, parking courts on vacant lots or in medians can provide necessary parking spaces.



While there is currently ample parking in the Downtown area and adjacent Civic Center Neighborhoods, the expansion of the Civic Center will require additional parking. This may be best accomplished in a multistory parking garage, the first floor of which could provide new locations for shops and offices.



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GATEWAY TO CHANGE

If Farmington’s Downtown and adjacent neighborhoods are going to improve in appearance and function, they must all have more residents as well as more businesses. The following considerations and recommendations originated in the three-day Downtown workshop where discussions and activities centered on how to revitalize the Downtown and the adjacent neighborhoods.

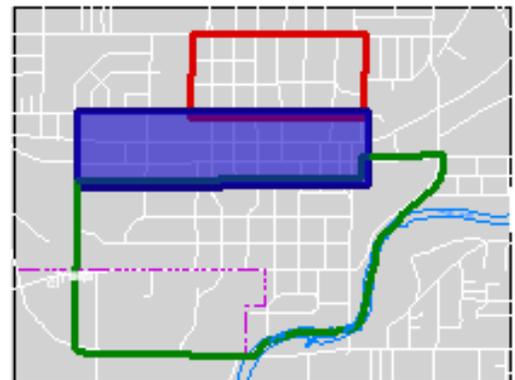
- ❑ Allow the **use of upper floors of buildings** throughout Downtown for offices and residential uses. By adding floors (sometimes called pop-ups) to existing buildings, new residential and office units would be created. A variety of new housing units (upstairs lofts, patio homes, multi-family, live/work) south of Main Street could be built. New and additional housing needs are being created by the Medical Center for staff and elderly housing. There is also an unfilled regional market for apartment complexes aimed at younger tenants. This will require rezoning of vacant and industrial tracts to allow more variety in housing types south of Broadway in the Animas neighborhood.
- ❑ **Provide incentives and eliminate “disincentives” to adaptive reuse of buildings.** Simplify the renovation permitting process and reduce the bureaucratic roadblocks often encountered when trying to bring older buildings into compliance with code requirements. One of the more prevalent “disincentives” to renovation is the perception, and often the reality, that taxes and rents will increase when the building is improved. The Downtown Association and the City should make the property owners more aware of the Main Street program and other incentive programs.

Many of the recommendations will require amendments to current zoning requirements or the creation of new zoning districts in the *Farmington Unified Development Code*. Subsequent rezoning may be necessary to implement this Downtown Neighborhoods Plan.

The following neighborhood specific recommendations represent the basis for the guidelines for the *Unified Development Code*. Future zoning text and district changes should be contingent on land use compatibility and consistency with this *Plan*. In addition, and in order to fully implement this *Plan*, there are infrastructure improvements that need to be made in each neighborhood as described below.

Changes and Improvements for the Downtown Neighborhood

If the area along the Main Street in Downtown is to be revitalized as a local specialty shopping and tourist destination, there will need to be new businesses in existing buildings which could include restaurants along the pedestrianized portion of downtown, a hotel to complement the Civic Center, new Western/Native American arts and crafts galleries, clothing and accessory stores, and former movie theaters adapted into a cafe/bar or bookstores with old or art movies and



live performances. Currently the rents are lower in the Downtown and tend to attract tenants rather than owner-occupied buildings. There will be new opportunities for tax credits for improvements when the Downtown is designated as a state historical district.

In addition to the historical designation, a **Main Street Shopping Park** between Auburn and Wall could become an extended pedestrian zone. With streetscape improvements, public amenities, and landscaping, Main Street could become a *park were you go shopping*. In the Main Street Shopping Park, the traditional downtown between Auburn and Wall, there would be opportunities to have unique qualities and features that require supplemental building design standards. As displayed in the illustration below, the proposed streetscape improvements along with façade restoration, canopy and awning replacement, landscaping, unique, yet consistent signage, and other pedestrian enhancements together will create an attractive and desirable destination for residents and visitors of Farmington. New standards should preserve the character and heritage of the Main Street Shopping Park through consistent setbacks, pedestrian enhancements such as street furniture and landscaping, renovated façades, and cohesive signage. The standards and guidelines are recommended for the Main Street Shopping Park, which encompass all or portions of the block immediately north and south of Main between Auburn and Court as essentially the same as the Downtown with the following additions.

For the Downtown Neighborhood and Main Street Shopping Park, **new land use and development guidelines** should specifically encourage preservation and revitalization to reinforce the unique function and atmosphere that will enhance its viability as an economic, social, and civic focal point of the community.

First of all, **older and historically significant buildings should be preserved**. Incentives through the Main Street program and recognized historic district tax credit potential as well as through the appropriate applications of the building



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code should be used to encourage the repair and renovation of the older buildings, thereby preserving Farmington's past. Imaginative approaches should be taken to consider new uses for older structures. There should be a reasonable means of tax relief considered so as to not inhibit the adaptive restoration and reuse of the older buildings. These could include such measures as tax rates frozen at pre-improvement rates for a set period of years or a tax rebate or refund based on the cost of the improvements.

Redevelopment and adaptive reuse of empty buildings should be considered. A large City owned building should be considered as a regional multi-cultural center that could provide studio, gallery, and entertainment space for local artists as well as a location for satellite municipal offices.

Second-story dwellings in commercial buildings should be permitted to **attract more residents downtown**. Efforts to promote increased residential uses could be supplemented by tax incentives or regulatory flexibility to interest property owners to redevelop their buildings.

Outdoor service areas such as patios and sidewalk tables for restaurants should be encouraged. **Occasional displays** of merchandise or outdoor markets along the public sidewalk during special promotional activities should be permitted, but outdoor storage should be prohibited.

There is the potential for a **downtown hotel** that would be accessible to the Civic Center for increased convention and tourist activities.

The **height of new or redeveloped structures** should be influenced by the overall character of the block for compatibility with existing buildings and appearance consistency. There should be, however, be some measures of flexibility to allow somewhat taller structures such as a new downtown hotel or office buildings near the Main Street Shopping Park as long as they do not block the views of the mesas and bluffs. A maximum height of 40 feet should be considered.

Architectural design, building materials, and colors should be harmonious with the overall appearance, history, and heritage of the Downtown Neighborhood. The height, mass, and exterior finishes should be compatible with the character of the area. Buildings should generally face the primary street. Solid and continuous building façades without visual relief (building off-sets, display windows, vertical elements) should be discouraged. Clear design guidelines to control the architectural style, placement, and appearance of buildings, including materials, colors, and use of design elements, ornamentation and other visual elements, can be implemented through the *Unified Development Code* with oversight by the Downtown Association.

Outdoor mechanical and utility equipment as well as loading/unloading areas should be fully screened from view with dense year-round foliage shrubbery or a decorative wall, fence, or architectural element that is compatible with the building. Waste containers should be fully screened from public view and located in an enclosed masonry wall or a solid fence. Screening fences that are visible from a street should be constructed of solid wood, brick, masonry or stone. Chain-link fences, corrugated metal or fiberglass panels should not be allowed.

Increased capacity of the current utilities, particularly electrical service and telecommunications is needed Downtown. When and where it is feasible,

electric, telephone, cable lines and service drops should be relocated underground.

Improvements should be designed to **preserve existing trees** and should consider building location, orientation, and parking lot configuration. New trees should be appropriate native trees that have the “lacy effect” to soften the appearance of the streetscape.

Business signage should be attractively designed and compatible with the building façade. There should be limits on the number of signs on the building. Hand-painted wall and projection signs should be encouraged. Awnings could also have limited signage. Temporary signs, including sandwich signs, would add to the pedestrian ambiance, however roof signs should not be permitted. Window and door signs should be limited in size and number to not obstruct window shopping.

Parking needs can be provided in shared public/private parking arrangements in a number of lots that are actually in, or in close proximity to, the Downtown commercial area. Off-street parking areas should be located to the rear of properties when properties are adjacent to Broadway, Miller, Orchard and Behrend to maintain a consistent frontage. Access through mid-block open spaces, plazas, and even through buildings would provide links to existing parking areas. Curb cuts permitted for each lot should be based upon the amount of lot frontage. Minimum separation between driveways and distance between driveways and street corners should be regulated. Parking lots should generally be constructed of concrete, separated from the street by a landscaped strip, and striped in accordance with City standards. Parking areas with more than 20 spaces should have landscaped islands with shade trees and ground cover.

Public sidewalks should be provided on both sides of all streets and should be wide enough to accommodate window shoppers as well as those on their way to businesses.

To **encourage and promote appropriate development or redevelopment**, the City in coordination with the Downtown Association may require a “certificate of appropriateness” to assure that the improvements, new or redeveloped, are substantially consistent and compatible with the desired appearance and conditions of the Main Street Shopping Park. The Planning and Zoning Commission would consider such a certificate when there are assurances that the proposed development would not substantially contrast with the general character and/or physical appearance of the area as well as the historic character of the Main Street Shopping Park.

Reinvestment in the Downtown and Main Street Shopping Park by **upgrading existing public infrastructure of streets, sidewalks, parking lots, and utilities** will encourage the desired sustainable neighborhood and business environment. Infrastructure improvements will help prevent future deterioration of the economic value, appearance, and attractiveness as a place to live, work, and shop.

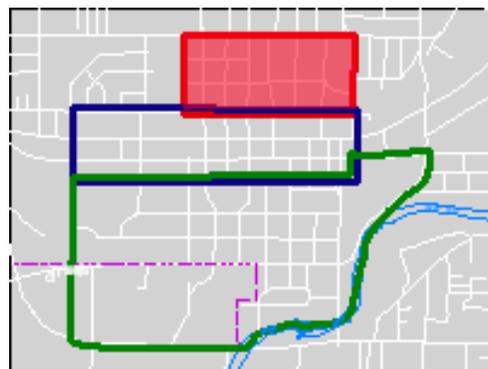
The **creation of a new Downtown District** zone, replacing the CBD (C-3) district in the new *Unified Development Code*, should recognize the unique characteristics of the traditional downtown neighborhood area, including a lively mix of uses and a pedestrian-oriented commercial setting with buildings close to the street, clusters of storefronts for window shopping, and the potential for second-floor offices and residential lofts above commercial uses. The creation of

a new District would complement efforts to establish a unique identity and *sense of place* in Downtown. Specific and targeted regulations also can guide future development and redevelopment patterns by specifying and limiting the permitted uses in the area and establishing standards for development.

Creating a business improvements district (BID) may provide some other incentive methods needed to revitalize downtown. The purpose of the Business Improvement District Act [3-63-1 to 3-63-16 NMSA 1978] is to promote and restore the economic vitality of areas within municipalities by allowing the establishment of business improvement districts with the powers to provide for the administration and financing of additional and extended services to businesses within business improvement districts; to finance local improvements within those districts; and provide municipalities and entrepreneurs a more flexible and proactive vehicle to collaborate in the revitalization efforts of their downtowns, commercial districts, and central business districts.

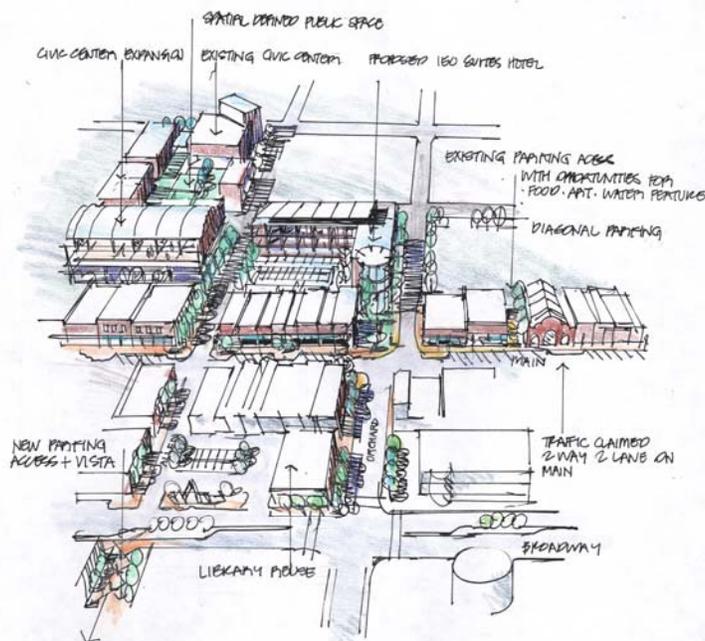
Changes and Improvements for the Civic Center Neighborhood

In the area north of Broadway between Arrington Street and Apache Street, Lorena Avenue and Butler Avenue, there is a mixture of homes, businesses, and the Farmington Civic Center. Over the years, a number of the homes have been converted to commercial uses, sometimes in combination with residential uses. In the interest of preserving and protecting the distinctive value, aesthetic integrity, and economic stability of the Civic Center Neighborhood, the creation of a zoning district may be a method to guide the preservation and potential redevelopment of a unique area.



In the Civic Center Neighborhood **preserving the local heritage** will help protect the visual character of the existing neighborhood. Craftsman and cottage-style homes and residential landscaping dominate its character. In reality, this area includes two distinctive sub-districts that are considered significant to the history and origin of Farmington with the character of the Civic Center Neighborhood changing mid-block between Wall and Court Streets. The eastern portion of the neighborhood is substantially residential in character, while the western part includes a mix of residential and office uses.

It will be important to **protect character of the neighborhood** and its sub-areas in concert with the planned expansion of the Civic Center that is currently under consideration. Any expansion should not disturb the heritage and local significance of the surrounding district particularly in terms of incompatible uses and parking. Protection of the neighborhood from undesirable, adverse impacts will ultimately protect the interests of the area property owners and the community.



Preservation and redevelopment of existing housing will be more likely to occur if there are policies and incentives for maintaining residential uses in the neighborhood. The following policies should be considered in directing neighborhood improvements. The **height and setback of new, preserved or redeveloped structures** should be influenced by the adjacent or nearest buildings to ensure compatibility and consistency. Accessory dwellings should be allowed when they are compatible with surrounding land uses. There should be required **off-street parking** for each residence or business.

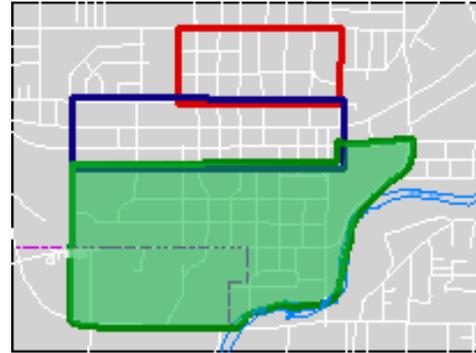
A “certificate of appropriateness” is a method used to **encourage and promote the preservation or redevelopment** that is substantially consistent and compatible with the prevalent appearance and conditions of the east and west Civic Center neighborhoods, particularly the outstanding and desirable design elements such as front porches, pitched roofs, gables, chimneys, picket fenced front yards. In complete renovations, at least some of the identifiable elements should be incorporated in each new or remodeled structure.

A small traffic circle at the intersection of Allen and La Plata would **improve traffic control** and soften the boundary between the Civic Center and the mixed-use neighborhood to the north and east.

As in the Downtown, there needs to be **improvements to existing public infrastructure**, particularly sidewalks, to preserve the character and integrity of the Civic Center neighborhood.

Changes and Improvements for the Animas Neighborhood

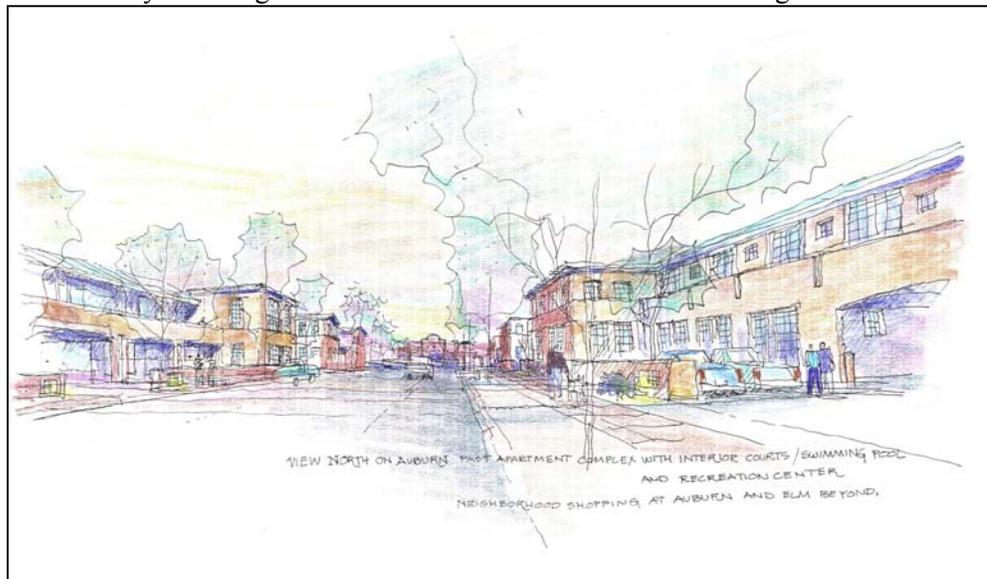
The Animas Neighborhood is an area of divergent mixed uses, residential, industrial, medical, and vacant. Anchored on the west by the San Juan Regional Medical Center (SJRMC) complex, on the north by the Downtown Neighborhood and on the south and east by the Animas River. It is the location of the Medical Center complex, Farmington Indian Intertribal Center, Berg Park, and the Riverwalk on the Animas River. The hospital provides an important location for regional medical care as well as an employment center. Continued expansion of medical related services and offices should be encouraged.



A large portion of the Animas Neighborhood is located in the Animas River flood plain. The close proximity of the Animas Neighborhood to Downtown Farmington and the natural waterway and interesting river edges present opportunities for linking Downtown to the Riverwalk through the Animas neighborhood. The perceived distance between Downtown and the River could be reduced if there were new and different land uses including a variety of housing types and local neighborhood retail establishments. More green space along the river would help to shorten the distance to Downtown.

Improving the **linkages between the three Downtown Neighborhoods and the Riverwalk** can be fostered by streetscape improvements by the City along Orchard, Miller, and Behrend between the Riverwalk and Downtown and east-west along Animas, Elm and Maple between the Medical Center and the Riverwalk: Improvements could include sidewalk extension/repair, decorative pavers in crosswalks at major intersections, pedestrian-level lighting along sidewalks, street furniture, and coordinated landscaping and street tree planting.

The operative word for the Animas Neighborhood is **“Redevelopment.”** This is an area that offers the opportunity to change not only its appearance, but also its function by allowing new and different uses. The Animas Neighborhood could



be most productive as a **mixed-use neighborhood – live/work housing, multiple family and patio homes, professional offices, and neighborhood retail.** With existing streets and municipal infrastructure, the area has great potential as a new housing area, housing that will be affordable for medical workers, senior citizens and those employed in the expanded Downtown Shopping Park and in the anticipated general increase in office/professional space.

Development and redevelopment of a mixed-use neighborhood could include **professional offices and a variety of housing types oriented toward serving senior and youthful housing markets.** Allowing new and different residential development in an area that has existing infrastructure, particularly water sewer and other city services, may provide the right location for the much-needed affordable housing.



To improve the visual appeal there should be **specific landscaping standards** for office complexes and residential developments that include street trees and landscaped parking lots.

The lumberyard, brickyard, and other industrial uses currently occupy key locations in the Animas Neighborhood, but might be better located in an industrial park. An exchange of land might be considered by which the industrial uses would move to equally or more accessible locations.

The City owns property south of Maple between Orchard and Behrend. Although the Allen Street right-of-way is in the middle of the block, it could be vacated for the construction of municipal offices or a civic plaza.

Over the years, areas of the Animas Neighborhood have been used for heavy industrial uses and there may be “existing or perceived “brownfield,” areas of environmental abuse or neglect. Environmental cleanup will be needed to assure the health and safety of residents and businesses that may locate on these sites.

Since a part of this area is in the flood plain and extension of the Animas Riverwalk is planned, the City should renew its initiatives to acquire properties along the north bank of the Animas River (as they become available) for the

expansion of the Riverwalk parkway southeast of the new Animas Park. Some of this property would be ideal for use as recreational play, and ball fields. New industrial development should be discouraged as the water edge has intrinsic value, particularly with respect to the Riverwalk.

The hospital/medical center complex should be **protected from incompatible land use** and its role as a major area employer by expanding city limits to Murray on the south and the west.

The development of a variety of services, including clinics and professional offices, and high density senior and youth housing south of Main and Broadway, east of the medical complex, and east of Orchard should be encouraged through rezoning. Innovative housing types, patio homes, cluster homes, semi-attached cottages, could then be built in the Animas Neighborhood.

Continued redevelopment and expansion of the Farmington Intertribal Indian Center should include events space and landmark that could substantially exceed established height limits in order to provide a strong visual focal point. A park or open market across the street would provide an alternative gathering place to Main Street and other commercial areas. Live/work housing around the Indian Center would provide complementary locations for regional artists and artisans.



The **creation of a new zoning district** between Animas River, Animas Street, and Lake Street would allow the mixed uses of new types of residences. A **variety of new residential uses** should be allowed to include patio homes, cluster homes, senior living centers, lofts, and semi-attached cottages. New structures should be allowed to have zero mandatory front building setbacks, with required parking in the rear or on the side (except on corner lots) rather than in the front yard. Off-street parking requirements for new uses should take into consideration the availability of on-street parking or parking courts.

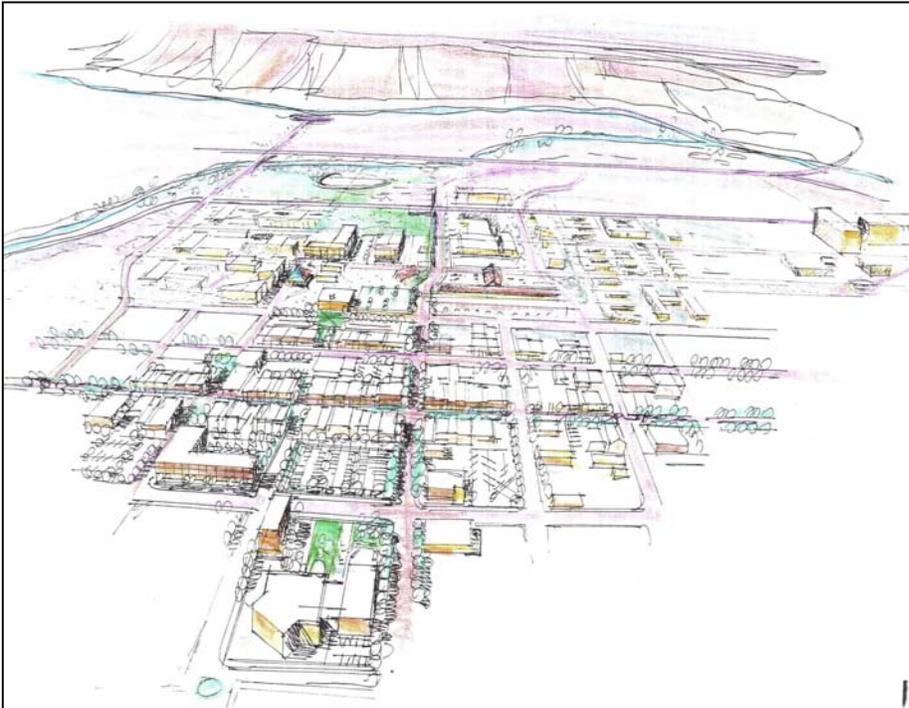
Outdoor service areas associated with eating establishments should be encouraged so that there is an interaction with the neighborhood. Occasional displays of merchandise along the public sidewalk during special promotional activities should be allowed.

Streets and new development should incorporate urban design that includes plazas and parks as community reinforcing gathering places.

Upgrading existing infrastructure should encourage reinvestment and redevelopment in the Animas Neighborhood. New sidewalks and repair of older sidewalks with curb and gutter improvements are needed in several areas.

Install **streetscape improvements** including textured pavement treatments, historic lighting, and street furniture along key corridors through the Animas Neighborhood will help to create new sustainable neighborhoods and business environments. The areas that are ripe for redevelopment are:

- ❑ Orchard from Broadway to Piñon;
- ❑ Behrend from Broadway to Piñon;
- ❑ Miller from Broadway to Piñon;
- ❑ Animas from San Juan Medical Center to Miller;
- ❑ Elm from San Juan Medical Center to Miller; and,
- ❑ Maple from San Juan Medical Center to Miller.



IMPETUS FOR CHANGE

In order to begin making the changes recommend above, it will take a cooperative effort from all the parties involved, the City; property owners; tenants; Downtown Association; Chamber of Commerce; and Farmington Convention and Visitors Bureau. To coordinate the efforts, the City should consider funding the creation of a Downtown Neighborhoods Liaison office. As City staff, this office could coordinate improvements as well as guide property owners, developers, investors and tenants interested in building and site redevelopment through the entire development process.

GOALS, OBJECTIVES, AND ACTIONS

As in the other chapters of the Comprehensive Plan, goals, objectives, and actions are outlined. Since there are three distinct areas in this chapter the goals are separated into: A-Downtown, B-Civic Center, and C-Animas Neighborhoods.

A-Downtown Goal: Revitalize Downtown Farmington by creating a visual and functional identity as the heart of the Four Corners area, with streetscape improvements, adaptive reuse of older buildings in a shopping park environment, with residential uses, encouraged by incentives for redevelopment.

Objective 13A.1: Establish a renewed Downtown Identity, a sense of place.

Action 13A.1.1: Commission a graphic designer or advertising specialist to develop a Downtown logo design, color scheme, and associated theme.

Action 13A.1.2: Install new street signs in the Downtown Neighborhood with a unique color scheme and the new logo design for Downtown.

Action 13A.1.3: Use the Downtown Farmington logo on banners, flags, street signs and directional signage; at gateways and public facilities; and on promotional materials.

Action 13A.1.4: Design and install minor gateway improvements along the North side of Piñon at Behrend, Orchard and Miller to attract visitors and passersby to the Downtown area.

Action 13A.1.5: Support private efforts to coordinate advertising and promotions for Main Street Shopping Park businesses and activities.

Objective 13A.2: Improve the visual, aesthetic and functional characteristics of Downtown.

Action 13A.2.1: Improve the appearance by instituting new streetscape improvement programs. Select an alternative streetscape concept for the Main Street Shopping Park and implement the streetscape improvements through the City Parks Department: sidewalk expansion, parking realignment, historic street lighting, street furniture and street trees and planting beds with sit-walls, pavement treatments.

Action 13A.2.2: Initiate design and installation of gateway or entrance treatments at Main and Broadway on the west and at Main and Court.

Action 13A.2.3: Initiate traffic improvements, parking, and accessibility by re-stripping Main and Broadway to improve traffic flow and new parking scheme.

Action 13A.2.4: Amend the CBD District in the Zoning Ordinance to include recommended criteria or develop a new zoning district for the Downtown Neighborhood. Coordinate

with the existing requirements of the Downtown Association.

- Action 13A.2.5: Implement zoning ordinance changes that encourage new residential uses particularly those that are compatible with the pedestrian character and uniqueness of the Downtown.

Objective 13A.3: Improve parking options in Downtown.

- Action 13A.3.1: Develop and install directional signage on Main and Broadway to direct visitors to parking areas.
- Action 13A.3.2: Initiate design of access, circulation, and parking layout for public parking areas, including necessary alley improvements.
- Action 13A.3.3: Consider a parking garage for Civic Center in conjunction with the potential expansion.
- Action 13A.3.4: Conduct periodic follow-up surveys of parking accumulation and turnover in Downtown Neighborhood to monitor trends in parking demand and supply and identify necessary adjustments or improvements.

Objective 13A.4: Reestablish the identity of Downtown as the historic center of the city.

- Action 13A.4.1: Develop specific guidelines that recognize and reinforce local heritage and the unique characteristics of the Downtown Neighborhood.
- Action 13A.4.2: Encourage renovation of older buildings by removing obstacles to renovation while still requiring safe and sound structures.
- Action 13A.4.3: Educate citizens through the Downtown Association about available funding sources and grants for the revitalization or restoration of historic buildings. Historic Preservation Fund Grants Program and the Certified Local Government Program.
- Action 13A.4.4: Apply for and/or support the application for appropriate grants/funding from the National Trust for Historic Preservation and from New Mexico's Historic Preservation Division.
- Action 13A.4.5: Work with financial institutions to provide low interest loans for privately sponsored restoration and preservation of historic and architecturally significant properties.

Objective 13A.5: Reinstate Downtown as a viable economic component of the community and improve neighborhood and business environment.

- Action 13A.5.1: Initiate infrastructure improvement programs after determining the extent of the necessary and desired improvements.

- Action 13A.5.2: Evaluate the need to upgrade electrical service in Downtown. Coordinate improvements with upgrades and repairs to other utilities and services.
- Action 13A.5.3: Promote legislation that will provide that property owners who improve their older and historical Downtown buildings will not be penalized by increased taxes.
- Action 13A.5.4: Consider the creation of a special Downtown financing district, a public improvement district, tax increment financing district or municipal improvement district to direct reinvestment in infrastructure and appearance improvements.
- Action 13A.5.5: Explore the creation of financial and/or other types of incentives for appropriate business location and retention, and make this a key element of ongoing economic development and marketing efforts.
- Action 13A.5.6: Strengthen the organizational structure for downtown revitalization by restructuring and consolidating the Downtown Association and Mayor's Downtown Task Force and designating a (local government) liaison to help identify and eliminate regulatory hurdles.
- Action 13A.5.7: Bolster a municipal presence in Downtown through development of a plan for the reuse of the existing library building that establishes a municipal function of equal or better intensity.

Objective 13A.6: Improve Downtown Farmington as an events and conference facility and as a tourist destination.

- Action 13A.6.1: Work with the Downtown Association, Civic Center Expansion Task Force, the Mayor's Task Force, and the FCVB to determine the feasibility of a downtown hotel.
- Action 13A.6.2: Work with the Farmington Downtown Association and Mayor's Downtown Task Force to develop and support a street-pole banner program along Main and Broadway Streets to promote Downtown Farmington businesses, festivals, and activities.
- Action 13A.6.3: Establish an ongoing Main Street Public Art Program for the Main Street Shopping Park to include both permanent and rotating art exhibits.
- Action 13A.6.4: Evaluate the need and feasibility of providing public rest rooms in the Downtown area.

Objective 13A.7: Increase local and tourist oriented activities to increase visitor time in Farmington.

- Action 13A.7.1: Expand the range of events and activities that bring residents and visitors downtown by continuing to support the FCVB in promoting the use of Farmington Downtown for other community activities (fun runs, outdoor concerts and theatrical performances, street

fairs, art shows, community book sales/exchanges, parades, volunteer clean-up events).

- Action 13A.7.2: Work with the Mayor's Downtown Task Force, the FCVB, Farmington Downtown Association, and other local organizations to improve and expand on the variety of special events and festivals that are hosted in and around the Main Street Shopping Park.

B-Civic Center Neighborhood Goal: Preserve the neighborhood character by protecting existing structures, improving infrastructure and minimizing the impact of the civic center expansion.

Objective 13B.8: Preserve older and historical structures and the character of the neighborhoods.

- Action 13B.8.1: Evaluate the need for streets, sidewalk, and appropriate lighting improvements.
- Action 13B.8.2: Identify and encourage owner participation in state and/or national historic preservation programs that assist communities in historic preservation.
- Action 13B.8.3: Revise zoning district criteria to protect existing structures yet allow for mixed use and adaptive reuse.
- Action 13B.8.4: Consider the construction of a traffic circle to include planting beds at the intersection of La Plata and Allen.

C-Animas Neighborhood Goal: Redevelop the Animas Neighborhood as a mixed-use development with new types of affordable housing, expanded medical and cultural facilities linking Downtown to the Riverwalk.

Objective 13C.9: Encourage mixed use residential and commercial by allowing creative housing types.

- Action 13C.9.1: Create a mixed use zoning district that would allow both housing and commercial uses on smaller lots.
- Action 13C.9.2: Provide incentives to locate the affordable, often smaller, housing in areas that have existing infrastructure and services.
- Action 13C.9.3: Investigate and initiate possible relocation of industrial uses to more appropriate locations by providing opportunities for land swaps.
- Action 13C.9.4: Coordinate with neighborhood organizations and partnerships to develop methods for interaction, as in the linkage between the Medical Center and housing development in the hospital area.

Objective 13C.10: Connect the Downtown neighborhoods with the Animas Riverwalk.

- Action 13C.10.1: Connect the streetscape improvements, particularly directional signage, along Main Street and Broadway to link the Downtown Neighborhood and the Medical Center with the Animas Riverwalk.
- Action 13C.10.2: Acquire additional parklands along the Animas River and in the flood plain north of the river, and landscape

streets in order to reduce the distance and promote connectivity between the retail Shopping Park and the Riverwalk.

Objective 13C.11: Participate in public/private development organizations to investigate and support redevelopment.

Action13C.11.1: Work with appropriate Downtown groups to coordinate Downtown Neighborhoods improvements, plan implementation, and assisting development and redevelopment.

The foregoing goals objectives, and actions for improvements to the three Downtown neighborhoods will take time. The revitalization, preservation, and redevelopment of the Downtown Neighborhoods will take dedication and coordination of all the interested parties and thereby benefit the whole community.

CHAPTER 14

IMPLEMENTATION

Planning is a continuous process. Completion of the Comprehensive Plan is by no means an end in itself. A comprehensive plan must be constantly scrutinized to ensure that its goals, objectives, and recommended actions continue to reflect changing community needs and attitudes. Above all, it must be used.

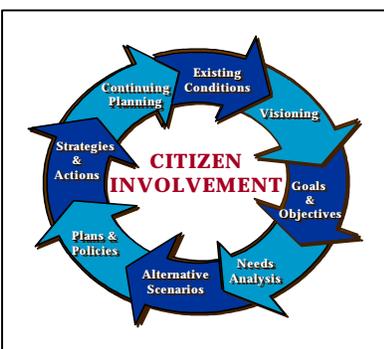
The purpose of the Implementation chapter is to provide direction and recommendations for implementation of the Comprehensive Plan and for continued planning. The report also identifies future capital improvements recommended in the Comprehensive Plan and addresses various funding sources and financing methods.

The Comprehensive Plan is the city's guide for government officials and citizens in making decisions about land use and development. The Comprehensive Plan is *comprehensive* in the manner that it identifies the myriad of factors related to future community growth; analyzes the relationships between these factors; proposes what needs to be done about them; and recommends *goals and objectives* for using the City's resources in the most efficient and effective ways.

An aggressive, yet realistic, program for implementing the Comprehensive Plan should be established by the Mayor, City Council, and the Planning and Zoning Commission, maintained by the staff, and then used by the entire community. Implementation tools include the Zoning Ordinance, Subdivision Regulations (Unified Development Code), and the Capital Improvement Program and Capital Budget. These tools should be reviewed and updated periodically so that the goals, objectives, and policies of the Comprehensive Plan are put into action.

Plan implementation includes the use of the Future Land Use Plan as a general guide for decision-making in zoning cases and subdivision plat review approvals. This practice is to ensure that development and redevelopment are consistent with the policies of the City's Comprehensive Plan. Review and revision of the City Code for updating, strengthening, and streamlining the Zoning Ordinance

and Subdivision Regulations will be a plan implementation activity. Dedication of needed rights-of-way for street and highway improvements in accord with the City's Major Thoroughfare Plan will be another implementation activity. Studies for drainage basins are critical to the protection of existing and future development. Water and sewer needs and improvements must be addressed on a yearly basis. Parks development and community facilities improvements will be needed as well.



Commitment to Implementation

It is important to note that successful implementation of this plan relies on many non-traditional resources. The many hours committed by citizens to shaping the

Wilbur Smith Associates
Four Corners Planning, Inc
McGinty
Southwest Planning & Marketing
Duncan Associates
William Freimuth Architecture

Comprehensive Plan attest to their desire for attaining their vision for Farmington. The City's leaders sought to involve the entire community in the planning effort. The effort and time contributed by citizens, committed to betterment of their community, require that actions be taken to carry out the recommended policies and proposals.

Proposed Implementation Actions

Perhaps the most important method of implementing the Farmington Comprehensive Plan comes from the day-to-day commitment by elected and appointed officials, city staff members, and citizens. The Comprehensive Plan must be understood as a useful and capable tool to direct the city's future. The Future Land Use Plan and Thoroughfare Master Plan should be displayed and available for ready reference by officials, staff and citizens. The Comprehensive Plan should continually be referenced in planning studies and zoning case reports as well as informal discussion situations. High visibility will make the plan successful, dynamic and a powerful tool for guiding Farmington's future growth.

A series of proposed implementation actions were developed after reviewing the goals and objectives described in the plan elements. These are specific steps that are recommended to better implement the plan. Each of the actions will need to be considered in context and budgetary constraints. Some proposed actions may call for the formation of a new committee, or identify the need for a specific study. In addition to such "new" initiatives, the continuation of ongoing City policies and programs is recommended in many instances.

The proposed objectives and actions designed to aid in implementing the plan are described in each of the chapters. While the proposed implementation actions are not legally binding like the zoning code and subdivision regulations, the proposals are tremendously important to the plan's successful implementation, and are a vital supplement to its goals, objectives, and policies.

The two following spreadsheets list the objectives, actions, responsibilities and time frames for every action item contained in the Plan. The first spreadsheet, **2002 High Priority Implementation Actions**, includes action items that the Mayor, City Council, and Planning and Zoning Commission identified as being most important for near-term consideration. These actions are listed in descending order based upon the number of "votes" received in the rating process. The second spreadsheet, **Farmington Comprehensive Plan Implementation Actions**, lists the same information for all action items in the Plan. These action items are listed in the order in which they appear in the Plan.

UPDATES TO THE COMPREHENSIVE PLAN

Circumstances will continue to change in the future and the Farmington Comprehensive Plan will require modifications and refinements to be kept up-to-date and current. Some of its proposals will be found unworkable and other solutions will continue to emerge. Needed refinements and changes should be carefully noted and thoroughly considered as part of the Annual Plan Updates and 5-Year Major Plan Revisions. As change occurs, however, Farmington's vision should remain the central theme and provide a unifying element. The plan's importance lies in the commitment of citizens to agree on Farmington's purposes for the future, and to apply that consensus in continuing efforts that focus on the betterment of their community.

Major Updates of the Comprehensive Plan

Major updating of the Comprehensive Plan should occur every five years. These updates will ensure renewal and continued utility of the comprehensive plan for use by the City officials and staff. Annual plan amendments from the previous four years should be incorporated into the next major plan update. Plan updates will be a significant undertaking involving City officials, departments, and citizens. Consultant services may be utilized if needed. The result of the major plan updates will be a new comprehensive plan for the city, including new identification of up-to-date goals, objectives, action, and implementation actions.

Citizen Participation in Continuing Planning

Farmington's citizens shared in developing the plan's goals, objectives, and proposals by participating in public meetings and planning workshops. The many ideas and comments contributed by citizens during the plan's development were incorporated and shaped the resulting proposals and recommendations. Similarly, the citizens should continue to be involved in implementation and maintenance of the comprehensive plan. The Planning and Zoning Commission, advisory committees, public meetings and community workshops, town meetings, public forums, newsletters, media releases, and public notices should be utilized to inform and involve citizens in continuing planning. Methods and activities for public participation should be carefully chosen and designed to achieve meaningful and effective involvement.

Annual Plan Amendment Process

Annual plan amendments will provide opportunity for relatively minor plan updates and revisions such as changes in future land use designations, implementation actions, and review of plan consistency with ordinances and regulations. A plan amendment should be prepared and distributed in the form of an addendum to the adopted comprehensive plan. Identification of potential plan amendments should be an ongoing process by the Planning and Zoning Commission and City staff throughout the year. Citizens, property owners, community organizations, and other governmental entities can also submit requests for plan amendments. Proposed plan amendments should be reviewed and approved by the Planning and Zoning Commission. Plan amendments should be adopted in a manner similar to the plan itself. This process includes public hearings and consideration of action by both the Planning and Zoning Commission and City Council. Plan amendments should be adopted by resolution.

IMPLEMENTATION RESPONSIBILITY

The responsibilities for actually initiating and monitoring the goals, objectives and actions of the Comprehensive Plan are multi-tiered.

Citizens are responsible for bringing their concerns and problems to the City staff.

City Staff should review all the development issues associated with zoning and subdivision of land for compliance with the Comprehensive Plan. They should monitor the planning activities in the city and identify needed revisions and updates to address current and anticipated conditions. Preparation of the annual budget and Capital Improvements Program should incorporate projects and actions developed in the Plan.

Planning and Zoning Commission should use the Comprehensive Plan as a tool for decision making for growth and development to assure that new development and redevelopment are in accordance with the Comprehensive Plan. On a yearly basis, with the assistance of City staff and input from the Steering Committee, the Planning and Zoning Commission should submit an annual report on the status of planning activities and achievements as well as recommendations for future planning initiatives.

City Council should receive and act upon recommendations when they are in accordance with the goals, objectives and actions stated in the Plan. As an integral participant in the planning process the Council should provide overall policy guidance and consider any updates and changes when they are an extension of the stated purposes of the Comprehensive Plan.

Reports of the Planning and Zoning Commission

As a part of their Plan of Work, the Planning and Zoning Commission will prepare an annual report for submittal and discussion with the City Council. Status of implementation for the Comprehensive Plan should be included in the report. Significant actions and accomplishments during the past year should be recognized as well as identification and recommendations for needed actions and programs to be developed and implemented in the coming new year. The annual report of the Comprehensive Plan implementation status by the Planning and Zoning Commission should be coordinated with the City's annual budget development process so that the recommendations will be available early in the budgeting process.

COMMUNITY SURVEY

Dear Farmington Resident:

As part of the process of preparing a new Comprehensive Plan for Farmington, we are surveying the community to get your views on important issues. Please take a few minutes to fill out this survey and return it in the enclosed envelope with your utility bill. If you prefer to return the survey separately, mail it to: Community Development Department, 800 Municipal Drive, Farmington, NM 87401, Attention Community Survey. If others in your household wish to complete this survey, the form may be photocopied or downloaded from the City's web page: www.fmtn.org. Thank you for helping us plan for a better Farmington.

William E. Standley, Mayor

A. On a scale of 1 to 5, where 5 is very satisfied and 1 is very unsatisfied, how satisfied are you with each of the following: (Circle one number in each row)

	Very Satisfied				Very Unsatisfied
1. Police protection	5	4	3	2	1
2. Fire protection	5	4	3	2	1
3. Public schools	5	4	3	2	1
4. Arts and entertainment offerings	5	4	3	2	1
5. City parks	5	4	3	2	1
6. City trails	5	4	3	2	1
7. City recreation programs	5	4	3	2	1
8. The street system within the city	5	4	3	2	1
9. Public transportation	5	4	3	2	1
10. Airline service to Farmington.	5	4	3	2	1
11. Employment opportunities	5	4	3	2	1
12. Variety of housing choices available	5	4	3	2	1
13. Housing affordability	5	4	3	2	1
14. Opportunities for shopping	5	4	3	2	1
15. Availability of parking downtown	5	4	3	2	1
16. Appearance of commercial corridors	5	4	3	2	1
17. Library services	5	4	3	2	1

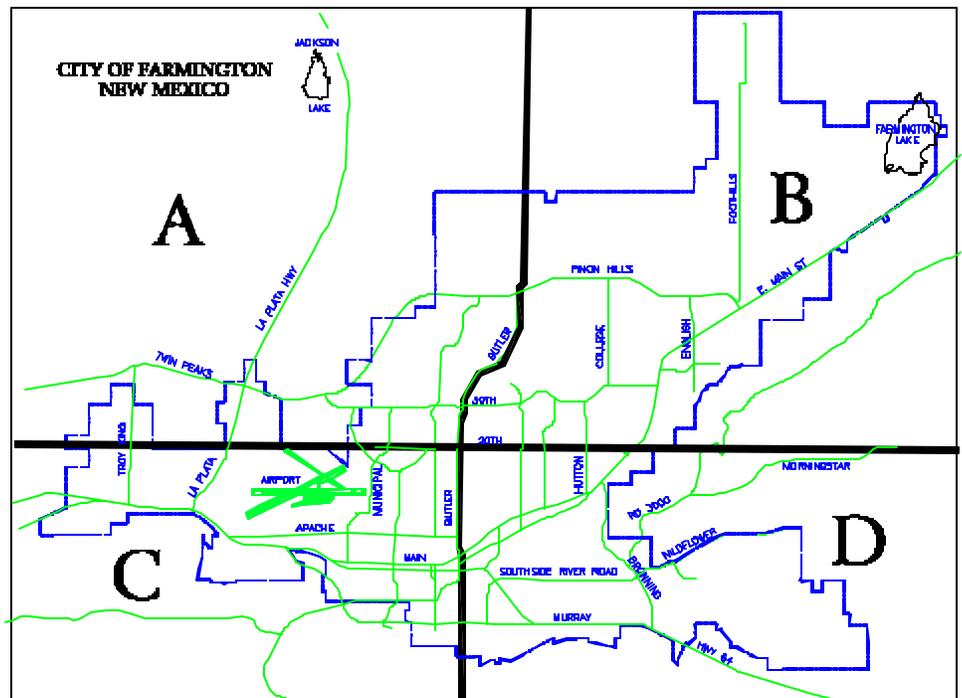
B. On a scale of 1 to 5, where 5 is strongly agree and 1 is strongly disagree, what is your opinion about the following statements: (Circle one number in each row)

	Strongly Agree				Strongly Disagree
1. The City should encourage the development of vacant lands within the City limits rather than permit expansion of City boundaries.	5	4	3	2	1
2. The City should annex and extend urban services to lands on the fringe of the city that are likely to develop in the future.	5	4	3	2	1
3. The BLM lands north of Farmington should be preserved as scenic and recreational open space.	5	4	3	2	1
4. The City and County should implement zoning within the unincorporated fringe area outside Farmington.	5	4	3	2	1

	Strongly Agree					Strongly Disagree				
5. The City should adopt more restrictive sign standards to improve the appearance of commercial corridors.	5	4	3	2	1	5	4	3	2	1
6. The City should encourage the revitalization of the downtown.	5	4	3	2	1	5	4	3	2	1
7. The City should build a multi-cultural center in or near the downtown to improve understanding among the cultures of the Farmington area.	5	4	3	2	1	5	4	3	2	1
8. The City should revise zoning codes to encourage the development of mixed-use neighborhoods, where people could walk to work or shopping.	5	4	3	2	1	5	4	3	2	1
9. The City should continue to invest in the development of new trails and parks.	5	4	3	2	1	5	4	3	2	1
10. The City should invest in the development of more major streets to carry traffic.	5	4	3	2	1	5	4	3	2	1
11. The City should expand the number of routes on the Red Apple Transit System.	5	4	3	2	1	5	4	3	2	1
12. The City should take actions to help diversify the local economy.	5	4	3	2	1	5	4	3	2	1
13. The City should require commercial property owners to provide landscaping along the street front of new developments.	5	4	3	2	1	5	4	3	2	1
14. The City should protect the natural environment of the rivers and bluffs by limiting development in those areas.	5	4	3	2	1	5	4	3	2	1

C. To help us determine whether we have a representative sample of the community, please answer the following questions:

- Gender: ___ Male ___ Female
- Age: _____
- Ethnicity : ___ Anglo ___ Hispanic ___ Native American ___ African American ___ Other
- Location. Please refer to the map below and indicate which quarter of the City you live in:
 ___ A ___ B ___ C ___ D ___ Live outside the City



FARMINGTON COMMUNITY SURVEY

RESULTS

As part of its effort to update the Farmington Comprehensive Plan, the City and its planning consultants conducted a community-wide survey. The survey was distributed in all utility bills going to city residents during one full billing cycle (from October 16 to November 14, 2000). A copy of the Survey is attached for reference.

Approximately 15,125 surveys were distributed, of which 2,593 valid responses were returned. This response rate of 17.1% is considered a good response rate for a mail survey and provides results that are statistically significant with less than 2% error at the 95% confidence level.

The major findings are summarized below.

Demographics of Respondents

- ❑ Respondents were 57% female and 43% male
- ❑ Respondents had a median age of 51.5, higher than the median for the City
- ❑ 83.8% of respondents were Anglo; 6.6% were Hispanic, 4.0% were Native American, and 5.5% were Other (including 0.3% African American; we are uncertain as to the ethnic composition of the remaining Others)
- ❑ Respondents were distributed throughout the City of Farmington, with the largest number (42.7%) living in the northeast quadrant

Community Satisfaction

- ❑ Respondents were generally satisfied with conditions in their community
- ❑ Satisfaction was greatest regarding fire protection, City parks, City trails, City recreation programs, police protection, library services, and arts and entertainment offerings
- ❑ Satisfaction was lowest regarding airline service to Farmington, public transportation, housing affordability, employment opportunities, the street system within the City, the availability of parking downtown, and the variety of housing choices available
- ❑ Older residents were generally more satisfied with their community than were younger residents
- ❑ Persons under 40 were less satisfied with the arts and entertainment offerings, opportunities for shopping, City recreation programs, public schools, availability of parking downtown, and appearance of commercial corridors
- ❑ Hispanics and Others were less satisfied with police protection
- ❑ Native Americans and Others were less satisfied with City trails, City recreation programs, and housing affordability
- ❑ Native Americans were less satisfied with fire protection, City parks, employment opportunities, and the variety of housing choices available
- ❑ Others were less satisfied with public schools, arts and entertainment offerings, and the appearance of commercial corridors
- ❑ Satisfaction did not vary greatly by place of residence

Planning Issues

- ❑ There was strong support for protecting the natural environment of rivers and bluffs, investing in the development of more major streets, revitalizing the downtown, preserving BLM lands north of Farmington as open space, diversifying the local economy, and requiring landscaping along the street fronts of new commercial developments
- ❑ There was also support for encouraging infill, implementing zoning in the urban fringe, continuing to invest in new trails and parks, adopting more restrictive sign standards, expanding the transit system, annexing lands on the fringe of the City, and encouraging mixed-use neighborhoods

- ❑ There was the least level of support for a multi-cultural center in or near the downtown
- ❑ There was little difference in support for the various proposals by age
- ❑ Hispanics and Native Americans were more supportive of downtown revitalization, a multi-cultural center, mixed-use neighborhoods, and expanding the transit system
- ❑ Native Americans were more supportive of more trails and parks, while Others were less supportive
- ❑ Hispanics and Others were less supportive of zoning in the urban fringe
- ❑ Others were less supportive of infill and annexation
- ❑ Residents of the southwest quadrant were more supportive of a multi-cultural center, mixed-use neighborhoods, and expanding the transit system