

Attachment 24

Planning Agency

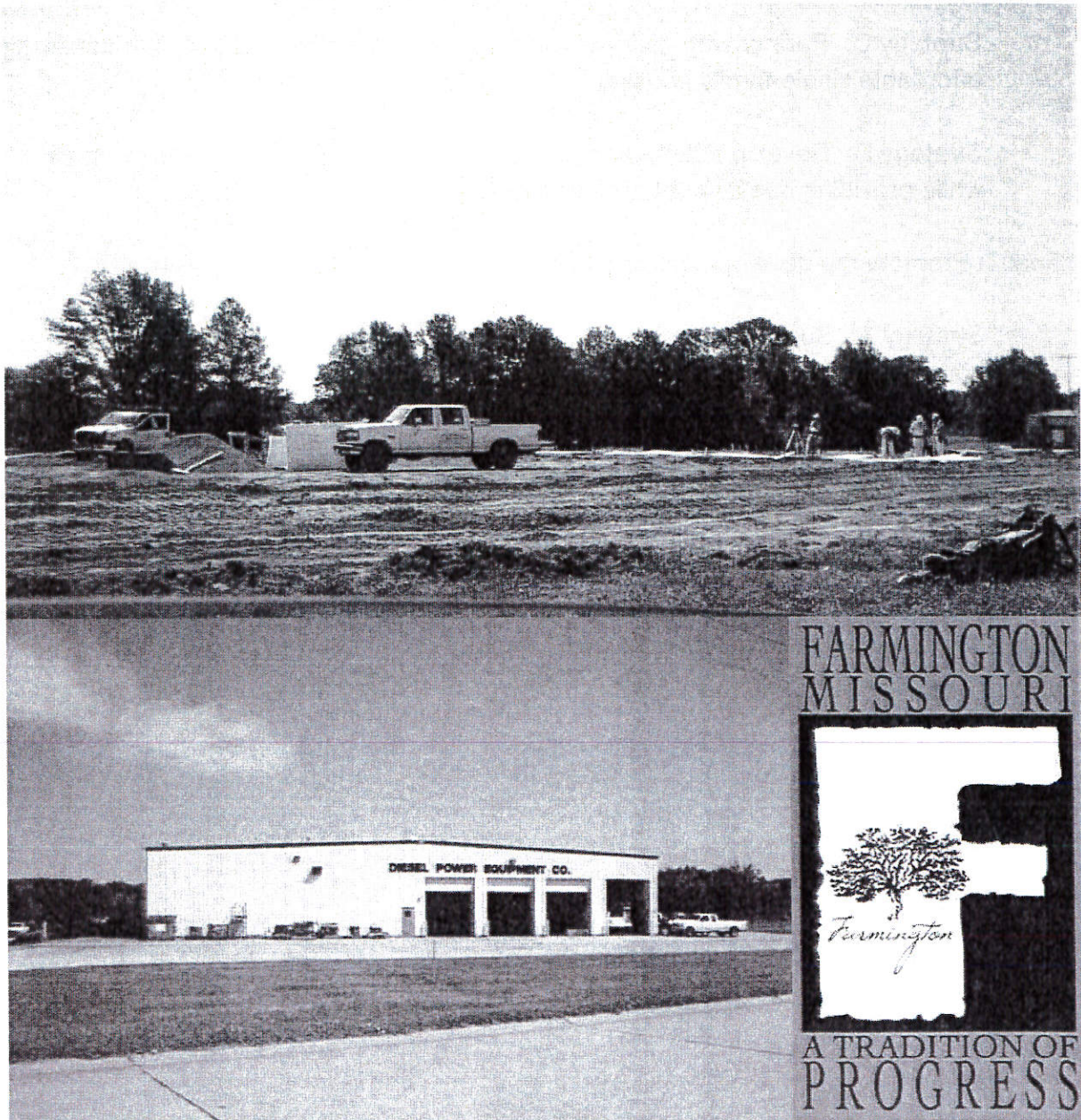
**Relevant Section of City of Farmington
Comprehensive Plan, 2010**

2010 Comprehensive Plan



Planning and Zoning Commission

2010 Comprehensive Plan



**Industrial Growth and
Commercial Development**

Background

The future land-use map allocates substantial land area to industrial use to help ensure a growing and diversified economy. The amount of land area designated for industrial use should be adequate well beyond 2020. Industrial uses include manufacturing, production, research, medical design, engineering, administration and back office operations.

The primary industrial area is situated near the western border of Farmington. Since 1980, an enormous inventory of serviced industrial land has been created. These lands are better situated than any vacant or redevelopable lands in the City for basic manufacturing and distribution uses, given their proximity to U.S. Highway 67, Farmington Regional Airport, and their distance from residential uses. Locating industrial development in the western part of the City ensures that users of hazardous materials, noises generated during the manufacturing process, obnoxious smells, and truck traffic will not be adjacent to residential development and have a negative impact on the quality of life.

Additional industrial lands have been designated by the City of Farmington in close proximity to U.S. Highway 67. Existing industrial parks should be expanded west into Delassus and to the east of the airport. Light industrial development east of the airport should be codified to prevent heavy manufacturing from entering this area. Light industrial development will transition into residential development.

Industrial park history

In the 1980's, the City was able to buy some marginal farmland from the State mental hospital for \$50.00 an acre. This land formed the first industrial park. This track of land, located west of U.S. Highway 67, attracted the attention of a local manufacturer needing more space to expand its operations as well as a national bicycle manufacturer. In 1984, Iron Mountain Forge moved to Farmington. The plant was housed in a 50,000 sq. ft. building that grew to approximately 275,000 sq. ft. Huffy Bicycle Company, once the world's largest seller of bicycles, marketed bicycles made in the company's U.S. factories as well as some lower-priced models made for Huffy in Asia moved into a 100,000 sq. ft. facility in 1994. In 2000, Huffy bicycles closed their factory in Farmington. In 2001, SRG Global moved into the former Huffy plant and has been operating there ever since. During the 1990's the City acquired additional land from the State of Missouri in exchange for land needed for State correctional facilities. This land is located east of U.S. Highway 67.

To maintain growth, funds generated by the industrial park were invested in additional industrial development opportunities. By the late 1980's, the City had enough funds, through a ½ cent sales tax for one year, for an incubator building. In 1989, the City built a 33,750 sq. ft business incubator. It originally housed six firms. Several of the original six firms built factories in Farmington after they outgrew their space at the incubator. The City leased the incubator building entirely to Accent Marketing in 2005.

In 2005, the IDA purchased industrial land on State Highway H. This 117-acre track remains undeveloped. To date, the City of Farmington has three industrial parks containing nearly 200 acres of developable industrial property fully served by utilities and adjacent to the Farmington Regional Airport.

Planning session summary

The Industrial Growth and Commercial Development Committee was charged with creating a direction for the growth of the Industrial Parks and the commercial areas in the City of Farmington.

The Industrial Growth and Commercial Development Committee identified five goals to guide, direct, and grow industrial and commercial development in the City: (1) Develop safe and efficient commercial corridors. (2) Ensure adequate land for projected industrial development. (3) Maintain excess utility capacity to meet the needs of future industrial and large commercial demand. (4) Develop a public education campaign on industrial growth and commercial development. (5) Continue development of the regional airport to support corporate air travel.

Goal 1: Develop safe and efficient commercial traffic corridors.

Industrial and commercial development is dependent on access to commercial truck routes for the efficient movement of material, raw product, and finished goods. Farmington presently has four-lane access interconnection with U.S. Interstate 55 to the north, and with U.S. Highway 63 to the south that provides quality access to several major markets. The east-west corridor to U.S. Interstate 55 and U.S. Interstate 44 is served by two-lane State Routes that do not provide safe, or efficient, routes for trucks. Locally, the access to the industrial park from U.S. Highway 67 is an uncontrolled at-grade intersection that does not provide safe interchanges for trucks serving the local industries. The committee recommended development of safe and efficient truck routes to better serve the community. In order to achieve this goal, the committee recommended the following strategies: (A) Maintain cooperative relationships with the Missouri

Department of Transportation to ensure that local needs are included in the State Transportation Improvement Plan (STIP). (B) Pursue the removal of remaining at-grade crossings on U.S. Highway 67. (C) Promote improvements to State Route 32 east to U.S. Interstate 55 and State Route 8 to U.S. Interstate 44. (D) Work cooperatively with the Missouri Department of Transportation and Arkansas Department of Transportation to improve U.S. Highway 67 to interstate standards south to U.S. Interstate 30 in Little Rock.

Goal 2: Ensure that sufficient developable industrial property is available.

The existing industrial parks are only partially developed, however, the remaining lots are predominately suited only for small industrial development. The City currently has a 33% of industrial land owned by the City un-developed. The City does not own or control parcels that are well suited for large industrial sites. In addition, the City does not have any available property that is served by rail. There are presently approximately 200 acres available for development. The committee recommends the following strategies to ensure that the City has available property for industrial attraction and development: (A) Maintain an available inventory of industrial property. As property is used for industrial development, it should be replaced with new property to maintain the inventory. (B) Identify property for an industrial 'mega-site' of 100 or more acres with excellent truck and rail access.

Goal 3: Maintain sufficient excess utility capacity to meet future industrial and commercial demand.

The third goal of the committee is to ensure that utility capacity exists for anticipated industrial and large commercial growth. The development of additional water production, electric distribution, or sewage treatment capacity requires significant time and investment in planning, engineering, permitting and construction. It is critical to the ability to attract additional industry that sufficient excess capacity of these City owned facilities is maintained. Moreover, the capacity of the privately owned data and communication networks should be expanded to ensure that the City is able to meet the needs of future industrial and large commercial growth. The following strategies were recommended by the committee: (A) Perform regular system assessments to make certain that infrastructure systems can support future industrial growth. (B) Extend critical public infrastructures to fully serve existing industrial sites. (C) Work cooperatively with Missouri Natural Gas, AT&T, Charter Communications, and wireless network providers to provide sufficient system capacity for potential industrial needs.

Goal 4: Increase public information efforts regarding industrial recruitment and attraction efforts.

Goal 5: Continue expansion of the Farmington Regional Airport.

The airport is a significant industrial growth and development resource for the City. In order to support corporate and business air travel, the airport should be extended to 5000 feet, provide a full scope of navigational aids, and maintain exemplary customer services targeted to corporate and business travel. The committee recommended the following airport expansion strategies. (A) Continue cooperative efforts with the Federal Aviation Administration and the Missouri Department of Transportation (Aviation) to extend the airport to meet Class B design standards. (B) Improve navigational aids and instrument approaches to meet current FAA standards. (C) Sustain high quality customer services targeting corporate and business air travel.

Goals and Strategies Summary

Goal 1: Develop safe and efficient commercial traffic corridors.

Strategy A: Maintain cooperative relationships with the Missouri Department of Transportation to ensure that local needs are included in the STIP.

Strategy B: Pursue the removal of existing at-grade crossings on U.S. 67.

Strategy C: Promote improvements to State Route 32 east to U.S. Interstate 55 and State Route 8 to U.S. Interstate 44.

Strategy D: Work cooperatively with the Missouri Department of Transportation and Arkansas Department of Transportation to improve U.S. Highway 67 to interstate standards south to U.S. Interstate 30 in Little Rock.

Goal 2: Ensure that sufficient developable industrial property is available.

Strategy A: Maintain an available inventory of industrial property.

Strategy B: Identify property for an industrial 'mega-site' of 100 or more acres with truck and rail access.

Strategy C: Attract and recruit businesses and industries optimize employment opportunities with the least investment in land resources.

Strategy D: Work to recruit businesses with minimal environmental impact on surrounding properties and the community in general.

Goal 3: Maintain sufficient excess utility capacity to meet future industrial and commercial demand.

Strategy A: Perform regular system assessments to make certain that infrastructure systems can support future industrial growth.

Strategy B: Extend critical public infrastructures to fully serve existing industrial sites.

Strategy C: Work cooperatively with investor owned utilities and telecommunication companies to promote construct systems adequate to support industrial and large commercial use.

Goal 4: Increase public information efforts regarding industrial recruitment and attraction efforts.

Goal 5: Continue expansion of the Farmington Regional Airport.

Strategy A: Continue cooperative efforts with the Federal Aviation Administration and the Missouri Department of Transportation (Aviation) to extend the airport to meet Class B design standards.

Strategy B: Improve navigational aids and instrument approaches to meet current FAA standards.

Strategy C: Sustain high quality customer services targeting corporate and business air travel.